

2009-2010  
Unified Planning Work  
Program (UPWP)



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## 2009-2010 Planning Work Program

The mission of the High Point Metropolitan Planning Organization (MPO) is to plan and implement the best possible multi-modal transportation system for the citizens and businesses that use our region's transportation system. Both the MPO Board (the TAC) and its supporting technical staff believe that transportation plans, programs and projects should foster safety, mobility, economic vitality, and high quality of life. To be successful in our mission the MPO must work within a legal and regulatory framework that changes over time and that requires that activities and actions be coordinated with other jurisdictions and agencies so that transportation improvements can be delivered in a timely fashion. Because of our location, the High Point MPO must also coordinate our activities with several other organizations (*e.g.*, NCDOT, FHWA, PART, the Winston-Salem/Forsyth County MPO, and the Greensboro MPO). These organizations are in addition to the four counties and six municipalities that make up the MPO. Because of the impact of transportation on other sectors of the economy and upon our built and natural environment, the MPO also needs to coordinate with other agencies such as the Department of Commerce, the Environmental Protection Agency, and other resources agencies. We also need to improve our relationship with the traveling public, other citizens and industry within the Metropolitan Area Boundary.

The Planning Work Program (PWP) is the MPO's annual budget and work plan. It lists the planning tasks that staff expects to perform and the work products that we expect to produce during the fiscal year. Our fiscal year runs from July 1<sup>st</sup> this through June 30<sup>th</sup> of next year. The work program consists of three major divisions: surveillance of change, long-range planning, and administration. Each major division includes several line items under which the MPO can perform work. Each line item includes explanatory text describing the customary work items for this line item, the rationale for performing this work, how much money we plan to spend on the line item and the work products that the MPO expects to produce during the upcoming year. The PWP also includes a series of tables showing the sources of the funds used, the amount of federal funds used, the amount of the local match, and total expenditures for each line item from each funding source.

### Introduction

Pursuant to Title 23 of the United States Code (U.S.C.) and Title 49 of the U.S.C., the High Point Metropolitan Planning Organization participates in a cooperative, comprehensive, and continuing transportation planning process. This planning work program is both the work program and the planning budget for the High Point Metropolitan Planning organization for the coming year. This text narrative outlines the work tasks that the planning partners expect to perform, the funding sources used by each participating agency, and discusses the likely planning products for the upcoming fiscal year.



## Sources of Funds

High Point MPO's planning work program identifies three general funding sources for transportation planning. These sources are:

1. Federal funds-US Department of Transportation (FHWA & FTA),
2. State funds-North Carolina Department of Transportation funds used to match some federal funds, and
3. Local Funds from the member jurisdictions of the High Point MPO.

### ***Federal Funds***

These funding sources are State Planning and Research (SPR) funds and are used by NCDOT to perform long range transportation planning tasks within the MPO boundary, federal PL funds used by the MPO staff to perform their planning tasks, FTA section 5303 funds used by transit agencies for their planning tasks, state matching funds used by NCDOT to match the federal share of SPR funds and local matching funds used to match PL funds and Section 5303 funds.

### ***State Funds***

The Transportation Planning Branch provides the twenty percent match required for FHWA's SPR funds. In addition, the Public Transportation Division provides one-half (ten percent) of the twenty percent match required for FTA's Section 5303 and 5307 funds.

### ***Local Match***

Recipients of USDOT funds are required to provide a twenty percent match for all federal funds spent. In the case of PL funds, the MPO asks the member jurisdictions to participate on a pro rata basis. In general each jurisdiction is asked to participate on a population basis with the exception of special projects for which the MPO may ask jurisdictions to participate based on the portion of the special project within their jurisdiction. The table below shows pro rata shares<sup>1</sup> for each jurisdiction in the upcoming fiscal year.

## **Narrative of Section 104(f) Work Tasks to be performed in FY 2009-2010**

This text narrative outlines the work tasks that the planning partners expect to perform, the funding sources used by each participating agency, and discusses the likely planning products for the upcoming fiscal year.

### ***II-A Surveillance of Change***

The purpose of the surveillance of change task items is to develop and maintain a baseline inventory of conditions so that the MPO can monitor, evaluate, and revise the

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<sup>1</sup> Shares are based on the most recent census data.

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underlying assumptions of the transportation plan in a timely fashion. The frequency of surveillance depends upon the rate of change for the inventory item, funding limitations and staffing limitations. Some task items are evaluated annually while others are evaluated on a less frequent schedule.

<b>Jurisdiction</b>	<b>Percent of Total MPO Population</b>	<b>Pro Rata Share</b>	<b>Special Projects</b>	<b>Total</b>
Archdale	4.81%	\$ 4,382.00	\$ 1,000.00	\$ 5,382.00
Davidson County	18.65%	\$ 16,989.00	\$ 1,000.00	\$ 17,989.00
Forsyth County	0.62%	\$ 565.00	\$ -	\$ 565.00
Guilford County	4.62%	\$ 4,209.00	\$ 1,000.00	\$ 5,209.00
High Point	45.83%	\$ 41,749.00	\$ 1,000.00	\$ 42,749.00
Jamestown	1.65%	\$ 1,503.00	\$ 1,000.00	\$ 2,503.00
Randolph County	8.61%	\$ 7,843.00	\$ -	\$ 7,843.00
Thomasville	10.56%	\$ 9,620.00	\$ -	\$ 9,620.00
Trinity	3.57%	\$ 3,252.00	\$ -	\$ 3,252.00
Wallburg	1.07%	\$ 984.00	\$ -	\$ 984.00
<b>Total</b>	<b>100%</b>	<b>\$ 91,096.00</b>	<b>\$ 5,000.00</b>	<b>\$ 96,096.00</b>

### II-A-1 Traffic Volume Counts

The traffic count program supports the surveillance of change and travel model development and project development. The North Carolina Department of Transportation performs annual average daily traffic counts on a biennial basis. The traffic surveys unit of the NCDOT normally performs these counts in the late spring or early summer. Over the following six to nine months, NCDOT reviews, checks, quality assures, and publishes the count data. NCDOT generally makes the count maps available in the winter or spring following the data collection. The SPR program funds this count program using a combination of federal and state funds. NCDOT produces traffic count maps, CDs and posts copies of the traffic count maps to its website.

The High Point Department of Transportation also performs approximately 100 traffic counts throughout the MPO area between May and August of each year. Most of these traffic counts are turning movements taken at intersections. The MPO uses these traffic counts to support its congestion management and signal timing efforts. These counts are also available to support feasibility studies and other special studies. The High Point Department of Transportation publishes the intersection counts to its website.



Traffic counts at the model's boundary and along the model's screenlines are critical data that modelers use to assess a travel model's performance. The MPO takes these counts in addition to the counts in the routine traffic count program described below. These counts must coincide with a model development or update cycle.

The MPO anticipates that local staff will perform traffic counts this year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Intersection Counts	\$2,000		\$8,000	\$10,000
Routine Coverage Counts		\$3000	12,000	\$15,000
Screenline and Cordon Counts				
<i>Total</i>	\$2,000	\$3,000	\$20,000	25,000

### **II-A-2 Vehicle Miles of Travel**

Vehicle miles of travel are a measure of the utilization of the highway portion of the transportation system. NCDOT estimates countywide VMT by functional classification each year. The NCDOT submits these estimates to the Federal Highway Administration and the North Carolina Division of Air Quality who use these estimates to evaluate their own programs.

The MPO staff expects no local activity on this task item in the upcoming year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
VMT Estimate	\$0	\$0	\$0	\$0
<i>Total</i>	\$0	\$0	\$0	\$0

### **II-A-3 Street System Changes**

The highway and street infrastructure changes gradually over time. In order to appropriately evaluate, plan, and recommend improvements to the transportation system is important to develop and maintain an accurate and current inventory of the transportation system. This inventory of the street system is useful in travel model development, land use planning and access control. Under the *Prospectus* and the Memoranda of Agreements governing development and maintenance of the Piedmont Triad Regional Model, the MPO is responsible for developing a list of model related street changes each year and forward those changes to the model custodian<sup>2</sup> who revised the model networks to reflect existing conditions.

<sup>2</sup> Per our Memorandum of Agreement for the Triad Regional Model the model custodian is the Piedmont Authority for regional transportation.

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The products of this work item are a GIS file delivered annually to the model custodian and the Powell Bill map certification provided each year to the NCDOT.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Collect, evaluate, and disseminate street system changes.	\$200	\$100	\$1,200	\$1,500
<i>Total</i>	\$200	\$100	\$1,200	\$1,500

#### II-A-4 Traffic Accidents

The MPO has an ongoing effort to catalog, evaluate, and account for traffic accidents within the MPO. City of High Point staff maintains a database of traffic accidents within the planning area. Staff uses this database to evaluate accident causes and develop accident reduction plans along specific corridors.

The MPO anticipates dedicating approximately one person-year to accident analysis during the upcoming fiscal year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Collecting Analyzing Traffic & Reporting Accident Data	\$6,600	\$200	\$27,200	\$34,000
<i>Total</i>	\$6,600	\$200	\$27,200	\$34,000

#### II-A-5 Transit Systems Data

Hi-tran staff continually evaluates the full range of transit system performance and service measures with the intent of producing the most effective and efficient transit system possible with the funding available.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Collect Transit System Data	\$2,454	\$2,454	\$19,632	\$24,540
<i>Total</i>	\$2,454	\$2,454	\$19,632	\$24,540

#### II-A-6 Dwelling Unit, Population, & Employment changes

The High Point MPO participates in developing and maintaining the Piedmont Triad Regional Travel Demand Model. By agreement with the Piedmont Authority for Regional Transportation (PART), the North Carolina Department Transportation, the Alamance Metropolitan planning Organization, the Greensboro Planning Metropolitan Planning Organization and the Winston-Salem/Forsyth County Metropolitan Planning

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Organization PART is the custodian of the PTRM. By agreement, each MPO delivers socioeconomic data changes, revisions, and corrections to PART annually in May.

The MPO staff anticipates collecting dwelling unit and population changes from member jurisdictions sending that information to the model custodian in electronic format.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Collect, evaluate, and disseminate dwelling unit and population.	\$100	\$100	\$800	\$1,000
<i>Total</i>	\$100	\$100	\$800	\$1,000

### II-A-7 Air Travel

MPO Staff foresees no activity on this task item.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
	\$0	\$0	\$0	\$0
<i>Total</i>	\$0	\$0	\$0	\$0

### II-A-8 Vehicle Occupancy Rate Counts

MPO Staff foresees no activity on this task item.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Vehicle Occupancy Counts	\$0	\$40	\$160	\$200
<i>Total</i>	\$0	\$40	\$160	\$200

### II-A-9 Travel Time Studies

Travel time studies are important elements of assessing traffic congestion and system reliability and are useful when calibrating and validating regional travel demand models. The MPO has begun the process of selecting congested corridors and performing travel time studies in these corridors on a regular basis. The MPO is interested in establishing measures of system reliability for average conditions and for special events. Staff performs peak and off-peak travel time runs on corridors approximately three times per year. The MPO uses the data to develop travel time indexes for the corridors.

The MPO expects to perform travel time studies in four corridors this year.



## II-A-10 Mapping

MPO staff develops and maintain many maps in support of the transportation planning process. These maps include but are not limited to zone maps, comprehensive transportation plan maps, project location maps and other maps as needed. The MPO

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Travel time studies along major corridors in support of accident reduction and congestion management programs	\$4000	\$100	\$16,400	\$20,500
<i>Total</i>	\$4000	\$100	\$16,400	\$20,500

maintains these maps in electronic form so that they are easily available and editable. Transportation Planning Branch and other partner agencies may review and comment on maps produced for them. Many of these maps are available on the city's website or in hard copy by request.

The MPO expects to produce a number of maps during the upcoming fiscal year. These maps include but are not limited to maps showing TIP projects maps of individual projects, environmental mapping, and maps showing the distribution of funding within the MPO.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Developing, preparing, maintaining and disseminating maps.	\$6,000	\$300	\$25,200	\$31,500
<i>Total</i>	\$6,000	\$300	\$25,200	\$31,500

## II-A-11 Central Area Parking Inventory

The city of High Point maintains an inventory of on and off-street parking within the High Point City limits. This inventory includes on street parking, city owned off-street parking and privately owned off-street parking. This inventory is important in assessing the availability of parking for the semi-annual International Home Furnishings market and for assessing additional transportation needs for the market.

Staff expects no activity in this line item in the upcoming fiscal year.

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<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Updating the Central Area Parking Inventory	\$0	\$0	\$0	\$0
<i>Total</i>	\$0	\$0	\$0	\$0

### **II-A-12 Bicycle & Pedestrian Facilities Inventory**

Each municipality within the MPO maintains its own inventory of bicycle and pedestrian facilities within the MPO area. The MPO includes these inventories to develop the bicycle and pedestrian element of the Long Range Transportation Plan.

The MPO anticipates minor activity on this task item during the upcoming fiscal year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Prepare a physical inventory of bicycle facilities within the MPO	800	100	3,600	4,500
Estimate Bicycle Level of Service for Bicycle Facilities within the MPO.				
<i>Total</i>	800	100	3,600	4,500

### **II-B Long-Range Transportation Plan**

Title 23 of the United States Code requires that each Metropolitan Planning Organization develop and maintain a long-range transportation plan that meets the following general criteria:

- The plan shall have at least a twenty year horizon year upon its effective date,
- The plan shall include both long-range and short-range strategies and actions leading to an integrated multi-modal transportation system to facilitate the efficient movement of people and goods (including major roadways, transit, multimodal and intermodal facilities, pedestrian facilities, and intermodal connectors),
- The plan shall include the projected transportation demand,
- Existing and proposed facilities that should function as an integrated whole,
- Operational strategies to improve the performance of existing facilities or to minimize the effects of congestion on existing facilities,
- Assessment of investment strategies intended to preserve the existing investment in infrastructure,
- In nonattainment and maintenance areas, the design concept and scope of existing and proposed transportation in sufficient detail to allow the MPO to make



conformity determinations under USEPA's Transportation Conformity Rule (40CFR Part 93),

- Discussion of potential environmental mitigation activities and of potential areas to carry out these activities,
- Pedestrian walkway and bicycle facilities,
- Appropriate transportation or transit enhancement activities,
- And a financial plan that demonstrates how the adopted transportation plan can be delivered.

The line items described below cover the work needed to develop and maintain the long-range transportation plan and the travel demand model that supports it.

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

The High Point MPO participates in developing and maintaining the Piedmont Triad Regional Travel Demand Model. By agreement with the Piedmont Authority for Regional Transportation (PART), the North Carolina Department Transportation, the Alamance Metropolitan planning Organization, the Greensboro Planning Metropolitan Planning Organization and the Winston-Salem/Forsyth County Metropolitan Planning Organization PART is the custodian of the PTRM. The MPO anticipates no activity for this line item during the upcoming fiscal year.

The MPO plans to participate with the Bureau of Census to define traffic analysis zones within the census for later use in the travel demand model.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Collecting Base year socio-economic data	\$2,755	\$500	\$13,010	\$16,274
<i>Total</i>	\$2,755	\$500	\$13,010	\$16,274

### II-B-2 Collection of Network Data

The MPO anticipates no activity for this line item during the upcoming fiscal year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Collecting Base Year Network Data	\$600	\$500	\$4,400	\$5,500
<i>Total</i>	\$600	\$500	\$4,400	\$5,500

### II-B-3 Travel Model Updates

The High Point MPO participates in developing and maintaining the Piedmont Triad Regional Travel Demand Model. By agreement with the Piedmont Authority for Regional Transportation (PART), the North Carolina Department Transportation, the Alamance Metropolitan planning Organization, the Greensboro Planning Metropolitan



Planning Organization and the Winston-Salem/Forsyth County Metropolitan Planning Organization PART is the custodian of the PTRM.

By agreement, the MPO pays for a portion of the expense of keeping a travel modeler on PART's staff. Our Agreement with PART limits our contribution for model maintenance to \$5,250 per annum to cover a population weighted portion of the PART travel modeler's salary.

The MPO would like to participate in a peer review of the model and the modeling process during the upcoming fiscal year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Routine annual model maintenance to PART	\$1,050	\$0	\$4,200	\$5,250
Peer Review of Model	4,350	1,500	\$23,400	\$29,250
<i>Total</i>	\$5,400	\$1,500	\$27,600	\$34,500

## **II-B-4 Travel Surveys**

Transportation modelers use various surveys to develop and maintain four-step travel demand models. Examples of these surveys include internal travel behavior studies, goods movement studies, and external origin destination studies. These studies are expensive and difficult to perform effectively.

Modelers use internal origin destination surveys to estimate trip generation models and mode choice models. These studies are both expensive and time intensive. For that reason, it is important for the MPO to take a long view when deciding to have an origin destination survey performed. Not only must the MPO time the survey to coincide with a new round of model development we must also coordinate with the other five agencies participating with us in model development and maintenance. The most recent travel behavior study for the High Point MPO was completed in 1994. The High Point MPO and the other MPOs within the Piedmont Triad are participating in the buy-up of the National Highway Transportation Study. The MPO included this survey was by amendment in the FY 2007-2008 PWP.

Modelers use external origin destination surveys to estimate external-internal trips in models and through trip tables for the model. These studies are both expensive and time intensive. For that reason, it is important for the MPO to take a long view when deciding to have an origin destination survey performed. Not only must the MPO time the survey to coincide with a new round of model development we must also coordinate with the other five agencies participating with us in model development and maintenance.

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During 2007, the MPO consented to participate in the add-on to the National Highway Transportation (NHTS) at that time the MPO designated \$98,000 of PL funds to be used in the NHTS add-on. This work will be ongoing during fiscal 2009-2010. The MPO anticipates no other travel survey work at this time.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Travel Surveys	\$0	\$200	\$800	\$1000
<i>Total</i>	\$0	\$200	\$800	\$1000

### II-B-5 Forecasts of Data to Horizon Years

This task provides for forecasting data needed by the travel model to the horizon (design) year, or years, of the travel model. The data may be population data by traffic analysis zone, employment data by traffic analysis zone and job category, number of cars per household, household size by traffic analysis zone, external station volumes or through trip interchanges or other input data needed by the travel demand model. This task may also include interpolating data for horizon year between the base year of the travel demand model and the design year of the travel demand model.

Staff anticipates no work on this task during the upcoming fiscal year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Forecast SE data to a design year	\$0	\$0	\$0	\$0
Interpolate SE data between the base year and horizon years.	\$0	\$0	\$0	\$0
Forecast external station volumes to a design year	\$0	\$0	\$0	\$0
Forecast through trip interchanges to a design year	\$0	\$0	\$0	\$0
Interpolate external station volumes between the base year and horizon years.	\$0	\$0	\$0	\$0
Interpolate through trip interchanges between the base year and horizon years.	\$0	\$200	\$800	\$1,000
<i>Total</i>	\$0	\$200	\$800	\$1,000

### II-B-6 Community Goals and Objectives

The MPO expects no activity on this line item this fiscal year.

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<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Survey Goals & Objectives	\$0	\$60	\$240	\$300
<i>Total</i>	\$0	\$60	\$240	\$300

### II-B-7 Forecasts of Future Year Travel Patterns

The MPO expects no activity on this line item this fiscal year. Any traffic forecasting done during the upcoming fiscal year should be associated with special studies.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Traffic Forecasts	\$0	\$120	\$480	\$600
<i>Total</i>	\$0	\$120	\$480	\$600

### II-B-8 Capacity Deficiency Analysis

The MPO will perform capacity analysis on facilities within the MPO boundary during the upcoming fiscal year

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Capacity Analysis	\$200	\$600	\$3,200	\$4,000
<i>Total</i>	\$200	\$600	\$3,200	\$4,000

### II-B-9 Highway Element of Long Range Transportation Plan

The MPO anticipates evaluating portions of the highway element of the long-range transportation plan.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Evaluation of the Highway Element	\$800	\$100	\$3,600	\$4,500
<i>Total</i>	\$800	\$100	\$3,600	\$4,500

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

The MPO will review and assess the transit element of its long-range plan during the upcoming fiscal year. Hi-Tran staff is participating with the staff of adjacent agencies on a seamless mobility study for the Piedmont Triad region. The purpose of this study is to identify places where adjacent transit systems can implement cost savings measures while at the same time providing more effective service.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Evaluation of the Transit Element	\$150	\$250	\$1,600	\$2,000
<i>Total</i>	\$150	\$250	\$1,600	\$2,000



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

Two of the MPO's member jurisdictions have large bike or pedestrian planning projects in the works. MPO staff will participate with the development of High Point's Greenway Master Plan and with

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Bicycle and Pedestrian Element of LRTP		\$100	\$400	\$500
<i>Total</i>		\$100	\$400	\$500

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

The Piedmont Triad International Airport is located outside the boundaries of the MPO. The MPO anticipates no MPO work at this time.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Air Travel Element	\$0	\$0	\$0	\$0
<i>Total</i>	\$0	\$0	\$0	\$0

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

The MPO began the effort to update its collector street plan during the current fiscal year. The MPO expects to continue and complete this effort during the upcoming fiscal year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Collector Street Plan	\$1,000	\$100	\$4,400	\$5,500
<i>Total</i>	\$1,000	\$100	\$4,400	\$5,500

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

The MPO expects no work related to rail planning in the upcoming year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Rail Waterway and Other elements	\$-	\$-	\$-	\$-
<i>Total</i>	\$-	\$-	\$-	\$-



## II-B-15 Freight Movement/Mobility Planning

Freight is a significant portion of overall travel. The Piedmont Triad is developing as a logistics hub with a number of logistics facilities and companies present. The Triad is well situated to capitalize on logistics because of existing and proposed infrastructure. The MPO expects to evaluate some elements of its freight and goods movement plan and to participate in planning efforts by other agencies related to freight and goods movement.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Freight & Mobility Planning	\$520	\$200	\$2880	\$3,600
<i>Total</i>	\$520	\$200	\$2880	\$3,600

## II-B-16 Financial Planning

Transportation funding is in flux across the board. Nationally the transportation authorization legislation is due for review while at the state level there are many more needs than there are resources to meet those needs. At the same time inflation of construction prices is raising costs at unprecedented rates. The MPO intends to evaluate existing funding streams and reassess their ability to meet short and medium term needs.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Financial Planning	\$250	\$290	\$2,160	\$2,700
<i>Total</i>	\$250	\$290	\$2,160	\$2,700

## II-B-17 Congestion Management Strategies

The MPO is evaluating levels of congestion and its current congestion management strategies. These efforts include travel time studies along major corridors and working with the International Home Furnishings Market to ease visitor travel during the semi-annual International Home Furnishings Market trade show.

The major congestion management strategy for this year will be the feasibility of a new MPO wide signal system including signals in High Point, Archdale, Jamestown, Thomasville, and Trinity. As envisioned this signal system would consolidate existing signals in these municipalities into a single monitored system. The MPO intends to perform this work using an private engineering consultant.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Congestion Management Strategies	\$16,000	\$200	\$64,800	\$81,000
<i>Total</i>	\$16,000	\$200	\$64,800	\$81,000



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

The High Point Metropolitan Planning Organization includes parts of four counties (Guilford, Forsyth, Davidson, and Randolph). All or part of Guilford, Forsyth, and Davidson Counties are nonattainment or maintenance for one or more of the criteria air pollutants. *Section 176(C) of the Clean Air Act as Amended* requires that transportation plans, programs or projects within nonattainment or maintenance areas conform to the intent of the State Implementation plan for Air Quality (SIP). *40 CFR Part 93.102* requires that metropolitan planning organizations in nonattainment or maintenance areas determine that their transportation plans, programs, and projects conform to the intent of the SIP whenever the MPO adopts, or amends a long-range transportation plan. There is also considerable coordination needed to ensure that transportation's voice is heard when the SIP is developed or amended and when EPA proposes new national ambient air quality standards. This task item covers the technical and administrative activities needed to ensure that the MPO complies with current air quality regulations and stays current with expected air quality regulations. Typical tasks for this line item include:

- Participation in interagency consultation meetings,
- Reviewing air agency proposals and responding to them,
- Responding to air agency and public comments on transportation plans or programs, and
- Research and training concerning new policies, procedures, and methods.

In this fiscal year, the MPO anticipates completing conformity analyses and determinations on both their long-range transportation plan and on their metropolitan transportation improvement program. These tasks should be complete by October 1, 2008. The deliverable for this task will be a Transportation Conformity report that documents the conformity with the SIP.

The USEPA is set to adopt new National Ambient Air Quality Standards (NAAQS) for ozone and fine particulate matter in early 2008. These standards will result in a new round of rule making related to air quality and state implementation development (SIP). The MPO intends to expend some effort monitoring and evaluating these proposals.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Transportation Conformity for the Long Range Plan	\$1,200	\$1,500	\$10,560	\$13,460
Monitoring Regulations & New NAAQS	\$200	\$0	\$1,840	\$2,040
<i>Total</i>	\$1,600	\$1,500	\$12,400	\$15,500

## III Administration

This major work task covers all of the administrative efforts needed to conduct efficiently and effectively the transportation planning process for the MPO.



### III-A Planning Work Program

The High Point Metropolitan Planning Organization receives funds under 23 U.S.C. 104(f), 49 U.S.C. 5303(d), 49 U.S.C. 5307, and 49 U.S.C. 5339<sup>3</sup> to develop and maintain long-range transportation plans within the Metropolitan Area Boundary. 23 CFR Part 450.308 requires that each MPO prepare and approve a work plan each year showing how the funds will be spent and whether the work will be performed by the MPO, local government, state government, the transit operator, or a consultant.

The MPO develops its planning work program each year. The planning work program includes a narrative task description, and two funding tables (one required by the Federal Highway Administration and another required by the Federal Transit Administration) a resolution certifying that the MPO is complying with federal transportation planning requirements, clean air act requirements, Title VI of the Civil Rights Act of 1964, Disadvantaged Enterprises requirements, relevant provisions of the Americans with disabilities act and relevant USDOT implementing regulations and policies.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Developing the Planning Work Program (Budget & Work Plan)	\$830	\$350	\$4,720	\$5,900
<i>Total</i>	\$830	\$350	\$4,720	\$5,900

### III-B Transportation Improvement Program

All MPOs North Carolina develop their transportation improvement programs on a biennial schedule dictated by the North Carolina Department of Transportation and federal regulations. This schedule includes two major work tasks: development of a project needs ('wish') list of desired projects, development and adoption of a draft metropolitan transportation improvement program (MTIP) based upon the state transportation improvement program (STIP). In addition, MPOs that are nonattainment or maintenance for one or more criteria pollutants must assert that their transportation improvement programs conform to the intent of the state air quality implementation plan (SIP).

For the MTIP the conformity process includes a series of meetings with USDOT, NCDOT, and regulatory agency staff to determine if projects have changed since the adoption of the long-range transportation plan.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
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<sup>3</sup> Some MPOs also receive funds under U.S.C. 104 (b) 1, (b) 3, 23 U.S.C 105 and 23 U.S.C. 133(d) (3) (E) for planning purposes. The High Point MPO does not have access to these funds at this time.

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Development of a project needs list				
Development and Adoption of an MTIP	\$700	\$400	\$4,400	\$5,500
Transportation Conformity for the MTIP	\$700	\$400	\$4,400	\$5,500
<i>Total</i>	1,400	\$800	\$8,800	\$11,000

### III-C Civil Rights Compliance/Other Regulations Compliance

As a recipient of federal funds, the MPO is required to certify that it complies with a number of federal regulations and executive orders intended to preserve equity and social good. Line items III-C-1 through III-C-7 are included in the Prospectus to allow the MPO staff to perform the work needed to comply with these regulations.

MPOS serve as the primary forum where State DOTs, transit providers, local agencies, and the public develop local transportation plans and programs that address a metropolitan area's needs. MPOs can help local public officials understand how Title VI and environmental justice requirements improve planning and decision making. To certify compliance with Title VI and address environmental justice, MPOs need to:

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and - where necessary - improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.<sup>4</sup>

The PWP line items below represent the MPO's monetary and staff commitment to complying with these portions of the federal regulations.

#### III-C-1 Title VI Compliance

It is the policy of the High Point Metropolitan Planning Organization to comply with Title VI of the Civil Rights Act of 1964; 49 CFR part 21; and related statutes and regulations.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Title VI	\$661	\$661	\$5,288	\$6,610
<i>Total</i>	\$661	\$661	\$5,288	\$6,610

<sup>4</sup>"FHWA Environment." August 11, 2006. <http://www.fhwa.dot.gov/environment/ej2000.htm> (accessed February 1, 2008).



### III-C-2 Environmental Justice

In 1994, Executive Order 12898 directed every Federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." As recipients of federal funds, compliance with Executive order 12898 is included in the mission of the MPOs. Thus, the MPO makes efforts to:

1. ensure the involvement of low-income and minority groups in decision making,
2. prevent disproportionately high and adverse impacts to low-income and minority groups resulting from the decisions made; and
3. assure that low income groups receive a proportionate share of benefits resulting from the decisions made.

The High Point MPO has developed, and will maintain, a series of maps delineating the extent of low-income and minority populations within the planning area. These maps include threshold values for low-income and minority populations based on bureau of census data. When the MPO initiates a new transportation project, transportation service, or changes an existing transportation service staff consults these maps and if the proposals effect low-income or minority populations the MPO makes special efforts to include these populations in the public involvement process and decision-making process for the proposal.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Environmental Justice	\$120	\$120	\$960	\$1,200
<i>Total</i>	\$120	\$120	\$960	\$1,200

### III-C-3 MBE Planning

This task item covers efforts to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
MBE Planning	\$220	\$ 240	\$1,840	\$2,300
<i>Total</i>	\$220	\$ 240	\$1,840	\$2,300

### III-C-4 Planning for Elderly and the Disabled

This task item covers efforts to meet the special needs of the elderly and disabled. The primary focus of this task item will be through Hi-tran.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Planning for the elderly	\$40	\$ 60	\$400	\$500

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& disabled.	<i>Total</i> \$40 \$ 60 \$400 \$500
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**III-C-5 Safety/Drug Control Planning**

This line item covers the work performed by Hi-Tran to comply with FTA regulations related to safety and drug control policy.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Safety/Drug Control Planning	\$200	\$200	\$1,600	\$2,000
<i>Total</i>	\$200	\$200	\$1,600	\$2,000

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**II-C-6 Public Involvement**

This line item covers the efforts needed to engage effectively the public in transportation planning. It includes time needed to correspond with individuals on projects, meet with affected citizens concerning projects, prepare project summaries and develop information for citizens as well as attending or participating in public outreach efforts.

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<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Public Involvement	\$3,300	\$200	\$14,000	\$17,500
<i>Total</i>	\$3,300	\$200	\$14,000	\$17,500

### III-C-7 Private Sector Participation

This task item covers efforts to encourage private sector participation in providing transportation services projects.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Private Sector Participation	\$-	\$-	\$-	\$-
<i>Total</i>	\$-	\$-	\$-	\$-

### III-D Incidental Planning/Project Development

The line items in this part of the PWP cover those tasks needed to move a project from the long range planning process through the feasibility and NEPA processes. Specific tasks for this category include developing and managing transportation enhancement projects, environmental analysis and pre-TIP planning, special studies and regional and statewide planning.

#### III-D-1 Transportation Enhancement Planning

Transportation Enhancement activities offer funding opportunities to help expand transportation choices and enhance the transportation experience through projects related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. Transportation Enhancement investments benefit communities through rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers.<sup>5</sup>

The North Carolina Department of Transportation allocates Transportation Enhancement funds by competitive grant with the winning projects being managed at the local level<sup>6</sup> with oversight provided by NCDOT's Enhancement Unit. This line item covers the efforts needed to prepare grant applications, negotiate municipal agreements with NCDOT, and manage the subsequent project development and construction process.

<sup>5</sup> "FHWA Environment." August 15, 2007.<http://www.fhwa.dot.gov/environment/te/overview.htm> (accessed February 1, 2008).

<sup>6</sup> This may be either by a municipality or by MPO staff.

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The High Point MPO is currently managing one enhancement project. The MPO anticipates preparing up to twelve monthly progress reports for this project and other additional activities associated with actively managing the project.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Transportation Enhancement Planning	\$-	\$100	\$400	\$500
<i>Total</i>	\$-	\$100	\$400	\$500

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

The MPO anticipates no activity on this task item during the upcoming year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Environmental Analysis/Pre-TIP Planning	\$-	\$100	\$400	\$500
<i>Total</i>	\$-	\$100	\$400	\$500

### III-D-3 Special Studies

23 CFR Part 450.318 allows the MPO to perform transportation planning studies at the corridor and subarea level as part of the transportation planning process. The MPO believes that special studies are a value-added service to our member jurisdictions and help to effectively and to efficiently improve our transportation system. It is also important for the MPO to support our member jurisdictions by funding and managing special studies and special projects intended to address important transportation needs within the MPO boundary. Special projects may include feasibility studies, NEPA documents, or functional designs. In general the MPO may complete special projects in-house or may choose to contract with consultants to complete special projects.

The MPO anticipates completing its feasibility study of the Surrett Drive corridor in this fiscal year. The MPO may also begin one or more feasibility studies in conjunction with our other planning partners. The MPO also expects to complete development of a sub-area model using consultant forces.

Candidates for new feasibility studies include a feasibility study for the part of the High Point Greenway between Deep River Road and the Piedmont Environmental Center and the evaluation of traffic operations and a potential interchange on I-85 Business at the entrance to Davidson County Community College. MPO staff also expects to manage feasibility study FS-0707B for the North Carolina Department of Transportation although the monies for the project will actually accrue to the City of High Point and the City of High Point will provide the local match for these funds.

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The MPO anticipates using consultants from the City of High Point’s on-call consultant list to perform all three of these studies.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Deep River Greenway	\$4,000	\$500	\$16,000	\$20,500
Traffic Mitigation Analysis near Davidson County Community College on I-85 Business.	\$16,000	\$500	\$64,000	\$80,500
FS 0607B (NS/Airport Connector Feasibility Study)	\$75,000		\$300,000	\$375,000
Unspecified Projects				
<b>Total</b>	\$95,000	\$1,000	\$380,000	\$476,000

### III-D-4 Regional or Statewide Planning

This line item covers the activity needed to coordinate effectively with the MPO’s planning partners at the regional and statewide level. The Piedmont Triad is a relatively complex planning environment that includes a several facilities that are significant at the regional and state level. These facilities include Interstate 40, Interstate 85, the Piedmont Triad International Airport, two pipelines, and the North Carolina Railroad. Our partners at the regional level include the Piedmont Authority for Regional Transportation, the Greensboro MPO, the Winston-Salem MPO, four counties, and three of North Carolina’s fourteen highway divisions.

MPO staff expects to attend regional level meetings between twelve and twenty-four times during the upcoming fiscal year.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
<b>Staff time</b>	\$4,000	\$1,300	\$21,200	\$26,500
<b>Total</b>	\$4,000	\$1,300	\$21,200	\$26,500

### III-E Management & Operations

This line item in the budget covers the costs of administering the planning process. Typical task items include:

- preparing agendas for the Technical Coordinating Committee and the Transportation Advisory Committee,
- attending TCC meetings, TAC meetings, City Council Meetings, regional transportation committee meetings and other similar meetings,
- preparing meeting minutes,



- ensuring compliance with North Carolina general statutes regarding open meetings and public records.
- preparing invoices and quarterly progress reports,
- maintaining adequate files and records for the Metropolitan Planning Organization, and
- preparing an annual report of the planning process.

Periodically the MPO may find it necessary to revise, amend, or adopt new governing documents and policies. Typically revising these documents occurs when the membership of the MPO changes, when the laws and regulations governing the transportation planning process change, when member responsibilities change, or after a decennial census. These governing documents include the Memorandum of Understanding for Transportation Planning, the Memorandum of Understanding for Model Maintenance, the Memorandum of Understanding for Interagency Consultation, and Committee Bylaws, or operating policies.

The MPO staff anticipates between eight and twelve MPO meetings during the four invoices, four progress reports, and one annual report all of which the MPO will be submit to the Transportation Planning Branch of NCDOT.

<b>Item</b>	<b>Local Match</b>	<b>State Match</b>	<b>Federal Share</b>	<b>Total</b>
Staff Time	\$18,000	\$400	\$73,600	\$92,000
<b>Total</b>	<b>\$18,000</b>	<b>\$400</b>	<b>\$73,600</b>	<b>\$92,000</b>



## Metropolitan Planning Organization Self-Certification

As part of the planning process the MPO is required to regularly certify that it is complying with federal regulations pertaining to transportation planning, the environment, and access to decision-making. The certification requirement is found in 23 CFR Part 450.335 which states in part:

... “(a) The State and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

(1) Section 134 of title 23, U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and this part;

(2) Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));

(3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

(4) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102–240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects (sec. 105(f), Pub. L. 97–424, 96 Stat. 2100; 49 CFR part 23); and

(5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101–336, 104 Stat. 327, as amended) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).”

In addition, the following checklist should help guide the MPOs as they review their processes and programs for self-certification. . .”.

The self certification checklist below summarizes the requirements for self certification and indicates that the High Point MPO is meeting the USDOT’s planning requirements.

Item	Regulatory Reference	Status
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
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
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
4	Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314 Is there an adopted prospectus Are tasks and products clearly outlined Is the UPWP consistent with the LRTP	Yes

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Item	Regulatory Reference	Status
	Is the work identified in the UPWP completed in a timely fashion	
5	Does the area have a valid transportation planning process? 23 CFR 450.322 Is the transportation planning process continuous, cooperative and comprehensive Is there a valid LRTP Did the LRTP have at least a 20-year horizon at the time of adoption Does it address the 8-planning factors Does it cover all modes applicable to the area Is it financially constrained Does it include funding for the maintenance and operation of the system Does it conform to the State Implementation Plan (SIP) (if applicable) Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)	Yes
6	Is there a valid TIP? 23 CFR 450.324, 326, 328, 332 Is it consistent with the LRTP Is it fiscally constrained Is it developed cooperatively with the state and local transit operators Is it updated at least every 4-yrs and adopted by the MPO and the Governor	Yes
7	Does the area have a valid CMS? (TMA only) 23 CFR 450.320 Is it consistent with the LRTP Was it used for the development of the TIP Is it monitored and reevaluated to meet the needs of the area	Yes
8	Does the area have a process for including environmental mitigation discussions in the planning process? SAFETEA-LU	Yes
9	Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898? Title VI Are there procedures in place to address Title VI complaints and does it comply with federal regulation? [23 CFR 200.9 (b)(3)] Environmental Justice (Executive Order 12898) Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process? ADA Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulation? [49 CFR 27.13] DBE Does the MPO have a DBE policy statement that expresses commitment to the DBE program? [49 CFR 26.23]	Yes

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<b>Item</b>	<b>Regulatory Reference</b>	<b>Status</b>
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?	Yes
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? SAFETEA-LU	Yes



## Tables of UPWP FTA Section 5303 Work Tasks to be Performed in FY 2009-2010

### Planning Work Program Funding Sources FY 2009-2010

### Anticipated DBE Contracting Opportunities for FY 2009-2010

Attachment # 7

### Anticipated DBE Contracting Opportunities for FY07

Name of MPO: High Point Urban Area MPO

Person Completing Form: Angela W. Wynes

Telephone Number: (336) 883-3063

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
<b>No contracting</b>	<b>opportunities</b>				

Sample Entry:

High Point MPO Planning Work Program  
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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.**

**High Point Urban Area  
Unified Planning Work Program (UPWP) WBS 39225.1.12 CFDA Number 20.205-5  
Funding Sources Table  
for Fiscal Year 2009-2010**

**Table 1**

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Task Code	Task Description	Statewide Planning & Research (SPR funds)			Section 104 (f) (PL Funds)			Additional Federal Funds	Section 5303				FHWA STP "DA" Funds			Additional Local Transit Funds	Task Funding Summary			Total Funds
		SPR Total	NCDOT 20%	FHWA 80%	Total	Highway Local 20%	FHWA 80%		FHWA 100%	Total	Local 10%	PTD 10%	FTA 80%	Total	Highway Local 20%		FHWA 80%	Local	State	
<b>II-A</b>	<b>Surveillance of Inventory Data</b>																			
II-A-1	Traffic Volume Counts	\$ 15,000	\$ 3,000	\$ 12,000	\$ 10,000	\$ 2,000	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 3,000	\$ 20,000	\$ 25,000
II-A-2	Vehicle Miles of Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II-A-3	Street System Changes	\$ 500	\$ 100	\$ 400	\$ 1,000	\$ 200	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ 100	\$ 1,200	\$ 1,500
II-A-4	Traffic Accidents	\$ 1,000	\$ 200	\$ 800	\$ 33,000	\$ 6,600	\$ 26,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,600	\$ 200	\$ 27,200	\$ 34,000
II-A-5	Transit System Data	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,454	\$ 2,454	\$ 19,632	\$ 24,540
II-A-6	Dwelling Unit, Population and Employment Changes	\$ 500	\$ 100	\$ 400	\$ 500	\$ 100	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ 100	\$ 800	\$ 1,000
II-A-7	Air Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II-A-8	Vehicle Occupancy Counts	\$ 200	\$ 40	\$ 160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ 160	\$ 200
II-A-9	Travel Time Studies	\$ 500	\$ 100	\$ 400	\$ 20,000	\$ 4,000	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 100	\$ 16,400	\$ 20,500
II-A-10	Mapping	\$ 1,500	\$ 300	\$ 1,200	\$ 30,000	\$ 6,000	\$ 24,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ 300	\$ 25,200	\$ 31,500
II-A-11	Central Area Parking Inventory	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II-A-12	Bicycle and Pedestrian Facilities Inventory	\$ 500	\$ 100	\$ 400	\$ 4,000	\$ 800	\$ 3,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ 100	\$ 3,600	\$ 4,500
<b>II-B</b>	<b>Long Range Transportation Plan (LRTP)</b>																			
II-B-1	Collection of Base Year Data	\$ 2,500	\$ 500	\$ 2,000	\$ 13,774	\$ 2,755	\$ 11,019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,755	\$ 500	\$ 13,019	\$ 16,274
II-B-2	Collection of Network Data	\$ 2,500	\$ 500	\$ 2,000	\$ 3,000	\$ 600	\$ 2,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 500	\$ 4,400	\$ 5,500
II-B-3	Travel Model Updates	\$ 7,500	\$ 1,500	\$ 6,000	\$ 27,000	\$ 5,400	\$ 21,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,400	\$ 1,500	\$ 27,600	\$ 34,500
II-B-4	Travel Surveys	\$ 1,000	\$ 200	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ 800	\$ 1,000
II-B-5	Forecast of Data to Horizon Year	\$ 1,000	\$ 200	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ 800	\$ 1,000
II-B-6	Community Goals and Objectives	\$ 300	\$ 60	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60	\$ 240	\$ 300
II-B-7	Forecasts of Future Travel Patterns	\$ 600	\$ 120	\$ 480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120	\$ 480	\$ 600
II-B-8	Capacity Deficiency Analysis	\$ 3,000	\$ 600	\$ 2,400	\$ 1,000	\$ 200	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ 600	\$ 3,200	\$ 4,000
II-B-9	Highway Element of the LRTP	\$ 500	\$ 100	\$ 400	\$ 4,000	\$ 800	\$ 3,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ 100	\$ 3,600	\$ 4,500
II-B-10	Transit Element of the LRTP	\$ 500	\$ 100	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150	\$ 250	\$ 1,600	\$ 2,000
II-B-11	Bicycle and Pedestrian Element of the LRTP	\$ 500	\$ 100	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ 400	\$ 500
II-B-12	Airport/Air Travel Element of the LRTP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II-B-13	Collector Street Element of the LRTP	\$ 500	\$ 100	\$ 400	\$ 5,000	\$ 1,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 100	\$ 4,400	\$ 5,500
II-B-14	Rail, Waterway, or Other Mode of the LRTP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II-B-15	Freight Movement/Mobility Planning	\$ 1,000	\$ 200	\$ 800	\$ 2,600	\$ 520	\$ 2,080	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 520	\$ 200	\$ 2,880	\$ 3,600
II-B-16	Financial Planning	\$ 200	\$ 40	\$ 160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ 290	\$ 2,160	\$ 2,700
II-B-17	Congestion Management Strategies	\$ 1,000	\$ 200	\$ 800	\$ 80,000	\$ 16,000	\$ 64,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ 200	\$ 64,800	\$ 81,000
II-B-18	Air Quality Planning/Conformity Analysis	\$ 7,500	\$ 1,500	\$ 6,000	\$ 8,000	\$ 1,600	\$ 6,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600	\$ 1,500	\$ 12,400	\$ 15,500
<b>III-A</b>	<b>Unified Planning Work Program (UPWP)</b>	\$ 1,000	\$ 200	\$ 800	\$ 3,400	\$ 680	\$ 2,720	\$ -	\$ 1,500	\$ 150	\$ 150	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ 830	\$ 350	\$ 4,720	\$ 5,900
<b>III-B</b>	<b>Transportation Improvement Program (TIP)</b>	\$ 3,000	\$ 600	\$ 2,400	\$ 6,000	\$ 1,200	\$ 4,800	\$ -	\$ 2,000	\$ 200	\$ 200	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ 1,400	\$ 800	\$ 8,800	\$ 11,000
<b>III-C</b>	<b>Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>																			
III-C-1	Title VI	\$ 1,000	\$ 200	\$ 800	\$ 1,000	\$ 200	\$ 800	\$ -	\$ 4,610	\$ 461	\$ 461	\$ 3,688	\$ -	\$ -	\$ -	\$ -	\$ 661	\$ 661	\$ 5,288	\$ 6,610
III-C-2	Environmental Justice	\$ 500	\$ 100	\$ 400	\$ 500	\$ 100	\$ 400	\$ -	\$ 200	\$ 20	\$ 20	\$ 160	\$ -	\$ -	\$ -	\$ -	\$ 120	\$ 120	\$ 960	\$ 1,200
III-C-3	Minority Business Enterprise Planning	\$ 200	\$ 40	\$ 160	\$ 100	\$ 20	\$ 80	\$ -	\$ 2,000	\$ 200	\$ 200	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ 220	\$ 240	\$ 1,840	\$ 2,300
III-C-4	Planning for the Elderly and the Disabled	\$ 200	\$ 40	\$ 160	\$ 100	\$ 20	\$ 80	\$ -	\$ 200	\$ 20	\$ 20	\$ 160	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ 60	\$ 400	\$ 500
III-C-5	Safety/Drug Control Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 200	\$ 200	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ 200	\$ 1,600	\$ 2,000
III-C-6	Public Involvement	\$ 1,000	\$ 200	\$ 800	\$ 16,500	\$ 3,300	\$ 13,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,300	\$ 200	\$ 14,000	\$ 17,500
III-C-7	Private Sector Participation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>III-D</b>	<b>Incidental Planning and Project Development</b>																			
III-D-1	Transportation Enhancement Planning	\$ 500	\$ 100	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ 400	\$ 500
III-D-2	Environmental Analysis and Pre-TIP Planning	\$ 500	\$ 100	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ 400	\$ 500
III-D-3	Special Studies	\$ 5,000	\$ 1,000	\$ 4,000	\$ 100,000	\$ 20,000	\$ 80,000	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 1,000	\$ 459,000	\$ 480,000
III-D-4	Regional and Statewide Planning	\$ 6,500	\$ 1,300	\$ 5,200	\$ 20,000	\$ 4,000	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 1,300	\$ 21,200	\$ 26,500
<b>III-E</b>	<b>Management and Operations</b>	\$ 2,000	\$ 400	\$ 1,600	\$ 90,000	\$ 18,000	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,000	\$ 400	\$ 73,600	\$ 92,000
<b>TOTALS</b>		\$ 71,200	\$ 14,240	\$ 56,960	\$ 480,474	\$ 96,095	\$ 384,379	\$ 375,000	\$ 41,050	\$ 4,105	\$ 4,105	\$ 32,840	\$ -	\$ -	\$ -	\$ -	\$ 100,200	\$ 18,345	\$ 849,179	\$ 967,724

1-	MPO Name	High Point	High Point	High Point
2-	FTA CoNe	442301	442301	442400
3-	Task CoNe	II-A-1	II-A-2	II-A-3
4-	Title of Planning Task	Traffic Volume Counts	Vehicle Miles of Travel	Street System Changes
5-	Task Objective	Collect and analyze traffic movements at various intersections, includes counts for corridor studies, signal requests, and other projects. Prepare an updated count map for the urban area.	Tabulate annually vehicle miles of travel by county and functional classification.	Monitor and report changes, deletions, and additions to street system to NCDOT.
6-	Tangible Product Expected	Traffic Count Map	N/A	Report to NCDOT
7-	Expected Completion Date of Product(s)	6/30/2009	7/1/2009	7/2/2009
8-	Previous Work	Ongoing Task	N/A	Ongoing Task
9-	Prior FTA Funds	\$0	\$0	\$0
10-	Relationship To Other Activities	Travel Model Update	Travel Model Update	None
11-	Agency Responsible for Task Completion	High Point Urban Area MPO/ NCDOT SWP	N/A	High Point Urban Area MPO/ NCDOT SWP
12-	SPR - Highway - NCDOT 20%	\$ 3,000	\$ -	\$ 100
13-	SPR - Highway - FHWA 80%	\$ 12,000	\$ -	\$ 400
14-	Section 104 (f) PL Local 20%	\$ 2,000	\$ -	\$ 200
15-	Section 104 (f) PL FHWA 80%	\$ 8,000	\$ -	\$ 800
16-	Section 5303 Local 10%	\$ -	\$ -	\$ -
17-	Section 5303 NCKOT 10%	\$ -	\$ -	\$ -
18-	Section 5303 FTA 80%	\$ -	\$ -	\$ -
19-	Section 5307 Transit - Local 10%	\$ -	\$ -	\$ -
20-	Section 5307 Transit - NCDOT 10%	\$ -	\$ -	\$ -
21-	Section 5307 Transit - FTA 80%	\$ -	\$ -	\$ -
22-	STP-NA Local 20%	\$ -	\$ -	\$ -
23-	STP-NA FHWA 80%	\$ -	\$ -	\$ -

High Point	High Point	High Point	High Point
442400	442400	442301	442301
II-A-4	II-A-5	II-A-6	II-A-7
Traffic Accidents	Transit System Data	Dwelling Unit, Population & Employment Change	Air Travel
Maintain database of accident locations and prepare reports. These reports will provide the data to prioritize projects requests, analyze trends, and evaluate improvements.	Collect data such as transit patronage, route changes, service miles, load factor, route ridership changes, boarding and alighting counts, headways, frequency, and service hours.	Identify changes in population and development to determine necessary restructuring of transportation services to meet current and forecasted demand.	Collect and analyze data to determine influence of local air travel on the area's transportation system and identify needs for additional services.
Accident Database	System Data Report	No Specific Product	N/A
7/3/2009	7/4/2009	7/5/2009	7/6/2009
Ongoing Task	Ongoing Task	Ongoing Task	N/A
\$0	\$19,736	\$0	\$0
None	Travel Model Update	Travel Model Update	None
High Point Urban Area MPO/ NCDOT SWP	HiTran/NCDOT PTD	High Point Urban Area MPO	N/A
\$ 200	\$ -	\$ 100	\$ -
\$ 800	\$ -	\$ 400	\$ -
\$ 6,600	\$ -	\$ 100	\$ -
\$ 26,400	\$ -	\$ 400	\$ -
\$ -	\$ 2,454	\$ -	\$ -
\$ -	\$ 2,454	\$ -	\$ -
\$ -	\$ 19,632	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -

High Point	High Point	High Point	High Point
442301	442301	442301	442400
II-A-8	II-A-9	II-A-10	II-A-11
Vehicle Occupancy Rates	Travel Time Studies	Mapping	Central Area Parking Inventory
Collect vehicle occupancy counts across the service area to measure effectiveness of transit projects. Information is useful during the travel modeling phase of the LRTP.	Conduct peak and off-peak travel time studies for those street segments that are included in the Congestion Management System.	Create and maintain base maps, zone maps, land use, etc. for the study area.	Perform periodic updates and inventories of parking facilities as determined by the MPO through the development of the Planning Work Program.
N/A	No Specific Product	Update of base maps	N/A
7/7/2009	7/8/2009	7/9/2009	7/10/2009
N/A	Ongoing Task	Ongoing Task	N/A
\$0	\$0	\$0	\$0
Travel Model Update	Congestion Mgmt. System	All activities	None
N/A	High Point Urban Area MPO	High Point Urban Area MPO/ NCDOT SWP	N/A
\$ 40	\$ 100	\$ 300	\$ -
\$ 160	\$ 400	\$ 1,200	\$ -
\$ -	\$ 4,000	\$ 6,000	\$ -
\$ -	\$ 16,000	\$ 24,000	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -

High Point	High Point	High Point	High Point
442400	442301	442301	442301
II-A-12	II-B-1	II-B-2	II-B-3
Bike & Pedestrian Inventory	Collection of Base Year Data	Collection of Network Data	Travel Model Updates
Maintain an inventory of significant municipal, state, and federal bicycle and pedestrian transportation facilities.	Collect the following variables for existing conditions, by traffic zone, as required: (1) population; (2) housing units; and (3) employment.	Collect the following variables as necessary to build a base network for the travel model: 1) posted speed limit; 2) width/lanes; 3) segment length; 4) traffic signal locations.	Update regional travel model. Includes work to develop High Point Urban Area model.
Bike & Pedestrian Inventory	Data for Model	Data for Model	Updated Travel Model
7/11/2009	7/12/2009	7/13/2009	7/14/2009
Ongoing Task	Ongoing Task	Ongoing Task	Ongoing Task
\$0	\$0	\$0	\$0
Bike/Ped Element of LRTP	Travel Model Update	Travel Model Update	All activities
High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP
\$ 100	\$ 500	\$ 500	\$ 1,500
\$ 400	\$ 2,000	\$ 2,000	\$ 6,000
\$ 800	\$ 2,755	\$ 600	\$ 5,400
\$ 3,200	\$ 11,019	\$ 2,400	\$ 21,600
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -

High Point	High Point	High Point	High Point
442301	442301	442301	442301
II-B-4	II-B-5	II-B-6	II-B-7
Travel Surveys	Forecast of Data to Horizon Year	Community Goals and Objectives	Forecast of Future Travel Patterns
Implement surveys to attain such items as origins and destinations, travel behavior, transit ridership, vehicle usage, workplace commuting, freight movement, etc.	Project population and socio-economic factors independently on an areawide basis and distribute the projected planning data to traffic zones.	Formulate policies ensuring local goals and objectives are being addressed during the development and implementation of the LRTP.	Review travel patterns and compare to community goals and objectives to determine if changes in assumptions are warranted.
Travel Surveys	Data for Model	Community Goals and Objectives	Data for Model
7/15/2009	7/16/2009	7/17/2009	7/18/2009
Ongoing Task	Ongoing Task	Ongoing Task	Ongoing Task
\$0	\$0	\$0	\$0
Travel Model Update	Travel Model Update	LRTP	Travel Model Update
High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP
\$ 200	\$ 200	\$ 60	\$ 120
\$ 800	\$ 800	\$ 240	\$ 480
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -

High Point	High Point	High Point	High Point
442301	442301	442301	442301
II-B-8	II-B-9	II-B-10	II-B-11
Capacity Deficiency Analysis	Highway Element of the LRTP	Transit Element of the LRTP	Bicycle and Ped Element of the LRTP
Determine existing and projected street deficiencies by making a system planning level capacity deficiency analysis.	Evaluate the Highway Element of the LRTP to ensure that it is complete and accurate.	Evaluate the Transit Element of the LRTP to ensure that it is complete and accurate.	Evaluate the Bicycle and Pedestrian Element of the LRTP to ensure that it is complete and accurate.
N/A	Update to Highway Element of LRTP	Update to Transit Element of LRTP	Update to Bike & Ped Element of LRTP
7/19/2009	7/20/2009	7/21/2009	7/22/2009
N/A	Ongoing Task	Ongoing Task	Ongoing Task
\$0	\$0	\$0	\$0
Travel Model Update	MTIP	MTIP	Bike/Ped Inventory
N/A	High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP/Hi tran	High Point Urban Area MPO/ NCDOT SWP
\$ 600	\$ 100	\$ 100	\$ 100
\$ 2,400	\$ 400	\$ 400	\$ 400
\$ 200	\$ 800	\$ -	\$ -
\$ 800	\$ 3,200	\$ -	\$ -
\$ -	\$ -	\$ 150	\$ -
\$ -	\$ -	\$ 150	\$ -
\$ -	\$ -	\$ 1,200	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -

High Point	High Point	High Point	High Point
442301	442301	442301	442301
II-B-12	II-B-13	II-B-14	II-B-15
Airport/Air Travel Element of the LRTP	Collector Street Element of the LRTP	Rail, Water or Other Mode Element of the LRTP	Freight Movement/Mobility Planning
Coordinate with the PTI Airport Master Plan (where feasible) to be an element of the LRTP.	Conduct collector street planning as necessary to develop standards and preliminary locations for collector streets in advance of development.	Perform tasks as necessary to address additional transportation elements that link to the multi-modal LRTP.	Perform a survey of freight carriers, develop recommendations for improving truck mobility or train/truck intermodal movements, and identify acceptable truck routes.
N/A	Update to Collector Street Element of LRTP	N/A	Update to Freight Element of LRTP
7/23/2009	7/24/2009	7/25/2009	7/26/2009
N/A	Ongoing Task	N/A	Ongoing Task
\$0	\$0	\$0	\$0
Air Travel	Highway Element of LRTP	none	none
N/A	High Point Urban Area MPO	N/A	NCDOT SWP
\$ -	\$ 100	\$ -	\$ 200
\$ -	\$ 400	\$ -	\$ 800
\$ -	\$ 1,000	\$ -	\$ 520
\$ -	\$ 4,000	\$ -	\$ 2,080
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -

High Point 442301	High Point 442301	High Point 442301	High Point 442100
II-B-45	II-B-17	II-B-18	III-A
Financial Planning	Congestion Management Strategies	Air Quality Planning/ Conformity Analysis	Planning Work Program
Develop project cost estimates and revenue forecasts as required. This item also covers identifying new and alternative funding sources.	Plan for congestion management items, coordinate with public and private stakeholders, and perform marketing or public education.	Provide information and supplemental documentation as needed to perform the conformity analysis and conformity report.	Identify work tasks and staff time to prepare annual budget from next fiscal year. Monitor time allocation during year and maintain monthly timesheets.
Cost Estimates	Congestion Management Strategies	Conformity Report	Planning Work Program
7/27/2009	7/28/2009	7/29/2009	7/30/2009
Ongoing Task	Ongoing Task	Ongoing Task	Ongoing Task
\$0	\$0	\$0	\$480
L RTP	L RTP	L RTP; MTIP	All activities
High Point Urban Area MPO/Hi tran	High Point Urban Area MPO	High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP & PTD
\$ 40	\$ 200	\$ 1,500	\$ 200
\$ 160	\$ 800	\$ 6,000	\$ 800
\$ -	\$ 16,000	\$ 1,600	\$ 680
\$ -	\$ 64,000	\$ 6,400	\$ 2,720
\$ 250	\$ -	\$ -	\$ 150
\$ 250	\$ -	\$ -	\$ 150
\$ 2,000	\$ -	\$ -	\$ 1,200
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -

High Point	High Point	High Point	High Point
442500	442700	442700	442700
III-B	III-C-1	III-C-2	III-C-3
Transportation Improvement Program	Title VI	Environmental Justice	Minority Business Enterprise
Develop a short range, three to seven-year multi-modal program which identifies transportation improvements recommended for advancement during the program period.	Provide update of Civil Rights statistics report for submittal to FTA to determine MPO compliance to civil rights provisions.	Develop activities to support the intentions of Executive Order (E. O.) 12898, Federal Actions to Address Environmental Justice in Minority Populations.	Give full consideration to the potential services that could be provided by MBEs in the provision of transit service.
Transportation Improvement Program	Civil Rights statistics report	No specific product	No specific product
7/31/2009	8/1/2009	8/2/2009	8/3/2009
Ongoing Task	Ongoing Task	Ongoing Task	Ongoing Task
\$640	\$320	\$0	\$320
All activities	All activities	All activities	All activities
High Point Urban Area MPO/ NCDOT SWP & PTD	High Point Urban Area MPO/ NCDOT SWP & PTD	High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT PTD
\$ 600	\$ 200	\$ 100	\$ 40
\$ 2,400	\$ 800	\$ 400	\$ 160
\$ 1,200	\$ 200	\$ 100	\$ 20
\$ 4,800	\$ 800	\$ 400	\$ 80
\$ 200	\$ 461	\$ 20	\$ 200
\$ 200	\$ 461	\$ 20	\$ 200
\$ 1,600	\$ 3,688	\$ 160	\$ 1,600
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -

High Point	High Point	High Point	High Point
442400	442400	442100	442400
III-C-4	III-C-5	III-C-6	III-C-7
Planning for the Elderly & Disabled	Safety/Drug Control Planning	Public Involvement	Private Sector Participation
Develop activities specifically emphasizing the planning of services for the elderly and disabled.	Work with transit operators in alcohol/drug control planning, programming, and implementation	Maintain a public involvement process that is proactive and provides complete information, timely public notice, and full public access to key decisions.	Develop options for private operators to be afforded the "maximum feasible opportunity" to participate in the planning and provision of local transportation services.
No specific product	No Specific Product	Public Involvement Plan	N/A
8/4/2009	8/5/2009	8/6/2009	8/7/2009
Ongoing Task	OngoingTask	Ongoing Task	N/A
\$580	\$8,000	\$0	\$0
Transit Plan	All activities	All activities	N/A
High Point Urban Area MPO/ NCDOT SWP & PTD	HiTran/NCDOT PTD	High Point Urban Area MPO/ NCDOT SWP	N/A
\$ 40	\$ -	\$ 200	\$ -
\$ 160	\$ -	\$ 800	\$ -
\$ 20	\$ -	\$ 3,300	\$ -
\$ 80	\$ -	\$ 13,200	\$ -
\$ 20	\$ 200	\$ -	\$ -
\$ 20	\$ 200	\$ -	\$ -
\$ 160	\$ 1,600	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -

High Point 442200	High Point 442200	High Point 442700	High Point 442200	High Point 442100
III-D-1	III-D-2	III-D-3	III-D-4	III-E
Transportation Enhancement Planning	Environmental Analysis & Pre-TIP Planning	Special Studies	Regional/Statewide Planning	Management & Operations
Provide assistance to applicants, review of applications, and preparing endorsements as necessary	Work with State DOT in performing activities related to this task.	Manage special studies as necessary to assist in the implementation of transportation projects.	Coordinate with regional, state and federal agencies involved in transportation planning activities on the regional, state, and national levels.	Perform general administrative activities for the operation of the MPO.
Transportation Enhancement Grant	No Specific Product	Special Studies	No Specific Product	No Specific Product
8/8/2009	8/9/2009	8/10/2009	8/11/2009	8/12/2009
Ongoing Task	Ongoing Task	Ongoing Task	Ongoing Task	Ongoing Task
\$0	\$0	\$0	\$0	\$1,400
LRTP: MTIP	LRTP; MTIP	LRTP; MTIP	LRTP; MTIP	All activities
High Point Urban Area MPO	High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP	High Point Urban Area MPO/ NCDOT SWP & PTD
\$ 100	\$ 100	\$ 1,000	\$ 1,300	\$ 400
\$ 400	\$ 400	\$ 4,000	\$ 5,200	\$ 1,600
\$ -	\$ -	\$ 20,000	\$ 4,000	\$ 18,000
\$ -	\$ -	\$ 80,000	\$ 16,000	\$ 72,000
\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -
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\$ -	\$ -	\$ -	\$ -	\$ -





RESOLUTION APPROVING THE FY 2009-2010 PLANNING WORK PROGRAM FOR THE HIGH POINT URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

High Point

Archdale

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

Jamestown

WHEREAS, the City of High Point has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303) funds;

Thomasville

WHEREAS, members of the High Point Urban Area Transportation Advisory Committee agree that the Planning Work Program will effectively advance the transportation planning for FY 2009-2010;

Trinity

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee hereby endorses the FY 2009-2010 Planning Work Program for the High Point Urban Area.

Wallburg

A motion was made by TAC member Andrews and seconded by TAC member Smothers for the adoption of the above resolution, and upon being put to a vote was duly adopted.

Davidson County

Forsyth County

Signature of Rebecca Smothers, Chair, Transportation Advisory Committee

Guilford County

\*\*\*\*\*

Subscribed and sworn to me this 24th day of March 2009.

Randolph County

Signature of Cynthia C. Duncan-Smith, Notary Public

CYNTHIA C. DUNCAN-SMITH NOTARY PUBLIC GUILFORD COUNTY, NC

My commission expires 1/12/2010



**RESOLUTION CERTIFYING THE HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2009-2010**

High Point

Archdale

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

Jamestown

Thomasville

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

Trinity

**WHEREAS**, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

Wallburg

Davidson County

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

Forsyth County

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

Guilford County

**NOW THEREFORE, BE IT RESOLVED** that the High Point Urban Area Transportation Advisory Committee certifies the Transportation Planning Process for the High Point Urban Area Metropolitan Planning Organization on this the 24th day of March 2009.

Randolph County

A motion was made by TAC member Grimes and seconded by TAC member Stone for the adoption of the above resolution, and upon being put to a vote was duly adopted.



*Rebecca Smothers*  
Rebecca Smothers  
Chair, Transportation Advisory Committee

High Point

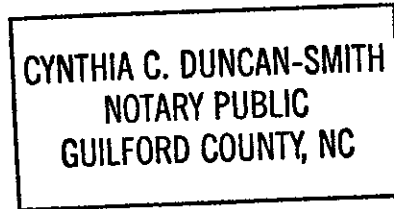
\*\*\*\*\*  
Subscribed and sworn to me this 24th day of March 2009.

Archdale

*Cynthia C. Duncan-Smith*  
Notary Public

Jamestown

My commission expires 1/18/2010.



Thomasville

Trinity

Wallburg

Davidson  
County

Forsyth  
County

Guilford  
County

Randolph  
County