

Air Quality Conformity Determination Report for the Amended 2035 LRTP and 2012-2018 TIP

Federal law requires Metropolitan Planning Organizations (MPOs) and the North Carolina Department of Transportation (NCDOT) to make a conformity determination report on any newly adopted or amended fiscally-constrained Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). The Report demonstrates that amendments to the financially constrained LRTP and TIP eliminate or reduce future violation of the National Ambient Air Quality Standards (NAAQS) in the MPO area.

This year,

- an amendment to the LRTP was approved by the Transportation Advisory Committee (TAC) to ensure the LRTP would match the draft 2012-18 TIP/STIP, approved by NCDOT in July 2011.

- A minor change to the LRTP project list related to Bus on Shoulder Systems was added in June, 2011

- The 2012-2018 TIP was approved.

The Air Quality Conformity Determination (AQCD) Report for the Amended 2035 LRTP and 2012-2018 TIP was released for public review and comment from August 2, 2011 through August 31, 2011.

A public hearing was held at the August 17th, 2011 TAC meeting to receive comment. With no negative comments received, the TAC formally adopted the Air Quality Conformity Determination (AQCD) Report for the Amended 2035 LRTP and 2012-2018 TIP on September 21, 2011.



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Transportation Improvement Program

The NC Board of Transportation approved the FY 2012-2018 Statewide Transportation Improvement Program (STIP) during July 2011. Federal law requires that an MPO must approve a multi-year Transportation Improvement Program (TIP) that is the region's equivalent of the State TIP. The Draft 2012-2018 Transportation Improvement Program (TIP) for the MPO was released for public review and

US-1 Corridor Study – Phase 2

In 2006, the MPO completed a corridor study of US-1 from I-540 north to Park Avenue in Youngsville. That study

comment from August 2, 2011 to August 31, 2011.

A public hearing to receive comment was held at the August 17th, 2011 TAC meeting. With no negative comments being received, the TAC formally adopted the FY 2012-2018 TIP at their September 21st meeting.

assessed mobility along the corridor. It also offered recommendations for maintaining the opportunity for upgrade of

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US-1 Corridor Study – Phase 2 – (Continued)

maintaining the opportunity for upgrade of US-1 to a freeway in the future, while still accommodating bicycle, pedestrian and transit traffic. In the FY 2012 Unified Planning Work Program, the MPO funded

Phase 2 of this study. The Phase 2 study will address the same issues on US-1 from Park Avenue in Youngsville north to the Franklin County line. The study is expected to begin this Winter.



Air Quality Conformity Memorandum of Agreement

The North Carolina Division of Air Quality (DAQ) requested that the Capital Area MPO and its planning partners, execute an Air Quality Conformity Memorandum of Agreement (MOA). Partners include:

- NC Department of Air Quality
- NC Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- Environmental Protection Agency
- NC Department of Environmental and Natural Resources

The final document was presented to

the Transportation Advisory Committee (TAC) at their June 15, 2011 meeting and, at their August 17, 2011 meeting, authorized signing of the Air Quality Conformity Memorandum of Agreement.

This MOA puts in place interagency consultation procedures for developing (or revising) a State Implementation Plan, regional emissions budget comparisons and conformity determinations for Long Range Transportation Plans, Metropolitan Transportation Improvement Programs, and Regionally Significant Projects.



STP-DA and Locally Administered Projects Program



The Locally Administered Projects Program (LAPP) was established in 2010 in an effort to more effectively program and obligate STP-DA funds. While the LAPP program did not officially begin until the FY 12 project cycle, some elements of the program were used to navigate FY 11 projects through the process.

As of September 23, 2011, the MPO has successfully obligated over \$14 million on projects throughout the MPO planning area. Most of the FY 11 projects are either fully obligated, or partially obligated with full obligation pending.

The Call for Projects for FY 12 was open during October. Local government members and NCDOT Divisions are invited to use the online application system to submit bicycle, pedestrian, or roadway projects for consideration. An application placed on the MPO website under the link for the LAPP program. Projects require a minimum 20% match, and are expected to be locally administered by the applicant.

The Strategic Planning Office of Transportation

NCDOT's Strategic Planning Office of Transportation (SPOT) implemented the first version of Strategic Project Prioritization in 2009 as a response to Governor Purdue's call for 'Reform' at the North Carolina Department of Transportation. This new transparent, data-driven approach was created to select transportation projects, based on professional standards, which met the needs of the citizens of the State and not simply on political considerations. The first version focused primarily on highway projects and was based on a combination of quantitative data, qualitative input, and multimodal characteristics.

This process included NCDOT's planning partners (Metropolitan Planning Organizations (MPOs) & Rural Planning Organizations (RPOs) and NCDOT Division Offices. The Department's goal is placing emphasis on improving system performance across three goals:

- Safety
- Mobility
- Infrastructure Health

and across three system tiers:

- Statewide
- Regional
- Subregional

in its network of 79,000 roadway miles. Each project was subsequently categorized and scored through a matrix - weighted by goal and tier. This matrix was ultimately used to

rank individual projects. After projects were categorized and released to the public for review, a series of

investment summits were held to determine funding allocation for each category. The final step of the

prioritization process was to apply other financial and scheduling constraints to the recommended investment strategy used for development of the State Transportation Improvement Program (STIP) for FY 2012-2018.

The second version of the process (SPOT 2.0) has begun as part of the 2014-2020 Statewide Transportation Improvement Program (STIP) development process. Each MPO was asked to submit 15 candidate projects that will be considered for funding in the 2014-2020 STIP. These submittals are in addition to those submitted under the original SPOT program.

Projects were submitted to the SPOT office and preliminary scores have been received. MPO staff will collaborate with the Technical Coordinating Committee and the Transportation Advisory Committee to develop a final list of regionally prioritized projects based on a ranking methodology that uses the SPOT scores as a metric of evaluation. This list of projects will undergo a 30-day public comment period before being returned to NCDOT and the SPOT office as the adopted list of regionally prioritized candidate projects for 2014-2020 STIP.

