

	<i>Recommended Plan or Study</i>	<i>Type</i>
5	<i>UrbanSim Land Use Model.</i> A two-phased approach for the development and implementation of UrbanSim. Phase One involves the development and implementation of UrbanSim at the “neighborhood” level. This will include effective benchmarks, back-casting and visualization tools. Such a model would allow planners to explore land use-transport interactions on either an MPO or neighborhood/transit station-area basis. Phase Two will involve the development and implementation of a full blown model at the parcel level or in grid cells. A more comprehensive and complex modeling system can be developed over the longer term.	Transportation Model Improvement
6	<i>NC54/I-40 Corridor/Sub-Area Study.</i> Corridor/Sub-Area study designed to analyze and articulate the problems within the NC 54 corridor, evaluate mitigating measures and identify transportation and land-use strategies for alleviating and mitigating current and future transportation problems and land development demands.	Small Area Plan
7	<i>CORE Transit Connections Plan.</i> A detailed plan developed in cooperation with the Research Triangle Foundation and Raleigh-Durham Airport Authority showing how the Research Triangle Park, the Raleigh-Durham International Airport and nearby development will be linked to regional transit lines serving the center of the region.	Transit Plan Small Area Plan
NOTE: this list of plans and studies may be modified in the final report		

S.E. High Speed Rail Corridor

The Federal Rail Administration (FRA) is currently funding environmental work along the Southeast High Speed Rail Corridor. Completion of the Draft Tier II EIS (Environmental Impact Statement) from Richmond to Raleigh is expected in early 2010. The final Tier II EIS is expected to be completed by the end of 2010.

7.11 Alternative Plan in Case of Plan Lapse

Two requirements of Long Range Transportation Plans are that they be updated at least every four years and that they demonstrate that they meet air quality standards. If either of these conditions is not met: if either the plan is older than four years or the motor vehicle emissions generated by the travel forecast with the plan’s implementation would exceed allowable standards, then the plan is said to “lapse.”

A plan lapse means that new projects in the plan cannot advance: federal funding and project approvals will be withheld until the plan is brought back into compliance. During a lapse, only projects deemed “exempt” under federal law are permitted to move forward. Generally, exempt projects are those that address safety concerns or provide specified operational and mobility improvements that do not add new capacity to the transportation system.

Therefore, the alternative plan in case of a plan lapse includes the set of exempt projects that are identified in the project lists in the appendices. The alternative plan in case of a plan lapse also includes the plan elements in this chapter related to land use and development, bicycle and pedestrian facilities, programs to manage transportation demand and bus transit services, since these are not regionally significant projects that add capacity. Only those roadway projects

specifically identified as exempt in Appendix 1 would be part of the alternative plan in the case of a plan lapse. Figure 7.11.1 on the next page shows the types of projects that are exempt.

Figure 7.11.1—Types of Exempt Projects

Safety

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

Mass Transit

- Operating assistance to transit agencies.
- Purchase of support vehicles.
- Rehabilitation of transit vehicles.
- Purchase of office, shop, and operating equipment for existing facilities.
- Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- Construction or renovation of power, signal, and communications systems.
- Construction of small passenger shelters and information kiosks.
- Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

- Continuation of ride-sharing and van-pooling promotion activities at current levels.
- Bicycle and pedestrian facilities.

Other

- Specific activities which do not involve or lead directly to construction, such as:
 - Planning and technical studies.
 - Grants for training and research programs.
 - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
 - Federal-aid systems revisions.
- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- Noise attenuation.
- Emergency or hardship advance land acquisitions (23 CFR 710.503).
- Acquisition of scenic easements.
- Plantings, landscaping, etc.
- Sign removal.
- Directional and informational signs.

- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.