

CAPITAL AREA MPO CERTIFICATION CHECKLIST RESPONSE

I. Does the area have a valid Transportation Plan?

The Long Range Transportation Plan for the Capital Area MPO does have a minimum 20 year planning horizon; with an active reevaluation process that is updated every three years in non-attainment areas for air quality in accordance with the current enactment of the Transportation Efficiency Act of the 21st Century (TEA-21).

The Capital Area 2030 Long Range Transportation Plan was approved with the determination that both the 2030 Long Range Transportation Plan and the current FY 2004-2010 Metropolitan Transportation Improvement Program conform to the North Carolina State Implementation Plan for attaining the U. S. EPA's National Ambient Air Quality Standards according to findings documented in the Triangle Region 2005 Air Quality Conformity Analysis and Determination Report. The cost estimates have been updated and refined and recommended completion dates have been adjusted from 2005, 2015 and 2025 to 2010, 2020 and 2030 to remain consistent with current forecasts of available revenue. The Capital Area MPO is addressing congestion management in several areas. Those areas include conducting Vehicle Occupancy Rate (VOR) counts, funding a Transportation Demand Management Coordinator housed at the Triangle Transit Authority (TTA), along with participation as a member of the Triangle Regional ITS Communications Partnership. The Partnership has the primary objective of establishing ITS deployments that provide operational coordination along the region's roadways to reduce freeway congestion, improve signal progression, as well as manage and monitor general traffic operations throughout the region.

The North Carolina Department of Transportation has informed the MPOs throughout the state that the thoroughfare plans are being phased out and they really are becoming part of the Comprehensive Transportation Plan (CTP). The Comprehensive Transportation Plan will be adopted by the MPO and by NCDOT. The Long-Range Transportation Plan (LRTP) is the fiscally constrained portion of the Comprehensive Transportation Plan, but will only be adopted by the MPO and will have no status with NCDOT. Staffs from both the Capital Area MPO and NCDOT are currently working to ensure that the developing Comprehensive Transportation Plan matches the financially unconstrained highway element of the Capital Area MPO 2030 Long Range Transportation Plan. Staffs from the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, in cooperation with staffs from NCDOT, the Triangle J Council of Governments, and the Division of Air Quality will be working to develop a fiscally constrained 2035 Long Range Transportation Plan that will incorporate extensive financial analysis; as well as meet the air quality standards based on the "Redesignation and Maintenance Plan" currently under development. The "Redesignation and Maintenance Plan" is being developed for the Triangle Region because the North Carolina Division

of Air Quality has indicated that the Triangle area is now showing attainment with the quality assured 2005 ozone data.

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

The Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) of the Capital Area MPO meet on the first Thursday and third Wednesday of each month respectively. The meetings for both committees receive good attendance. The meetings include a review of appropriate transportation planning issues within the Capital Area MPO; along with a review of the appropriate transportation issues between the Durham-Chapel Hill-Carrboro MPO. The relationship with governing boards concerned with the region's transportation planning process has been strengthened with the adoption of a Joint Memorandum of Agreement with the Durham-Chapel Hill-Carrboro MPO, as well as the signing of a Letter of Agreement between the two MPOs that addresses the process by which planning will be conducted for urbanized areas (UZAs) that cross county boundary as well as MPO boundary lines. Within each meeting of the TCC and TAC is a mechanism by which citizens can provide comments and concerns. Finally, the coordination between the Capital Area MPO staff with staffs from local, state, and other regional governments has significantly increased due to the need for better coordination amongst agencies.

III. Is there a current Prospectus?

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

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

The Capital Area MPO creates and adopts a Unified Planning Work Plan annually. The current, active Unified Planning Work Program (UPWP) was adopted by the Capital Area MPO TAC on April 20, 2005. Tasks identified within the Unified Planning Work Program are accomplished in a timely manner; and is consistent with the long range planning schedule/Federal update requirements. Based on input given to the Capital Area MPO from federal officials during the three-year certification process (conducted on February 16 and February 17, 2005), the Capital Area MPO has conducted an annual review of its public involvement process during this fiscal year. The review of the public involvement process this year has resulted in revisions to the overall public involvement process that includes notification by member municipalities during scheduled board and council meetings, and utilizing electronic mail access (email) for broader public outreach.

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

Yes. The current Metropolitan Transportation Improvement Program that has been approved by the TAC and by the North Carolina Secretary of Transportation is the 2006- 2012 MTIP.

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

The Capital Area MPO has an active and valid plan implementation process that prioritizes transportation needs through a quantitative process, encourages corridor protection, and requires continual staff review and refinement. As a result, the Capital Area MPO has been found to meet all of the major requirements for self certification.