

Member Governments

Town of Carrboro
Town of Chapel Hill
County of Chatham
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NC Department of
Transportation
Town of Hillsborough

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC)**

AGENDA

**October 24, 2007
9:00 a.m.**

**City Council Committee Room
2nd floor Durham City Hall**

- 1. Preliminaries**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

ACTION ITEMS

**4. Approval of September 26, 2007 TCC Meeting Minutes
(Attachment 4)**

A copy of the September 26, 2007 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the September 26, 2007 TCC meeting.

**5. 7-Year Travel Demand Management Plan
(Attachment 5, 5A, 5B)
John Tallmadge, TTA
John Hodges-Copple TJ COG**

The Triangle Transit Authority (TTA) hired UrbanTrans Consultants to develop a 7-Year Travel Demand Management (TDM) Plan for the Triangle region. The purpose of the TDM Plan is to guide the programming and funding for TDM in the area for the next seven years. Traditionally, TDM has been programmed on a year-by-year basis by TTA and the MPOs. A stakeholders committee guided the development of the plan.

Attachment 5 is a memo on the TDM Plan and the proposed programming and funding scenario. Attachment 5A is an Executive Summary of the TDM Plan. Attachment 5B is a series of spreadsheets that provides detailed funding and expense information on the plan. The DCHC MPO will be requested to provide STP-DA or CMAQ funds for the TDM activities. This request will be considered along with other STP-DA and CMAQ projects in the coming months.

TCC Action: Recommend that the TAC approve the 7-Year Transportation Demand Management Plan and defer identification of the MPO's share of the funding of the program until the STP-DA and CMAQ funding is considered.

6. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan - Targets

(Attachment 6, 6A to be distributed at the TCC meeting)

Andy Henry, LPA Staff

As a practice, the DCHC MPO has set Targets to help evaluate the extent to which the Long Range Transportation Plan is expected to meet the Goals and Objectives. At their meeting on October 10, 2007, the TAC reviewed the proposed Targets and made the following comments:

- Given that the Targets format provides a range of values, i.e., Good, Better and Best, the Best value should push the limits.
- The format needs to be simple so the information is attractive and understood by non-technical persons.
- The information needs to be broader so the public and local elected officials understand how these goals affect their quality of life.

Attachment 6 is a table of the proposed Targets for the 2035 LRTP. Staff has made adjustments to this table based on the TAC comments. At the TCC meeting, staff will provide Attachment 6A – it will be a set of Key Targets in the broader format that the TAC requested. These Key Targets are shown in a **Bold/Blue** font in the Attachment 6 table.

TCC Action: Provide comments on the Targets and recommend that the TAC approve the 2035 LRTP Targets (Attachment 6 and Attachment 6A).

7. 2009-2015 Transportation Improvement Program – Regional Priority List
(Attachment 7, 7A, 7B, 7C, 7D)

Ellen Beckmann, LPA Staff

The TAC approved the 2009-2015 Transportation Improvement Program (TIP) Regional Ranking Methodology at the TAC meeting on June 13, 2007. The LPA requested that local jurisdictions provide the MPO with their local priority lists and project information by July 27, 2007. The TCC and LPA staff reviewed the submitted projects, applied the ranking methodology, and prepared a recommended draft Regional Priority List.

The TAC released the draft Regional Priority List for a 21-day public comment period on September 12, 2007 and held a public hearing at the October 10, 2007 TAC meeting. Public comments from citizens and local jurisdictions have been solicited by the MPO (Attachment 7D). The TAC requested that the LPA and the TCC review these comments and prepare a recommended final list for the November TAC meeting. Attachments 7A, 7B, and 7C are the draft regional priority lists with additional information that may be considered for developing the final list. Maps are also provided for reference. Attachment 7 is a brief memo on the regional priority list.

NCDOT has requested MPO regional priority lists by November 30, 2007 for input into the final 2009-2015 STIP. The draft 2009-2015 STIP is scheduled to be released by NCDOT in early November.

TCC Action: Recommend that the TAC approve the final Regional Priority List (Attachments 7A, 7B, and 7C).

8. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Deficiency Analysis

(Attachment – 8, draft report is to be distributed at the meeting)

Andy Henry, LPA Staff

The Deficiency Analysis and Needs Assessment report is a milestone in the LRTP and CTP development process. The report uses Triangle Regional Model (TRM) output to forecast the efficiency and effectiveness of our overall transportation system, important travel corridors and specific transportation facilities such as highways and transit systems. At the time of the agenda distribution, staff was continuing to produce TRM output for the report and thus staff will distribute the draft report at the TCC meeting. The report contents will include:

1. Evaluation Measures – These are tables that include standard performance measures for the transportation system such as Vehicle Miles Traveled and Percent of Congested Highways at Peak. Attachment 8 is a table with the proposed Evaluation Measures – the draft tables will be distributed at the TCC meeting and will include values for 2005, 2035 Baseline (2035 SE Data on the 2005 network) and the 2035 (2035 SE Data on the 2030 network).
2. Deficiency Maps – These are the standard deficiency maps showing the Volume to Capacity value (V/C) for peak and daily highway traffic.
3. Isochrone Maps – These maps show the areas that are within a specified commuting distance (i.e., 10-minute, 20-minute) are the major destinations in the DCHC MPO.
4. Travel Time Corridors Maps – The maps show the peak-hour travel time between the major destinations in the DCHC MPO.

TCC Action: Review Deficiency Analysis and Needs Assessment, provide comments and recommend forwarding to the TAC.

9. CMAQ and STP-DA Call for Projects

(Attachment 9)

Dale McKeel, LPA Staff

The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce transportation related emissions.

According to NCDOT records, DCHC currently has programmed \$4,786,952 of a total \$9,332,400 allocation, leaving a balance of \$4,545,448. The first year that there are CMAQ funds available for programming is FY 2009. NCDOT has suggested that the MPO submit CMAQ projects for funding (FY 2009 –2012) through the normal TIP process. In order to document the air quality benefits and receive project approval, a completed CMAQ application (Attachment 9) will need to be submitted for each CMAQ project.

STP-DA Projects have been solicited. Due to the similarities, STP-DA and CMAQ projects will be considered jointly.

TCC Action: Discuss the process for selecting DCHC MPO CMAQ projects and set a deadline for submitting project applications.

REPORTS FROM STAFF:

- 10. Reports from Staff**
(Attachment 10)
Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

- 11. Report from the Chair**
Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

- 12. NCDOT Report**
(Attachment 12)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

- 13. Recent News Articles**
(Attachment 13)
- 14. Federal Register Notice on Redesignation of Raleigh-Durham-Chapel Hill 8-Hour Ozone Nonattainment Area to Attainment for Ozone – Comments Due November 2, 2007**
(Attachment 14)
- 15. Letter from TCC to EPA re Proposed Ozone Standards – October 15, 2007**
(Attachment 15)

PENDING ITEMS

Adjourn

Next meeting: November 28, 2007

Joint TAC Meeting: October 31, 2007, RDU Authority

Light Lunch 12:30 pm

Meeting 1:30 pm – 4:00 pm

RSVP to Diane Wilson, CAMPO, Diane.Wilson@ci.raleigh.nc.us

TECHNICAL COORDINATING COMMITTEE

September 26, 2007

MINUTES OF MEETING

*Mark Ahrendsen	City of Durham/Transportation (TCC Chair)
*David Bonk	Town of Chapel Hill (TCC Vice-Chair)
*Andy Henry	City of Durham/Transportation
*John Hodges-Copple	Triangle J COG
*Tom King	Town of Hillsborough
*Karen Lincoln	Orange County Planning
*Adena Messenger	Town of Carrboro
*Felix Nwoko	City of Durham/Transportation
*Liz Rooks	Research Triangle Foundation
*Scott Walston	NCDOT-TPB
*Battle Whitley	NCDOT – Division 5 Engineer
Ellen Beckmann	City of Durham/Transportation
Jeff Dayton	HNTB
Dale McKeel	City of Durham/Transportation
Jill Stark	FHWA
Bill Schaller	Ultraco, LLC
Xiaodan Qiu	City of Durham/Transportation
Chao Wang	City of Durham/Transportation

*Voting Member

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:01 a.m.

PRELIMINARIES:

Adjustments to the Agenda

There were no adjustments to the agenda.

Public Comments

Bill Schaller with Ultraco, LLC provided a presentation to the TCC for Dual Mode Transit. Mr. Schaller asked to include dual mode transit in the STAC options. It has the same performance as rail, but is more affordable. Mark Ahrendsen stated that the TAC has referred it to the STAC for consideration.

ACTION ITEMS:

Approval of August 22, 2007 TCC Meeting Minutes (Attachment 4)

A motion was made by Felix Nwoko and seconded by Liz Rooks to approve the August 22, 2007 TCC Meeting Minutes. The motion carried unanimously.

2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Goals and Objectives (Attachments 5, 5A, 5B, 5C, 5D, and 5E)

Andy Henry provided an introduction and update on the 2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Goals and Objects, along with the attachments.

Andy stated that the changes to the Goals and Objectives addressed in the Chapel Hill resolution were added as well as some of the comments from Bob Jentsch. Liz Rooks stated that she is concerned with (4) (e) that “Document where and how” isn’t as strong language as “ensure.” Mark Ahrendsen stated it needs to be changed to “Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of every roadway and development project, including the connection to external transportation facilities, in accordance with bicycle and pedestrian plans and local ordinances.” Number 8 and 9 were added because of the new SAFETEA-LU legislation. David Bonk stated on number 9, the word “Freight” doesn’t really express what the TCC is trying to do. It will be changed to “Freight Transportation and Urban Goods Movement.” Karen Lincoln suggested restructuring the sentences on (7) (d), (6) (g) and (1) (j).

A motion was made by Liz Rooks and seconded by David Bonk to recommend that the TAC approve the 2035 LRTP and CTP Goals and Objectives as revised. The motion carried unanimously.

Andy Henry described the targets. Andy stated that 1.1-VMT per capita and 1.2-Total VMT reduction from 2035 Baseline are measuring the same thing. The 1.2 uses a percentage.

John Hodges-Copple stated we need to make the targets equivalent mathematically. Mark Ahrendsen recommended keeping both 1.1 and 1.2 because they could be different if we use land use scenarios. They are mathematically connected.

Felix Nwoko stated there are modeling issues. On 3.1, the SOV trips share is low. Chao Wang stated the SOV trips include non-motorized trips. Using person trips would be lower and vehicle trips would be higher. John Hodges-Copple suggested a comparison of household survey data and model data. Mark Ahrendsen suggested taking out vehicle trips and work trips because that is the focus of the TDM.

Andy Henry stated we could eliminate 3.1 and keep 3.2. Then we would be looking at the percent and if the baseline changes, the percent will also change. Felix Nwoko stated Ellen Reckhow wants the mode split in there. John Hodges Copple asked can we match the TDM plan goals. Felix Nwoko stated we will change it to work trips. David Bonk asked if we could break it down by county. Felix Nwoko stated we have regional breakouts and the target should be regional. David Bonk stated the transit mode share and percentage of ridership are mathematically related as well.

Andy Henry stated that 5.1 is the revenue over the cost for the entire plan. Mark Ahrendsen stated that perhaps we should change the title to “Traditional Revenue” because we are never going to leave money on the table. The “Best” is \$0.90, “Better” is \$0.95, and “Good” is \$1.00.

Felix Nwoko stated 5.2 cost effectiveness is the TDM cost effectiveness per average vehicle trip reduction. Andy Henry stated that 5.2 should be \$0.90, \$0.80, and \$0.70.

John Hodges-Copple stated we don’t have an efficiency or effectiveness measure on our highway investments.

81 The targets will be referred to the subcommittee for changes and will be brought back to
82 the TCC before going to the TAC.

83 Mark Ahrendsen stated the Goals and Objectives will be taken to the TAC in October and
84 the targets will be taken to the TAC in November. David Bonk stated we could bring the first
85 draft revisions to the TAC and ask them to approve it. Karen Lincoln stated there needs to be an
86 explanation of measurements and targets. Adena Messenger stated there also needs to be an
87 explanation of where good, better, and best came from.

88 John Hodges-Copple stated we need to get the new air quality budgets. We need to run
89 the 2035 growth on the 2005 network so we know if we have a problem.

90 John Hodges-Copple stated we should use only use the peak congestion. Ellen
91 Beckmann suggested adding a Greenhouse Gas emissions measurement.

92 Mark Ahrendsen stated on 6.1 we need to look at the same thing. Good should be higher.
93 We should add dollars spent on transit versus highway.

94 Mark Ahrendsen stated staff will make modifications based on the input today and send
95 to the subcommittee prior to bringing it back to the TCC next month. It will be shared at the
96 October TAC meeting as a draft. The subcommittee will review it after the TAC meeting and
97 bring back to the October TCC meeting.

98 **Long Range Transportation Plan and Comprehensive Transportation Plan**

99 Jill Stark with FHWA sent out the guidance in May. Ms. Stark is going through the plan
100 and PIP to let the TCC know what needs to be changed.

101 Scott Walston with NCDOT provided a presentation on the Comprehensive
102 Transportation Plan versus a Long Range Transportation Plan.

103 **Special Transit Advisory Committee (STAC) – Contract Amendment (Attachment 7)**

Mark Ahrendsen provided an introduction and update for the Special Transit Advisory Committee (STAC) – Contract Amendment, along with the attachment.

They are requesting that the budget be increased from \$100,000 to \$150,000. Proportions would still remain the same. Our share of the extra \$50,000 would be 20% or \$10,000 and we propose to use \$8,000 STP-DA funds and \$2,000 City match. This is only if they need to increase the amount. They were originally planning on being able to finish up this year. However, it may go into February or March of 2008 to complete the final recommendations.

The TCC is recommending to the TAC that we contribute the original \$20,000 plus an increase of an additional \$10,000 for the work of the STAC. It will require a UPWP amendment to that effect. The TCC will send a letter to Chapel Hill for a contribution of the local match.

A motion was made by Felix Nwoko and seconded by David Bonk to recommend to the TAC approval of the STP-DA funds \$24,000.00 and an amendment to the UPWP for STAC activities. The motion carried unanimously.

Congestion Mitigation Air Quality (CMAQ) – 2007 Call for Projects

Dale McKeel provided an introduction for the Congestion Mitigation Air Quality (CMAQ) – 2007 Call for Projects.

We need to set a deadline for submitting projects. David Bonk stated the subcommittee needs to clearly define the procedure to assess the air quality benefits of different types of projects. Felix Nwoko stated we need to report to NCDOT.

Mark Ahrendsen stated the subcommittee will get together to clearly define the methodology by which air quality benefits will be obtained and advise the applicants before they submit their applications so they will be aware of what is qualified. John Hodges-Copple stated

we should do STP-DA and CMAQ together. Dale McKeel stated we are still in the process of getting the status of the existing STP-DA projects.

MPO Major Projects – Update (Attachment 9 and 9A)

Felix Nwoko provided a Power Point presentation on the MPO Major Projects - Updates. NC 54 is not an active project because there is no funding at this time and the TAC needs to be updated. We will update the TAC on the status of the funding request to Senator Atwater for the Farrington/Stagecoach Road project.

Durham and Orange County Greenhouse Gas Plan – Update (Attachment 10)

Ellen Beckmann provided an update on the Durham and Orange County Greenhouse Gas Plan along with a presentation on the Durham Greenhouse Gas Plan. Ellen stated that the City and County of Durham are going to be hiring a Sustainability Manager to implement this plan and the position has been advertised. The position will be located in the County Engineering Department. The position is jointly funded. There will be annual reports.

The City and County adopted this last Wednesday and the intention is to bring it to the MPO.

David Bonk suggested having a conference call with Dave Stancil with Orange County about the timing of their Greenhouse Gas Plan.

Ellen Beckmann stated we plan to bring the plan to the TAC at the October or November meeting.

A motion was made by Andy Henry and seconded by David Bonk to recommend to the TAC for adoption and we will determine if it will be at the October or November meeting. David Bonk asked if we are really asking TAC to approve or to receive it and incorporate it into the LRTP. Felix Nwoko stated it would be to approve it. The motion carried unanimously.

FY 2008 Grant Invoicing and Auditing Procedures (Attachment 11)

Felix Nwoko provided a presentation on the FY 2008 Grant Invoicing and Auditing Procedures.

Felix stated we need to prepare a procedure for procurement.

REPORTS FROM STAFF:

Reports from Staff

The report is attached for review.

Report from the Chair

The STAC process is continuing and there will be a STAC meeting tomorrow at which time a draft transit network is going to be presented to the STAC committee for their feedback. The original charge to the STAC was that they complete their work by October 31st and that will not happen. Their new goal is to be done by the first of the year.

NCDOT Report (Attachment 14)

Battle Whitley, NCDOT Division 5 Engineer, provided an update on projects. They are trying to finish up traffic controls items and will probably complete the NC-55 project by November 1st. The Garrett Road project is complete. The I-40 rework project is now beyond 80% complete and hopefully will be complete by the end of the year. The Davis Drive project is well underway and slightly ahead of schedule. They anticipate board action on the projects next week that have not been awarded.

INFORMATIONAL ITEMS:

Recent News Articles (Attachment 15)

The recent news articles are attached for review.

Excerpt from the Proposed Rule for Ozone and Request for Public Comment (Attachment 16)

173
174 The Excerpt from the Proposed Rule for Ozone and Request for Public Comment is
175 attached for review.

176 Felix Nwoko provided an update on the proposed rule. DENR has determined that more
177 counties would be non-attainment. Durham would be “severe” under 0.07 or 0.06. The deadline
178 for comments is next week.

179 The LRTP staff will provide comments based on previous conversations the TAC has had
180 including the request for the air quality monitor in Orange County and our position on partial
181 versus full counties in terms of the redesignation.

182 **Adjournment**

183 There being no further business before the Technical Coordinating Committee, the
184 meeting was adjourned at 12:01 p.m.

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency

DATE: October 24, 2007

RE: 7-Year Travel Demand Management Plan

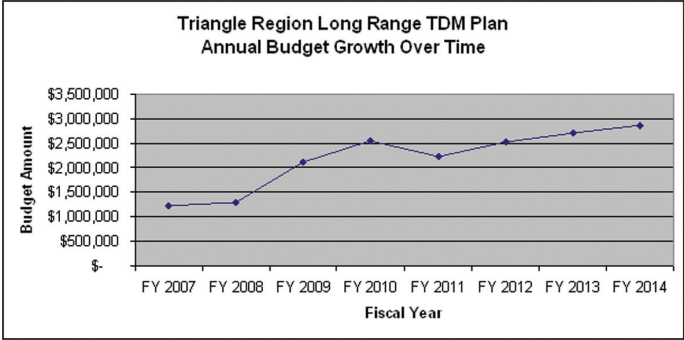
The Triangle Transit Authority (TTA) hired UrbanTrans Consultants to develop a 7-Year Travel Demand Management (TDM) Plan for the Triangle region. The purpose of the TDM Plan is to guide the programming and funding for TDM in the area for the next seven years with the overall goal of reducing commute-related vehicle miles traveled by 25% over the seven years. In the past, TDM has been programmed on a year-by-year basis by TTA and the MPOs. A stakeholders committee guided the development of the plan.

Attachment 5A is an Executive Summary of the TDM Plan. The plan recommends a regional program that has closely integrated local outreach and regional marketing and service provision, taking advantage of being "close to the customer" while realizing economies of scale. Program administration for TDM in the region is moving from the State at NCDOT, to the regional level, through TJ COG and an Executive Committee of the two MPOs, NCDOT, and DENR.

Attachment 5B is a series of spreadsheets that provides detailed budget information for TDM activities proposed in the plan. Over 90% of funding is programmed for services and outreach at the local and regional level. The remainder of the funding is for rigorous evaluation of the program outcomes, and for program planning and administration.

The TCC is asked to make a recommendation to the TAC regarding the content of the plan. The TCC does not need to recommend a source of funds for the TDM activities at the October meeting. The DCHC MPO will be requested to provide STP-DA or CMAQ funds for its share of the TDM activities. This request will be considered along with other STP-DA and CMAQ projects in the coming months.

Although well funded to implement a basic TDM Strategy package, if the Triangle region is going to increase its TDM Strategy package to achieve its goal of a 25 percent reduction in the growth of commute VMT by 2015, it will need to increase the its TDM budget as a per capita cost of employment population. The budget required to implement a moderate TDM varies from year to year from between \$1.2 million and \$3 million annually, depending on the action items implemented.³



Recommendations

Achieving a 25 percent reduction in regional growth of VMT of commuters in the Triangle Region by 2015, is possible with the funding of a moderate package of TDM strategies. However, doing so will require a sustained shift of approximately 2.2 – 2.4 percent of single occupant vehicles to alternative modes of transportation, and, acquiring 1,600 – 2,000 new customers per year. As a result, the moderate package for each targeted employment area meets the reduction goal (within 2 percent on either side of target)⁴. However, there is slow degradation over time as a result of VMT growth outpacing employment growth. Given the model does not represent additions to transit or highway capacity, besides that which were expressly identified in the moderate packages, any increase in transit capacity or reduction in VMT due to implementation of smart growth development patterns⁵ may serve to reduce this degradation.

The Final Recommendations, based on a moderate TDM program, are designed to maximize the efficiency of the existing programs and encourage new alternative mode users. In order to build a foundation for success, there are five key activities that are critical:

- Enhancing the brand and role of GoTriangle.org for regional marketing initiatives, development and warehouse for on-line tools and as a one stop information source for transportation
- Defining regional and local marketing and outreach roles and responsibilities
- Implementing a competitive call for projects
- Establishing an evaluating and monitoring program
- Increasing levels and sources of funding

It is recommended that these key activities be the first actions of the TDM Advisory Committee following the completion of the Triangle Regional 7-Year TDM plan.

⁴ There is more detailed mode share goal information for each target geography in the Triangle Regional 7-Year TDM Plan, under the Task E: TDM Investment Scenario Development and Analysis section within the Strategic Analysis of TDM Possibilities sub-section.

⁵ UrbanTrans developed an on-line VMT Growth Management Tool Kit for the Triangle Region (<http://www.triangletdmplan.com/LandUseTable.html>) that provides local land use decision makers with policy guidance and language to implement TDM strategies that complement and enhance ability of cities, property owners, employers, and others to reduce vehicle trips. This document provides a summary of typical TDM strategies and their likely effectiveness when applied to various land uses found within the Triangle region.

The TDM Advisory Committee and UrbanTrans team members that participated in development of the TDM Plan were as follows:

Advisory Member:	Affiliation:
Ed Johnson	Capital Area MPO
Jake Petrosky	Capital Area MPO
David Bonk	Town of Chapel Hill
Catherine Reeve	Duke University
Cha'ssem Anderson	Durham Area Transit Authority
Ellen Beckmann	Durham Chapel Hill Carrboro MPO
Dale McKeel	Durham Chapel Hill Carrboro MPO
Felix Nwoko	Durham Chapel Hill Carrboro MPO
Tamra Shaw	North Carolina Department of Transportation
Adena Messinger	North Carolina State University
Joe Milazzo	Regional Transportation Alliance
Alison Fiori	SmartCommute@rtp Research Triangle Park
Tobin Freid	Triangle J Council of Governments
John Hodges-Copple	Triangle J Council of Governments
Amy Armbruster	Triangle Transit Authority
Billie Cox	Triangle Transit Authority
Fleming El-Amin	Triangle Transit Authority
Patrick McDonough	Triangle Transit Authority
John Tallmadge	Triangle Transit Authority
Claire Kane	University of North Carolina – Chapel Hill (UNC)

Consultant Name:
Justin Schor, Project Manager
Joddie Gray, Deputy Project Manager
Stuart M. Anderson, President
Kevin Luten, Task Lead
Lisa DuMetz, Task Lead
Matthew Kaufman
Neelima Adapala
David Ungemah, Task Lead



Affiliation:
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
Texas Transportation Institute

Triangle Regional 7-Year Long range TDM Plan | Executive Summary

Developed by UrbanTrans Consultants, Inc. © 2007

The Triangle Region Travel Demand Management Advisory Committee¹ (TDM Advisory Committee) identified the need for a 7-Year Long Range Plan to accomplish the following:

- Establish a long-term vision for TDM in the Triangle Region
- Increase coordination amongst members of the Triangle Regional TDM community
- Focus limited financial resources to achieve a coordinated long-term TDM Vision for the Triangle Region

Background

Travel Demand Management (TDM) programs have evolved over the years in the Triangle area, with different entities taking on various responsibilities and leading program innovation in certain segments. A combination of regional leadership from Triangle Transit Authority and successful programs originating at local levels (such as the SmartCommute Challenge) has formed a strong foundation of success within the area. Nonetheless, program development and coordination, along with funding allocation, are conducted on a year-to-year basis, and as a whole, programs across the region lack common, strategic focus.

The TDM Advisory Committee hired **UrbanTrans Consultants, Inc. (UrbanTrans)** and **Texas Transportation Institute (TTI)** in the fall of 2006 to develop a 7-Year Long Range Regional TDM Plan that would accomplish the following:

- Forge a collaborative regional working group that buys into the process of developing the long range plan, and emerges legitimately invested in the outcomes and recommendations.
- Use the best available data and information to provide the technical background and analysis to aid decision making, while leaving room for professional judgment and common sense.
- Outline a clear and straight-forward action-plan for all involved parties to move forward in a coordinated manner. For a long range plan to work, its implementation steps must be clear.

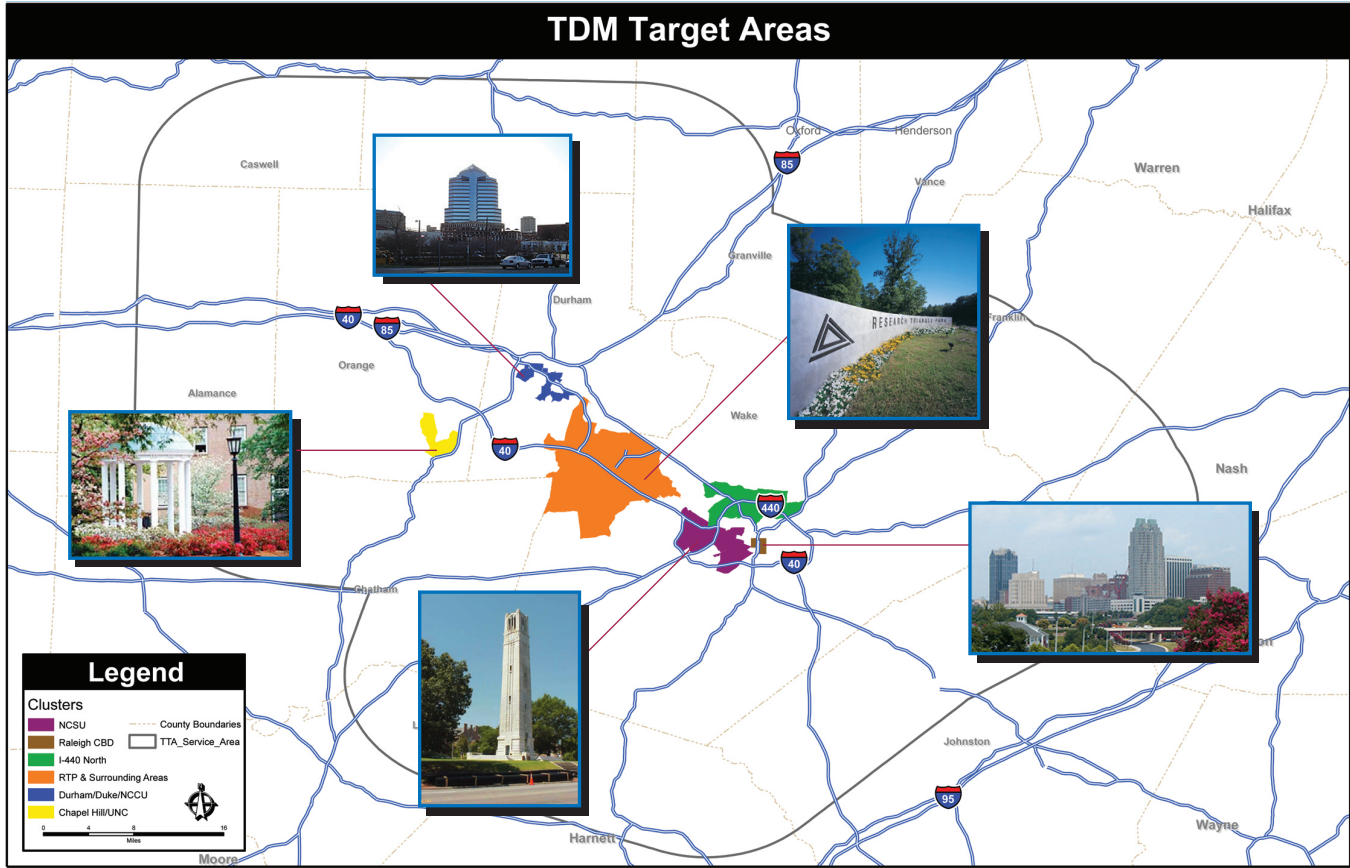
The work plan accomplished these goals in June 2007, after completing an extensive review of existing operations, stakeholder interviews, peer program review, and staff interviews. The highlights of the work plan are provided in this Executive Summary.

Findings

The TDM Advisory Committee collectively determined that the purpose of the 7-Year Long Range Travel Demand Management (TDM) Plan is to reduce regional growth in vehicle miles traveled (VMT) by 25 percent between 2007 and 2015. In order to achieve this reduction in commute VMT the Triangle Regional TDM program will need to shift 6,000 regional commuters on a daily basis to non-single occupant vehicle modes by 2015. This can be achieved through a recommended package of improvements to TDM strategies that encourage alternative mode usage.

¹ Members of the TDM Advisory Committee can be found on the back page of this Executive Summary.

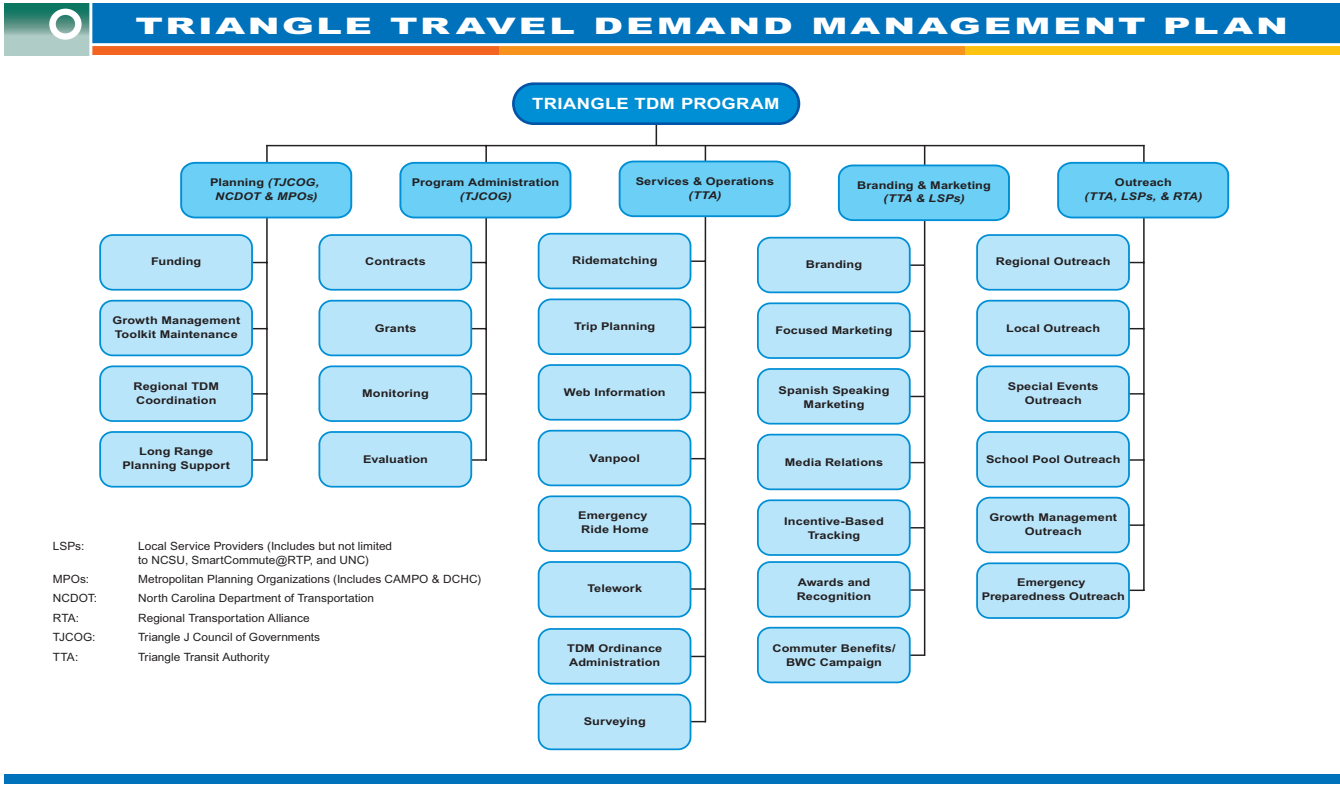
UrbanTrans in cooperation with TTI, worked with the TDM Advisory Committee to develop a moderate package of TDM Strategies that encourage alternative mode usage. This package includes a detailed list of strategies categorized by five main performance areas which include: 1) planing, 2) program administration, 3) services/ operations, 4) marketing and branding, and 5) outreach. For each area, the plan identifies specific performance elements, and corresponding activities. In order to insure that these strategies are effectively implemented, each one has been assigned a responsible party, timeframe to complete and a budget to pay for it. It reflects realistic expectations of program activities during the seven year period that are targeted to specific geographies in the Triangle Region where optimal alternative mode usage results can be achieved most efficiently and effectively. Those targeted geographies are highlighted in the target area map below.



Complementing these strategies are recommendations in the TDM Plan for how to reorganize and grow the Triangle Regional TDM program to best achieve and maintain the stated goal of reducing regional growth in VMT by 25 percent by 2015. In order to most efficiently and effectively implement the five performance areas of the work plan several modifications to the regional TDM responsibilities are critical. The Regional Triangle TDM Program organizational chart that follows, shows who is predominantly responsible for each of the five performance areas as well as what broad responsibilities they will have in those areas. It exhibits a modified organizational structure where the following changes occur:

- TTA remains regional outreach, marketing and implementation agency
- TJGOG assumes responsibility of contracting, call for projects, evaluation and monitoring
- TJCOG and MPOs assume VMT Growth Management Toolkit Promotional responsibilities
- MPO roles are increased thru funding, selecting projects and integrating TDM into transportation plans

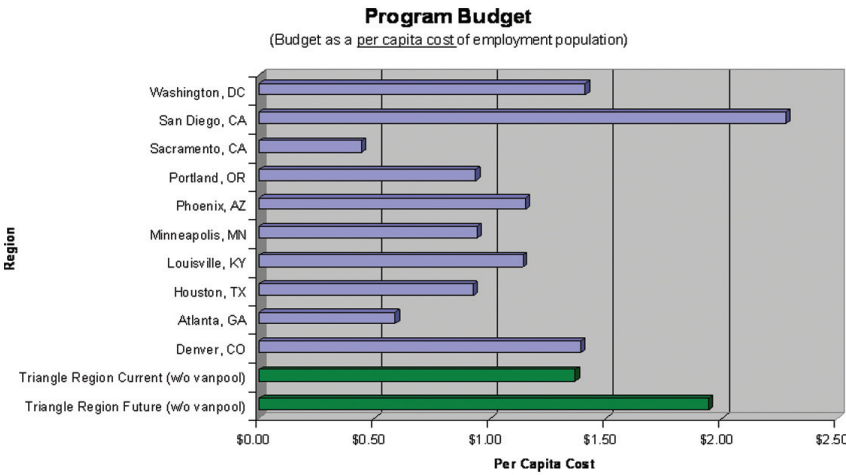
² Appendix G of the Triangle Regional 7-Year Long Range TDM Plan contains a detailed spreadsheet identifying responsibilities, schedules, staffing and budgets for completing each task.



Once this proposed re-organization is orchestrated, the Performance Areas described in the above organization chart and their corresponding TDM Strategies and activities can be most effectively implemented.

Funding Requirements

The action items and reorganiza- tion described above will provide the essential elements of a moder- ate regional TDM package that can help achieve a 25 percent reduction in the growth of VMT in the Triangle Region by 2015. The order of mag- nitude of budget required to achieve these results can best be seen by looking at other regional programs and their budgets as a per capita cost of employment population. The chart to the right compares the Tri- angle region TDM budget with those of other regions that have similar TDM packages. The chart reveals that the Triangle region's current TDM budget allocation per capita cost of employ- ment population is above average when compared with those of most other regions reviewed.



³ The details of how this budget increase should be applied are itemized in table included in Appendix G: Final Plan; along with responsibilities, schedules, and staffing for each task.

Proposed Triangle TDM Program Budget and Funding Partners (FY2008-15)

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2015 %
Planning and Administration	\$50,000	\$102,500	\$105,063	\$107,689	\$110,381	\$113,141	\$115,969	\$118,869	4.6%
NCDOT funds*	\$50,000	\$102,500	\$105,063	\$107,689	\$110,381	\$113,141	\$115,969	\$118,869	
Service Delivery	\$1,420,375	\$1,775,298	\$1,905,388	\$1,847,016	\$1,926,607	\$2,249,807	\$2,266,597	\$2,557,890	87.0%
NCDOT funds	\$650,188	\$623,563	\$623,369	\$623,170	\$622,966	\$622,755	\$622,537	\$622,163	
DCHC funds	\$165,000	\$243,135	\$271,239	\$245,434	\$264,855	\$348,055	\$349,619	\$420,891	
CAMPO funds	\$115,000	\$319,605	\$361,444	\$321,712	\$349,286	\$458,126	\$458,373	\$547,889	
Service Provider Matching Funds	\$490,188	\$588,995	\$649,336	\$656,700	\$689,500	\$820,871	\$836,069	\$966,946	
Monitoring and Evaluation	\$80,000	\$82,000	\$84,050	\$86,151	\$88,305	\$90,513	\$92,775	\$95,095	3.7%
NCDOT funds	\$40,000	\$41,000	\$42,025	\$43,076	\$44,153	\$45,256	\$46,388	\$47,547	
DCHC funds	\$20,000	\$20,500	\$21,013	\$21,538	\$22,076	\$22,628	\$23,194	\$23,774	
CAMPO funds	\$20,000	\$20,500	\$21,013	\$21,538	\$22,076	\$22,628	\$23,194	\$23,774	
TDM Technology Projects	\$0	\$152,500	\$275,835	\$13,261	\$0	\$0	\$0	\$0	2.6%
NCDOT funds	\$0	\$137,250	\$248,252	\$11,935	\$0	\$0	\$0	\$0	
Local funds	\$0	\$15,250	\$27,584	\$1,326	\$0	\$0	\$0	\$0	
TDM Ordinance Compliance	\$45,000	\$45,750	\$46,523	\$47,318	\$48,138	\$48,982	\$49,851	\$51,347	2.0%
NCDOT funds	\$12,500	\$11,438	\$11,631	\$11,830	\$12,034	\$12,245	\$12,463	\$12,837	
DCHC funds	\$16,000	\$11,438	\$11,631	\$11,830	\$12,034	\$12,245	\$12,463	\$12,837	
CAMPO funds**	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Local funds	\$16,500	\$22,875	\$23,261	\$23,659	\$24,069	\$24,491	\$24,926	\$25,673	
Triangle Regional TDM Program	\$1,595,375	\$2,158,048	\$2,416,858	\$2,101,436	\$2,173,431	\$2,502,442	\$2,525,193	\$2,823,200	100.0%
Total NCDOT funds	\$752,688	\$915,750	\$1,030,339	\$797,700	\$789,534	\$793,397	\$797,357	\$801,416	28%
Total DCHC funds	\$201,000	\$275,073	\$303,882	\$278,801	\$298,965	\$382,929	\$385,275	\$457,502	16%
Total CAMPO funds	\$135,000	\$340,105	\$382,457	\$343,250	\$371,363	\$480,754	\$481,567	\$571,662	20%
Service Provider Matching Funds	\$506,688	\$627,120	\$700,181	\$681,685	\$713,569	\$845,362	\$860,994	\$992,620	35%

* During FY2008, only 6 months of Planning/Admin are funded since start date is Jan 1, 2008

** Currently, the only two TDM ordinances in the region are in Chapel Hill and Durham City/County

Program Planning / Administration

	FY2008 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869
Annual Grant	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869
NCDOT Grant %	100%	100%	100%	100%	100%	100%	100%	100%
DCHC Grant %	0%	0%	0%	0%	0%	0%	0%	0%
CAMPO Grant %	0%	0%	0%	0%	0%	0%	0%	0%
Local %	0%	0%	0%	0%	0%	0%	0%	0%
NCDOT Grant	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869
DCHC Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CAMPO Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

TDM Marketing and Service Provision Budget (FY2009-2015)

1. Marketing and service provision is comprised of 3 elements: i) core local services oriented to the 6 target areas in the Regional TDM 7-year plan, ii) core regional services provided by TTA throughout the region, and iii) special projects selected through a competitive call for projects.
2. Marketing and service provision is one of 3 components of the regional TDM program; the other two are planning and administration, and evaluation and monitoring.

Core Local Marketing and Service Provision

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	\$ 579,443	\$ 596,334	\$ 600,521	\$ 614,061	\$ 634,654	\$ 845,712	\$ 873,457	1,103,450
# of Hot Spots	6	6	6	6	6	8	8	10
Avg. Budget per Hot Spot	\$ 96,574	\$ 99,389	\$ 100,087	\$ 102,344	\$ 105,776	\$ 105,714	\$ 109,182	\$ 110,345
Avg. Grant per Hot Spot	\$ 48,287	\$ 49,695	\$ 50,043	\$ 51,172	\$ 52,888	\$ 52,857	\$ 54,591	\$ 55,172
NCDOT Grant %	45%	25%	25%	25%	25%	25%	25%	25.0%
Estimated DCHC Grant %	13%	13.0%	13.0%	13.0%	13.0%	13.0%	13.0%	13.0%
Estimated CAMPO Grant %	9%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Avg. Local %	33%	50%	50%	50%	50%	50%	50%	50%
Estimated NCDOT Grant	\$ 259,722	\$ 149,084	\$ 150,130	\$ 153,515	\$ 158,663	\$ 211,428	\$ 218,364	\$ 275,862
Estimated DCHC Grant	\$ 76,000	\$ 77,673	\$ 78,218	\$ 79,981	\$ 82,664	\$ 110,154	\$ 113,768	\$ 143,724
Estimated CAMPO Grant	\$ 50,000	\$ 71,411	\$ 71,912	\$ 73,534	\$ 76,000	\$ 101,274	\$ 104,596	\$ 132,138
Local Match	\$ 193,722	\$ 298,167	\$ 300,261	\$ 307,031	\$ 317,327	\$ 422,856	\$ 436,728	\$ 551,725

Core Regional Marketing and Service Provision

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	\$ 840,932	\$ 995,513	\$ 1,011,194	\$ 889,362	\$ 912,677	\$ 1,013,440	\$ 990,767	\$ 1,039,995
Annual Grant	\$ 554,466	\$ 796,411	\$ 808,955	\$ 711,490	\$ 730,142	\$ 810,752	\$ 792,613	\$ 831,996
NCDOT Grant %	50%*	38.4%	32.3%	33.5%	30.1%	21.3%	20.5%	13.4%
DCHC Grant %	11.8%	16.6%	19.1%	18.6%	20.0%	23.5%	23.8%	26.7%
CAMPO Grant %	7.7%	24.9%	28.6%	27.9%	29.9%	35.2%	35.7%	40.0%
Local %	35.3%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
NCDOT Regional TDM Grant	\$ 370,466	\$ 382,754	\$ 326,402	\$ 297,859	\$ 274,664	\$ 215,999	\$ 202,986	\$ 139,078
NCDOT CMAQ Match (BWC)	\$ 20,000							
DCHC Regional TDM Grant	\$ 49,000	\$ 165,463	\$ 193,021	\$ 165,452	\$ 182,191	\$ 237,901	\$ 235,851	\$ 277,167
DCHC CMAQ Grant (BWC)	\$ 40,000							
CAMPO Regional TDM Grant	\$ 25,000	\$ 248,194	\$ 289,532	\$ 248,179	\$ 273,287	\$ 356,852	\$ 353,776	\$ 415,751
CAMPO CMAQ Grant (BWC)	\$ 40,000							
Local Match	\$ 296,466	\$ 199,103	\$ 202,239	\$ 177,872	\$ 182,535	\$ 202,688	\$ 198,153	\$ 207,999

Competitive Projects

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	n/a	\$ 183,450	\$ 293,674	\$ 343,593	\$ 379,276	\$ 390,654	\$ 402,374	\$ 414,445
Annual Grant	n/a	\$ 91,725	\$ 146,837	\$ 171,797	\$ 189,638	\$ 195,327	\$ 201,187	\$ 207,223
NCDOT Grant %	n/a	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
DCHC Grant %	n/a	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
CAMPO Grant %	n/a	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Local %	n/a	50%	50%	50%	50%	50%	50%	50%
NCDOT Grant	n/a	\$ 91,725	\$ 146,837	\$ 171,797	\$ 189,638	\$ 195,327	\$ 201,187	\$ 207,223
DCHC Grant	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CAMPO Grant	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Match	n/a	\$ 91,725	\$ 146,837	\$ 171,797	\$ 189,638	\$ 195,327	\$ 201,187	207222.5635

Total Regional TDM Budget*	\$ 1,420,375	\$ 1,775,298	\$ 1,905,388	\$ 1,847,016	\$ 1,926,607	\$ 2,249,807	\$ 2,266,597	\$ 2,557,890
Total NCDOT funds	\$ 650,188	\$ 623,563	\$ 623,369	\$ 623,170	\$ 622,966	\$ 622,755	\$ 622,537	\$ 622,163
Total DCHC funds	\$ 165,000	\$ 243,135	\$ 271,239	\$ 245,434	\$ 264,855	\$ 348,055	\$ 349,619	\$ 420,891
Total CAMPO funds	\$ 115,000	\$ 319,605	\$ 361,444	\$ 321,712	\$ 349,286	\$ 458,126	\$ 458,373	\$ 547,889
Local Funds	\$ 490,188	\$ 588,995	\$ 649,336	\$ 656,700	\$ 689,500	\$ 820,871	\$ 836,069	\$ 966,946

Total NCDOT %	45.8%	35.1%	32.7%	33.7%	32.3%	27.7%	27.5%	25.0%
Total DCHC %	11.6%	13.7%	14.2%	13.3%	13.7%	15.5%	15.4%	15.1%
Total CAMPO %	8.1%	18.0%	19.0%	17.4%	18.1%	20.4%	20.2%	22.1%
Total Local %	34.5%	33.2%	34.1%	35.6%	35.8%	36.5%	36.9%	37.8%

**** Does not include funding for planning/administration or monitoring/evaluation**

Local Service Provider Budget Projections

Hotspot Identified in Current Local Service 7-Year TDM Plan		Provider (LSP)	FY2008 budget	FY2009 projections
UNC & Downtown	UNC		\$132,041	\$132,041
Chapel Hill	Town of Chapel Hill		\$60,000	\$40,000
Central Durham	Triangle Transit Authority		\$100,000	\$75,000
Research Triangle Park	SmartCommute@rtp		\$128,292	\$128,292
North Carolina State University	NCSU		\$69,110	\$69,110
Downtown Raleigh	Triangle Transit Authority		\$75,000	\$75,000
North Raleigh / I-440	Triangle Transit Authority		\$25,000	\$77,641
TOTAL BUDGETED EXPENSES			\$589,443	\$597,084
<i>Average per LSP</i>			<i>\$98,241</i>	<i>\$99,514</i>
Total NCDOT Grant			\$264,722	\$149,271
Total DCHC Grant			\$76,000	\$77,797
Total CAMPO Grant			\$50,000	\$71,474
Local Match			\$198,722	\$298,542
Total Budgeted Revenue			\$589,443	\$597,084
* Estimates for TTA budget in these areas for FY2008				

Monitoring and Evaluation Budgets

	FY2008 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	\$ 80,000	\$ 82,000	\$ 84,050	\$ 86,151	\$ 88,305	\$ 90,513	\$ 92,775	\$ 95,095
Annual Grant	\$ 80,000	\$ 82,000	\$ 84,050	\$ 86,151	\$ 88,305	\$ 90,513	\$ 92,775	\$ 95,095
NCDOT Grant %	50%	50%	50%	50%	50%	50%	50%	50%
DCHC Grant %	25%	25%	25%	25%	25%	25%	25%	25%
CAMPO Grant %	25%	25%	25%	25%	25%	25%	25%	25%
Local %	0%	0%	0%	0%	0%	0%	0%	0%
NCDOT Grant	\$ 40,000	\$ 41,000	\$ 42,025	\$ 43,076	\$ 44,153	\$ 45,256	\$ 46,388	\$ 47,547
DCHC Grant	\$ 20,000	\$ 20,500	\$ 21,013	\$ 21,538	\$ 22,076	\$ 22,628	\$ 23,194	\$ 23,774
CAMPO Grant	\$ 20,000	\$ 20,500	\$ 21,013	\$ 21,538	\$ 22,076	\$ 22,628	\$ 23,194	\$ 23,774
Local Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

TDM Technology Procurement Projects

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	n/a	\$ 152,500	\$ 275,835	\$ 13,261	\$ -	\$ -	\$ -	\$ -
Annual Grant	n/a	\$ 137,250	\$ 248,252	\$ 11,935	\$ -	\$ -	\$ -	\$ -
NCDOT Grant %	n/a	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%
Local %	n/a	10%	10%	10%	10%	10%	10%	10%
NCDOT Grant	n/a	\$ 137,250	\$ 248,252	\$ 11,935	\$ -	\$ -	\$ -	\$ -
Local Match	n/a	\$ 15,250	\$ 27,584	\$ 1,326	\$ -	\$ -	\$ -	\$ -

Ordinance Compliance Enforcement Budgets

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	\$ 45,000	\$ 45,750	\$ 46,523	\$ 47,318	\$ 48,138	\$ 48,982	\$ 49,851	\$ 51,347
# of Communities	2	2	2	2	2	2	2	2
NCDOT Grant %		25%	25%	25%	25%	25%	25%	25%
DCHC Grant %		25%	25%	25%	25%	25%	25%	25%
CAMPO Grant %		0%	0%	0%	0%	0%	0%	0%
Local Match		50%	50%	50%	50%	50%	50%	50%
Total NCDOT Grant	\$ 12,500	\$ 11,438	\$ 11,631	\$ 11,830	\$ 12,034	\$ 12,245	\$ 12,463	\$ 12,837
Total DCHC Grant	\$ 16,000	\$ 11,438	\$ 11,631	\$ 11,830	\$ 12,034	\$ 12,245	\$ 12,463	\$ 12,837
Total CAMPO Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Match	\$ 16,500	\$ 22,875	\$ 23,261	\$ 23,659	\$ 24,069	\$ 24,491	\$ 24,926	\$ 25,673

2035 Long Range Transportation Plan Targets (Draft)

		Guide Data		Targets		
		2005	2035 Baseline	Good	Better	Best
1	Mobility Targets					
1.1	VTM Per Capita	30.1	30.6	29.1	27.5	24.5
1.2	Total VMT Reduction from 2035 Baseline			5%	10%	20%
1.3	VHT per capita (minutes)	40.6	53.2	50.5	47.9	42.5
1.4	Total VHT Reduction from 2035 Baseline			5%	10%	20%
1.5	Percent of Peak Period VMT at Congestion (v/c > 1)	3.6%	18.3%	16%	14%	12%
1.6	Average Travel Time (work trips) (minutes)	19.6	26.0	24	22	20
1.7	Average Travel Time (all trips) (minutes)	15.1	17.0	15	13	11
1.8	Average Peak Travel Time (all trips) (minutes)	16.9	20.6	19	17	15
2	Transit Targets					
2.1	Transit Mode Share (all trips)	2.1%	1.6%	5.0%	7.0%	10.0%
2.2	Percent Ridership Increase from 2035 Baseline	TBD	TBD	200%	300%	500%
2.3	Transit Mode Share (work trips)	2.8%	2.4%	7.5%	10.5%	15.0%
2.4	Transit Trip Transfer Percentage	TBD	TBD	TBD	TBD	TBD
3	TDM Targets					
3.1	Percent SOV Trip Share (all trips)	55.5%	55.3%	52.5%	50.0%	44.5%
3.2	Percent SOV Trip Reduction from 2035 Baseline			5%	10%	20%
3.3	Percent SOV Trip Share (work trips)	82.0%	82.5%	74.3%	66.0%	57.8%
3.4	Percent Non-motorized Trip Share (all trips)	6.8%	6.9%	9%	11%	15%
3.5	Percent Non-motorized trip increase from 2035 Baseline			30%	59%	117%
4	Air Quality and Environmental Targets (emissions reduction from Air Quality budget)					
4.1	Carbon Monoxide - CO (kg/day)		160,771	4% under budget	7% under budget	12% under budget
4.2	Nitrogen Oxides - NOx (kg/day)		5,888	4% under budget	7% under budget	12% under budget
4.3	Volatile Organic Compounds -VOC (kg/day)		4,772	4% under budget	7% under budget	12% under budget
4.4	Greenhouse Gases		TBD	TBD	TBD	TBD
5	Financial/Economics Targets					
5.1	Revenue/Cost Gap (Ratio of traditional revenue/cost)			0.90	0.95	1.00
5.2	Cost effectiveness (cost per avg. vehicle trip reduction)			\$0.90	\$0.80	\$0.70
5.3	Fixed-Guideway Transit Cost Indicator			\$22	\$18	\$15
5.4	Cost of Congestion (in million \$)	\$351	\$1,211	1,060	928	795
5.5	Cost of Time Saved			TBD	TBD	TBD
6	Environment Justice/Land Use Targets					
6.1	Percent of Population within 1/4 mile of transit	55.7%	49.8%	55%	60%	70%
6.2	Percent of Employment within 1/4 mile of transit	TBD	TBD	TBD	TBD	TBD
6.3	EJ Travel Time (ratio of avg.travel time) (EJ/All)	TBD	TBD	1.05	1.02	1.00

TBD = To Be Determined

Bold Blue = Proposed as Key Targets (all other Targets would be regular Targets)

5.3 - \$12, \$15.50 and \$24 are FY 2009 FTA thresholds

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency

DATE: October 24, 2007

RE: Draft FY 2009-2015 Transportation Improvement Program (TIP) Regional Priority List

The MPO creates a Regional Priority List to provide input to NCDOT on the Transportation Improvement Program (TIP). As part of the development of this list, the MPO uses a ranking methodology to assign points to projects submitted by member jurisdictions. The ranking methodology divides projects up into three lists by mode. LPA Staff applied the ranking methodology to the projects using information provided by the member jurisdictions. The TAC released the result of the application of the ranking methodology as the draft Regional Priority List on September 12, 2007 for a 21-day public comment period. The TAC also held a public hearing on the draft Regional Priority List at the October 10, 2007 meeting.

The final Regional Priority List is expected to be approved by the TAC at the November meeting. The draft list should be used as one factor in the creation of the final Regional Priority List. The TAC should create the final Regional Priority List based on all of the following factors or sources of information:

- The results of the ranking methodology
- The submitted local priority lists
- Public input (Comments received as of 10/18/07 is Attachment 7D.)
- Feedback from the member jurisdictions
- Policy initiatives or other non-technical or non-quantifiable factors

At this point, the ranking methodology should not be further revised to remain on schedule. The TAC can provide feedback to the LPA and TCC on ways that the methodology could be improved for the next Regional Priority List (FY 2011-2017). For purposes of the FY 2009-2015 TIP, the TAC is encouraged to reorder projects in the draft Regional Priority List based on factors that were not included in the ranking methodology such as policy initiatives or other non-technical or non-quantifiable factors.

NCDOT will be releasing a draft State Transportation Improvement Program (STIP) in November 2007. The final Regional Priority List will be used by the MPO to make adjustments to the draft STIP and to create the 2009-2015 Metropolitan Transportation

Improvement Program (MTIP). The final STIP is expected to be approved in May or June 2008.

Final Regional Priority List

The result of the ranking methodology is shown in Attachments 7A, 7B, and 7C with additional information as described below.

The transit list (Attachment 7A) has been amended and re-ordered to better reflect the transit operators' needs as communicated to NCDOT-PTD in September. All of the transit operators requested additional or different projects than those that were transmitted to the MPO last summer. The project descriptions were changed to reflect these requests. Because of the number of new projects, the LPA applied the ranking methodology to these new projects. In addition, due to a request from the TAC, the ranking methodology for "4 Enhancement of Existing Service" was changed so that expansion vehicles received points (shaded boxes). The estimated new riders were determined using the number of requested vehicles $\times$ the system's average daily ridership per vehicle. The transit list is ranked using the following method:

- First ranked by Year – 2009 requests first.
 - ...Then ranked by Essential Services to maintain transit operations – replacement and maintenance projects first
 - ...Then ranked by Points received using the ranking methodology
 - ...Then ranked by local priority ranking – newly submitted projects without a local priority ranking are last

For bicycle/pedestrian list (Attachment 7B), the projects are in the same order as using the ranking methodology with the exception of one error that was corrected since the September TCC meeting. The NC 86 Bicycle Route in Orange County is now ranked #31 instead of #35 on the list due to a correction of its street classification. Additional columns were added to the table to display issues that the TAC discussed at their meetings: regional connectivity, proximity to schools, and downtown projects. There is also a column that includes the number of public comments of support for projects in the list. There were public comments that additional projects should be added to the bicycle/pedestrian list. These additional projects are listed at the bottom of the table. The ranking methodology was not applied to these projects due to insufficient information at this time but could be added for the TAC meeting.

There were no comments regarding highway projects from either the TAC or the public. The highway list is unchanged from the draft list (Attachment 7C).

Public Comments

LPA Staff have sent copies of the draft Regional Priority List to public libraries and planning departments of all the DCHC MPO member jurisdictions. In addition, the lists are available on the DCHC MPO website. The public comment period and public hearing has been advertised in the Herald-Sun and an email was sent to the MPO general

mailing list and local list servs. At the October 10 TAC meeting, the TAC voted to extend the public comment period until October 24, 2007 to accommodate the Town of Chapel Hill's meeting schedule. As of October 18, 2007, the public comments in Attachment 7D have been received by the MPO.

TCC Action

To recommend that the TAC approve the final regional priority list for the 2009-2015 TIP.

TRANSIT PROJECTS

				1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts				
Rank	Rank in Draft List	Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points	Total Points	Year Requested	Total Cost
1 (tie)	new	TTA 15 - REPLACEMENT BUSES.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2009	\$4,128,000
1 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2009	\$1,000,000
1 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2009	\$1,000,000
4	1	1 Replacement Van	1 - TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	19	2009	\$33,000
5	2	26 Replacement Buses	1 - CH; 1 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2009	\$11,218,000
6 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2009	\$3,018,000
6 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2009	\$2,336,000
8	8	9 Replacement Vans	2 - CH; 2 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2009	\$990,000
9 (tie)	9 (tie)	11 Replacement Support Vehicles	3 - CH; 3 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2009	\$396,000
9 (tie)	9 (tie)	18 Replacement Vans	3 - D 3 - DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2009	\$630,000
11	11	1 Replacement Support Vehicles	4 - CH; 4 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2009	\$40,000
12	12	2 Replacement Service Trucks	5 - CH; 5 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2009	\$200,000
13	20	12 Hybrid Expansion Buses	1 - D 1 - DC	9.63	4	2	2	no	0	4510	4	Unfunded	0	HighPos	4	HighPos	4	18	2009	\$5,700,000
14	21	Placeholder - Regional Transit Service Phase 2 - Alternatives Analysis	7 - D; 7 - DC; 26 - C	1.86	3	4	4	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	15	2009, 2010	\$1,000,000
15	32	Real Time Passenger Information Project	2 - TTA	n/a	0	2	2	no	0	1090	3	Unfunded	0	HighPos	4	HighPos	4	13	2009	\$700,000
16	33	Vanpool Fleet Expansion - 12 vans	3 - TTA	0.91	2	5	4	no	0	360	1	Unfunded	0	MedPos	3	HighPos	4	14	2009	\$285,000
17	29	2 Expansion Vans	4 - TTA	0.83	1	5	4	no	0	17	1	Unfunded	0	MedPos	3	HighPos	4	13	2009	\$66,000

				1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts				
Rank	Rank in Draft List	Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points	Total Points	Year Requested	Total Cost
18	31	Placeholder - Regional Transit Svc. Phase 1 - Alternatives Analysis	2 - D 2 - DC	1.86	3	2	2	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	13	2009, 2010	\$1,000,000
19	36	6 Expansion Vans	4 - D 4 - DC	2.23	3	2	2	no	0	134	1	Unfunded	0	MedPos	3	HighPos	4	13	2009	\$210,000
20	new	DATA Passenger Amenities - 75 shelters, 50 benches, 50 trash cans, 50 solar lights	D, DC	n/a	0	2	2	no	0	450	2	Unfunded	0	HighPos	4	HighPos	4	12	2009	\$492,000
21	34	Park and Ride Lot - Construction	6 - CH; 6 - C	n/a	0	0	0	no	0	2019	4	Unfunded	0	HighPos	4	HighPos	4	12	2009	\$2,000,000
22 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2010	\$1,000,000
22 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2010	\$1,000,000
24	4	12 Replacement Buses	7 - CH; 7 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2010	\$4,300,000
25 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2010	\$3,169,000
25 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2010	\$2,616,000
27	13	6 Replacement Vans	9 - CH; 9 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2010	\$660,000
28	14	3 Replacement Support Vehicles	10 - CH; 10 -C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2010	\$105,000
29	new	CHT 1 Replacement Service Truck	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2010	\$76,800
30	22	3 Hybrid Expansion Buses	8 - CH; 8 - C	4.76	4	2	2	no	0	728	3	Unfunded	0	HighPos	4	HighPos	4	17	2010	\$1,575,000
31	33	Vanpool Fleet Expansion - 19 vans	3 - TTA	0.91	2	5	4	no	0	517	2	Unfunded	0	MedPos	3	HighPos	4	15	2010	\$361,000
32	38	Park and Ride Lot - Treyburn area - Land Acquisition and Construction	5 - D 5 - DC	n/a	0	0	0	no	0	2000	4	Unfunded	0	HighPos	4	HighPos	4	12	2010	\$1,175,000

	Rank			1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts		Total Points		
Rank	Rank in Draft List	Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points		Year Requested	Total Cost
33 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2011	\$1,000,000
33 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2011	\$1,000,000
33 (tie)	new	TTA 15 - REPLACEMENT BUSES.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2011	\$4,946,000
36	5	13 Replacement Buses	14 - CH; 14 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2011	\$4,290,000
37 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2011	\$3,169,000
37 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2011	\$2,930,000
39	15	1 Replacement Support Vehicles	13 - CH; 13 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2011	\$40,000
40	23	3 Diesel Expansion Buses	11 - CH; 11 - C	4.76	4	2	2	no	0	728	3	Unfunded	0	HighPos	4	HighPos	4	17	2011	\$990,000
41	37	Bus Priority at Traffic Signals along 15-501	5 - TTA	n/a	0	2	2	no	0	646	3	Unfunded	0	HighPos	4	HighPos	4	13	2011	\$350,000
42	35	Park and Ride Lot Expansion - Design and Land Acquisition - NC 54	12 - CH; 12- C	n/a	0	0	0	no	0	2019	4	Unfunded	0	HighPos	4	HighPos	4	12	2011	\$2,000,000
43 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2012	\$1,000,000
43 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2012	\$1,000,000
43 (tie)	new	TTA 11 Replacement Buses	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2012	\$3,670,000
46	3	31 40-foot Hybrid Replacement Buses	6 - D 6 - DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2012	\$14,000,000
47 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2012	\$3,169,000

	Rank			1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts		Total Points		
Rank	Rank in Draft List	Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points		Year Requested	Total Cost
47 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2012	\$3,282,000
49	24	3 Expansion Buses (2 hybrid 1 diesel)	15 - CH; 15 - C	4.76	4	2	2	no	0	728	3	Unfunded	0	HighPos	4	HighPos	4	17	2012	\$1,442,500
50 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2013	\$1,000,000
50 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2013	\$1,000,000
52	6	17 Replacement Buses	16 - CH; 16 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2013	\$5,780,000
53 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2013	\$3,169,000
53 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2013	\$3,675,840
55	16	2 Replacement Service Trucks	18 - CH; 18 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2013	\$200,000
56	17	9 Replacement Vans	19 - CH; 19 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2013	\$990,000
57	18	11 Replacement Support Vehicles	20 - CH; 20 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2013	\$396,000
58	19	1 Replacement Support Vehicles	21 - CH; 21 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2013	\$40,000
59	25	3 Expansion Buses (2 hybrid 1 diesel)	17 - CH; 17 - C	4.76	4	2	2	no	0	728	3	Unfunded	0	HighPos	4	HighPos	4	17	2013	\$1,442,500
60 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2014	\$1,000,000
60 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2014	\$1,000,000

	Rank			1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts		Total Points		
Rank	Rank in Draft List	Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points		Year Requested	Total Cost
60 (tie)	new	5 Replacement Buses	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2014	\$500,000
63	7	10 Replacement Buses	22 - CH; 22 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2014	\$3,465,000
64 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2014	\$3,228,000
		CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.																		
64 (tie)	new	CHT 6 Replacement Vans	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2014	\$4,116,941
66 (tie)	new	CHT 3 Replacement Support Vehicles	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2014	\$660,000
66 (tie)	new	CHT 1 Replacement Service Truck	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2014	\$105,000
66 (tie)	new	3 Expansion Buses (2 hybrid 1 diesel)	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2014	\$76,800
69	26	TTA Routine Capital Items--Shop Equipment, Spare Parts.	23 - CH; 23 - C	4.76	4	2	2	no	0	728	3	Unfunded	0	HighPos	4	HighPos	4	17	2014	\$1,442,500
70 (tie)	new	TTA Planning Assistance---UPWP.																		
70 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2015	\$1,000,000
		TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2015	\$1,000,000
72 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2014	\$105,000
		CHT 1 Replacement Service Truck	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2014	\$76,800
72 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2015	\$3,338,940
		CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.																		
72 (tie)	new	CHT 6 Replacement Vans	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2015	\$4,610,974
74	27	CHT 3 Replacement Support Vehicles	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2015	\$1,442,500
75	28	CHT 1 Replacement Service Truck	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2015	\$76,800
76	30	3 Expansion Buses (2 hybrid 1 diesel)	24 - CH; 24 - C	4.76	4	2	2	no	0	728	3	Unfunded	0	HighPos	4	HighPos	4	17	2015	\$1,442,500
		15-501 Bus Route	1 - CC	1.86	3	3	3	no	0	69	1	Unfunded	0	HighPos	4	HighPos	4	15	2015	n/a
		Fixed Guideway to Carolina North	25 - C	1.86	3	3	3	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	14	2015	n/a

	Rank in Draft List			1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts		Total Points		
Rank		Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points		Year Requested	Total Cost

Unranked projects that will be in the 2009-2015 TIP

not ranked	new	Job Access/Reverse Commute	MPO																2009	unknown
not ranked	new	New Freedom	MPO																2009	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2010	unknown
not ranked	new	New Freedom	MPO																2010	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2011	unknown
not ranked	new	New Freedom	MPO																2011	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2012	unknown
not ranked	new	New Freedom	MPO																2012	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2013	unknown
not ranked	new	New Freedom	MPO																2013	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2014	unknown
not ranked	new	New Freedom	MPO																2014	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2015	unknown
not ranked	new	New Freedom	MPO																2015	unknown

Key:	CH (Chapel Hill)	n/a	0	0	0	no	0	n/a	0	Unfunded	0	HighNeg	0	HighNeg	0		
	C (Carrboro)	0.01	1	1	1	yes	8	1	1	Post Year	1	LowNeg	1	LowNeg	1		
	OC (Orange Co)	0.91	2	2	2	The points for Essential Services were weighted double the other point categories		382.5	2	5%+	2	LowPos	2	LowPos	2		
	D (Durham)	1.86	3	3	3			622.5	3	10%+	3	MedPos	3	MedPos	3		
	DC (Durham Co)	2.8625	4	4	4			1772.5	4	25%+	4	HighPos	4	HighPos	4		
	CC (Chatham Co)																
	H (Hillsborough)																
	TTA																

BIKE/PED PROJECTS

			1: Street Classification		2: Right-of-Way Availability		3: Travel Demand		4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Connectivity		8: Funding Status		Total Points	Other factors for TAC			
Rank	Name	Local Priority #	Class	Points	Availability	Points	Travel Demand Points	Points	Impact	Points	Impact	Points	Impact	Points	Number of Connections	Points	Percent funded	Points		Regional Connectivity	Proximity to Schools	In CBD	Public Comment of Support
1	Cornwallis Road (S. Roxboro to Chapel Hill Rd.) Bike and Ped	3 - D 3 - DC	Arterial	3	Sufficient	3	105	2	HighPos	3	HighPos	3	HighPos	3	5	3	25%+	3	23	No	Yes	No	
2	Northeast Chatham County Roadway/Ped/Bike Plan	1 - CC	Arterial	3	Sufficient	3	300	3	HighPos	3	HighPos	3	HighPos	3	100	3	Unfunded	0	21	No	Yes	No	
3	MLK-NC 86 Corridor Bike and Ped	1 - CH	Arterial	3	Sufficient	3	212	3	MedPos	2	HighPos	3	HighPos	3	21	3	Unfunded	0	20	Yes	Yes	Yes	
4	Fayetteville Rd (Cornwallis to Nelson) Bike and Ped	13 - D 13 - DC	Arterial	3	Some Needed	2	175	3	HighPos	3	HighPos	3	HighPos	3	13	3	Unfunded	0	20	No	Yes	No	
5	Bolin Creek Greenway	2 - CH	Local	1	Sufficient	3	153	3	HighPos	3	HighPos	3	HighPos	3	4	3	Unfunded	0	19	No	No	No	
6	Morreene Road (Erwin to Neal) Bike and Ped	4 - D 4 - DC	Local	1	Sufficient	3	98	2	HighPos	3	HighPos	3	MedPos	2	3	2	25%+	3	19	No	No	No	2
7	Avondale Drive (Roxboro to Geer) Bike and Ped	6 - D 6 - DC	Arterial	3	Sufficient	3	138	3	MedPos	2	HighPos	3	MedPos	2	6	3	Unfunded	0	19	No	No	No	
8	University Drive (Garrett to Hope Valley) Bike and Ped	14 - D 14 - DC	Arterial	3	Sufficient	3	143	3	MedPos	2	HighPos	3	MedPos	2	10	3	Unfunded	0	19	No	Yes	No	
9	15 Chapel Hill Intersection Improvements	4 - CH	Average Points	3.0	Average Points	3.0	311	3	Average Points	1.2	Average Points	3.0	Average Points	1.9	39	3	Average Points	0.0	18.1	No	Yes	1 intersection	
10	Estes Extension (S Greensboro to Carrboro Town Limits) Bike and Ped	1 - C	Arterial	3	Some Needed	2	126	3	HighPos	3	HighPos	3	MedPos	2	3	2	Unfunded	0	18	No	No	No	
11	Hillandale Road (I-85 to NC 147) Bike and Ped	2 - D 2 - DC	Collector	2	Some Needed	2	146	3	MedPos	2	HighPos	3	LowPos	1	4	3	10%+	2	18	No	No	No	
12	Club Boulevard (Ruffin to Geer) Bike and Ped	7 - D 7 - DC	Collector	2	Sufficient	3	135	3	MedPos	2	HighPos	3	MedPos	2	5	3	Unfunded	0	18	No	Yes	No	
13	Erwin Road (Sage to Durham County Line) Bike and Ped	17 - CH	Arterial	3	Sufficient	3	68	1	MedPos	2	HighPos	3	HighPos	3	4	3	Unfunded	0	18	Yes	No	No	
14	Fordham (15-501 South to Ephesus Ch) Bike and Ped	18 - CH	Arterial	3	Sufficient	3	210	3	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	18	No	Yes	No	
15	Old Fayetteville Road (McDougle School to NC 54) Bike and Ped	2- C	Collector	2	Sufficient	3	60	1	MedPos	2	HighPos	3	HighPos	3	2	1	10%+	2	17	No	Yes	No	
16	Nash Street (Faucette Mill to Dimmocks Mill) Sidewalk	3 - H	Collector	2	Sufficient	3	13	0	MedPos	2	HighPos	3	HighPos	3	1	1	25%+	3	17	No	Yes	No	
17	Dearborn Drive (Club to Old Oxford) Bike and Ped	10 - D 10 - DC	Arterial	3	Sufficient	3	59	1	HighPos	3	HighPos	3	HighPos	3	1	1	Unfunded	0	17	No	Yes	No	
18	Southern Railroad Greenway	10 - CH	Arterial	3	Sufficient	3	110	2	HighPos	3	HighPos	3	MedPos	2	1	1	Unfunded	0	17	No	No	No	
19	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) Bike and Ped	11 - D 11 - DC	Arterial	3	Sufficient	3	116	2	MedPos	2	HighPos	3	LowPos	1	4	3	Unfunded	0	17	No	Yes	No	
20	NC 54 Corridor (Fordham to Barbee Chapel) Bike and Ped	19 - CH	Arterial	3	Sufficient	3	122	2	MedPos	2	HighPos	3	LowPos	1	8	3	Unfunded	0	17	No	Yes	No	
21	Holloway Street (Lynn to Miami) Sidewalk	1 - D 1 - DC	Arterial	3	Some Needed	2	15	0	HighPos	3	MedPos	2	HighPos	3	4	3	Unfunded	0	16	No	Yes	No	
22 (tied)	Estes Drive (Curtis to Franklin) Sidewalk	5 - CH	Arterial	3	Sufficient	3	33	0	MedPos	2	HighPos	3	MedPos	2	4	3	Unfunded	0	16	No	Yes	No	
22 (tied)	Old NC 86 (Hillsborough to Homestead) Bike and Ped	5 - C	Arterial	3	Sufficient	3	38	1	MedPos	2	MedPos	2	MedPos	2	4	3	Unfunded	0	16	Yes	No	No	1

			1: Street Classification		2: Right-of-Way Availability		3: Travel Demand		4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Connectivity		8: Funding Status		Total Points	Other factors for TAC			
Rank	Name	Local Priority #	Class	Points	Availability	Points	Travel Demand Points	Points	Impact	Points	Impact	Points	Impact	Points	Number of Connections	Points	Percent funded	Points		Regional Connectivity	Proximity to Schools	In CBD	Public Comment of Support
24	Pope Road (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) & Ephesus Church Road Bike and Ped	6 - CH (Pope & Ephesus Church); 19 - DC (Pope only)	Local	1	Sufficient	3	151	3	HighPos	3	HighPos	3	LowPos	1	3	2	Unfunded	0	16	No	Yes	No	
25	Hope Valley Road (S. Roxboro to US 15-501 Bus) Bike and Ped	9 - D 9 - DC	Arterial	3	Sufficient	3	110	2	MedPos	2	MedPos	2	LowPos	1	4	3	Unfunded	0	16	No	Yes	No	
26	Cheek Road (Geer to Hardee) Bike and Ped	12 - D 12 - DC	Arterial	3	Sufficient	3	81	1	MedPos	2	HighPos	3	HighPos	3	1	1	Unfunded	0	16	No	No	No	
27	Country Club Road (South Rd to Raleigh St) Sidewalk	13 - CH	Local	1	Sufficient	3	52	1	MedPos	2	HighPos	3	HighPos	3	4	3	Unfunded	0	16	No	No	No	
28	Bolin Creek Little Creek Greenway	15 - CH	Arterial	3	Sufficient	3	124	2	MedPos	2	HighPos	3	MedPos	2	2	1	Unfunded	0	16	No	No	No	
29	Cook Rd. (Fayetteville St. to Martin Luther King) Bike and Ped	16 - DC	Local	1	Sufficient	3	93	1	HighPos	3	HighPos	3	HighPos	3	3	2	Unfunded	0	16	No	Yes	No	
30	I-40/Orange Grove Road Pedestrian Bridge	1 - OC; 1 - H	Arterial	3	Sufficient	3	17	0	HighPos	3	HighPos	3	HighPos	3	0	0	Unfunded	0	15	No	Yes	No	
31	NC 86 (Whitfield to US 70 Bus) Bike Route	2 - H; 3 - OC	Arterial	3	Sufficient	3	29	0	MedPos	2	HighPos	3	HighPos	3	1	1	Unfunded	0	15	Yes	Yes	No	1
32	Fordham Pedestrian Overpass	3 - CH	Arterial	3	Much Needed	1	111	2	MedPos	2	HighPos	3	HighPos	3	1	1	Unfunded	0	15	No	No	No	
33	Barbee Chapel Road (NC 54 to Stagecoach) Bike and Ped	9 - CH (NC 54 to Downing Creek); 17 - DC (NC 54 to Stagecoach)	Collector	2	Sufficient	3	67	1	MedPos	2	HighPos	3	LowPos	1	4	3	Unfunded	0	15	No	No	No	
34	Franklin St./Bolin Creek Greenway Bike and Ped Access	11 - CH	Arterial	3	Some Needed	2	113	2	MedPos	2	HighPos	3	MedPos	2	2	1	Unfunded	0	15	No	No	No	
35	Fordham (Manning to Carmichael) Sidewalk	14 - CH	Arterial	3	Sufficient	3	17	0	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	15	No	No	No	
36	Fordham (Ephesus Ch to Elliott) Sidewalk	7 - CH	Arterial	3	Sufficient	3	30	0	MedPos	2	HighPos	3	MedPos	2	2	1	Unfunded	0	14	No	No	No	
37	Alston Avenue (Carpenter Fletcher to Sedwick) Bike and Ped	8 - D 8 - DC	Collector	2	Sufficient	3	105	2	MedPos	2	HighPos	3	LowPos	1	1	1	Unfunded	0	14	No	Yes	No	
38	Mt.Carmel Church Rd (US 15-501 to Chatham County Line) Bike and Ped	12 - CH	Arterial	3	Sufficient	3	115	2	MedPos	2	MedPos	2	LowPos	1	2	1	Unfunded	0	14	No	No	No	
39	Erwin Rd (Orange County Line to NC 751) Bike and Ped	18 - DC	Arterial	3	Sufficient	3	89	1	MedPos	2	HighPos	3	LowPos	1	1	1	Unfunded	0	14	Yes	Yes	No	
40	BPW Club Rd/Westbrook Dr. Greenway	4 - C	Local	1	Some Needed	2	69	1	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	13	No	No	No	
41	Culbreth Road (Adam Way to Smith Level) Sidewalk	8 - CH	Local	1	Sufficient	3	14	0	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	13	No	Yes	No	
42	Old Mason Farm/Finley Golf Course (NC 54 to Fordham) Bike and Ped	16 - CH	Local	1	Sufficient	3	118	2	MedPos	2	MedPos	2	MedPos	2	1	1	Unfunded	0	13	No	No	No	
43	S. Greensboro Street (Main to Merritt Mill) Sidewalks	3 - C	Arterial	3	Barriers	0	29	0	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	12	No	No	Yes	

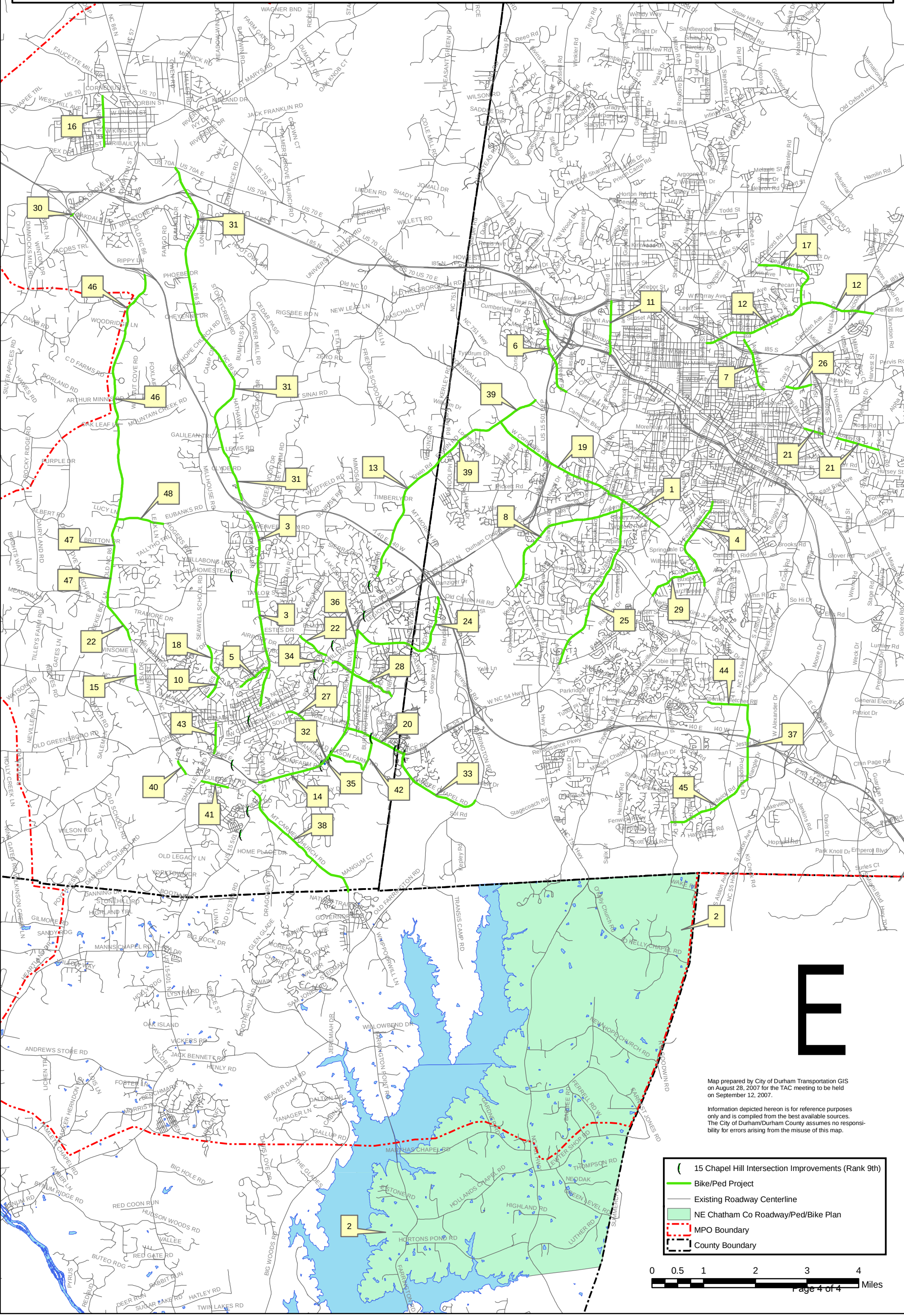
			1: Street Classification		2: Right-of-Way Availability		3: Travel Demand		4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Connectivity		8: Funding Status		Total Points	Other factors for TAC			
Rank	Name	Local Priority #	Class	Points	Availability	Points	Travel Demand Points	Points	Impact	Points	Impact	Points	Impact	Points	Number of Connections	Points	Percent funded	Points		Regional Connectivity	Proximity to Schools	In CBD	Public Comment of Support
44	Carpenter Fletcher Road (Woodcroft to Alston) Bike and Ped	5 - D 5 - DC	Local	1	Some Needed	2	68	1	MedPos	2	MedPos	2	LowPos	1	2	1	10%+	2	12	No	No	No	
45	Sedwick Rd. (Grandale to Alston) Bike and Ped	15 - D 15 - DC	Local	1	Sufficient	3	78	1	MedPos	2	MedPos	2	LowPos	1	3	2	Unfunded	0	12	No	No	No	
46	Old NC 86 (Eubanks to I-40) Bike Lanes	2 - OC	Collector	2	Much Needed	1	16	0	MedPos	2	HighPos	3	HighPos	3	0	0	Unfunded	0	11	Yes	No	No	1
47	Old NC 86 (Homestead to Eubanks) Bike and Ped	6 - C	Arterial	3	Sufficient	3	22	0	LowPos	1	MedPos	2	LowPos	1	1	1	Unfunded	0	11	Yes	No	No	1
48	Eubanks (Old NC 86 to Rogers) Bike and Ped	7 - C	Local	1	Sufficient	3	20	0	MedPos	2	MedPos	2	MedPos	2	0	0	Unfunded	0	10	No	No	No	1
new	Kent/Morehead/Chapel Hill Rd. (Duke University to Cornwallis)	citizen request															Unfunded	0	0	No	Yes	No	1
new	US 501 (North Durham County to Horton)	citizen request															Unfunded	0	0	Yes	Yes	No	1
new	Guess Road (North Durham County to Latta)	citizen request															Unfunded	0	0	Yes	No	No	1
new	Sparger Road (Hillsborough to Cole Mill)	citizen request															Unfunded	0	0	No	No	No	2
new	NC 751 (Erwin to Duke University)	citizen request															Unfunded	0	0	No	No	No	1
new	Erwin (Cameron to Anderson)	citizen request															Unfunded	0	0	No	Yes	No	1
new	Main (Ninth St to Duke St)	citizen request															Unfunded	0	0	No	Yes	Yes	1
new	Fifteenth/Anderson (Hillsborough to Erwin)	citizen request															Unfunded	0	0	No	No	No	1

Key:	CH (Chapel Hill)	Local	1	Barriers	0	1	0	Negative	0	Negative	0	Negative	0	0	0	Unfunded	0
	C (Carrboro)	Collector	2	Much Needed	1	36.75	1	LowPos	1	LowPos	1	LowPos	1	1	1	Post Year	1
	OC (Orange Co)	Arterial	3	Some Needed	2	95.5	2	MedPos	2	MedPos	2	MedPos	2	2.5	2	10%+	2
	D (Durham)																
	DC (Durham Co)																
	CC (Chatham Co)																
	H (Hillsborough)																
	TTA																

NC 86	Elementary, Middle, or High School present along the project or at one end	Durham CBD
Old NC 86		Chapel Hill CBD
Erwin Rd.		Carrboro CBD
Guess Rd.		Hillsborough CBD
US 501		

2009-2015 TIP-Draft Regional Priority List Bike/Ped Projects

Project Ranking



HIGHWAY PROJECTS

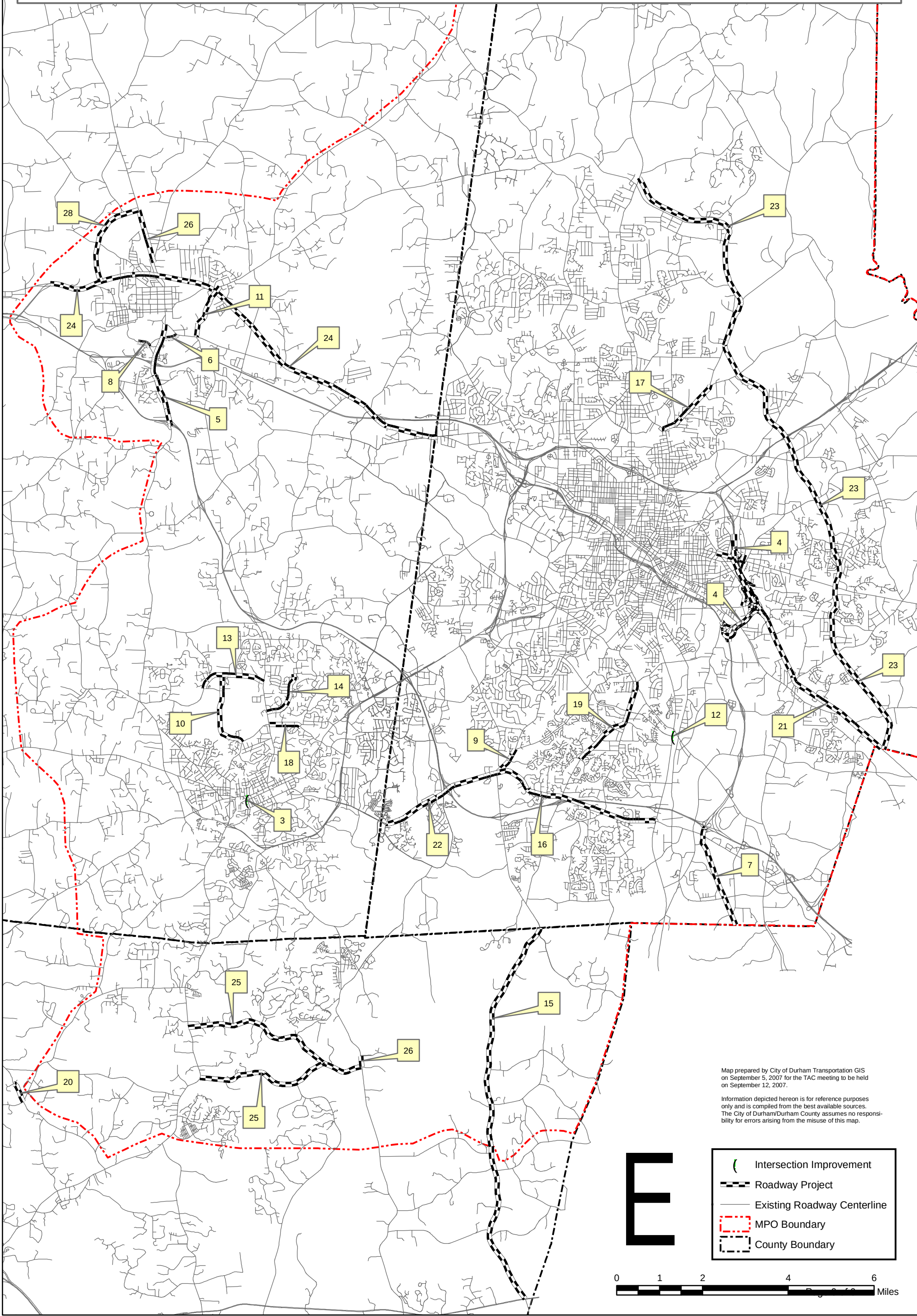
			1: Travel Demand			2: Safety			3: Environmental Impacts		4: Community Impacts		5: Environmental Justice Impacts		6: Funding Status		7: Benefits to Other Modes or Deployment of New Technology		Total Points
Rank	Name	Local Priority #	v/c	v/c >0.8?	Points	Accident Rate	Accident Rate>300?	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	Number of modes	Points	
1	TDM	12 - D 12 - DC	Other	Other	4	Other	Other	4	Positive	4	Positive	4	Positive	4	Unfunded	0	4	4	24
2	ITS Deployment	11 - D 11 - DC	Other	Other	4	Other	Other	4	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	22
3	Franklin/Main/Merritt Mill/Brewer Intersection	11 - C	1.04	1.04	2	879.59	879.59	3	Positive	4	Positive	4	Positive	4	Unfunded	0	3	3	20
4	East End Connector	1 - D 1 - DC	1.63	1.63	4	2016.03	2016.03	4	LowNeg	3	MedHNeg	1	MedNeg	1	25%+	4	2	2	19
5	S. Churton St. Improvements	2 - H, 2 - OC	1.3	1.3	4	429	429	2	LowNeg	3	Positive	4	Positive	4	Unfunded	0	2	2	19
6	Orange Grove Rd. Extension	6 - OC	0.93	0.93	1	1253.5	1253.5	4	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	19
7	Triangle Parkway	3 - D 3 - DC	1.04	1.04	2	351.61	351.61	1	MedHNeg	1	LowNeg	3	Neutral	3	25%+	4	3	3	17
8	Eno Mt./Mayo St. at Orange Grove Rd. Realignment	4 - H, 5 - OC	0.82	0.82	1	2146	2146	4	Positive	4	MedNeg	2	Positive	4	Unfunded	0	2	2	17
9	NC 751 (Phase 1) Widening	9 - D 9 - DC	1.17	1.17	3	913.86	913.86	3	LowNeg	3	MedNeg	2	Neutral	3	Unfunded	0	3	3	17
10	Seawell School Road Improvements	1 - C; 2 - CH	0.3	no	0	409.12	409.12	1	Positive	4	Positive	4	Positive	4	Unfunded	0	3	3	16
11	Elizabeth Brady Rd. Extension	1 - H	1.19	1.19	3	489.26	489.26	2	HighNeg	0	MedHNeg	1	Neutral	3	25%+	4	3	3	16
12	MLK Jr Pwky/Hwy 55 Intersection	2 - D 2 - DC	0.93	0.93	1	3342	3342	4	LowNeg	3	LowNeg	3	LowNeg	2	Unfunded	0	3	3	16
13	Homestead Road Improvements	1 - CH, 1 - OC, 2 - C	0.97	0.97	1	278.67	no	0	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	15
14	Piney Mountain Road Improvements	4 - CH	0.57	no	0	109.56	no	0	Positive	4	Positive	4	Positive	4	Unfunded	0	3	3	15
15	NC 751 Widening	1 - CC	1.31	1.31	4	151.6	no	0	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	1	1	14
16	NC 54 (I-40 east to 55) Widening	5 - D 5 - DC	1.19	1.19	3	664.28	664.28	2	HighNeg	0	LowNeg	3	Neutral	3	Unfunded	0	3	3	14
17	Old Oxford Highway Widening	8 - D 8 - DC	1.2	1.2	3	826.16	826.16	3	LowNeg	3	MedNeg	2	HighNeg	0	Unfunded	0	3	3	14
18	Estes Drive Improvements	3 - CH	1.01	1.01	2	405.15	405.15	1	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	13
19	Fayetteville Road Widening	4 - D 4 - DC	1.11	1.11	2	700.42	700.42	3	LowNeg	3	MedHNeg	1	MedNeg	1	Unfunded	0	3	3	13
20	Perry Harrison School Turn Lanes	4 - CC	0.16	no	0	1072.1	1072.1	4	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	0	0	13
21	US 70 (Lynn Rd. to Wake County Line) Convert to Freeway	6 - D 6 - DC	1.24	1.24	4	297.97	no	0	MedNeg	2	LowNeg	3	Neutral	3	Unfunded	0	1	1	13
22	NC 54 (I-40 to Barbee-Chapel) Widening	10 - D 10 - DC	1.89	1.89	4	256.29	no	0	HighNeg	0	LowNeg	3	Neutral	3	Unfunded	0	3	3	13
23	Northern Durham Parkway	7 - D 7 - DC	1.24	1.24	4	669.05	669.05	2	HighNeg	0	MedHNeg	1	LowNeg	2	Unfunded	0	3	3	12

			1: Travel Demand			2: Safety			3: Environmental Impacts		4: Community Impacts		5: Environmental Justice Impacts		6: Funding Status		7: Benefits to Other Modes or Deployment of New Technology		Total Points
Rank	Name	Local Priority #	v/c	v/c >0.8?	Points	Accident Rate	Accident Rate>300?	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	Number of modes	Points	
24	US 70 Bypass Widening	3 - H, 4 - OC	1.03	1.03	2	310	310	1	MedHNeg	1	LowNeg	3	LowNeg	2	Unfunded	0	2	2	11
25	Jack Bennett/Lystra Rd Safety Improvements	2 - CC	0.54	no	0	n/a	no	0	LowNeg	3	LowNeg	3	LowNeg	2	Unfunded	0	1	1	9
26 (tied)	NC 86 North Widening	3 - OC	0.94	0.94	1	363	363	1	Positive	4	MedHNeg	1	LowNeg	2	Unfunded	0	0	0	9
26 (tied)	N. Chatham School Turn Lanes	3 - CC	0.69	no	0	n/a	no	0	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	0	0	9
28	Western Bypass	5 - H	0.62	no	0	804.76	804.76	3	MedHNeg	1	Positive	4	MedNeg	1	Unfunded	0	0	0	9

Key:	CH (Chapel Hill)	v/c<0.80	no	0	Accident Rate<300	no	0	HighNeg	0	HighNeg	0	HighNeg	0	Unfunded	0	0	0
	C (Carrboro)	Fourth Quartile	0.8	1	Fourth Quartile	300	1	MedHNeg	1	MedHNeg	1	MedNeg	1	Post Year	1	1	1
	OC (Orange Co)	Third Quartile	1	2	Third Quartile	414.09	2	MedNeg	2	MedNeg	2	LowNeg	2	5%+	2	2	2
	D (Durham)	Second Quartile	1.14	3	Second Quartile	684.735	3	LowNeg	3	LowNeg	3	Neutral	3	10%+	3	3	3
	DC (Durham Co)	First Quartile	1.24	4	First Quartile	1032.54	4	Positive	4	Positive	4	Positive	4	25%+	4	4	4
	CC (Chatham Co)	Other	Other	4	Other	Other	4										
	H (Hillsborough) TTA																

2009-2015 TIP-Draft Regional Priority List Highway Projects

Project Ranking



From: Grossman, Jan [Jan.Grossman@DOWREICHHOLD.COM]
Sent: Wednesday, September 26, 2007 8:12 AM
To: Beckmann, Ellen
Subject: 2009-2015 Bicycle Project Ranking

I use my bicycle for transportation, shopping, recreation etc. and wish to comment on some of the bicycle projects listed in your 2009-2015 plan.

#35 You list NC 86 as a “collector” road and not an “arterial”. I don’t understand this designation. Route 86 is a major road between Chapel Hill and Hillsborough and is a direct route for cyclists. Connectivity is listed as a “1” however this road is on the county’s list for adding a bike lane and this bike lane would continue the existing one coming from Chapel Hill.

#46 Old NC86 is also a very heavily traveled route for cars and cyclists between Carrboro and Hillsborough. Why is this listed as a “collector” (not arterial) road? This one got a “0” on connectivity and yet it is on OC’s list of roads requesting a bike lane. It is the most direct route between Carrboro and Hillsborough and is used extensively by bicycle commuters. How much more “connection” does a road need to get a higher rating?

#47 Same comments as #46 about connectivity. It appears that you recognize the Old 86 is an “arterial” for this section.

#48 To consider Eubanks Rd as a “local” is pretty humorous. This is a major cut through road between Old NC86 and MLK Blvd/ I40. This section is having a new school and soccer park being built and the CH Town Operations Center sends tons of vehicles past here every day. That’s not to mention the traffic to the Recycling Center and the County Landfill. Concerning “connectivity”, this road is a major route for cyclists to get from Old 86 to roads east of New 86. The cyclists go east on Eubanks and then take the bike lane on Millhouse. They can cross New 86 and continue on Mt Sinai Rd.

Jan Grossman
1222 Blackwood Mountain Road
Chapel Hill, NC 27516

From: Linda Huff [yoshimom28@earthlink.net]
Sent: Friday, October 05, 2007 12:27 PM
To: Beckmann, Ellen
Subject: Draft Regional Priority List BikePed

Dear Ms. Beckmann,

I just perused the BikePed plan and I would be interested to know why there are no proposed bike lanes or foot paths for the Northern Tier of Durham County. We are desperate for such things. There is no way to walk anywhere out here without risk of being hit by a car, even if you just want to visit the corner convenience store or attend your church. The communities of Bahama and Rougemont have a dense enough population to justify the creation of a network of paths or sidewalks.

Biking on the country roads is possible but north of Horton Rd. on 501 and north of Latta Rd. on Guess Rd. there is no safe way to commute into town. There should be bike lanes on the main corridors into Durham.

Until recently Hill Forest existed as a place for families to walk dogs, bike or ride their horses. However now, NC State University has decided to assess fees for the non-academic users of this resource.

For a family of 4 to bike in the forest together will cost \$400 (\$100 per person) a year. To walk it will cost \$80 (\$20 per person). It is not clear if they offer a compilation permit for those wanting to engage in multiple activities. But the fees are so high as to discourage use by the residents of this area whose incomes are modest.

These factors combine to condemn people to their cars and give them no access to simple forms of exercise or the pleasure of getting from point to point on their own steam.

We would appreciate very much attention to these concerns in planning for pedestrian and bike ways.

Respectfully,

Linda H. Smith
Planning Commission
Mangum Township

From: duke.meredith@gmail.com on behalf of Meredith A. Barrett
[meredith.barrett@duke.edu]

Sent: Wednesday, October 10, 2007 1:21 PM

To: Beckmann, Ellen

Subject: Bike and pedestrian plan

Dear Ms. Beckmann,

Thank you for requesting input on the Durham Transportation Improvement Plan. As someone who bikes and walks frequently, I have noticed a number of areas in need of improvement. I was glad to see that the stretch of Moreene Road from Erwin to Neal is a priority, as many students and faculty would potentially use that route to bike into Duke campus if it were safer. The addition of bike and pedestrian access there would be essential for this transition to take place.

I would also like to nominate Sparger Road, in between Hillsborough and Cole Mill Roads. I bike frequently on this road, but feel that it is extremely dangerous without a shoulder. I have also seen families, women with strollers, and young children walking alongside Sparger. Motorists drive very fast on this road, and pedestrians are in a considerable amount of danger. This area is residential, but the nearest bus stop (the #11) is located on Hillsborough Road at the Food Lion. Therefore, anyone who needs to commute using public transportation is forced to risk injury on Sparger Road.

Thank you for your consideration. I would be happy to speak further about this.

Sincerely,

Meredith A. Barrett

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Meredith A. Barrett
PhD student; Duke University Program in Ecology
Box 90328, Nicholas School of the Environment
Durham, NC 27708
meredith.barrett@duke.edu
Office: BioSci 311
Cell: 919. 423. 6195

From: Charlotte Clark [cclark@duke.edu]
Sent: Wednesday, October 10, 2007 1:54 PM
To: Beckmann, Ellen
Subject: Hwy 751?
Hi Ellen:

I live right off 751 near Duke Campus, and recently reviewed the new bike/ped transportation plans. I had seen an earlier draft and thought that the plans contained (at some point in the priority list) plans for sidewalks on Academy (Hwy 751) near campus (south of campus towards University). However, now I don't see them on the list. Can you clarify for me what the status is of such sidewalks? Thanks so much!
Charlotte Clark

~~~~~  
Charlotte Clark  
Duke University  
Nicholas School of the Environment and Earth Sciences  
[cclark@duke.edu](mailto:cclark@duke.edu)

**From:** john.knowles@duke.edu  
**Sent:** Wednesday, October 10, 2007 1:40 PM  
**To:** Beckmann, Ellen  
**Subject:** Fwd: [Profsecond] Want to make Durham more bike friendly?

I just received this email and cannot make the meeting tonight. I bike to school everyday and there are places on Erwin road where I fear for my life. Please make Durham as bike friendly as possible, especially where people do bike. Curbs are a problem for me and I don't know why bike stands are above curbs, but that is probably not your area of concern. Also the intersection of Erwin and LaSalle seems very dangerous to pedestrians.

I just thought I would put in my two cents.

John

--

John English Knowles  
Master of Environmental Management Candidate 2007 Nicholas School of the  
Environment and Earth Sciences Duke University Durham, NC, USA C +1-980-253-  
7803

**From:** Aaron Stoertz [astoertz@gmail.com]  
**Sent:** Wednesday, October 10, 2007 3:40 PM  
**To:** Beckmann, Ellen  
**Subject:** Sparger Rd Should Be a Priority  
Hi Ellen,

I'm writing with a bit of business regarding the transportation forum tonight. Sparger Road may soon be the scene of a tragic pedestrian accident in the coming years if something is not done as soon as possible about widening the roadway. With the huge amount of development that's taken place on Durham's northwestern edge, Sparger Road has become a major access point for the 85-Hillsborough Rd interchange; the 15-501/Hillsborough Rd intersection; and the Erwin Rd to Chapel Hill route. I routinely see and experience close calls between pedestrians and cars on Sparger, particularly on the bridge spanning the interstate highway. Of note, many children and families use Sparger Road to walk to the shopping center on Hillsborough or to catch the number 11 bus to go into Durham. There's no choice on much of the road but to walk inside the white line.

Will it take a stroller being knocked off the bridge onto Interstate 85 to do something? I've seen it almost happen.

Thanks for your efforts-- I know you're doing a great job.

All best,  
Aaron Stoertz

--

Aaron Stoertz  
919-924-2410

**From:** Alison Appling [alison.appling@gmail.com]

**Sent:** Wednesday, October 10, 2007 8:37 PM

**To:** Beckmann, Ellen

**Subject:** TAC bike & ped priority list

Hi Ellen,

It looks like I missed the TAC meeting, but I just got word of the regional priority lists. The bike lane whose absence I notice most is on Main Street in Durham, especially from 9th Street down toward Brightleaf Square. I know I'm just one cyclist of many, but I would like to cast my vote for that stretch, especially since I don't see it on the priority list. I think a bike lane there would greatly increase bikability in that part of Durham.

Thanks,

Alison

**From:** jesse.leddick@duke.edu  
**Sent:** Wednesday, October 10, 2007 8:40 PM  
**To:** Beckmann, Ellen  
**Subject:** Comments on Transportation

Hi Ellen,

I am a graduate student at Duke University, and just wanted to encourage the city to focus on bike and pedestrian transportation improvements. In particular, increasing the number and safety of bicycle lanes is incredibly important, especially within areas where commuting is feasible and would reduce traffic. It would help reduce greenhouse gas emissions and increase feelings of community and safety, which I have found particularly lacking in many areas.

Thank you for your time, and appreciate your consideration.

Jesse Leddick

Candidate for Master of Environmental Management &  
Master of Forestry  
Nicholas School of the Environment, Duke University

**From:** laura.bozzi@duke.edu  
**Sent:** Wednesday, October 10, 2007 9:34 PM  
**To:** Beckmann, Ellen  
**Subject:** 2009-2015 Transportation Improvement Program

Ms. Beckmann,

I write to comment on the bike/pedestrian portion of the 2009-2015 Transportation Improvement Program. As a graduate student at Duke who commutes between Watts-Hillandale neighborhood and the West Campus of Duke, I didn't notice routes on the priority list that would affect my bicycle commuting very much. But I strongly support any and all improvements made to the bicycling and pedestrian routes in the area. I'm glad to see action in this area and I strongly support the use of funds for this reason.

Thanks for your time,  
Laura Bozzi  
1118 1/2 Iredell St. Durham

**From:** julie.demeester@duke.edu  
**Sent:** Thursday, October 11, 2007 10:16 AM  
**To:** Beckmann, Ellen  
**Subject:** bike lanes

Hi Ellen,

I just got an email about the TAC meeting, and I see I'm a day late. I just want to reiterate my STRONG desire to move the Morreene Rd project to a higher priority. I live 2 miles from work, but I don't feel safe biking on Morreene Rd, hence I use my car. Moreene has a lot of traffic and no shoulders. There are a high number of students that would commute by bike on Moreene Rd to Duke University if it were safer. I know I'm late, but I wanted to add my thoughts.

Thanks,

Julie DeMeester

**From:** Anna Osland [aosland@email.unc.edu]  
**Sent:** Monday, October 15, 2007 4:26 PM  
**To:** McKeel, Dale; Beckmann, Ellen  
**Subject:** bike lane on 15th street bridge in Durham

Hi Ellen and Dale,

I wanted to email and share my concern about the 15th Street/Anderson bridge. This bridge is one of few connectors that cross 147 to allow residents of Watts-Hillandale and Old West Durham access to Duke. I recently was hit by a car near the intersection of 15th Street and Main while biking home from Duke. Thankfully I was not hurt, but I would hate for someone to be injured biking. I know many bikers use this bridge to access Duke and feel that it should be added as a priority to the list of areas where bike lanes are added. I see on the website that the 2009-2015 Transportation Improvement Program sites do not include the 15th Street/Anderson area, but if it is not too late, I would like to see it added on there.

I got your names of the Durham MPO website. Please let me know if there is someone at the City of Durham that I should be emailing.

Thanks for your help.

Anna Osland  
2404 Englewood Ave.  
Durham, NC 27705

**2035 CTP and LRTP**  
**Evaluation Measures - 2005**

TCC 10/24/07 Attachment 8

|            | Measures                                                    | Region | CAMPO | DCHC | Durham County | Orange County | Chatham County |
|------------|-------------------------------------------------------------|--------|-------|------|---------------|---------------|----------------|
| <b>1.0</b> | <b>Performance Measures</b>                                 |        |       |      |               |               |                |
| 1.1        | Total VMT                                                   |        |       |      |               |               |                |
| 1.2        | Total VHT                                                   |        |       |      |               |               |                |
| 1.3        | Average Speed by Facility                                   |        |       |      |               |               |                |
| 1.3.1      | - Freeway                                                   |        |       |      |               |               |                |
| 1.3.2      | - Arterial                                                  |        |       |      |               |               |                |
| 1.3.3      | - All Facilities                                            |        |       |      |               |               |                |
| 1.4        | <b>Peak</b> Average Speed by Facility                       |        |       |      |               |               |                |
| 1.4.1      | - Freeway                                                   |        |       |      |               |               |                |
| 1.4.2      | - Arterial                                                  |        |       |      |               |               |                |
| 1.4.3      | - All Facilities                                            |        |       |      |               |               |                |
| 1.5        | Average Travel Time - All Trips                             |        |       |      |               |               |                |
| 1.6        | Average Travel Time - Work Trips                            |        |       |      |               |               |                |
| 1.7        | <b>Peak</b> Average Travel Time - All Trips                 |        |       |      |               |               |                |
| 1.8        | Hours of Delay                                              |        |       |      |               |               |                |
| 1.9        | Percent of network experiencing congestion - <u>All Day</u> |        |       |      |               |               |                |
| 1.9.1      | - Freeway                                                   |        |       |      |               |               |                |
| 1.9.2      | - Arterial                                                  |        |       |      |               |               |                |
| 1.9.3      | - All Facilities                                            |        |       |      |               |               |                |
| 1.1        | Percent of network experiencing congestion - <b>Peak</b>    |        |       |      |               |               |                |
| 1.10.1     | - Freeway                                                   |        |       |      |               |               |                |
| 1.10.2     | - Arterial                                                  |        |       |      |               |               |                |
| 1.10.3     | - All Facilities                                            |        |       |      |               |               |                |
| 1.10.4     | Degree of congestion on designated truck routes             |        |       |      |               |               |                |
| 1.10.5     | Degree of congestion on facilities w/bus routes             |        |       |      |               |               |                |
| <b>2.0</b> | <b>Mode Share Measures</b>                                  |        |       |      |               |               |                |
| 2.1        | Percent Mode Choice - <u>All Trips</u>                      |        |       |      |               |               |                |
| 2.1.1      | - Drive alone (single occupant vehicle -SOV)                |        |       |      |               |               |                |
| 2.1.2      | - Carpool (Share ride)                                      |        |       |      |               |               |                |
| 2.1.3      | - Bus                                                       |        |       |      |               |               |                |
| 2.1.4      | - Rail                                                      |        |       |      |               |               |                |
| 2.1.5      | - Non-motorized (Bike and Walk)                             |        |       |      |               |               |                |
| 2.2        | Percent Mode Choice - <u>Work Trips</u>                     |        |       |      |               |               |                |
| 2.2.1      | - Drive alone (single occupant vehicle -SOV)                |        |       |      |               |               |                |
| 2.2.2      | - Carpool (Share ride)                                      |        |       |      |               |               |                |
| 2.2.3      | - Bus                                                       |        |       |      |               |               |                |
| 2.2.4      | - Rail                                                      |        |       |      |               |               |                |
| 2.2.5      | - Non-motorized (Bike and Walk)                             |        |       |      |               |               |                |
| 2.3        | Percent Mode Choice - <u>Non Work Trips</u>                 |        |       |      |               |               |                |
| 2.3.1      | - Drive alone (single occupant vehicle -SOV)                |        |       |      |               |               |                |
| 2.3.2      | - Carpool (Share ride)                                      |        |       |      |               |               |                |
| 2.3.3      | - Bus                                                       |        |       |      |               |               |                |
| 2.3.4      | - Rail                                                      |        |       |      |               |               |                |
| 2.3.5      | - Non-motorized (Bike and Walk)                             |        |       |      |               |               |                |
| 2.4        | Daily Bicycle and Pedestrian Trips                          |        |       |      |               |               |                |
| <b>3.0</b> | <b>Transit Measures</b>                                     |        |       |      |               |               |                |
| 3.1        | Average Weekday Transit Ridership                           |        |       |      |               |               |                |
| 3.1.1      | - Chapel Hill Transit (CHT)                                 |        |       |      |               |               |                |

**2035 CTP and LRTP**  
**Evaluation Measures - 2005**

TCC 10/24/07 Attachment 8

|            | <b>Measures</b>                        | <b>Region</b> | <b>CAMPO</b> | <b>DCHC</b> | <b>Durham<br/>County</b> | <b>Orange<br/>County</b> | <b>Chatham<br/>County</b> |
|------------|----------------------------------------|---------------|--------------|-------------|--------------------------|--------------------------|---------------------------|
| 3.1.2      | - Durham Area Transit Authority (DATA) |               |              |             |                          |                          |                           |
| 3.1.3      | - Triangle Transit Authority (TTA)     |               |              |             |                          |                          |                           |
| <b>4.0</b> | <b>Demographics Measures</b>           |               |              |             |                          |                          |                           |
| 4.1        | Population                             |               |              |             |                          |                          |                           |
| 4.2        | Employment                             |               |              |             |                          |                          |                           |
| 4.3        | Total Daily Trips                      |               |              |             |                          |                          |                           |
| 4.4        | Total Daily Work Trips                 |               |              |             |                          |                          |                           |
| 4.5        | Total Daily Non-Work Trips             |               |              |             |                          |                          |                           |

**CMAQ Application**Project Sponsor \_\_\_\_\_  
Project Description \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_**General Project Eligibility****1. Is the project in one, or more of North Carolina's nonattainment or maintenance counties? (CHECK ALL THAT APPLY) (\*Partial Counties)**

- |                                   |                                   |                                    |                                    |                                   |                                      |                                 |                                 |
|-----------------------------------|-----------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------------------|---------------------------------|---------------------------------|
| <input type="checkbox"/> Cabarrus | <input type="checkbox"/> Davidson | <input type="checkbox"/> Edgecombe | <input type="checkbox"/> Gaston    | <input type="checkbox"/> Haywood* | <input type="checkbox"/> Lincoln     | <input type="checkbox"/> Orange | <input type="checkbox"/> Swain* |
| <input type="checkbox"/> Catawba  | <input type="checkbox"/> Davie    | <input type="checkbox"/> Forsyth   | <input type="checkbox"/> Granville | <input type="checkbox"/> Iredell* | <input type="checkbox"/> Mecklenburg | <input type="checkbox"/> Person | <input type="checkbox"/> Union  |
| <input type="checkbox"/> Chatham* | <input type="checkbox"/> Durham   | <input type="checkbox"/> Franklin  | <input type="checkbox"/> Guilford  | <input type="checkbox"/> Johnston | <input type="checkbox"/> Nash        | <input type="checkbox"/> Rowan  | <input type="checkbox"/> Wake   |

**2. Is the project type generally eligible? (CHECK ALL THAT APPLY)**

- |                                                                                           |                                                                         |                                                                                             |
|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Transportation activities in the North Carolina Maintenance Plan | <input type="checkbox"/> Bicycle and pedestrian facilities and programs | <input type="checkbox"/> Intermodal freight                                                 |
| <input type="checkbox"/> Extreme low-temperature cold start program                       | <input type="checkbox"/> Travel demand management                       | <input type="checkbox"/> Planning and project development activities                        |
| <input type="checkbox"/> Public-private partnerships                                      | <input type="checkbox"/> Outreach and ridesharing activities            | <input type="checkbox"/> Motor vehicle inspection and maintenance programs (see question 8) |
| <input type="checkbox"/> Alternative fuel programs                                        | <input type="checkbox"/> Telecommuting                                  | <input type="checkbox"/> Magnetic levitation transportation technology program              |
| <input type="checkbox"/> Traffic flow improvements (includes ITS see question 11)         | <input type="checkbox"/> Fare/Fee subsidy programs (see question 10)    | <input type="checkbox"/> Experimental pilot projects                                        |

**Transportation Control Measures as defined in the Clean Air Act**

- |                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> programs for improved transit (see question 8)                                                                                                                          | <input type="checkbox"/> traffic flow improvement programs that achieve emission reductions                                                                                                                                                                                                                                | <input type="checkbox"/> programs to control extended idling of vehicles                                                                                                                                                                                                                                                                                                              |
| <input type="checkbox"/> reducing emissions from extreme cold-start conditions                                                                                                                   | <input type="checkbox"/> employer sponsored programs to permit flexible work schedules                                                                                                                                                                                                                                     | <input type="checkbox"/> trip reduction ordinances                                                                                                                                                                                                                                                                                                                                    |
| <input type="checkbox"/> employer based transportation management plans – including incentives (see question 8)                                                                                  | <input type="checkbox"/> programs to limit or reduce vehicle use in downtown areas or other areas of emission concentration                                                                                                                                                                                                | <input type="checkbox"/> restriction of certain roads or lanes to, or construction of such roads or lanes of use by, passenger bus or HOV                                                                                                                                                                                                                                             |
| <input type="checkbox"/> fringe and transportation corridor parking facilities serving multiple-occupancy vehicles                                                                               | <input type="checkbox"/> programs for the provision of all forms of high-occupancy, shared ride services                                                                                                                                                                                                                   | <input type="checkbox"/> program for secured bicycle storage facilities and other facilities including bicycle lanes, for the convenience of bicyclists in both public and private areas.                                                                                                                                                                                             |
| <input type="checkbox"/> programs to limit portions of road surfaces or certain sections of metropolitan areas to the use of non-motorized vehicles or pedestrian use, both as to time and place | <input type="checkbox"/> programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest (requires USDOT consultation with the Department of Interior. See question 9) | <input type="checkbox"/> programs or ordinances to facilitate non-automobile travel, provision or utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity |

## Improved (increased) transit service

- ☐ New facilities associated with a service increase  
☐ Operating assistance for new service (limit three years see question 8)  
☐ New vehicles used to expand the transit fleet  
☐ Fare subsidies as part of a program to limit exceedances of NAAQS

## Emissions Criteria

| <b>3. What are the annual expected emissions before and after project completion?</b> |                                        |                                       |            |
|---------------------------------------------------------------------------------------|----------------------------------------|---------------------------------------|------------|
| Pollutant                                                                             | Annual Emissions before implementation | Annual emissions after implementation | Difference |
| Carbon Monoxide                                                                       |                                        |                                       |            |
| Volatile Organic Compounds                                                            |                                        |                                       |            |
| Oxides of Nitrogen                                                                    |                                        |                                       |            |

**4. The emissions estimate is ☐ quantitative ☐ qualitative.**

**5. Briefly, describe the method used to estimate the emissions reduction.**

|  |
|--|
|  |
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|  |
|  |

## Financial Information

|                                                              |                              |          |                               |
|--------------------------------------------------------------|------------------------------|----------|-------------------------------|
| <b>6. Estimated Project Cost (Total life of the project)</b> |                              |          |                               |
| Federal Share (CMAQ) \$                                      | Local Match (20% minimum) \$ | Total \$ | Expected Project Life (Years) |
|                                                              |                              | 0        | 0                             |

**7. What is the source(s) of the matching funds?** Required

**8. For agencies seeking operating assistance, how will the program be funded after year three?**

## Miscellaneous

|                                                                                         |                              |                             |                              |
|-----------------------------------------------------------------------------------------|------------------------------|-----------------------------|------------------------------|
| <b>9. For construction of trails, has the Department of Interior been contacted?</b>    | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/a |
| <b>10. Is the fare/fee subsidy program part of a broad program to reduce emissions?</b> | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/a |
| <b>11. Will the ITS project conform to the National ITS architecture?</b>               | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/a |

**12. Supporting Information** (Please provide a list of any supporting information e.g., complete emissions calculations, assumptions, letters of support. Use extra sheets as necessary.)

## MEMORANDUM

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** October 10, 2007

**Subject:** **Lead Planning Agency (LPA) Staff Report**

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This memorandum provides a summary status of tasks for projects in the FY 2007-2008 Unified Planning Work Program.

- ✓ Indicates that task is complete.
- Indicates that task is ongoing or not complete.

### **2007-08 Unified Planning Work Program (UPWP) – Projects**

#### **Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update**

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007
- ✓ Release Goals and Objectives for public comment – July 2007
- ✓ TAC approve SE Data – September 2007
  - Goals and Objectives – TAC hold public hearing, September 2007, and approve, October 2007.
  - TAC review Deficiency Analysis – October 2007.

#### **Travel Time Survey/Speed Study**

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- ✓ Field reconnaissance and data collection – in progress.
- Survey in progress

#### **GIS/Data Integration and Automation**

- ✓ Issue RFQ – September 11, 2006
- ✓ Non-mandatory pre-proposal conference – September 25, 2006
- ✓ Receive written proposals – October 15, 2006
- ✓ Consultant short list by October 23-27, 2006
- ✓ Consultant short list interviews/references check and city issues Notice of Intent to Award a Contract by October 30-November 13, 2006
- ✓ Contract negotiation and scoping in progress
- ✓ Council approves contract – August 13, 2007

- ✓ City issues contract
- ✓ Notice to proceed

#### **Land-use Model development**

- ✓ Issue RFQ – August 7, 2006
- ✓ Pre-proposal conference – August 29, 2006
- ✓ Receive written proposals – September 8, 2006
- ✓ Consultant short list – September 13-22, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – September 25-29, 2006
- ✓ Contract negotiation and scoping completed
- ✓ Council approves contract March 5, 2007
- ✓ City issues contract – March 25, 2007
- ✓ Notice to proceed – March 25, 2007
- Study underway –completion December 2008

#### **Non-Motorized Model development**

- ✓ Issue RFQ – August 21, 2006
- ✓ Non-mandatory pre-proposal conference – September 6, 2006
- ✓ Receive written proposals – September 21, 2006
- ✓ Consultant short list – September 25-29, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – October 2-6, 2006
- ✓ Contract negotiation and scoping completed
- ✓ Council approves contract – March 5, 2007
- ✓ City issues contract – March 25, 2007
- ✓ Notice to proceed – March 25, 2007
- Study underway –completion December 2008

#### **ITS Deployment Plan**

- Two Triangle regional stakeholder coordination meetings held.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- ✓ Update of 2007-2010 ITS project – December 2006
- ✓ Request for funding from NCDOT
- ✓ Draft scope of services and Request for Proposals.
- Consultants selection in fall of 2007
- Notice to proceed in January 2008
- Completion of Project expected in Fall of 2008.

#### **Farrington Road/Stagecoach Road Corridor Study**

- This study would involve the following tasks:
  1. Data collection and analysis
  2. Traffic circulation plan (including a collector street system plan)
  3. Sub-area modeling analysis and forecast of future demand
  4. Alternative evaluation
  5. Recommendation

- Kimley Horn and Associates is the consultant
- Data collection underway
- Steering Committee proposed
- Completion of study expected in January
- Integration in the 2035 LRTP

#### **MPO Collector Street Plan**

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- ✓ Completion of study and integration with the 2035 LRTP in Spring 2008

#### **Regional Transit Infrastructure Blueprint**

- ✓ Establish and convene sponsors and partners teams, agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions; begin investment principles - summer 2006
- ✓ Finish corridor and infrastructure descriptions; finalize principles fall 2006
- ✓ Begin land use, travel and cost analysis - winter 2006
- ✓ Finish land use, travel, cost analysis - spring 2007
- Conclude work, issue Blueprint, implement tracking mechanism - summer 2007

#### **Chapel Hill/Carrboro/UNC Long Range Transit Plan**

### **Unified Planning Work Program (UPWP) – Continuing Projects**

#### **Greenhouse Gas (GHG) Emission Inventory and Action Plan**

- ✓ Execute contract and give consultant Notice-to-Proceed – March 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) finalized in February 2006.
- ✓ Kick off meeting for the study held March 23, 2006
- ✓ Establish Project Team List serve in February 2006
- ✓ Base Year data Collection and Information Gathering to be completed in March-August 2006 (Durham – complete; Orange – in progress).
- ✓ Data Analysis and Projection likely to be completed in (Durham - August 2006; Orange - ?).
- ✓ Determine and quantify historic and existing measures likely to be completed in July-August 2006.
- ✓ Identify new measures to be completed in August 2006.
- ✓ Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.
- ✓ Identify GHG target and model reduction targets anticipated to be completed in February-March 2006.
- ✓ Formulate Action Plan anticipated to be completed in March 2007.

- ✓ Recommend reduction targets, strategies and action plan anticipated to be done by March 2007.
- ✓ Draft Plan finalized in June 2007.
- ✓ Durham Public Forum - June 21, 2007
- Plan Adoption anticipated occurring during fall 2007. Durham City and Durham County approved on September 19, 2007.
- The Orange County plan has been delayed several months beyond the Durham County plan.

#### **Congestion Management System (CMS)/Mobility Report Card**

- ✓ Consultants selected for the study.
- ✓ Data collection for the Mobility Report Card underway
- ✓ Data Collection for the Durham study about 80% complete.
- Data Collection and field inventory to be completed by fall 2007.
- Level of Service analysis anticipated to be completed by fall 2007.
- Development of CMS performance measures and guidelines likely to be completed in fall 2007.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by fall 2007.
- Draft CMS State of System Report likely to be done in fall 2007.
- Public Comment and local review in fall 2007.
- Adoption anticipated in winter 2008.

#### **Travel Demand Model Update – Model Revision to Incorporate FTA New Start Enhancement**

- ✓ Consultant has been selected to assist the Triangle Regional Model (TRM) Service Bureau at ITRE in the model update.
- ✓ Data collection is complete.
- ✓ Migration of model from Tranplan to TransCad has been completed.
- ✓ Phase 1 (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in fall 2007.
- Validation of 2002 model against 2005 count data anticipated to be completed in fall 2007.

#### **Unified Planning Work Program (UPWP) – Routine and Other Special Projects**

##### **MPO Environmental Justice (EJ) and Limited English Proficiency (LEP) Plan Integration**

- Mandated by federal regulations
- Draft plan to be prepared in 2007.

### **Update of the MPO Public Involvement Policy Consistent with SAFETEA-LU**

- ✓ Draft to be ready for fall of 2007.
- ✓ Adopted anticipated in Spring of 2008

### **MPO Expansion for the next LRTP Update**

- ✓ Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro – July 2006
- ✓ Met with governing bodies of these jurisdictions – September 2006
- MPO expansion and revision of MOU expected to be completed as part of the 2035 LRTP update.

### **Public Outreach for the East End Connector Planning and Environmental Study**

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- ✓ Development of mailing list database complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- ✓ First public meeting September 26, 2006
- ✓ Second public meeting – January 30, 2007
- ✓ Alternative 3 selected as LEDPA – June 19, 2007
- ✓ Ad Hoc Committee Meetings – August 9, 2007, August 27, 2007, September 19, 2007

| NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 10/1/2007                                                                                                                                  |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------|-------------------|--------------|------------------------------|-----------------------------|----------------|---------------------|--------------------|-----------------|----------------------|
| County                                                                                                                                                                                          | TIP #                    | Route                 | Location Description                                                                                                                       | Contract Amount   | Length       | Contractor Name              | Resident Engineer           | RE Ph. #       | Contract Completion | Scheduled Progress | Actual Progress | Estimated Completion |
| Durham, Wake                                                                                                                                                                                    | R-2906A/C                | NC-55                 | WIDENING OF NC-55 FROM NORTH OF US-64 IN WAKE COUNTY TO CORNWALLIS RD.                                                                     | \$ 34,668,947.33  | 11.634 miles | Blythe Development Co        | Phillip R. Johnson, PE, PLS | (919) 678-0444 | 06/01/2006          | 100%               | 97.1%           | 12/15/2007           |
| Durham                                                                                                                                                                                          | I-306C                   | I-85                  | WIDENING OF I-85 FROM EAST OF COLE MILL RD TO WEST OF BROAD STREET.                                                                        | \$ 66,628,382.65  | 3.416 km     | Granite Construction Company | Aaron V. Earwood, PE        | (919) 220-4680 | 12/31/2006          | 100%               | 98.9%           | 11/1/2007            |
| Durham                                                                                                                                                                                          | I-306DB                  | I-85                  | WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.                                                                          | \$ 73,297,064.77  | 4.093 km     | Granite Construction Company | Aaron V. Earwood, PE        | (919) 560-6857 | 12/31/2004          | 100%               | 100%            | 11/1/2007            |
| Durham, Wake                                                                                                                                                                                    | R-2000AB/AC              | I-540                 | CONSTRUCTION OF I-540 FROM RESEARCH TRIANGLE PARK EAST LIMITS TO I-40.                                                                     | \$ 68,368,301.43  | 5.346 km     | The Lane Construction Corp.  | Phillip R. Johnson, PE, PLS | (919) 733-9499 | 08/01/2007          | 100%               | 96.6%           | 10/5/2007            |
| DURHAM                                                                                                                                                                                          | RESURFACING              | PRIMARY               | NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE                                                                                              | \$ 318,281.20     | 1.45 miles   | Barnhill Contracting         | Aaron V. Earwood, PE        | (919) 220-4680 | 8/30/2007           | 100%               | 96.4%           | 10/5/2007            |
| DURHAM                                                                                                                                                                                          | RESURFACING              | SECONDARY             | 21 SECTIONS OF SECONDARY ROADS                                                                                                             | \$ 2,795,584.75   | 18.9 miles   | Barnhill Contracting         | Bob Shultes                 | (919) 840-0914 | 9/1/2007            | 100%               | 74.6%           | 10/15/2007           |
| DURHAM                                                                                                                                                                                          | RESURFACING              | PRIMARY               | 5 SECTIONS OF US-15/501, 1 SECTION OF US-15/501 BYPASS, AND 1 SECTION OF NC-55 SB                                                          | \$ 920,361.66     | 5.16 miles   | REA CONTRACTING LLC          | Bob Shultes                 | (919) 840-0914 | 9/20/2007           | 85.0%              | 98.1%           | 10/5/2007            |
| DURHAM                                                                                                                                                                                          | I-3306BB                 | I-40                  | I-40 FROM ORANGE COUNTY LINE TO NC-147, MILL AND FILL DESIGN BUILD                                                                         | \$ 21,749,430.00  | 10.401 miles | The Lane Construction Corp.  | Phillip R. Johnson, PE, PLS | (919) 733-9499 | 5/10/2008           | 75.0%              | 78.0%           | 5/10/2008            |
| DURHAM / WAKE                                                                                                                                                                                   | U-4026A/B 2904           | R DAVIS DRIVE / NC-54 | WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD                         | \$ 35,467,891.08  | 6.363 miles  | C C Mangum Company LLC       | Phillip R. Johnson, PE, PLS | (919) 733-9499 | 11/1/2009           | 19.2%              | 23.7%           | 11/1/2009            |
| DURHAM                                                                                                                                                                                          | U-4010                   | NC 98                 | WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD                                                                | \$ 3,288,207.30   | 0.369 miles  | Triangle Grading and Paving  | Bob Shultes                 | (919) 840-0914 | 6/15/2008           | 6.8%               | 3.0%            | 6/15/2008            |
| DURHAM                                                                                                                                                                                          | U-4410DB                 | HOPSON ROAD           | NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE                                                                            | \$ 3,800,000.00   | 0.587 miles  | NOT YET AWARDED              | Phillip R. Johnson, PE, PLS | (919) 733-9499 |                     |                    |                 |                      |
| DURHAM                                                                                                                                                                                          | B-3450 / U-4009 / U-4012 | GARRETT ROAD          | TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD | \$ 20,300,000.00  | 1.769 miles  | NOT YET AWARDED              | Aaron V. Earwood, PE        | (919) 220-4680 |                     |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
| NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 10/1/2007                                                                                                                              |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
| County                                                                                                                                                                                          | TIP #                    | Route                 | Location Description                                                                                                                       | Contract Estimate | Length       |                              | Contact Engineer            | Phone #        | Contract Let Date   |                    |                 |                      |
| DURHAM                                                                                                                                                                                          | B-3169                   | RIVERMONT ROAD        | BRIDGE 158 ON RIVERMONT ROAD                                                                                                               | \$ 550,000.00     | 0.067 miles  |                              | J. MOORE                    | (919) 250-4016 | 1/15/2008           |                    |                 |                      |
| DURHAM                                                                                                                                                                                          | U-2055B                  | NC 55                 | CONSTRUCTION OF TURN LANES AT RIDDLE ROAD AND NC-55                                                                                        |                   |              |                              | B. UPSHAW                   | (919) 220-4600 | spring 2008         |                    |                 |                      |
| DURHAM                                                                                                                                                                                          | U-2055D                  | AVONDALE DRIVE        | CONSTRUCTION OF ROUNDABOUT ON AVONDALE DRIVE                                                                                               |                   |              |                              | B. UPSHAW                   | (919) 220-4600 | spring 2008         |                    |                 |                      |
| DURHAM                                                                                                                                                                                          | B-4109                   | PICKETT ROAD          | BRIDGE OVER MUD CREEK                                                                                                                      | \$ 850,000.00     | 0.078 miles  |                              | D. TAYLOR                   | (919) 250-4016 | 5/20/2008           |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
| 12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: <a href="http://www.ncdot.org/planning/development/ProjectMgmt/12month/">http://www.ncdot.org/planning/development/ProjectMgmt/12month/</a> |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
| PROGRESS REPORTS MAY BE FOUND ONLINE AT: <a href="https://apps.dot.state.nc.us/traffictravel/progloc/">https://apps.dot.state.nc.us/traffictravel/progloc/</a>                                  |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO**

|        |                     |                                                        |                                                                                                                                                                            |                     |                                                                                     |
|--------|---------------------|--------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------------------------------------------------------------------|
| Orange | US-3925 31914       | NC 86 @ Rosemary St.                                   | Upgrade signal heads, install a protected/permitted left turn phase for NC 86 and install 2 metal strain poles REVISION: Mast arm to be used in lieu of metal strain poles | \$85,000.00         | <b>95% complete</b>                                                                 |
| Orange | U-4008 35009.3.2    | US 15-501 & SR1734 (Erwin Rd.)                         | Grading, drainage, paving and intersection improvements (Super Street)                                                                                                     | \$4.98 million      | <b>59.49% complete</b>                                                              |
| Orange | 36945               | SR 1010 (Franklin St.) @ Mallette St.                  | Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm                                                                                      | \$110,000.00        | <b>POC pending</b>                                                                  |
| Orange | SF-4907 B 41699.1   | US 70 (Hillsborough Rd.) and NC 751 near Durham        | Install a right turn lane for traffic travelling east on US 70 and turning right onto NC 751                                                                               | \$35,000 PE         | Survey requested                                                                    |
| Orange | SF-4907 C 41698.1   | NC 57 @ NC157 near Hillsborough                        | Install center traffic islands with stop signs on NC 157                                                                                                                   | \$7,000 PE          | Survey requested                                                                    |
| Orange | SS-4907E 41026.3    | NC 54 @ SR 1952 (White Cross Road)                     | Construct a left turn lane                                                                                                                                                 | \$173,000.00        | Request for quotes <b>pending additional funding</b>                                |
| Orange | SS-4907 I 41395.3.1 | NC86 @ SR 1332 (Coleman Loop)                          | Construct a left turn lane (southern end)                                                                                                                                  | \$100,000.00        | FA const.= <b>100% complete</b>                                                     |
| Orange | SS-4907 J 41634.3   | NC 54 and SR 1945 (Neville Rd.)                        | Construct a left turn lane                                                                                                                                                 | \$187,000.00        | Survey requested                                                                    |
| Orange | 41096               | NC 54 @ SR 2016 (Southern Drive)                       | Construct a left turn lane on NC 54 westbound                                                                                                                              | <b>\$200,000.00</b> | <b>Bid opening 10/4/07</b>                                                          |
| Orange | 41488               | US 15-501 @ SR 1900 (Old Mason Farm Road)              | Extend the left turn lane on northbound US 15-501, revise the signal and add a right turn lane at SR 1900                                                                  | \$147,500.00        | District design pending                                                             |
| Orange | 41593               | Union Street                                           | Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)                                                             | \$32,000.00         | Town to construct w/ PE certification                                               |
| Orange | 41594               | SR 1010 (W. Main St.) @ NC 54                          | Install pedestrian signal heads and crosswalk markings                                                                                                                     | \$40,000.00         | FA const. pending for timing revisions, crosswalk & <b>POC for wheelchair ramps</b> |
| Orange | 41686               | NC 54 @ SR 1102/1951 (Dodson's Crossroads/ Butler Rd.) | Construct left turn lanes in both directions                                                                                                                               | \$250,000.00        | Survey pending                                                                      |
| Orange | SI-4807 40249.3.1   | SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.) | Install center islands with stop signs on SR 1538                                                                                                                          | \$60,000.00         | <b>50% complete</b>                                                                 |

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO**

|                                                          |                      |                                                                           |                                                                                                  |                 |                                                                                         |
|----------------------------------------------------------|----------------------|---------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-----------------|-----------------------------------------------------------------------------------------|
| Orange                                                   | EB-5021<br>41565.3.1 | SR 1780 (Estes Drive) from Hillcrest Dr. to SR 1843 (Seawell School Road) | Add paved shoulders to accommodate bicycles (Widening, milling, guardrail and pavement markings) | \$480,000.00    | S.T. Wooten Corp.<br><b>can begin const.</b>                                            |
| <b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b> |                      |                                                                           |                                                                                                  |                 |                                                                                         |
| <b>County</b>                                            | <b>TIP #</b>         | <b>Route</b>                                                              | <b>Location Description</b>                                                                      | <b>TIP Est.</b> | <b>Est. Let Date</b>                                                                    |
| Orange                                                   | I-4716               | I-40                                                                      | Grind and reseal joints on I-40 from I-85 to Durham Co.                                          | \$1.5 million   | <b>Letting to be delayed for scope change; coring &amp; grouting slabs = 35% compl.</b> |
| Orange                                                   | B-4218               | SR 1730 (Turkey Farm Rd.)                                                 | Replace Bridge # 108 over New Hope Creek                                                         | \$675,000.00    | July 15, 2008                                                                           |

**EDITORIAL**  
**The News & Observer**  
**October 2, 2007**

## **DOT's blackout**

### **State transportation officials go against their responsibility to taxpayers in trying to keep a consultant's report secret**

It's as sad as it is outrageous when state officials release documents with sections blacked out to keep secrets from the people those officials are supposed to serve. It shows arrogance -- the agency involved doesn't recognize its obligation to public disclosure -- and it evidences a distrust of the people themselves.

An egregious example of all this has just surfaced at the state Department of Transportation, which has behaved secretively at best in regard to a \$3.6 million contract with a management consultant. The outside firm was hired earlier this year to assess the DOT, an agency long troubled by interference, inefficiency and internal discontent.

Contract details were blacked out wholesale in documents released to The News & Observer. Even worse is that DOT officials haven't required the consultants, McKinsey & Co., actually to supply a written report. The consultant's findings are being delivered orally, and behind closed doors.

Simply put, the state is spending \$3.6 million for information and advice, but it has nothing to show the public.

Said Mark L. Foster, the DOT's chief financial officer, "No, there is no report .... They gave us a presentation on their software or whatever, of what they found." Foster added, "This is not a secretive thing by any means."

Not secretive? Then why waste all that black ink? Why agree to contract terms specifying that no results can be released to taxpayers without McKinsey's prior written consent? Amanda Martin of the N.C. Press Association (and a lawyer for The N&O) calls that "an illegal provision. The state does not have the ability to enter into this contract as it is written."

Certainly as a private firm McKinsey is welcome to make whatever demands it likes in exchange for its seven-figure contract. But the DOT is a public agency, not a private company, and it has no business going along with such a demand, even in the interest of finding out more about its own problems. It's a slap in the face of every citizen that this information -- much of it reportedly critical of DOT practices -- is withheld.

A commitment to spend \$3.6 million for work of this nature is no small matter. Who approved it? With what oversight? Not requiring a written report makes it impossible for the public to judge whether the state is getting its money's worth.

The study's findings -- minus individuals' names if need be -- should be made public, and right now. And those DOT officials who aren't comfortable with their obligations to the public can head on down the road, and right now.

McKinsey is said to have interviewed many DOT employees and supervisors, in addition to legislators. Many of them apparently are unhappy with the way the department operates. Such information could be valuable in improving a department that clearly needs help. Foster is a recent addition to the agency, having come aboard to make DOT more "businesslike." That's fine, but it shouldn't include the keeping of secrets as if the DOT were a private firm battling a business competitor.

All this is an embarrassing miscue. The longer DOT lets it continue, the more the department's reputation and credibility will crack like the concrete on the stretch of I-40 that crumbled under the weight of a previous foul-up.

## Consultant's review of DOT under wraps

**McKinsey & Co. was asked to prepare a sweeping evaluation of the transportation agency, but DOT and the company are keeping a tight rein on the information**

The News & Observer  
September 29, 2007  
Bruce Siceloff, Staff Writer

State Department of Transportation officials are paying a consultant \$2.5 million to help make the agency more responsive, accountable and transparent.

They are keeping much of the work secret.

Attorneys for DOT and McKinsey & Co., an international management consultant hired in April to evaluate DOT, blacked out several pages of contract details and stamped other pages "CONFIDENTIAL" before DOT released them to The News & Observer.

Other contract documents indicate that McKinsey initially was asked for a candid, sweeping assessment of DOT's "strategic direction and organizational structure." It was expected to file reports in May and June.

DOT has declined to release a word of its consultant's findings. The April 11 contract includes an unusual pledge that DOT will seek McKinsey's permission before making public references to McKinsey or releasing any "reports, analyses or other such materials" it receives from McKinsey.

DOT officials now say they did not request or receive any written reports from McKinsey, whose contract ends in mid-October.

"They verbally work with us and assist our team in taking that information," said Mark L. Foster, the department's chief financial officer. "No, there is no report. ... They gave us a presentation on their software or whatever, of what they found."

Foster said there was no attempt to hide the results.

"This is not a secretive thing by any means," he said.

By all accounts, McKinsey got an earful of bad news when it surveyed thousands of DOT workers and interviewed at least two dozen key legislators, state officials, business executives and local transportation officials. Foster confirmed that DOT employees complained that they lack a shared understanding of their mission. He briefly described other criticisms: Road projects cost too much time and money. It's hard to figure out who is responsible for any DOT project.

### **'No unified vision'**

"There was no unified vision in terms of goals and strategic direction," Foster said in an interview. "Loud and clear, it came out."

Foster, 53, came to DOT from the corporate world in 2003. He is one of the chief architects of what he calls a transformation intended to make DOT more businesslike and to rebuild its sagging credibility with state leaders.

"We knew that unless we were able to make DOT more efficient and sort of get our business act together, it was going to be very difficult to go out and argue for more money," he said.

Gov. Mike Easley this year rejected as "absurd" DOT's forecast that North Carolina would fall \$65 billion short of needed transportation funds over the next 25 years. Legislators spurned requests for new transportation funding.

Sen. Clark Jenkins, a Tarboro Democrat who is one of the legislative leaders McKinsey interviewed last spring, says he admonished DOT leaders to reassess their performance. "A lot of people thought that needed to happen before they sent any new money to DOT," he said.

Jenkins has prodded transportation officials over the past several years to speed their work on highway projects.

Legislative critics often cite the U.S. 70 Clayton Bypass as an example of inefficiency at DOT. Planning for the highway started in 1991. Construction began in 2005 and is ahead of schedule, thanks in part to dry weather this year, but DOT was faulted for design and environmental problems that delayed the start of work for several years.

DOT leaders decided they needed an outside consultant to analyze their problems and recommend solutions. "Our credibility would not be as good as if someone from the outside assisted us," Foster said.

But DOT officials do not plan to provide any report created by McKinsey when they update a legislative committee in October on their work to modernize the department. Legislators will hear DOT's assessment only.

"No, it's all going to be us," Foster said.

Jenkins, co-chairman of the committee, wants to hear McKinsey's findings -- straight from the consultant's mouth.

"I would expect McKinsey to make a report," he said.

### **9,000 DOT responses**

McKinsey surveyed all 13,000 DOT employees, and 9,000 responded, Foster said. McKinsey conducted 60 interviews with DOT leaders, held nine focus-group talks with 112 employees and interviewed members of the state Board of Transportation and about 20 legislators, business people and local and regional transportation officials who work regularly with the department, he said.

Asked about the heavily blacked-out contract documents, Foster said McKinsey wanted to shield its information from competitors.

"Clearly they felt that it was very proprietary in terms of their methodology," he said.

Foster referred questions about the deletions to DOT's lawyer, Elizabeth McKay, a special state deputy attorney general. State officials declined to make her available for interviews.

DOT officials provided the heavily blacked-out contract documents in response to an Aug. 30 request from The N&O. They said they did not provide reports from McKinsey because none existed.

The N&O filed an expanded public records request Tuesday for all communications from McKinsey and for DOT documents related to McKinsey's work. A DOT spokesman said Friday that department officials were working to fulfill this request.

State law allows businesses in some cases to request confidentiality for information they deem "trade secrets" in contract bids and other documents that otherwise are considered public records.

Amanda Martin of Raleigh, a lawyer for The N&O and the N.C. Press Association, said DOT lawyers appeared to have gone too far in holding back contract information, including the dollar amount of McKinsey's bid for the job and a description of the work it would do.

"I believe the state is withholding more information than it is legally entitled to withhold," Martin said.

She said there is nothing in the contract documents to change the original requirement that McKinsey file written reports about its evaluation of DOT. And she said DOT officials did not have the power under state law to promise that they would not release McKinsey's reports without written permission from McKinsey.

### **Provision challenged**

"I think this is an illegal provision," Martin said. "The state does not have the ability to enter into this contract as it is written."

Jim G. Humphrey, Charlotte city transportation director, wants to know what McKinsey reported to DOT after it interviewed him and a handful of his colleagues from across the state. Humphrey and other local officials have complained that DOT is centralized and secretive and not attuned to urban needs.

"We had one meeting to share some concerns, but I'm not even sure that our concerns are on a list somewhere that someone is looking at to see if there is a way to address them," Humphrey said. He said he has seen only a brief summary prepared by a DOT administrator.

"However many millions of dollars they have spent and thousands of interviews have taken place have been narrowed down to four or five bullets -- each having 10 words," Humphrey said. "Words like 'accountability.' "

## **Bike and pedestrian work planned**

By Daniel Goldberg, The Herald-Sun  
September 12, 2007 8:02 pm

CHAPEL HILL -- Discussions concerning the need to improve bike and pedestrian access on Old Durham-Chapel Hill Road have popped up repeatedly over the past 14 years.

According to a feasibility study produced by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization in 2006, the topic is included in a 1993 Regional Bicycle Plan for Durham and Orange counties, a 2000 Chapel Hill comprehensive plan, the 2004 Town of Chapel Hill Draft Bicycle and Pedestrian Action Plan and the MPO's own Draft 2030 Long Range Transportation Plan.

For interested parties that feel like they've already waited 40 years, the good news is that improvements to Old Durham-Chapel Hill Road will almost certainly come before 2030.

A municipal agreement regarding bike and pedestrian projects will be presented to the Chapel Hill Town Council, Durham City Council and N.C. Department of Transportation as soon as next month. If the three parties agree to terms, design talks can begin for improvements from Sage Road on U.S. 15/501 to Garrett Road in Durham, said Dale McKeel, bicycle and pedestrian planner for the City of Durham and the Durham-Chapel Hill-Carrboro MPO.

"There is a lot of interest in the program and getting it going," McKeel said. He presented an update on the project at a monthly meeting of the Durham-Chapel Hill-Orange County Work Group held Wednesday at the Chapel Hill Town Operations Center.

An important step in advancing the project was realized with its inclusion in the N.C. DOT's Transportation Improvement Program for 2007-13. That document outlines specific transportation priorities for regions throughout the state. Although inclusion in the TIP puts a project on the DOT radar, it does not guarantee funding.

Bike and pedestrian projects for Old Durham-Chapel Hill Road are slated to begin in 2009 and conclude in 2010, according to the N.C. DOT plan for Division 7, which includes Orange County. More than \$3.8 million is allotted for the work, including \$2.742 million in federal funds.

Improvements to Old Durham-Chapel Hill Road are also listed in the Division 5 program, which includes Durham County. Division 5 officials are tapped to manage the work.

McKeel said the most recent estimate is that Durham and Chapel Hill would contribute approximately \$686,000 combined, with Chapel Hill being responsible for about 35 percent (\$240,100) of that total.

Work group participants were pleasantly surprised that DOT got onboard for the project. Durham County Commissioner Ellen Reckhow called earlier prospects for funding "bleak."

"I'm glad that we were able to pull a rabbit out of a hat and get funding," she said.

Preliminary suggestions for Old Durham-Chapel Hill Road have included adding sidewalks on both sides of the street, painting striped bicycle lanes along the road and improving crossing conditions at targeted intersections, such as U.S. 15/501 and Scarlett Drive.

URL for this article: <http://www.heraldsun.com/durham/4-880552.cfm>

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## **Greenhouse gas cuts planned by city, county**

By Carolyn Rickard, The Herald-Sun  
September 23, 2007 7:50 pm

DURHAM -- City and county officials have adopted a plan to reduce greenhouse gas emissions from homes, businesses and cars by 30 percent by 2030 -- a move that could be the first of its kind in North Carolina.

Under the plan, adopted last week by a joint city and county committee, emissions from government buildings, including schools, would be reduced by 50 percent in that time. In 2005, Durham

government buildings emitted 158,710 tons of greenhouse gases, which are thought by some scientists to contribute to global warming by trapping gas in the atmosphere.

"A lot of local governments are doing initiatives like this," said Ellen Beckmann, the city transportation planner heading the project. "It really is becoming important, but I think we were the first municipality in the state to get to the point of adopting a plan."

The plan is a second try for Durham, which performed a global warming study in 1999. However, no action was taken, and the matter was dropped.

However, the county and city's interest in environmental issues can be traced back more than a decade, since 1996, when they joined the international Cities for Climate Protection group.

Since it began in 1993, the Cities for Climate Protection program has signed on some 800 cities across the world, according to ICLEI -- the International Council for Local Environmental Initiatives -- the association that started it. Using grant funds in 2005, Durham hired ICLEI's consulting firm to develop a greenhouse gas plan.

The county and city each have budgeted \$50,000 for the plan. Some of the money will go toward hiring a sustainability director to oversee the project and educate the public. A major component of the plan involves education, said Ellen Reckhow, chairwoman of the Board of County Commissioners.

"A lot of this is about education, and there is going to be a real effort," she said. "We want this to be a countywide initiative, and we're excited."

The plan calls for the county to use planning strategies such as encouraging walking, biking or transit use and curbing urban sprawl to make sure new development doesn't contribute to vehicle emissions.

The plan also asks the county and city to promote the use of alternative fuels and vehicles, implement a green building policy for all new buildings and, perhaps, promote a police bike fleet. Older buildings should be retrofitted for energy improvements as well, according to the plan.

According to the National Energy Information Center, "Many chemical compounds found in the Earth's atmosphere act as 'greenhouse gases.'"

"These gases allow sunlight to enter the atmosphere freely. When sunlight strikes the Earth's surface, some of it is reflected back towards space as infrared radiation (heat). Greenhouse gases absorb this infrared radiation and trap the heat in the atmosphere," rather than allowing it to escape, according to the agency.

"Some [greenhouse gases] occur in nature (water vapor, carbon dioxide, methane, and nitrous oxide), while others are exclusively human-made (like gases used for aerosols)," according to the National Energy Information Center. "During the past 20 years, about three-quarters of human-made carbon dioxide emissions were from burning fossil fuels."

URL for this article: <http://www.heraldsun.com/durham/4-883594.cfm>

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## ***Transit News***

**For Immediate Release**

September 26, 2007

Contact: Mantill Williams (202) 496-4869

Virginia Miller (202) 496-4816

### **Public Transportation Use Substantially Reduces Greenhouse Gases, According to New Study**

WASHINGTON, DC –The most powerful weapon you can use to combat global climate change may be a daily transit pass, according to a new study that was released today by the American Public Transportation Association (APTA). The study, *Public Transportation's Contribution to U.S. Greenhouse Gas Reduction*, was prepared for APTA by Science Applications International Corporation.

The research shows that when compared to other household actions that limit carbon dioxide (CO<sub>2</sub>), taking public transportation can be more than ten times greater in reducing this harmful greenhouse gas. It takes one solo commuter of a household to switch their daily driving to using public transportation and he or she can reduce their household carbon footprint by 10 percent. If one household's driver gives up that second car and switches to public transit, a household can reduce its carbon emissions up to 30 percent.

"Encouraging use and expanding public transportation should be a part of our national strategy to address global climate change," said James L. Oberstar, U.S. Congress (D-MN), chairman, House Transportation and Infrastructure Committee. "The report provides further evidence that public transportation is one of the most important tools to minimize carbon output, help the environment and assist the nation in achieving a sustainable transportation system."

"Congress has yet to have a serious, comprehensive debate about how to reduce greenhouse gas emissions and mitigate the impacts of climate change," said Peter DeFazio, U.S. Congress (D-OR), subcommittee chairman, House Transportation and Infrastructure Committee. "As the APTA report shows, however, increasing use of public transportation will be central to the discussion about how to reduce emissions from the transportation sector, which is something that I will pursue as Chairman of the Subcommittee on Highways and Transit."

While it is very important to employ environmentally-friendly household activities, commuting by public transportation makes a more substantial impact. An individual switching to public transit can reduce their daily carbon emissions by 20 pounds; that's more than 4,800 pounds in a year. This is far greater than the many actions people are being encouraged to take, for instance;

- Home weatherizing and adjusting the thermostat for heating and cooling saves 2,847 pounds of carbon per year. Transit use saves almost twice the carbon.
- Replacing five incandescent bulbs to lower wattage compact fluorescent lamps saves 445 pounds of CO<sub>2</sub> per year. Transit use saves more than ten times the CO<sub>2</sub>.
- Replacing an older refrigerator freezer with a high efficient one saves 335 pounds of CO<sub>2</sub> per year. Taking public transportation saves more than fourteen times the carbon.

#### *Transit Reduces CO<sub>2</sub>/222*

"Public transportation use should be at the top of the list of ways for households to become greener," said William W. Millar, president of the American Public Transportation Association (APTA). "Switching to public transit gives a person the opportunity to immediately become part of the solution to help reduce carbon dioxide, a harmful greenhouse gas."

"Commuting by public transportation is one of the most significant actions a household member can take to reduce their carbon footprint," Millar added.

The research points out that due to increases in vehicle miles traveled, the problem of pollution from vehicle emissions is accelerating. Greenhouse gas emissions from mobile sources have grown 27 percent from 1990 to 2004. Autos and light duty trucks represent about 61 percent of the total mobile source of greenhouse gas emissions. The report says single occupancy drivers switching their work commute to public transportation is one of the more effective ways to reduce the nation's vehicle miles traveled while reducing harmful carbon dioxide.

"While it is good public policy to require more fuel efficient automobiles, increasing the use of transit can have a more immediate impact on our nation's transportation fuel consumption," said Millar. "It could take twenty to thirty years to see a complete turnover of the vehicle fleet. A household does not need to go to the expense of buying a new vehicle to make a difference; they can simply take advantage of the nation's existing bus or rail services to dramatically reduce their carbon footprint."

APTA is calling on Congress to incorporate public transportation into a national climate strategy that includes providing additional funding levels for more public transportation investment; providing tax credits to major employers who spend resources to support mass transit ridership programs; and tax credits to developers for mixed development residential, commercial and transportation sites that encourage greater use of public transportation.

# # #

APTA is a nonprofit international association of 1,500 member organizations including public transportation systems; planning, design, construction and finance firms; product and service providers; academic institutions; and state associations and departments of transportation. APTA members serve the public interest by providing safe, efficient and economical public transportation services and products. APTA members serve more than 90 percent of persons using public transportation in the United States and Canada.

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Date: Oct. 2, 2007

Contact: Communications Office, (919) 733-2522

## **TRANSPORTATION FUNDING ON THE WAY FOR STATE'S MUNICIPALITIES**

### *More Than \$157 Million in Powell Bill Funds Distributed for Road Projects*

**RALEIGH** – The N.C. Department of Transportation has distributed \$157.7 million in State Street Aid, also known as the Powell Bill Fund, to 505 municipalities across the state. The money will pay for maintenance, repair, construction, widening and sidewalks on city-owned streets. New legislation passed this year also allows municipalities to use Powell Bill funds to help pay for projects included in NCDOT's seven-year Statewide Transportation Improvement Program.

"The Powell Bill Fund is an important financial resource for North Carolina's municipalities," Transportation Secretary Lyndo Tippet said. "These funds are also an excellent example of the ways state and local entities can work together to pay for transportation improvements that will benefit communities across North Carolina."

The funds, which come from revenues generated by the state gas tax and other highway user fees, are dispersed annually using a formula set by the N.C. General Assembly. Seventy-five percent of the funds are allocated based on population, while the remaining 25 percent are based on the number of city-owned street miles in each municipality.

This year's distributions range from \$20.8 million for Charlotte to \$1,790 for Spencer Mountain in Gaston County. Charlotte's allocation was based on a 2007 estimated population of 660,931 and 2,243.65 miles of city-owned streets. Spencer Mountain's allocation was based on a 2007 estimated population of 51 and 0.27 miles of town-owned streets.

The fund is named for Junius K. Powell, former state senator and mayor of Whiteville, whose name headed a list of legislators sponsoring 1951 legislation to help the state's cities with urban road problems. The first allocation of Powell Bill funds was in 1951 for \$4.5 million and was distributed to 386 of the state's cities and towns.

For a complete list of cities and towns receiving Powell Bill funds, go to <https://apps.dot.state.nc.us/pio/releases> and click on "Transportation Funding on the Way for State's Municipalities."

**\*\*\*NCDOT\*\*\***

**Authority:** 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

2. Add a new temporary § 165.T14–161 to read as follows:

**§ 165.T14–161 Security Zone; Nawiliwili Harbor, Kauai, HI.**

(a) *Location.* The following land areas, and water areas from the surface of the water to the ocean floor, are a security zone that is activated as described in paragraph (c) of this section, and enforced subject to the provisions of paragraph (d) of this section: All waters of Nawiliwili Harbor, Kauai, shoreward of the Nawiliwili Harbor COLREGS DEMARCATION LINE (See 33 CFR 80.1450), excluding the waters west of a line running from the southeastern most point of the breakwater of Nawiliwili Small Boat Harbor due south to the south shore of the harbor, and excluding the waters from Kalapaki Beach south to a line extending from the western most point of Kukii Point due west to the Harbor Jetty. The land of the jetty south of Nawiliwili Park including the jetty access road, commonly known as Jetty Road, is included within the security zone.

(b) *Effective period.* This section is effective from November 1, 2007, through December 31, 2007. It will be activated for enforcement pursuant to paragraph (c) of this section.

(c) *Enforcement periods.* The zone described in paragraph (a) of this section will be activated for enforcement 60 minutes before the Hawaii Superferry's arrival into the zone and remain activated for 10 minutes after the Hawaii Superferry's departure from the zone. The activation of the zone for enforcement will be announced by marine information broadcast, and by a red flag, illuminated between sunset and sunrise, displayed from Pier One and the Harbor Facility Entrance on Jetty Road.

(d) *Regulations.* (1) Under 33 CFR 165.33, entry by persons or vessels into the security zone created by this section and activated as described in paragraph (c) of this section is prohibited unless authorized by the Coast Guard Captain of the Port, Honolulu or his or her designated representatives. Operation of any type of vessel, including every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, within the security zone is prohibited. If a vessel is found to be operating within the security zone without permission of the Captain of the Port, Honolulu, and refuses to leave, the

vessel is subject to seizure and forfeiture.

(2) All persons and vessels permitted in the security zone must comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene-patrol personnel. These personnel comprise commissioned, warrant, and petty officers of the Coast Guard and other persons permitted by law to enforce this regulation. Upon being hailed by an authorized vessel or law enforcement officer using siren, radio, flashing light, loudhailer, voice command, or other means, the operator of a vessel must proceed as directed.

(3) If authorized passage through the security zone, a vessel must operate at the minimum speed necessary to maintain a safe course and must proceed as directed by the Captain of the Port or his or her designated representatives. While underway with permission of the Captain of the Port or his or her designated representatives, no person or vessel is allowed within 100 yards of a the Hawaii Super Ferry when it is underway, moored, position-keeping, or at anchor, unless authorized by the Captain of the Port or his or her designated representatives.

(4) When conditions permit, the Captain of the Port, or his or her designated representatives, may permit vessels that are at anchor, restricted in their ability to maneuver, or constrained by draft to remain within the security zone in order to ensure navigational safety.

(e) *Enforcement officials.* Any Coast Guard commissioned, warrant, or petty officer, and any other person permitted by law, may enforce the regulations in this section.

Dated: September 26, 2007.

**Sally Brice-O'Hara,**

*Rear Admiral, U.S. Coast Guard, Commander, Fourteenth Coast Guard District.*

[FR Doc. 07–4893 Filed 9–28–07; 3:29 pm]

**BILLING CODE 4910–15-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Parts 52 and 81

[EPA–R04–OAR–2007–0601–200730; FRL–8477–2]

### Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; North Carolina; Redesignation of the Raleigh-Durham-Chapel Hill 8-Hour Ozone Nonattainment Area to Attainment for Ozone

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** On June 7, 2007, the State of North Carolina, through the North Carolina Department of Environment and Natural Resources (NCDENR), submitted a request to redesignate the Raleigh-Durham-Chapel Hill 8-hour ozone nonattainment area to attainment for the 8-hour ozone National Ambient Air Quality Standard (NAAQS); and to approve a State Implementation Plan (SIP) revision containing a maintenance plan for the Raleigh-Durham-Chapel Hill Area. The Raleigh-Durham-Chapel Hill 8-hour ozone nonattainment area (the “Triangle Area”) is comprised of Durham, Franklin, Granville, Johnston, Orange, Person and Wake Counties in their entireties, and Baldwin, Center, New Hope and Williams Townships in Chatham County. In this action, EPA is proposing to approve the 8-hour ozone redesignation request for the Triangle Area. Additionally, EPA is proposing to approve the 8-hour ozone maintenance plan for the Triangle Area, including the motor vehicle emissions budgets (MVEBs) for nitrogen oxides (NO<sub>x</sub>) and an insignificance determination for volatile organic compounds (VOC) emissions from motor vehicles. This proposed approval of North Carolina's redesignation request is based on EPA's determination that North Carolina has demonstrated that the Triangle Area has met the criteria for redesignation to attainment specified in the Clean Air Act (CAA), including the determination that the entire Triangle 8-hour ozone nonattainment area has attained the 8-hour ozone standard. Further, in this action, EPA is also describing the status of its transportation conformity adequacy determination for the new 2008 and 2017 MVEBs for NO<sub>x</sub>, and for the insignificance determination for VOC contribution from motor vehicle emissions to the 8-hour ozone pollution, that are contained in the 8-hour ozone maintenance plan for the Triangle Area.

**DATES:** Comments must be received on or before November 2, 2007.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA-R04-OAR-2007-0601, by one of the following methods:

(a) *http://www.regulations.gov*:

Follow the on-line instructions for submitting comments.

(b) *E-mail*: [ward.nacosta@epa.gov](mailto:ward.nacosta@epa.gov).

(c) *Fax*: (404) 562-9019.

(d) *Mail*: EPA-R04-OAR-2007-0601, Regulatory Development Section, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960.

(e) *Hand Delivery or Courier*: Nacosta C. Ward, Regulatory Development Section, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960. Such deliveries are only accepted during the Regional Office's normal hours of operation. The Regional Office's official hours of business are Monday through Friday, 8:30 to 4:30, excluding Federal holidays.

**Instructions:** Direct your comments to Docket ID No. EPA-R04-OAR-2007-0601. EPA's policy is that all comments received will be included in the public docket without change and may be made available online at *www.regulations.gov*, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit through *www.regulations.gov* or e-mail, information that you consider to be CBI or otherwise protected. The *www.regulations.gov* Web site is an "anonymous access" system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through *www.regulations.gov*, your e-mail address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment.

Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses. For additional information about EPA's public docket visit the EPA Docket Center homepage at *http://www.epa.gov/epahome/dockets.htm*.

**Docket:** All documents in the electronic docket are listed in the *www.regulations.gov* index. Although listed in the index, some information is not publicly available, *i.e.*, CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically in *www.regulations.gov* or in hard copy at the Regulatory Development Section, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday, 8:30 to 4:30, excluding Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Ms. Nacosta C. Ward of the Regulatory Development Section, in the Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960. The telephone number is (404) 562-9140. Ms. Nacosta Ward can be reached via electronic mail at [ward.nacosta@epa.gov](mailto:ward.nacosta@epa.gov).

#### SUPPLEMENTARY INFORMATION:

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XI. Statutory and Executive Order Reviews

## I. What Proposed Actions Are EPA Taking?

EPA is proposing to take two related actions, which are summarized below and described in greater detail throughout this notice of proposed rulemaking: (1) To redesignate the Triangle Area to attainment for the 8-hour ozone NAAQS; and (2) to approve North Carolina's 8-hour ozone maintenance plan into the North Carolina SIP, including the associated MVEBs for NO<sub>x</sub> and the VOC insignificance determination. In addition, and related to today's proposed actions, EPA is also notifying the public of the status of EPA's adequacy determination for the Triangle Area subarea<sup>1</sup> NO<sub>x</sub> MVEBs and the insignificance determination for VOC emission contribution from motor vehicles to 8-hour ozone pollution in the Triangle Area.

First, EPA is proposing to determine that the Triangle Area has attained the 8-hour ozone standard, and that the Triangle Area has met the other requirements for redesignation under section 107(d)(3)(E) of the CAA. EPA is now proposing to approve a request to change the legal designation of the Triangle Area from nonattainment to attainment for the 8-hour ozone NAAQS.

Second, EPA is proposing to approve North Carolina's 8-hour ozone maintenance plan for the Triangle Area (such approval being one of the CAA criteria for redesignation to attainment status). The maintenance plan is designed to help keep the Triangle Area in attainment of the 8-hour ozone NAAQS through 2017. Consistent with the CAA, the maintenance plan that EPA is proposing to approve today also includes 2008 and 2017 subarea MVEBs for NO<sub>x</sub>, and an insignificance determination regarding the contribution of VOC emissions from

<sup>1</sup> The term "subarea" refers to the portion of the area, in a nonattainment or maintenance area, for which the MVEB applies. In this case, the "subareas" are established at the county level so this indicates that the MVEBs cover individual counties and also indicates to transportation conformity implementers in this area that there are separate county-level MVEBs for each county in this area. EPA's *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards* explains more about the possible geographical extent of a MVEB, how these geographical areas are defined, and how transportation conformity is implemented in these different geographical areas.

motor vehicles to the ozone pollution in the Triangle Area. Today, EPA is proposing to approve (into the North Carolina SIP) the 2008 and 2017 subarea NO<sub>x</sub> MVEBs and the VOC insignificance determination, that are included as part of North Carolina's maintenance plan for the Triangle Area for the 8-hour ozone NAAQS. The VOC insignificance determination applies to the entire Triangle Area, whereas the NO<sub>x</sub> MVEBs are subarea MVEBs that apply to individual counties within the Triangle Area. Please see Section V of this rulemaking for a listing of the MVEBs for these individual counties.

Third, EPA is also notifying the public of the status of EPA's adequacy process for the newly-established 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and its insignificance determination for VOC for the Triangle Area. The adequacy comment period for the Triangle Area's 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and the VOC insignificance determination began on March 21, 2007, with EPA's posting of the availability of North Carolina's maintenance plan submittal on EPA's Adequacy Web site (<http://www.epa.gov/otaq/stateresources/transconf/currships.htm>). The adequacy comment period for these subarea MVEBs, and the VOC insignificance determination closed on April 20, 2007. No adverse comments were received during the adequacy public comment period. Please see section VIII of this proposed rulemaking for further explanation of this process, and for more details on the MVEBs and the VOC insignificance determination.

Today's notice of proposed rulemaking is in response to North Carolina's June 7, 2007, SIP submittal, which supersedes North Carolina's March 12, 2007, submittal that included a request for parallel processing. The June 7, 2007, submittal requests the redesignation of the Triangle Area, and includes a SIP revision addressing the specific issues summarized above and the necessary elements for redesignation described in section 107(d)(3)(E) of the CAA.

## II. What Is the Background for EPA's Proposed Actions?

Ground-level ozone is not emitted directly by sources. Rather, emissions of NO<sub>x</sub> and VOC react in the presence of sunlight to form ground-level ozone. NO<sub>x</sub> and VOC are referred to as precursors of ozone. The CAA establishes a process for air quality management through the NAAQS.

On July 18, 1997, EPA promulgated a revised 8-hour ozone standard of 0.08 parts per million (ppm). This new standard is more stringent than the

previous 1-hour ozone standard. Under EPA regulations at 40 CFR part 50, the 8-hour ozone standard is attained when the 3-year average of the annual fourth highest daily maximum 8-hour average ambient air quality ozone concentrations is less than or equal to 0.08 ppm (*i.e.*, 0.084 ppm when rounding is considered). (See, 69 FR 23857 (April 30, 2004) for further information.) Ambient air quality monitoring data for the 3-year period must meet a data completeness requirement. The ambient air quality monitoring data completeness requirement is met when the average percent of days with valid ambient monitoring data is greater than 90 percent, and no single year has less than 75 percent data completeness as determined in Appendix I of part 50. Specifically, section 2.3 of 40 CFR part 50, Appendix I, "*Comparisons with the Primary and Secondary Ozone Standards*" states:

The primary and secondary ozone ambient air quality standards are met at an ambient air quality monitoring site when the 3-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration is less than or equal to 0.08 ppm. The number of significant figures in the level of the standard dictates the rounding convention for comparing the computed 3-year average annual fourth-highest daily maximum 8-hour average ozone concentration with the level of the standard. The third decimal place of the computed value is rounded, with values equal to or greater than 5 rounding up. Thus, a computed 3-year average ozone concentration of 0.085 ppm is the smallest value that is greater than 0.08 ppm.

The CAA required EPA to designate as nonattainment any area that was violating the 8-hour ozone NAAQS based on the three most recent years of ambient air quality data. The Triangle 8-hour ozone nonattainment area was designated using 2001–2003 ambient air quality data. The **Federal Register** document making these designations was signed on April 15, 2004, and published on April 30, 2004 (69 FR 23857).

The CAA contains two sets of provisions—subpart 1 and subpart 2—that address planning and control requirements for ozone nonattainment areas. (Both are found in title I, part D.) Subpart 1 (which EPA refers to as "basic" nonattainment) contains general, less prescriptive, requirements for nonattainment areas for any pollutant—including ozone—governed by a NAAQS. Subpart 2 (which EPA refers to as "classified" nonattainment) provides more specific requirements for certain ozone nonattainment areas. Some 8-hour ozone nonattainment areas

are subject only to the provisions of subpart 1. Other 8-hour ozone nonattainment areas are also subject to the provisions of subpart 2. Under EPA's Phase 1 8-hour ozone implementation rule (69 FR 23857) (Phase 1 Rule), signed on April 15, 2004, and published April 30, 2004, an area was classified under subpart 2 based on its 8-hour ozone design value (*i.e.*, the 3-year average of the annual fourth-highest daily maximum 8-hour average ozone concentrations), if it had a 1-hour design value at or above 0.121 ppm (the lowest 1-hour design value in Table 1 of subpart 2). All other areas are covered under subpart 1, based upon their 8-hour ambient air quality design values.

Durham and Wake Counties, and the Dutchville Township portion of Granville County were originally designated as a moderate nonattainment area for the 1-hour ozone standard on November 6, 1991 (56 FR 56694). Durham and Wake Counties, and the Dutchville Township portion of Granville County were redesignated as attainment for the 1-hour ozone standard on April 18, 1994 (59 FR 18300). On April 30, 2004, EPA designated the Triangle Area (of which Durham and Wake Counties, and the Dutchville Township portion of Granville County are a part) as a "basic" 8-hour ozone nonattainment area (see, 69 FR 23857, April 30, 2004). Thus, on June 7, 2007, when North Carolina submitted its final redesignation request, the Triangle Area was classified under subpart 1 of the CAA, and was obligated to meet only the subpart 1 requirements.

Various aspects of EPA's Phase 1 Rule were challenged in court. On December 22, 2006, the U.S. Court of Appeals for the District of Columbia Circuit (D.C. Circuit Court) vacated EPA's Phase 1 Rule (69 FR 23951, April 30, 2004). *South Coast Air Quality Management Dist. (SCAQMD) v. EPA*, 472 F.3d 882 (D.C. Cir. 2006). On June 8, 2007, in response to several petitions for rehearing, the D.C. Circuit Court clarified that the Phase 1 Rule was vacated only with regard to those parts of the Rule that had been successfully challenged. Therefore, the Phase 1 Rule provisions related to classifications for areas currently classified under subpart 2 of title I, part D of the CAA as 8-hour nonattainment areas, the 8-hour attainment dates and the timing for emissions reductions needed for attainment of the 8-hour ozone NAAQS remain effective. The June 8th decision left intact the Court's rejection of EPA's reasons for implementing the 8-hour standard in certain nonattainment areas

under subpart 1 in lieu of subpart 2. By limiting the vacatur, the Court let stand EPA's revocation of the 1-hour standard and those anti-backsliding provisions of the Phase 1 Rule that had not been successfully challenged. The June 8th decision reaffirmed the December 22, 2006, decision that EPA had improperly failed to retain measures required for 1-hour nonattainment areas under the anti-backsliding provisions of the regulations: (1) Nonattainment area New Source Review (NSR) requirements based on an area's 1-hour nonattainment classification; (2) Section 185 penalty fees for 1-hour severe or extreme nonattainment areas; and (3) measures to be implemented pursuant to section 172(c)(9) or 182(c)(9) of the CAA, on the contingency of an area not making reasonable further progress toward attainment of the 1-hour NAAQS, or for failure to attain that NAAQS. The June 8th decision clarified that the Court's reference to conformity requirements for anti-backsliding purposes was limited to requiring the continued use of 1-hour motor vehicle emissions budgets until 8-hour budgets were available for 8-hour conformity determinations, which is already required under EPA's conformity regulations. The Court thus clarified that 1-hour conformity determinations are not required for anti-backsliding purposes.

This section sets forth EPA's views on the potential effect of the Court's rulings on this proposed redesignation action. For the reasons set forth below, EPA does not believe that the Court's rulings alter any requirements relevant to this redesignation action so as to preclude redesignation, and do not prevent EPA from proposing or ultimately finalizing this redesignation. EPA believes that the Court's December 22, 2006, and June 8, 2007, decisions impose no impediment to moving forward with redesignation of the Triangle Area to attainment, because even in light of the Court's decisions, redesignation is appropriate under the relevant redesignation provisions of the CAA and longstanding policies regarding redesignation requests.

With respect to the 8-hour standard, the Court's ruling rejected EPA's reasons for classifying areas under subpart 1 for the 8-hour standard, and remanded that matter to the Agency. Consequently, it is possible that this Area could, during a remand to EPA, be reclassified under subpart 2. Although any future decision by EPA to classify this area under subpart 2 might trigger additional future requirements for the area, EPA believes that this does not mean that redesignation cannot now go forward. This belief is based upon (1) EPA's longstanding policy of evaluating

requirements in accordance with the requirements due at the time the request is submitted and (2) consideration of the inequity of applying retroactively any requirements that might in the future be applied.

First, at the time the redesignation request was submitted, the Triangle Area was classified under subpart 1 and was obligated to meet only subpart 1 requirements. Under EPA's longstanding interpretation of section 107(d)(3)(E) of the CAA, to qualify for redesignation, states requesting redesignation to attainment must meet only the relevant SIP requirements that came due prior to the submittal of a complete redesignation request. September 4, 1992, Calcagni Memorandum ("Procedures for Processing Requests to Redesignate Areas to Attainment," Memorandum from John Calcagni, Director, Air Quality Management Division). See also, Michael Shapiro Memorandum, September 17, 1993, and 60 FR 12459, 12465-66 (March 7, 1995) (Redesignation of Detroit-Ann Arbor, Michigan). See, *Sierra Club v. EPA*, 375 F.3d 537 (7th Cir. 2004) (upholding this interpretation). See, e.g. also, 68 FR 25418, 25424, 25427 (May 12, 2003) (redesignation of St. Louis, Missouri).

Moreover, it would be inequitable to retroactively apply any new SIP requirements that were not applicable at the time the request was submitted. The D.C. Circuit Court has recognized the inequity in such retroactive rulemaking, (*Sierra Club v. Whitman*, 285 F. 3d 63 (D.C. Cir. 2002)), in which the Court upheld a district court's ruling refusing to make retroactive an EPA determination of nonattainment that was past the statutory due date. Such a determination would have resulted in the imposition of additional requirements on the area. The Court stated: "Although EPA failed to make the nonattainment determination within the statutory time frame, *Sierra Club's* proposed solution only makes the situation worse. Retroactive relief would likely impose large costs on the states, which would face fines and suits for not implementing air pollution prevention plans in 1997, even though they were not on notice at the time." *Id.* at 68. Similarly here, it would be unfair to penalize the area by applying to it for purposes of redesignation, additional SIP requirements under subpart 2 that were not in effect at the time it submitted its redesignation request.

With respect to the requirements under the 1-hour standard ozone standard, only the Durham and Wake Counties, and the Dutchville Township portion of Granville County of the

Triangle Area were originally designated as a moderate nonattainment area for the 1-hour ozone standard on November 6, 1991 (56 FR 56694); the remainder of the Triangle Area was designated as attainment. Durham and Wake Counties, and the Dutchville Township portion of Granville County were redesignated as attainment for the 1-hour ozone standard on April 18, 2004 (59 FR 18300). Therefore, the entire Triangle Area was redesignated to attainment of the 1-hour ozone standard prior to its nonattainment designation for the 8-hour ozone standard. As a result, the Triangle Area is considered to be a 1-hour attainment area subject to a CAA section 175A maintenance plan for the 1-hour standard. The D.C. Circuit Court's decisions do not impact redesignation requests for these types of areas, except to the extent that the Court, in its June 8th decision, clarified that for those areas with 1-hour MVEBs in their maintenance plans, anti-backsliding requires that those 1-hour budgets must be used for 8-hour conformity determinations until they are replaced by 8-hour budgets. To meet this requirement, conformity determinations in such areas must comply with the applicable requirements of EPA's conformity regulations at 40 CFR part 93.

First, there are no conformity requirements relevant for the Triangle Area redesignation request, such as a transportation conformity SIP. It is EPA's longstanding policy that it is reasonable to interpret the conformity SIP requirements as not applying for purposes of evaluating a redesignation request under section 107(d) because state conformity rules are still required after redesignation, and Federal conformity rules apply where state rules have not been approved. See, 40 CFR 51.390; see also, *Wall v. EPA*, 265 F.3d 426 (6th Cir. 2001) (upholding EPA's interpretation). See also, 60 FR 62748 (Dec. 7, 1995) (redesignation of Tampa, Florida). Durham and Wake Counties, and the Dutchville Township portion of Granville County, currently have a fully approved 1-hour ozone transportation conformity SIP, which was approved on December 27, 2002 (67 FR 78983).

Second, with regard to the three other anti-backsliding provisions for the 1-hour standard that the D.C. Circuit Court found were not properly retained, Durham and Wake Counties, and the Dutchville Township portion of Granville County comprise an attainment area subject to a maintenance plan for the 1-hour standard, and the NSR, contingency measure (pursuant to section 172(c)(9) or 182(c)(9)), and fee provision

requirements no longer apply to this area because it was redesignated to attainment of the 1-hour standard. As a result, the decisions in *SCAQMD* should not alter any requirements that would preclude EPA from finalizing the redesignation of the Triangle Area to attainment for the 8-hour ozone standard.

As noted earlier, in 2006, the ambient ozone data for the Triangle Area indicated no further violations of the 8-hour ozone NAAQS, using data from the 3-year period of 2004–2006 to demonstrate attainment. As a result, on June 7, 2007, North Carolina requested redesignation of the Triangle Area to attainment for the 8-hour ozone NAAQS. The redesignation request included three years of complete, quality-assured ambient air quality data for the ozone seasons (April 1st until October 31st) of 2004–2006, indicating that the 8-hour ozone NAAQS has been achieved for the entire Triangle Area. Under the CAA, nonattainment areas may be redesignated to attainment if sufficient, complete, quality-assured data is available for the Administrator to determine that the area has attained the standard and the area meets the other CAA redesignation requirements in section 107(d)(3)(E).

### III. What Are the Criteria for Redesignation?

The CAA provides the requirements for redesignating a nonattainment area to attainment. Specifically, section 107(d)(3)(E) of the CAA allows for redesignation providing that: (1) The Administrator determines that the area has attained the applicable NAAQS; (2) the Administrator has fully approved the applicable implementation plan for the area under section 110(k); (3) the Administrator determines that the improvement in air quality is due to permanent and enforceable reductions in emissions resulting from implementation of the applicable SIP and applicable Federal air pollutant control regulations and other permanent and enforceable reductions; (4) the Administrator has fully approved a maintenance plan for the area as meeting the requirements of section 175A; and, (5) the state containing such area has met all requirements applicable to the area under section 110 and part D of the CAA.

EPA provided guidance on redesignation in the General Preamble for the Implementation of Title I of the CAA Amendments of 1990, on April 16, 1992 (57 FR 13498), and supplemented this guidance on April 28, 1992 (57 FR 18070). EPA has provided further

guidance on processing redesignation requests in the following documents:

1. “Ozone and Carbon Monoxide Design Value Calculations,” Memorandum from Bill Laxton, Director, Technical Support Division, June 18, 1990;
2. “Maintenance Plans for Redesignation of Ozone and Carbon Monoxide Nonattainment Areas,” Memorandum from G. T. Helms, Chief, Ozone/Carbon Monoxide Programs Branch, April 30, 1992;
3. “Contingency Measures for Ozone and Carbon Monoxide (CO) Redesignations,” Memorandum from G. T. Helms, Chief, Ozone/Carbon Monoxide Programs Branch, June 1, 1992;
4. “Procedures for Processing Requests to Redesignate Areas to Attainment,” Memorandum from John Calcagni, Director, Air Quality Management Division, September 4, 1992 (hereafter referred to as the “Calcagni Memorandum”);
5. “State Implementation Plan (SIP) Actions Submitted in Response to Clean Air Act (ACT) Deadlines,” Memorandum from John Calcagni, Director, Air Quality Management Division, October 28, 1992;
6. “Technical Support Documents (TSD’s) for Redesignation of Ozone and Carbon Monoxide (CO) Nonattainment Areas,” Memorandum from G. T. Helms, Chief, Ozone/Carbon Monoxide Programs Branch, August 17, 1993;
7. “State Implementation Plan (SIP) Requirements for Areas Submitting Requests for Redesignation to Attainment of the Ozone and Carbon Monoxide (CO) National Ambient Air Quality Standards (NAAQS) On or After November 15, 1992,” Memorandum from Michael H. Shapiro, Acting Assistant Administrator for Air and Radiation, September 17, 1993;
8. “Use of Actual Emissions in Maintenance Demonstrations for Ozone and CO Nonattainment Areas,” Memorandum from D. Kent Berry, Acting Director, Air Quality Management Division, November 30, 1993;
9. “Part D New Source Review (Part D NSR) Requirements for Areas Requesting Redesignation to Attainment,” Memorandum from Mary D. Nichols, Assistant Administrator for Air and Radiation, October 14, 1994; and
10. “Reasonable Further Progress, Attainment Demonstration, and Related Requirements for Ozone Nonattainment Areas Meeting the Ozone National Ambient Air Quality Standard,” Memorandum from John S. Seitz,

Director, Office of Air Quality Planning and Standards, May 10, 1995.

### IV. Why Is EPA Proposing These Actions?

On June 7, 2007, North Carolina requested redesignation of the Triangle 8-hour ozone nonattainment area to attainment for the 8-hour ozone standard. EPA’s evaluation indicates that North Carolina has demonstrated that the Triangle Area has attained the standard and has met the requirements for redesignation set forth in section 107(d)(3)(E) of the CAA. EPA is also announcing the status of its adequacy determination for the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and the VOC insignificance determination, which are relevant to the requested redesignation.

### V. What Is the Effect of EPA’s Proposed Actions?

EPA’s proposed actions establish the bases upon which EPA may take final action on the issues being proposed for approval today. Approval of North Carolina’s redesignation request would change the legal designation of the Durham, Franklin, Granville, Johnston, Orange, Person and Wake Counties in their entirety, and Baldwin, Center, New Hope and Williams Townships in Chatham County for the 8-hour ozone NAAQS found at 40 CFR part 81. Approval of North Carolina’s request would also incorporate into the North Carolina SIP, a plan for the Triangle Area for maintaining the 8-hour ozone NAAQS in the Area through 2017. This maintenance plan includes contingency measures to remedy future violations of the 8-hour ozone NAAQS. The maintenance plan also establishes subarea NO<sub>x</sub> MVEBs and provides a VOC insignificance determination for the Triangle Area. The following Table identifies the subarea NO<sub>x</sub> MVEBs for the year 2008 and 2017 for this Area.

TABLE 1.—TRIANGLE SUBAREA NO<sub>x</sub> MVEBS  
[Kilograms per day]

| County         | 2008   | 2017   |
|----------------|--------|--------|
| Chatham .....  | 1,565  | 948    |
| Durham .....   | 13,106 | 4,960  |
| Franklin ..... | 2,048  | 1,139  |
| Graham .....   | 4,649  | 1,714  |
| Johnston ..... | 12,583 | 5,958  |
| Orange .....   | 9,933  | 3,742  |
| Person .....   | 1,359  | 791    |
| Wake .....     | 36,615 | 16,352 |

Approval of North Carolina’s maintenance plan would also result in approval of the subarea NO<sub>x</sub> MVEBs, and the VOC insignificance determination. Additionally, EPA is

notifying the public of the status of its adequacy determination for the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and its VOC insignificance determination, pursuant to 40 CFR 93.118(f)(1).

#### VI. What Is EPA's Analysis of the Request?

EPA is proposing to make the determination that the Triangle Area has attained the 8-hour ozone standard, and that all other redesignation criteria have been met for the Triangle Area. The basis for EPA's determination for the area is discussed in greater detail below.

#### *Criteria (1)—The Triangle Area Has Attained the 8-Hour Ozone NAAQS*

EPA is proposing to determine that the Triangle Area has attained the 8-hour ozone NAAQS. For ozone, an area may be considered to be attaining the 8-hour ozone NAAQS if there are no violations, as determined in accordance with 40 CFR 50.10 and Appendix I of part 50, based on three complete, consecutive calendar years of quality-assured air quality monitoring data. To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.08 ppm. Based on the rounding convention described in 40 CFR part 50,

Appendix I, the standard is attained if the design value is 0.084 ppm or below. The data must be collected and quality-assured in accordance with 40 CFR part 58, and recorded in the EPA Air Quality System (AQS). The monitors generally should have remained at the same location for the duration of the monitoring period required for demonstrating attainment.

EPA reviewed ozone monitoring data from ambient ozone monitoring stations in the Triangle Area for the ozone season from 2004–2006. This data has been quality assured and is recorded in AQS. The fourth high averages for 2004, 2005 and 2006, and the 3-year average of these values (i.e., design values), are summarized in the following Table:

TABLE 2.—ANNUAL 4TH MAX HIGH AND DESIGN VALUE CONCENTRATION FOR 8-HOUR OZONE FOR THE TRIANGLE AREA  
[In parts per million]

| COUNTY               | Chatham                     | Durham                        | Franklin                      | Granville                | Johnston                        | Person                       | Wake                        |                                 |
|----------------------|-----------------------------|-------------------------------|-------------------------------|--------------------------|---------------------------------|------------------------------|-----------------------------|---------------------------------|
| MONITOR<br>(AIRS ID) | Pittsboro<br>(#37–037–0004) | Duke Street<br>(#37–063–0013) | Franklinton<br>(#37–069–0001) | Butner<br>(#37–077–0001) | West Johnston<br>(#37–101–0002) | Bushy Fork<br>(#37–145–0003) | Millbrook<br>(#37–183–0014) | Fuquay Varina<br>(#37–183–0016) |
| 2004 .....           | 0.068                       | 0.074                         | 0.077                         | 0.081                    | 0.074                           | 0.076                        | 0.075                       | 0.077                           |
| 2005 .....           | 0.079                       | 0.076                         | 0.080                         | 0.085                    | 0.083                           | 0.079                        | 0.082                       | 0.085                           |
| 2006 .....           | 0.066                       | 0.075                         | 0.074                         | 0.075                    | 0.072                           | 0.071                        | 0.078                       | 0.072                           |
| Design Value .....   | 0.071                       | 0.075                         | 0.077                         | 0.080                    | 0.076                           | 0.075                        | 0.078                       | 0.078                           |

As discussed above, the design value for an area is the highest design value recorded at any monitor in the area. Therefore, the design value for the Triangle Area is 0.080 ppm, which meets the standard as described above. As discussed in more detail below, North Carolina has committed to continue monitoring in this area in accordance with 40 CFR part 58. The data submitted by North Carolina provides an adequate demonstration that the Triangle Area has attained the 8-hour ozone NAAQS.

*Criteria (2)—North Carolina has a Fully Approved SIP Under Section 110(k) for the Triangle Area and Criteria (5)—has met all Applicable Requirements Under Section 110 and Part D of the CAA*

Below is a summary of how these two criteria were met.

EPA has determined that North Carolina has met all applicable SIP requirements for the Triangle Area under section 110 of the CAA (general SIP requirements). EPA has also determined that the North Carolina SIP satisfies the criterion that it meet applicable SIP requirements under part D of title I of the CAA (requirements specific to subpart 1 basic 8-hour ozone nonattainment areas) in accordance with section 107(d)(3)(E)(v). In addition, EPA has determined that the SIP is fully approved with respect to all applicable

requirements in accordance with section 107(d)(3)(E)(ii). In making these determinations, EPA ascertained which requirements are applicable to the area and that if applicable, they are fully approved under section 110(k). SIPs must be fully approved only with respect to applicable requirements.

a. The Triangle Area has met all Applicable Requirements Under Section 110 and Part D of the CAA

The September 4, 1992, Calcagni Memorandum (see “Procedures for Processing Requests to Redesignate Areas to Attainment,” Memorandum from John Calcagni, Director, Air Quality Management Division, September 4, 1992) describes EPA's interpretation of section 107(d)(3)(E). Under this interpretation, to qualify for redesignation, states requesting redesignation to attainment must meet only the relevant CAA requirements that come due prior to the submittal of a complete redesignation request. See also, Michael Shapiro Memorandum, (“SIP Requirements for Areas Submitting Requests for Redesignation to Attainment of the Ozone and Carbon Monoxide NAAQS On or After November 15, 1992,” September 17, 1993), and 60 FR 12459, 12465–66 (March 7, 1995) (redesignation of Detroit-Ann Arbor, Michigan). Applicable requirements of the CAA

that come due subsequent to the area's submittal of a complete redesignation request remain applicable until a redesignation is approved, but are not required as a prerequisite to redesignation. See, section 175A(c) of the CAA; *Sierra Club*, 375 F.3d 537; see also, 68 FR 25424, 25427 (May 12, 2003) (redesignation of St. Louis, Missouri).

*General SIP requirements.* Section 110(a)(2) of title I of the CAA delineates the general requirements for a SIP, which include enforceable emissions limitations and other control measures, means, or techniques, provisions for the establishment and operation of appropriate devices necessary to collect data on ambient air quality, and programs to enforce the limitations. General SIP elements and requirements are delineated in section 110(a)(2) of title I, part A of the CAA. These requirements include, but are not limited to, the following: submittal of a SIP that has been adopted by the state after reasonable public notice and hearing; provisions for establishment and operation of appropriate procedures needed to monitor ambient air quality; implementation of a source permit program; provisions for the implementation of part C requirements (Prevention of Significant Deterioration (PSD)) and provisions for the implementation of part D requirements (NSR permit programs); provisions for

air pollution modeling; and provisions for public and local agency participation in planning and emission control rule development.

Section 110(a)(2)(D) requires that SIPs contain certain measures to prevent sources in a state from significantly contributing to air quality problems in another state. To implement this provision, EPA has required certain states to establish programs to address the transport of air pollutants (NO<sub>x</sub> SIP Call, Clean Air Interstate Rule (CAIR)). EPA has also found, generally, that states have not submitted timely SIPs under section 110(a)(1) to meet the interstate transport requirements of section 110(a)(2)(D)(i). However, the section 110(a)(2)(D) requirements for a state are not linked with a particular nonattainment area's designation and classification in that state. EPA believes that the requirements linked with a particular nonattainment area's designation and classifications are the relevant measures to evaluate in reviewing a redesignation request. The transport SIP submittal requirements, where applicable, continue to apply to a state regardless of the designation of any one particular area in the state. Thus, we do not believe that the CAA's interstate transport requirements should be construed to be applicable requirements for purposes of redesignation.

In addition, EPA believes that the other section 110 elements not connected with nonattainment plan submissions and not linked with an area's attainment status are not applicable requirements for purposes of redesignation. The area will still be subject to these requirements after the area is redesignated. The section 110 and part D requirements, which are linked with a particular area's designation and classification, are the relevant measures to evaluate in reviewing a redesignation request. This approach is consistent with EPA's existing policy on applicability (i.e., for redesignations) of conformity and oxygenated fuels requirements, as well as with section 184 ozone transport requirements. See, Reading, Pennsylvania, proposed and final rulemakings (61 FR 53174–53176, October 10, 1996), (62 FR 24826, May 7, 1997); Cleveland-Akron-Loraine, Ohio, final rulemaking (61 FR 20458, May 7, 1996); and Tampa, Florida, final rulemaking at (60 FR 62748, December 7, 1995). See also, the discussion on this issue in the Cincinnati, Ohio redesignation (65 FR 37890, June 19, 2000), and in the Pittsburgh, Pennsylvania redesignation (66 FR 50399, October 19, 2001).

EPA believes that section 110 elements not linked to the area's nonattainment status are not applicable for purposes of redesignation. Any section 110 requirements that are linked to the Part D requirements for 8-hour ozone nonattainment areas are not yet due, since, as explained below, no part D requirements for 8-hour standard became due prior to submission of the redesignation request. Therefore, as discussed above, for purposes of redesignation, they are not considered applicable requirements. Nonetheless, EPA notes it has previously approved provisions in the North Carolina SIP addressing section 110 elements under the 1-hour ozone NAAQS (See, 51 FR 19834, June 3, 1986). EPA believes that the section 110 SIP approved for the 1-hour ozone NAAQS is also sufficient to meet the requirements under the 8-hour ozone NAAQS (as well as satisfying the issues raised by the D.C. Circuit Court in the *SCAQMD* case).

*Part D requirements.* EPA has also determined that the North Carolina SIP meets applicable SIP requirements under part D of the CAA since no requirements became due prior to the submission of the Area's redesignation request. Sections 172–176 of the CAA, found in subpart 1 of part D, set forth the basic nonattainment requirements applicable to all nonattainment areas. Section 182 of the CAA, found in subpart 2 of part D, establishes additional specific requirements depending on the area's nonattainment classification. Subpart 2 is not applicable to the Triangle Area.

*Part D, subpart 1 applicable SIP requirements.* For purposes of evaluating this redesignation request, the applicable part D, subpart 1 SIP requirements for all nonattainment areas are contained in sections 172(c)(1)–(9). A thorough discussion of the requirements contained in section 172 can be found in the General Preamble for Implementation of title I (57 FR 13498). No requirements applicable for purposes of redesignation under part D became due prior to the submission of the redesignation request, and therefore none are applicable to the Area for purposes of redesignation. For example, the requirements for an attainment demonstration that meets the requirements of section 172(c)(1) are not yet applicable, nor are the requirements for Reasonably Achievable Control Technology (RACT) and Reasonably Available Control Measures (RACM) (section 172(c)(1)), reasonable further progress (RFP) (section 172(c)(2)), and contingency measures (section 172(c)(9)).

In addition to the fact that no part D requirements applicable for purposes of redesignation became due prior to submission of the redesignation request and therefore are not applicable, EPA believes it is reasonable to interpret the conformity and NSR requirements as not requiring approval prior to redesignation.

*Section 176 Conformity Requirements.* Section 176(c) of the CAA requires states to establish criteria and procedures to ensure that Federally supported or funded projects conform to the air quality planning goals in the applicable SIP. The requirement to determine conformity applies to transportation plans, programs and projects developed, funded or approved under title 23 of the United States Code (U.S.C.) and the Federal Transit Act (transportation conformity) as well as to all other Federally supported or funded projects (general conformity). State conformity revisions must be consistent with Federal conformity regulations relating to consultation, enforcement and enforceability that the CAA required the EPA to promulgate.

EPA believes it is reasonable to interpret the conformity SIP requirements as not applying for purposes of evaluating the redesignation request under section 107(d) because state conformity rules are still required after redesignation and Federal conformity rules apply where state rules have not been approved. See, *Wall*, 265 F.3d 426 (upholding this interpretation). See also, 60 FR 62748 (December 7, 1995, Tampa, Florida).

*NSR Requirements.* EPA has also determined that areas being redesignated need not comply with the requirement that a NSR program be approved prior to redesignation, provided that the area demonstrates maintenance of the standard without a part D NSR program in effect since PSD requirements will apply after redesignation. The rationale for this view is described in a memorandum from Mary Nichols, Assistant Administrator for Air and Radiation, dated October 14, 1994, entitled "Part D New Source Review (Part D NSR) Requirements for Areas Requesting Redesignation to Attainment." North Carolina has demonstrated that the Triangle Area will be able to maintain the standard without a part D NSR program in effect, and therefore, North Carolina need not have a fully approved part D NSR program prior to approval of the redesignation request. North Carolina's PSD program will become effective in the Triangle Area upon redesignation to attainment. See, rulemakings for Detroit, Michigan (60

FR 12467–12468, March 7, 1995); Cleveland-Akron-Lorraine, Ohio (61 FR 20458, 20469–70, May 7, 1996); Louisville, Kentucky (66 FR 53665, October 23, 2001); Grand Rapids, Michigan (61 FR 31834–31837, June 21, 1996). Thus, the Triangle Area has satisfied all applicable requirements for purposes of redesignation under section 110 and part D of the CAA.

**b. The Triangle Area Has a Fully Approved Applicable SIP Under Section 110(k) of the CAA**

EPA has fully approved the applicable North Carolina SIP for the Triangle Area, under section 110(k) of the CAA for all requirements applicable for purposes of redesignation. EPA may rely on prior SIP approvals in approving a redesignation request, see Calcagni Memorandum at p. 3; *Southwestern Pennsylvania Growth Alliance v. Browner*, 144 F.3d 984, 989–90 (6th Cir. 1998); *Wall*, 265 F.3d 426, plus any additional measures it may approve in conjunction with a redesignation action. See, 68 FR 25426 (May 12, 2003) and citations therein. Following passage of the CAA of 1970, North Carolina has adopted and submitted, and EPA has fully approved at various times, provisions addressing the various 1-hour ozone standard SIP elements applicable in the Triangle Area (59 FR 18300, April 18, 1994; and 69 FR 56163, September 20, 2004).

As indicated above, EPA believes that the section 110 elements not connected with nonattainment plan submissions and not linked to the area's nonattainment status are not applicable requirements for purposes of redesignation. EPA also believes that since the part D requirements applicable for purposes of redesignation did not become due prior to submission of the redesignation request, they also are therefore not applicable requirements for purposes of redesignation.

*Criteria (3)—The air quality improvement in the Triangle Area is due to permanent and enforceable reductions in emissions resulting from implementation of the SIP and applicable Federal air pollution control regulations and other permanent and enforceable reductions*

EPA believes that North Carolina has demonstrated that the observed air quality improvement in the Triangle Area is due to permanent and enforceable reductions in emissions resulting from implementation of the SIP, Federal measures, and other state adopted measures. Additionally, new emissions control programs for fuels and motor vehicles will help ensure a

continued decrease in emissions throughout the region.

**TABLE 3.—TRIANGLE AREA EMISSION REDUCTIONS PROGRAMS**

*Mobile Sources*

- Tier 2 Vehicle Standards
- Heavy Duty Gasoline and Diesel Highway Vehicle Standards

*Nonroad Mobile Sources*

- Large Nonroad Diesel Engines Rule
- Spark Ignition Engines and Recreational Standards

*State and Local Measures*

- Inspection and Maintenance (I/M) Program in Clean Air Bill
- NO<sub>x</sub> SIP Call
- Clean Smokestacks Act
- Opening Burning Ban
- Air Toxics Control Program
- Prevention of Significant Deterioration
- Heavy Duty Diesel Engine Gap Filling Rule

*Criteria (4)—The area has a fully approved maintenance plan pursuant to section 175A of the CAA*

In its request to redesignate the Triangle Area to attainment, North Carolina submitted a SIP revision to provide for the maintenance of the 8-hour ozone NAAQS for at least 10 years after the effective date of redesignation to attainment.

**a. What is required in a maintenance plan?**

Section 175A of the CAA sets forth the elements of a maintenance plan for areas seeking redesignation from nonattainment to attainment. Under section 175A, the plan must demonstrate continued attainment of the applicable NAAQS for at least 10 years after the Administrator approves a redesignation to attainment. Eight years after the redesignation, the State of North Carolina must submit a revised maintenance plan, which demonstrates that attainment will continue to be maintained for the 10 years following the initial 10-year period. To address the possibility of future NAAQS violations, the maintenance plan must contain such contingency measures, with a schedule for implementation as EPA deems necessary to assure prompt correction of any future 8-hour ozone violations. Section 175A of the CAA sets forth the elements of a maintenance plan for areas seeking redesignation from nonattainment to attainment. The Calcagni Memorandum provides additional guidance on the content of a maintenance plan. The Calcagni Memorandum explains that an ozone maintenance plan should address five requirements: the attainment emissions inventory, maintenance demonstration,

monitoring, verification of continued attainment, and a contingency plan. As is discussed more fully below, North Carolina's maintenance plan includes all the necessary components and is approvable as part of the redesignation request.

**b. Attainment Emissions Inventory**

North Carolina selected 2005 as “the attainment year” for the Triangle Area for the purposes of demonstrating attainment of the 8-hour ozone NAAQS. This attainment inventory identifies the level of emissions in the area, which is sufficient to attain the 8-hour ozone standard. North Carolina began development of this attainment inventory by first developing a baseline emissions inventory for the Triangle Area. The year 2005 was chosen as the base year for developing a comprehensive ozone precursor emissions inventory for which projected emissions could be developed for 2008, 2011, 2014, and 2017. Nonroad mobile emissions estimates were based on the EPA's NONROAD2005c model. On-road mobile source emissions were calculated using EPA's MOBILE6.2 emission factors model. The 2005 VOC and NO<sub>x</sub> emissions, as well as the emissions for other years, for the Triangle Area were developed consistent with EPA guidance, and are summarized in Tables 4 and 5 in the following subsection.

**c. Maintenance Demonstration**

The June 7, 2007, final submittal includes a maintenance plan for the Triangle Area. This demonstration:

(i) Shows compliance and maintenance of the 8-hour ozone standard by providing information to support the demonstration that current and future emissions of VOC and NO<sub>x</sub> remain at or below attainment year 2005 emissions levels. The year 2005 was chosen as the attainment year because it is one of the most recent three years (i.e., 2004, 2005, and 2006) for which the Triangle Area has clean air quality data for the 8-hour ozone standard.

(ii) Uses 2005 as the attainment year and includes future emission inventory projections for 2008, 2011, 2014, and 2017.

(iii) Identifies an “out year,” at least 10 years after the time necessary for EPA to review and approve the maintenance plan. Per 40 CFR part 93, subarea NO<sub>x</sub> MVEBs were established for the last year (2017) of the maintenance plan. Additionally, North Carolina chose, through interagency consultation, to establish subarea MVEBs for the year 2008 for NO<sub>x</sub>, and to determine insignificance for VOC for

the Triangle Area. See, section VII below.

(iv) Provides the following actual and projected emissions inventories, in tons

per day (tpd) for the Triangle Area. See, Tables 4 and 5.

TABLE 4.—TRIANGLE AREA EMISSIONS OF VOC  
[Tons per day]

| Source category     | 2005   | 2008   | 2011   | 2014   | 2017   |
|---------------------|--------|--------|--------|--------|--------|
| Point .....         | 12.28  | 13.24  | 14.45  | 15.61  | 16.94  |
| Area .....          | 67.26  | 72.94  | 78.01  | 82.80  | 87.80  |
| Mobile * .....      | 47.47  | 39.71  | 35.13  | 30.24  | 27.18  |
| Nonroad ** .....    | 30.78  | 26.24  | 23.99  | 23.28  | 23.01  |
| Total .....         | 157.79 | 152.13 | 151.58 | 151.93 | 154.93 |
| Safety Margin ..... | N/A    | 5.66   | 6.21   | 5.86   | 2.86   |

\* Calculated using MOBILE 6.2.

\*\* Calculated using NONROAD2005c.

TABLE 5.—TRIANGLE AREA NO<sub>x</sub> EMISSIONS  
[tons per day]

| Source category     | 2005   | 2008   | 2011   | 2014   | 2017   |
|---------------------|--------|--------|--------|--------|--------|
| Point .....         | 38.37  | 33.55  | 34.50  | 35.43  | 35.04  |
| Area .....          | 13.02  | 13.65  | 14.24  | 14.87  | 15.55  |
| Mobile * .....      | 101.68 | 81.66  | 59.00  | 42.78  | 32.59  |
| Nonroad ** .....    | 38.42  | 34.90  | 31.09  | 26.52  | 22.25  |
| Total .....         | 191.49 | 163.76 | 138.83 | 119.60 | 105.43 |
| Safety Margin ..... | N/A    | 27.73  | 52.66  | 71.89  | 86.06  |

\* Calculated using MOBILE 6.2.

\*\* Calculated using NONROAD2005c.

A safety margin is the difference between the attainment level of emissions (from all sources) and the projected level of emissions (from all sources) in the maintenance plan. The attainment level of emissions is the level of emissions during one of the years in which the area met the NAAQS. North Carolina has decided to allocate a portion of the available safety margin to the subarea NO<sub>x</sub> MVEBs for the years 2008 and 2017 for the Triangle Area, and has calculated the safety margin in its submittal. See, Tables 4 and 5, above. This allocation and the resulting available safety margin for the Triangle Area are discussed further in section VII of this proposed rulemaking.

#### d. Monitoring Network

There are currently eight monitors measuring ozone in the Triangle Area. North Carolina has committed in the maintenance plan to continue operation of these monitors in compliance with 40 CFR part 58, and has addressed the requirement for monitoring.

#### e. Verification of Continued Attainment

North Carolina has the legal authority to enforce and implement the requirements of the ozone maintenance plan for the Triangle Area. This includes the authority to adopt,

implement and enforce any subsequent emissions control contingency measures determined to be necessary to correct future ozone attainment problems.

North Carolina will track the progress of the maintenance plan by performing future reviews of actual emissions for the Area using the latest emissions factors, models and methodologies. For these periodic inventories, North Carolina will review the assumptions made for the purpose of the maintenance demonstration concerning projected growth of activity levels. If any of these assumptions appear to have changed substantially, North Carolina will re-project emissions.

#### f. Contingency Plan

The contingency plan provisions are designed to promptly correct a violation of the NAAQS that occurs after redesignation. Section 175A of the CAA requires that a maintenance plan include such contingency measures as EPA deems necessary to assure that the state will promptly correct a violation of the NAAQS that occurs after redesignation. The maintenance plan should identify the contingency measures to be adopted, a schedule and procedure for adoption and implementation, and a time limit for action by the state. A state should also

identify specific indicators to be used to determine when the contingency measures need to be implemented. The maintenance plan must include a requirement that a state will implement all measures with respect to control of the pollutant that were contained in the SIP before redesignation of the area to attainment in accordance with section 175A(d).

In the June 7, 2007, submittal, North Carolina affirms that all programs instituted by the State and EPA will remain enforceable, and that sources are prohibited from reducing emissions controls following the redesignation of the area. The contingency plan included in the submittal provides tracking and triggering mechanisms to determine when contingency measures are needed and a process of developing and adopting appropriate control measures. The primary trigger of the contingency plan will be a violation of the 8-hour ozone NAAQS, or when the three-year average of the fourth-highest value is equal to or greater than 0.085 ppm at any of the Triangle Area monitors. The trigger date will be 60 days from the date that the State observes a fourth-highest value that, when averaged with the two previous ozone seasons' fourth highest values, would result in a three-year average equal to or greater than

0.085 ppm. The secondary trigger will apply where no actual violation of the 8-hour ozone standard has occurred, but where the State finds monitored ozone levels indicating that an ozone NAAQS violation may be imminent. An imminent violation exists where there is a pattern. A pattern will be deemed to exist when there are two consecutive ozone seasons in which the fourth-highest values are 0.085 ppm or greater at a single monitor within the Triangle Area. The trigger date will be 60 days from the date that the State observes a fourth-highest value of 0.085 ppm or greater at a monitor for which the previous season had a fourth-highest value of 0.085 ppm or greater. Similarly, the tertiary trigger is a first alert to a potential air quality problem in the future and will not be an actual violation of the 8-hour ozone standard. The trigger will be activated when a monitor in the Triangle Area has a fourth-highest value of 0.085 ppm or greater, starting the first year after the maintenance plan has been approved. The trigger date will be 60 days from the date that the State observes a fourth-highest value of 0.085 ppm or greater at any monitor.

In the submittal, if there is a measured violation of the 8-hour ozone NAAQS in the Triangle Area, contingency measures would be adopted and implemented as expeditiously as possible, but no later than eighteen to twenty four months after the triggering event. Once the primary or secondary trigger is activated, the proposed schedule for these actions would be as follows:

- NCDENR will begin analyses, including trajectory analyses of high ozone days, and emissions inventory assessment to determine required emission control measures for attaining or maintaining the 8-hour ozone standard;
- By May 1st of the year following the ozone season in which the primary (a violation of the 8-hour ozone NAAQS occurs) or secondary trigger has been activated, NCDENR will complete sufficient analyses to begin adoption of necessary rules for ensuring attainment and maintenance of the 8-hour ozone NAAQS; and
- Rules would become State-effective by the following January 1st, unless legislative review is required.

North Carolina will consider one or more of the following contingency measures to re-attain the standard:

- NO<sub>x</sub> RACT on stationary sources in the Triangle Area;

- Diesel inspection and maintenance program<sup>2</sup>;
- Implementation of diesel retrofits programs, including incentives for performing retrofits; and
- Additional controls in upwind areas.

Once the tertiary trigger is activated, NCDENR will commence analyses including meteorological evaluation, trajectory analyses of high ozone days, and an emissions inventory assessment to understand why a fourth highest exceedance of the standard has occurred. NCDENR will then work with the local awareness program and develop an outreach plan to identify any additional voluntary measures that can be implemented. If the fourth highest exceedance occurs early in the season, NCDENR will work with entities identified in the outreach plan to determine if the measures can be implemented during the ozone season. Otherwise, NCDENR will work with the local air awareness coordinator to implement the plan for the following ozone season.

EPA has concluded that the maintenance plan adequately addresses the five basic components of a maintenance plan: Attainment inventory, maintenance demonstration, monitoring network, verification of continued attainment, and a contingency plan. The maintenance plan SIP revision submitted by North Carolina for the Triangle Area meets the requirements of section 175A of the CAA and is approvable.

#### **VII. What Is EPA's Analysis of North Carolina's Proposed VOC Insignificance Determination and the Proposed Subarea NO<sub>x</sub> MVEBs for the Triangle Area?**

Today's actions address two related elements regarding on-road motor vehicle emissions and the requirement to establish MVEBs. First, EPA is proposing to find that the VOC emission contribution from motor vehicles to 8-hour ozone pollution in the Triangle Area is insignificant. The result of this finding, if finalized, is that North Carolina need not develop an MVEB for

<sup>2</sup> At this time, there is not an approved method for determining emission reductions from a Diesel Inspection and Maintenance program. Therefore, there is no technical basis to award emission credits for a heavy duty diesel inspection and maintenance program in the SIP. However, we do not want to preclude future technical changes that may make awarding such emission credits possible. If it is necessary to implement contingency measures for this area, North Carolina, in coordination with EPA, will evaluate the feasibility of this program as a contingency measure at that time. If a technical basis for emission credits is not available, other contingency measures will need to be implemented.

VOC for the Triangle Area. See below for further information on the insignificance determination. Second, EPA is proposing to approve the subarea NO<sub>x</sub> MVEBs for the Triangle Area.

#### **A. Proposed VOC Insignificance Determination**

In certain instances, the Transportation Conformity Rule allows areas not to establish an MVEB where it is demonstrated that the regional motor vehicle emissions for a particular pollutant/precursor is an insignificant contributor to the air quality problem in an area. The general criteria for insignificance findings can be found in 40 CFR 93.109(k). Insignificance determinations are based on a number of factors, including (1) The percentage of motor vehicle emissions in context of the total SIP inventory; (2) the current state of air quality as determined by monitoring data for that NAAQS; (3) the absence of SIP motor vehicle control measures; and (4) historical trends and future projections of the growth of motor vehicle emissions. EPA's rationale for the providing for insignificance determinations is described in the July 1, 2004, revision to the Transportation Conformity Rule at 69 FR 40004. Specifically, the rationale is explained on page 40061 under the subsection entitled "XXIII. B. Areas With Insignificant Motor Vehicle Emissions." Any insignificance determination under review of EPA is subject to the adequacy and approval process for EPA's action on the SIP.

Through the adequacy and SIP approval process, EPA may find that a SIP demonstrates that regional motor vehicle emissions are an insignificant contributor to the air quality problem for the pollutant/precursor at issue. In the case of the Triangle Area, EPA intends to make its finding as part of EPA's final action on the redesignation request of North Carolina for the Triangle Area. Upon the effective date of EPA's adequacy finding or the publication date of the final rule for this SIP revision (i.e., which includes the VOC insignificance determination), federal regulations waive the regional emissions analysis requirements (for the purpose of transportation conformity implementation) for the relevant pollutant or precursor. Areas with insignificant regional motor vehicle emissions for a pollutant or precursor are still required to make a conformity determination that satisfies other relevant requirements. Additionally, such areas are required to satisfy the regional emissions analysis requirements for pollutants or

precursors for which EPA has not made a finding of insignificance.

The maintenance plan for the Triangle Area, included as part of the SIP revision, contains MVEBs for NO<sub>x</sub> and an insignificance determination for VOC contribution from motor vehicles to the 8-hour ozone pollution in the Triangle Area. As part of the preparation for its redesignation request, North Carolina consulted with the interagency consultation group for the Triangle Area regarding the insignificance determination for VOC. For the purposes of regional emissions analysis, the information provided by North Carolina supports EPA's proposal to determine VOC contribution to 8-hour ozone pollution from motor vehicles in the Triangle Area as insignificant. The information provided by North Carolina to EPA as part of the SIP revision addresses each of the factors listed in 40 CFR 93.109(k), and is summarized below.

The future on-road VOC emissions are projected to be less than 10 percent in the Triangle Area, in the context of the total SIP inventory. According to information provided by North Carolina, biogenic emissions account for approximately 90 percent of the VOC emissions in future years in the Triangle Area. Support for these percentages is found in Figure 4.1.6–3, located in Appendix C.3—Mobile Source Inventory Documentation on pages 4–36 of North Carolina's submittal (available in the Docket for this proposed rulemaking) which also indicates on-road VOC emissions declining by about 50 percent by 2017 and vehicle miles traveled (VMT) going up by about 25 to 30 percent by 2017. In addition, North Carolina conducted a sensitivity analysis (a photochemical model) that indicated that 8-hour ozone levels in the Triangle Area were not impacted by reductions in man-made VOC emissions (i.e., reductions from motor vehicles). Specifically, the photochemical model was run for a 39-day scenario with a modeled 30 percent reduction in man-made VOC emissions. According to the photochemical model, in the year 2009, even with anticipated increases in VMT, the mobile source inventory is still projected to be less than 6 percent of the total inventory for VOC emissions. In comparison, biogenic emissions are expected to account for at least 84 percent of the total inventory for VOC emissions. As discussed in North Carolina's submittal, the biogenic sector is the most abundant source of VOC in North Carolina and accounts for approximately 90 percent of the total VOC emissions statewide. As a result, the information provided by North

Carolina indicates that VOC contribution to 8-hour ozone pollution from motor vehicle emissions is insignificant.

With regard to the factor relating to the absence of motor vehicle control measures in the SIP, EPA considered the existence of an inspection and maintenance (I/M) program in the North Carolina SIP, and its implementation in the individual counties comprising the Triangle Area. The I/M program was not added to the North Carolina SIP as a VOC control measure, but rather, a NO<sub>x</sub> control measure. The I/M program is currently being implemented in all but one of the counties (Person County) in the Triangle Area. Implementation of the I/M program in the Triangle Area began from July 2002 through July 2004, and continues to be ongoing in the Area. In North Carolina's SIP submittal, the State explains that the I/M program was established to achieve additional reductions in NO<sub>x</sub> emissions, and that while there are incidental VOC emission reductions (approximately 2 tons per day in 2005) as a result of implementing this program in the Triangle Area, the program was not implemented to reduce VOC emissions from motor vehicles. As a result, the existence of this program in the SIP for the purpose of NO<sub>x</sub> reductions does not prohibit EPA from finding the VOC contribution to 8-hour ozone pollution from motor vehicles insignificant.

After evaluating the information provided by North Carolina and weighing the factors for the insignificance determination outlined in 40 CFR 93.109(k), particularly the biogenic contribution to the overall VOC inventory, EPA is now proposing to approve North Carolina's determination that the VOC contribution from motor vehicle emissions to the 8-hour ozone pollution for the Triangle Area is insignificant. If this finding is completed through the adequacy process (see Section VIII below) or approved through the final rulemaking on this SIP submission, the insignificance determination should be considered and specifically noted in the transportation conformity document that is prepared for this Area.

#### *B. Proposed Subarea NO<sub>x</sub> MVEBs*

Under the CAA, states are required to submit, at various times, control strategy SIPs and maintenance plans in ozone areas. These control strategy SIPs (reasonable further progress and attainment demonstration, etc.) and maintenance plans create MVEBs for criteria pollutants and/or their precursors to address pollution from cars and trucks. Per 40 CFR part 93, an

MVEB is established for the last year of the maintenance plan. A state may adopt MVEBs for other years as well. The MVEB is the portion of the total allowable emissions in the maintenance demonstration that is allocated to highway and transit vehicle use and emissions. See, 40 CFR 93.101. The MVEB serves as a ceiling on emissions from an area's planned transportation system. The MVEB concept is further explained in the preamble to the November 24, 1993, transportation conformity rule (58 FR 62188). The preamble also describes how to establish the MVEB in the SIP and how to revise the MVEB.

North Carolina, after interagency consultation with the transportation partners for the Triangle Area, has elected to develop county-level subarea MVEBs for NO<sub>x</sub>. North Carolina is developing these MVEBs, as required, for the last year of its maintenance plan, 2017, and for an additional year, 2008. The MVEBs reflect the total on-road emissions for 2008 and 2017, plus an allocation from the available NO<sub>x</sub> safety margin for each year. Under 40 CFR 93.101, the term safety margin is the difference between the attainment level (from all sources) and the projected level of emissions (from all sources) in the maintenance plan. The safety margin can be allocated to the transportation sector; however, the total emissions must remain below the attainment level. These MVEBs and allocation from the safety margin were developed in consultation with the transportation partners and were added to account for uncertainties in population growth, changes in model VMT and new emission factor models. The subarea NO<sub>x</sub> MVEBs for the Triangle Area are defined in Table 6 below.

TABLE 6.—TRIANGLE SUBAREA NO<sub>x</sub> MVEBs\*  
[Kilograms per day]

| County         | 2008   | 2017   |
|----------------|--------|--------|
| Chatham .....  | 1,565  | 948    |
| Durham .....   | 13,106 | 4,960  |
| Franklin ..... | 2,048  | 1,139  |
| Graham .....   | 4,649  | 1,714  |
| Johnston ..... | 12,583 | 5,958  |
| Orange .....   | 9,933  | 3,742  |
| Person .....   | 1,359  | 791    |
| Wake .....     | 36,615 | 16,352 |

\* Includes an allocation from the available NO<sub>x</sub> safety margins (see Table 7).

As mentioned above, North Carolina has chosen to allocate a portion of the available safety margin to the 2008 and 2017 subarea NO<sub>x</sub> MVEBs. The following table identifies the amount of

the NO<sub>x</sub> safety margin that was allotted to the 2008 and 2017 subarea NO<sub>x</sub> MVEBs.

**TABLE 7.—NO<sub>x</sub> SAFETY MARGIN ALLOCATION**  
[Kilograms per day]

| County             | 2008         | 2017         |
|--------------------|--------------|--------------|
| Chatham .....      | 204          | 190          |
| Durham .....       | 1,191        | 827          |
| Franklin .....     | 186          | 190          |
| Graham .....       | 606          | 343          |
| Johnston .....     | 1,144        | 993          |
| Orange .....       | 903          | 624          |
| Person .....       | 177          | 158          |
| Wake .....         | 3,329        | 2,725        |
| <b>Total .....</b> | <b>7,741</b> | <b>6,049</b> |

The total allocation is 7,741 kg/day (8.53 tpd) in 2008 and 6,049 kg/day (6.67 tpd) in 2017 for NO<sub>x</sub>. The remaining NO<sub>x</sub> safety margin after allocation of some of the safety margin to the MVEBs for the Triangle Area is 19.20 tpd in 2008 and 79.39 tpd in 2017.

Through this rulemaking, EPA is proposing to approve the 2008 and 2017 subarea MVEBs for NO<sub>x</sub> for the Triangle Area because EPA has determined that the Area maintains the 8-hour ozone standard with the emissions at the levels of the budgets. As mentioned above, these MVEBs are subarea MVEBs for each individual county in the Triangle Area. Once the new subarea MVEBs for the Triangle Area (the subject of this rulemaking) are approved or found adequate (whichever is done first), they must be used for future conformity determinations.

### **VIII. What Is an Adequacy Determination?**

As discussed above, the MVEB is the portion of the total allowable emissions in the maintenance demonstration that is allocated to highway and transit vehicle use and emissions. The MVEB concept is further explained in the preamble to the November 24, 1993, transportation conformity rule (58 FR 62188). The preamble also describes how to establish the MVEB in the SIP and how to revise the MVEB. Additionally, the transportation conformity rule (see 93.109(k)) allows for areas not to establish a MVEB for a particular pollutant or precursor if it can be demonstrated that motor vehicle emissions contributions do not significantly contribute to an area's pollution. North Carolina's submittal for this area establishes MVEBs for NO<sub>x</sub> and provides an insignificance determination for VOC contribution.

Under section 176(c) of the CAA, new transportation projects, such as the

construction of new highways, must "conform" to (i.e., be consistent with) the part of the state's air quality plan that addresses pollution from cars and trucks. "Conformity" to the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. If a transportation plan does not "conform," most new projects that would expand the capacity of roadways cannot go forward. Regulations at 40 CFR part 93 set forth EPA policy, criteria, and procedures for demonstrating and assuring conformity of such transportation activities to a SIP. The regional emissions analysis is one, but not the only, requirement for implementing transportation conformity. Transportation conformity is a requirement for nonattainment and maintenance areas. Maintenance areas are areas that were previously nonattainment for a particular NAAQS but have since been redesignated to attainment with a maintenance plan for that NAAQS.

When reviewing submitted "control strategy" SIPs or maintenance plans containing MVEBs, EPA must affirmatively find the MVEB contained therein "adequate" for use in determining transportation conformity. Once EPA affirmatively finds the submitted MVEB is adequate for transportation conformity purposes, that MVEB can be used by state and Federal agencies in determining whether proposed transportation projects "conform" to the SIP as required by section 176(c) of the CAA.

EPA's substantive criteria for determining "adequacy" of an MVEB, including EPA's determination that an MVEB need not be established because of an insignificance determination, are set out in 40 CFR 93.118(e)(4). The process for determining "adequacy" consists of three basic steps: public notification of a SIP submission, a public comment period, and EPA's adequacy finding. This process for determining the adequacy of submitted SIP MVEBs was initially outlined in EPA's May 14, 1999, guidance, "Conformity Guidance on Implementation of March 2, 1999, Conformity Court Decision." This guidance was finalized in the Transportation Conformity Rule Amendments for the "New 8-Hour Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; transportation conformity rule amendments—Response to Court Decision and Additional Rule Change," on July 1, 2004 (69 FR 40004). EPA

follows this guidance and rulemaking in making its adequacy determinations. EPA must also use a similar process to determine the adequacy of an insignificance determination that is submitted by a state as a part of a control strategy SIP or maintenance plan. Additional information on the adequacy process for both MVEBs and insignificance determinations is available in the proposed rule entitled, "Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes," 68 FR 38974, 38984 (June 30, 2003).

### **IX. What Is the Status of EPA's Adequacy Determination for the Subarea NO<sub>x</sub> MVEBs for the Years 2008 and 2017, and the VOC Insignificance Determination?**

As discussed earlier, North Carolina's maintenance plan submission includes new county-level subarea NO<sub>x</sub> MVEBs for the Triangle Area for the years 2008 and 2017. Additionally, the maintenance plan included a VOC insignificance determination for the entire Triangle Area, and therefore, no MVEB for VOC is included as part of the SIP revision. EPA reviewed both the NO<sub>x</sub> MVEBs and the VOC insignificance determination through the adequacy process. The North Carolina SIP submission, including the Triangle subarea NO<sub>x</sub> MVEBs and the VOC insignificance determination, was open for public comment on EPA's adequacy Web site on March 21, 2007, found at: <http://www.epa.gov/otaq/stateresources/transconf/currsips.htm>. The EPA public comment period on adequacy of the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and VOC insignificance determination closed on April 20, 2007. EPA did not receive any comments on the adequacy of the MVEBs or the VOC insignificance determination, nor did EPA receive any requests for the SIP submittal.

EPA intends to make its determination on the adequacy of the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and the VOC insignificance determination for the Triangle Area for transportation conformity purposes in the final rulemaking on the redesignation of the Triangle Area. If EPA finds the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and the VOC insignificance determination adequate or approves these MVEBs and the VOC insignificance determination in the final rulemaking action, the new MVEBs for NO<sub>x</sub> must be used, and the VOC insignificance determination should be noted, for future transportation conformity determinations. If the new 2008 and 2017 subarea NO<sub>x</sub> MVEBs are

found adequate, and both the NO<sub>x</sub> MVEBs and the related VOC insignificance determination are approved in the final rulemaking, the NO<sub>x</sub> MVEBs and the VOC insignificance determination will be effective on the date of publication of EPA's final rulemaking in the **Federal Register**. For required regional emissions analysis years that involve the year 2016 or before, the applicable budget for the purposes of conducting transportation conformity will be the new 2008 subarea NO<sub>x</sub> MVEBs for the Triangle Area. For required regional emissions analysis years that involve 2017 or beyond, the applicable budgets will be the new 2017 subarea NO<sub>x</sub> MVEBs. Both the 2008 and 2017 subarea NO<sub>x</sub> MVEBs are defined in section VII of this proposed rulemaking. More detail on the VOC insignificance determination can be found in section VII of this proposed rulemaking as well.

**X. Proposed Action on the Redesignation Request and Maintenance Plan SIP Revision Including Proposed Approval of the 2008 and 2017 Subarea NO<sub>x</sub> MVEBs, and the Proposed VOC Insignificance Determination for the Triangle Area**

EPA is proposing to make the determination that the Triangle Area has met the criteria for redesignation from nonattainment to attainment for the 8-hour ozone NAAQS. Further, EPA is proposing to approve North Carolina's June 7, 2006, SIP submittal including the redesignation request for the Triangle Area. EPA believes that the redesignation request and monitoring data demonstrate that the Triangle Area has attained, and will continue to maintain the 8-hour ozone standard.

EPA is also proposing to approve the maintenance plan for the Triangle Area included as part of the June 7, 2006, SIP revision. The maintenance plan includes subarea NO<sub>x</sub> MVEBs for 2008 and 2017, and a VOC insignificance determination for motor vehicles' contribution to the ozone pollution in this Area, among other requirements. EPA is proposing to approve the 2008 and 2017 subarea NO<sub>x</sub> MVEBs for the Triangle Area because the maintenance plan demonstrates that in light of expected emissions for all other source categories, the Triangle Area will continue to maintain the 8-hour ozone standard. EPA is also proposing to approve the insignificance determination for the VOC contribution from motor vehicle emissions to the 8-hour ozone pollution for the Triangle Area.

Further as part of today's action, EPA is describing the status of its adequacy

determination for the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and VOC insignificance determination, in accordance with 40 CFR 93.118(f)(1). Within 24 months from the effective date of EPA's adequacy finding for the MVEBs, or the publication date for the final rule for this action, the transportation partners will need to demonstrate conformity to the new subarea NO<sub>x</sub> MVEBs pursuant to 40 CFR 93.104(e) as effectively amended by section 172(c)(2)(E) of the CAA as added by the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), which was signed into law on August 10, 2005. Additionally, the transportation partners should note EPA's finding of adequacy and approval for the VOC insignificance determination for future conformity determinations.

**XI. Statutory and Executive Order Reviews**

Under Executive Order 12866 (58 FR 51735, October 4, 1993), this proposed action is not a "significant regulatory action" and therefore is not subject to review by the Office of Management and Budget. For this reason, this action is also not subject to Executive Order 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use" (66 FR 28355, May 22, 2001). This proposed action merely proposes to approve state law as meeting Federal requirements and imposes no additional requirements beyond those imposed by state law. Redesignation of an area to attainment under section 107(d)(3)(e) of the CAA does not impose any new requirements on small entities. Redesignation is an action that affects the status of a geographical area and does not impose any new regulatory requirements on sources. Accordingly, the Administrator certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). Because this rule proposes to approve pre-existing requirements under state law and does not impose any additional enforceable duty beyond that required by state law, it does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Public Law 104-4).

This proposed rule also does not have tribal implications because it will not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the

Federal Government and Indian tribes, as specified by Executive Order 13175 (65 FR 67249, November 9, 2000). This action also does not have Federalism implications because it does not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely affects the status of a geographical area, does not impose any new requirements on sources, or allow a state to avoid adopting or implementing other requirements and does not alter the relationship or the distribution of power and responsibilities established in the CAA. This proposed rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997); because it is not economically significant and because the Agency does not have reason to believe that the rule concerns an environmental health risk or safety risk that may disproportionately affect children.

In reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. In this context, in the absence of a prior existing requirement for the State to use voluntary consensus standards (VCS), EPA has no authority to disapprove a SIP submission for failure to use VCS. It would thus be inconsistent with applicable law for EPA, when it reviews a SIP submission; to use VCS in place of a SIP submission that otherwise satisfies the provisions of the CAA. Redesignation is an action that affects the status of a geographical area but does not impose any new requirements on sources. Thus, the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) do not apply. This proposed rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

**List of Subjects**

**40 CFR Part 52**

Environmental protection, Air pollution control, Intergovernmental relations, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

## 40 CFR Part 81

Environmental protection, Air pollution control, National parks, Wilderness areas.

**Authority:** 42 U.S.C. 7401 *et seq.*

Dated: September 25, 2007.

J.I. Palmer, Jr.,

Regional Administrator, Region 4.

[FR Doc. E7-19513 Filed 10-2-07; 8:45 am]

**BILLING CODE** 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 180

[EPA-HQ-OPP-2007-0546; FRL-8151-6]

### Thiabendazole; Threshold of Regulation Determination

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** EPA is proposing to establish by rule that there is no need for a tolerance or tolerance exemption under the Federal Food Drug and Cosmetic Act (FFDCA) for the use of the fungicide thiabendazole as a seed treatment on dry peas. This determination is based on EPA's finding that any residues that remain in food from this use will be both non-detectable and below the level of regulatory concern.

**DATES:** Comments must be received on or before December 3, 2007.

**ADDRESSES:** Submit your comments, identified by docket identification (ID) number EPA-HQ-OPP-2007-0546, by one of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

- **Mail:** Office of Pesticide Programs (OPP) Regulatory Public Docket (7502P), Environmental Protection Agency, 1200 Pennsylvania Ave., NW., Washington, DC 20460-0001.

- **Delivery:** OPP Regulatory Public Docket (7502P), Environmental Protection Agency, Rm. S-4400, One Potomac Yard (South Bldg.), 2777 S. Crystal Dr., Arlington, VA. Deliveries are only accepted during the Docket's normal hours of operation (8:30 a.m. to 4 p.m., Monday through Friday, excluding legal holidays). Special arrangements should be made for deliveries of boxed information. The Docket Facility telephone number is (703) 305-5805.

**Instructions:** Direct your comments to docket ID number EPA-HQ-OPP-2007-0546. EPA's policy is that all comments received will be included in the docket

without change and may be made available on-line at <http://www.regulations.gov>, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through [www.regulations.gov](http://www.regulations.gov) or e-mail. The [www.regulations.gov](http://www.regulations.gov) website is an "anonymous access" system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through [www.regulations.gov](http://www.regulations.gov), your e-mail address will be automatically captured and included as part of the comment that is placed in the docket and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

**Docket:** All documents in the docket are listed in the docket index available in [www.regulations.gov](http://www.regulations.gov). To access the electronic docket, go to <http://www.regulations.gov>, select "Advanced Search," then "Docket Search." Insert the docket ID number where indicated and select the "Submit" button. Follow the instructions on the [www.regulations.gov](http://www.regulations.gov) website to view the docket index or access available documents. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either in the electronic docket at <http://www.regulations.gov>, or, if only available in hard copy, at the OPP Regulatory Public Docket in Rm. S-4400, One Potomac Yard (South Bldg.), 2777 S. Crystal Dr., Arlington, VA. The hours of operation of this Docket Facility are from 8:30 a.m. to 4 p.m., Monday through Friday, excluding legal holidays. The Docket Facility telephone number is (703) 305-5805.

**FOR FURTHER INFORMATION CONTACT:** Susan Stanton, Registration Division

(7505P), Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave., NW., Washington, DC 20460-0001; telephone number: (703) 305-5218; fax number: (703) 305-0599; e-mail address: [stanton.susan@epa.gov](mailto:stanton.susan@epa.gov).

## SUPPLEMENTARY INFORMATION:

### I. General Information

#### A. Does this Action Apply to Me?

You may be potentially affected by this action if you are an agricultural producer, food manufacturer, or pesticide manufacturer. Potentially affected entities may include, but are not limited to:

- Crop production (NAICS code 111), e.g., agricultural workers; greenhouse, nursery, and floriculture workers; farmers.
- Animal production (NAICS code 112), e.g., cattle ranchers and farmers, dairy cattle farmers, livestock farmers.
- Food manufacturing (NAICS code 311), e.g., agricultural workers; farmers; greenhouse, nursery, and floriculture workers; ranchers; pesticide applicators.
- Pesticide manufacturing (NAICS code 32532), e.g., agricultural workers; commercial applicators; farmers; greenhouse, nursery, and floriculture workers; residential users.

This listing is not intended to be exhaustive, but rather provides a guide for readers regarding entities likely to be affected by this action. Other types of entities not listed in this unit could also be affected. The North American Industrial Classification System (NAICS) codes have been provided to assist you and others in determining whether this action might apply to certain entities. If you have any questions regarding the applicability of this action to a particular entity, consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

#### B. What Should I Consider as I Prepare My Comments for EPA?

1. **Docket.** EPA has established a docket for this action under docket identification (ID) number EPA-HQ-OPP-2007-0546. Publicly available docket materials are available either in the electronic docket at <http://www.regulations.gov>, or, if only available in hard copy, at the Office of Pesticide Programs (OPP) Regulatory Public Docket in Rm. S-4400, One Potomac Yard (South Bldg.), 2777 S. Crystal Dr., Arlington, VA. The hours of operation of this Docket Facility are from 8:30 a.m. to 4 p.m., Monday through Friday, excluding legal holidays. The Docket Facility telephone number is (703) 305-5805.

**DCHC****DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION****Member Governments**

Town of Carrboro  
 Town of Chapel Hill  
 County of Chatham  
 City of Durham  
 County of Durham  
 Town of Hillsborough  
 NC Department of  
 Transportation  
 County of Orange

October 15, 2007

US Environmental Protection Agency  
 Mail Code 6102T  
 1200 Pennsylvania Ave., NW.  
 Washington, DC 20460

Re: Docket ID No. EPA-HQ-OAR-2005-0172

To Whom It May Concern:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is the long range transportation planning agency in Durham, Orange, and Chatham Counties in the Triangle region of North Carolina. Our entire MPO area is currently classified as non-attainment for ozone. The DCHC MPO respectfully submits the following comments on the EPA's Proposed Rule on the National Ambient Air Quality Standards (NAAQS) for Ozone.

The DCHC MPO applauds the EPA's efforts to protect the environment through the NAAQS for ozone. We also appreciate the efforts of EPA employees in working with local, regional, and state agencies on addressing ozone pollution to achieve a cleaner, healthier environment. The DCHC MPO supports sound decision-making that is based on scientific evidence of the environmental and health impacts of ozone pollution. If the EPA determines that the science supports lowering the NAAQS for ozone, the DCHC MPO is willing to do its part to help reduce pollution from transportation and create a healthier environment.

If the NAAQS for ozone is lowered, the DCHC MPO would like to request that more financial resources be dedicated to helping, local, regional, and state governments reduce transportation emissions to achieve the more stringent standard. The Congestion Mitigation Air Quality (CMAQ) program provides critical funding for transportation projects that help improve air quality. Our MPO uses these funds for projects such as purchasing transit vehicles, building sidewalks and bicycle facilities, and supporting transportation demand management programs. Unfortunately, CMAQ funds are often the first funds to be cut in North Carolina when federal transportation funds are rescinded. The DCHC MPO requests that CMAQ funding be increased and that CMAQ funding be protected from being disproportionately cut by federal rescissions.

The DCHC MPO also requests that the redesignation of non-attainment areas to correspond with a change in the NAAQS for ozone is made on a partial county basis. Partial county designation should take into consideration population densities and the

locations of air pollution sources. The counties surrounding the DCHC MPO generally have low population densities except for the townships nearest the Triangle's urban areas. Programs to reduce ozone pollution in the Triangle non-attainment area will be most successful if we focus on the areas with the highest population densities and the most pollution sources near the urban areas.

Finally, the DCHC MPO would like to reiterate its request that an ozone air quality monitor be located in Orange County. All of Orange County is currently in the non-attainment area, but there is not an ozone air quality monitor in the County. The County is concerned about its air quality and would like to have a monitor installed nearby to ensure adequate monitoring of the entire Triangle non-attainment area. We believe that this would allow us to better inform our citizens of air quality levels and would allow us to better understand the sources of pollution in our area.

The DCHC MPO again appreciates the work of the EPA and its employees in protecting the environment and human health. The DCHC MPO will continue to work with the federal, state, and local governments on achieving the NAAQS for ozone in our area. However, it is critical that any lowering of the NAAQS be accompanied by an increase in resources to address transportation emissions and that subsequent non-attainment area designation and monitoring decisions take into account local concerns.

Sincerely,

A handwritten signature in cursive script, reading "Mark Ahrendsen".

Mark Ahrendsen, Chair  
Technical Coordinating Committee

cc: DCHC MPO TAC Members  
DCHC MPO TCC Members  
Brock Nicholson, NCDENR, Division of Air Quality  
Laura Booth, NCDENR, Division of Air Quality  
Mike Abraczinskas, NCDENR, Division of Air Quality