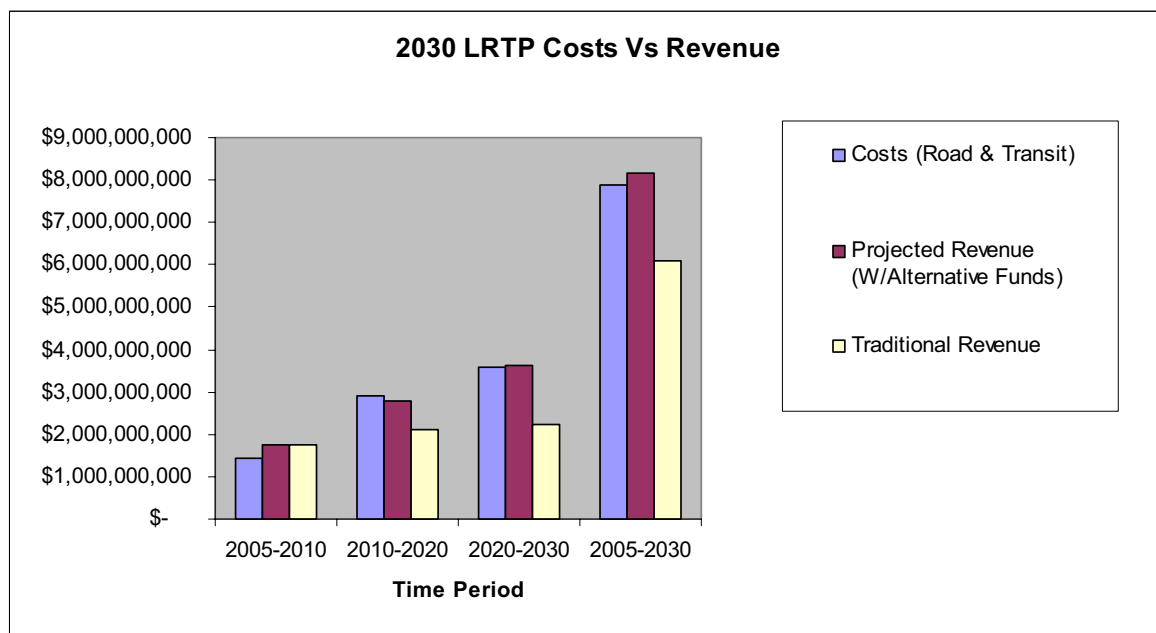


The Capital Area MPO

2030 LRTP: Appendix A

Financial Data

The Capital Area MPO 2030 Long Range Transportation Plan proposes to meet the region's transportation needs by utilizing a projected \$8.1 billion in revenue over the next twenty five years. As the plan has outlined, it is projected that the transportation needs of the rapidly growing Triangle will increase in tandem with population. This disjuncture between regional transportation needs and swelling demand is captured in the amount of vehicle miles traveled (VMT) growth forecasted by the Triangle Regional Model. The TRM shows that the daily number of vehicle miles traveled in the Triangle will grow by 114% during the next quarter century.



Due to rapid rates of growth projected to occur within the Capital Area MPO's current planning boundaries it is anticipated that funding levels will not keep pace with the rate of vehicular growth. Additional sources of revenue such as rental car taxes, gasoline taxes, or tolling may become necessary if projects are intended to be completed as demand increases and levels of service drop below acceptable levels. The Capital Area Metropolitan Planning Organization also understands the need to diversify the nature transportation investment in order to improve choices enjoyed by its constituency. During the course of drafting the 2030 Long Range Transportation Plan it became evident that future funding levels for transit and bike/pedestrian facilities is inadequate. To compensate for a lack of funding options and to help maintain mobility enjoyed via a safe and efficient road network it is suggested that alternative funding methods are pursued. The Capital Area Metropolitan Planning Organization recommends that when alternative funding is received, 75% be allocated towards road projects that demonstrate need but are overlooked by traditional funding sources, and that 25% of new funding be allocated towards expanded transit services, bicycle passing facilities (bike lanes, wide outside lanes, and wide shoulders), and pedestrian facilities that serve as vital components of this regions infrastructure.

The new roadway facilities outlined in this plan coupled with increased transit spending and improvements in the multi-modal connectivity of our urban areas will slow the growth of VMT and the accompanying congestion. Nevertheless, if we are to halt the deterioration of our transportation system our investments must increase in amount and complexity. Land use decisions will also play a compounding role in ensuring the future health of our transportation networks.

Alternative Revenue

In order to accomplish the goals set forth in the Capital Area MPO 2030 LRTP it is necessary that the traditional growth pattern in transportation funding continues, and that the North Carolina legislature grants local governments that ability to secure funds for transportation via non-traditional means. There are a variety of methods that could be used to secure the \$2.08 billion in alternative revenue projected by the Capital Area MPO; these are detailed in the table below.

<u>Local Funding Options</u>			
Figures are based on 2004 Wake County data and reflect no growth through 2030. The data was provided by the Regional Transportation Alliance.			
Funding Type	Current Rate	Per Year Estimate	Grand Totals 2011-2030
Sales and Use Tax (1/2 ¢)	2.50%	\$46,700,000	\$980,700,000
Sales and Use Tax (1 ¢)	2.50%	\$93,500,000	\$1,963,500,000
Motor Fuels Tax (5 ¢ per gallon)	N/A	\$21,745,258	\$456,650,418
Motor Fuels Tax (6.1 ¢ per gallon)	N/A	\$26,094,310	\$547,980,510
Motor Fuels Tax (7.1 ¢ per gallon)	N/A	\$30,443,361	\$639,310,581
Motor Fuels Tax (10 ¢ per gallon)	N/A	\$43,490,515	\$913,300,815
Vehicle Registration Fee (\$5)	\$25	\$3,084,650	\$64,777,650
Vehicle Registration Fee (\$20)	\$25	\$12,338,600	\$259,110,600
Rental Car Tax (5 %)*	5%	\$7,800,000	\$163,800,000
Rental Car Tax (10 %)*	5%	\$15,600,000	\$327,600,000
Real Estate Property Tax (5¢ per \$100)	0.999	\$25,793,955	\$541,673,055
Real Estate Property Tax (10¢ per \$100)	0.999	\$51,587,910	\$1,083,346,110
Estate Transfer Tax (0.10%)	N/A	\$3,562,394	\$74,810,274
Estate Transfer Tax (0.20%)	N/A	\$7,124,788	\$149,620,548
Vehicle Property Tax (5 ¢ per \$100)	0.999	\$3,171,082	\$66,592,722
Vehicle Property Tax (10 ¢ per \$100)	0.999	\$6,342,164	\$133,185,444
Income Tax (0.10%)	N/A	\$11,208,029	\$235,368,609
Income Tax (0.20%)	N/A	\$28,020,074	\$588,421,554
* Rental car tax data is for Wake, Durham, and Orange Counties			

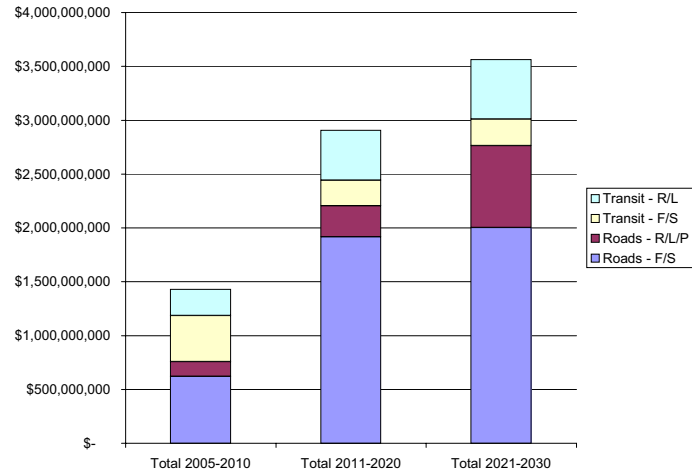
Costs vs. Revenue

In order to fulfill federal requirements the Capital Area MPO 2030 LRTP is a fiscally constrained plan. The following series of graphs and tables (Appendix pages 4 to 7) depict historically based revenue assumptions, and new revenue assumptions, anticipated costs of proposed transportation improvements, operation and maintenance costs for CAMPO as a whole and, where appropriate, transit providers and municipalities.

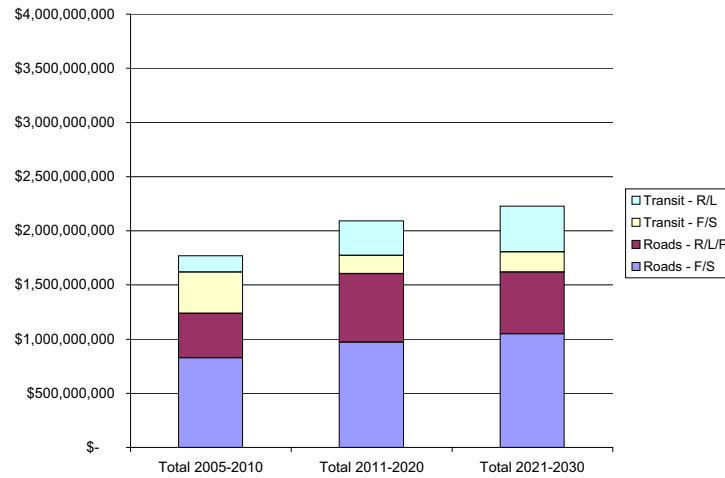
Note: Information is provided in summary form, annual calculations are available in spreadsheet form. Contact Ed Johnson, Director of the Capital Area MPO for more information. Ed.Johnson@ci.raleigh.nc.us

CAPITAL AREA MPO 2030 LRTP COMPARISON OF COSTS VS. REVENUE

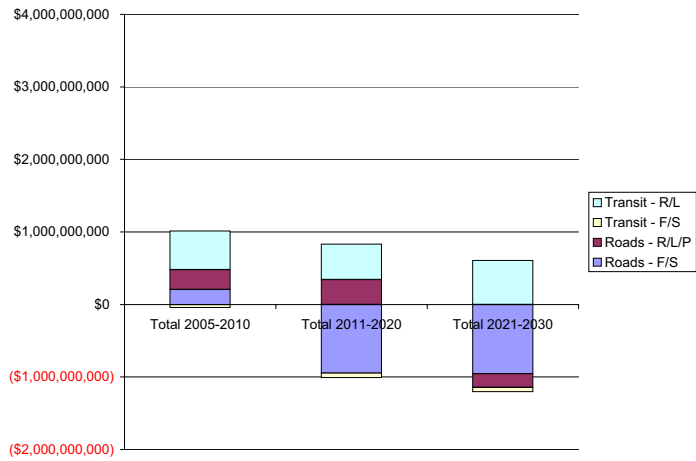
**Figure 5-1a: Capital Area MPO 2030 LRTP
Scenario B - Costs by Type**



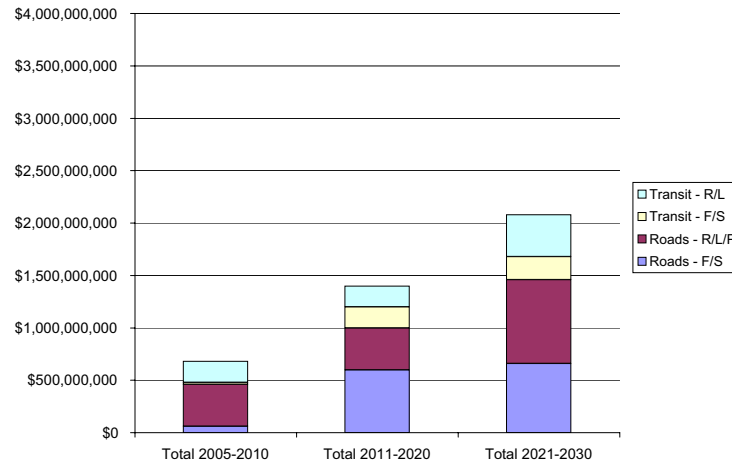
**Figure 5-1b: Capital Area MPO 2030 LRTP
Expected Existing Revenue by Type**



**Figure 5-1c: Capital Area MPO 2030 LRTP
Expected Existing Revenue vs. Costs**



**Figure 5-1d: Capital Area MPO 2030 LRTP
Proposed New Revenue**



**CAPITAL AREA MPO 2030 LRTP
COST ESTIMATE**
Scenario B (TTA + Local Transit Indexed to Total Trip Growth - +120%)

Figure 5-2: Cost Estimates*	Total 2005-2010	Total 2011-2020	Total 2021-2030	Total 2005-2030	\$ / Year 2005-2010	\$ / Year 2011-2020	\$ / Year 2021-2030	\$ / Year 2005-2030
Roadways**								
Capital - Federal / State	\$ 491,026,400	\$ 1,517,395,500	\$ 1,586,289,100	\$ 3,594,711,000	\$ 81,837,733	\$ 151,739,550	\$ 158,628,910	\$ 143,788,440
Opns. & Maint.- Federal / State	\$ 129,099,800	\$ 398,950,964	\$ 417,064,349	\$ 945,115,113	\$ 21,516,633	\$ 39,895,096	\$ 41,706,435	\$ 37,804,605
Subtotal Roadways - Federal / State	\$ 620,126,200	\$ 1,916,346,464	\$ 2,003,353,449	\$ 4,539,826,113	\$ 103,354,367	\$ 191,634,646	\$ 200,335,345	\$ 181,593,045
% O&M of Total - Federal / State	26%	26%	26%	26%	26%	26%	26%	26%
Capital - Regional / Local / Private	\$ 114,707,640	\$ 240,504,500	\$ 636,210,900	\$ 991,423,040	\$ 19,117,940	\$ 24,050,450	\$ 63,621,090	\$ 39,656,922
Opns. & Maint.- Regional / Local / Private	\$ 22,569,127	\$ 47,320,098	\$ 125,176,709	\$ 195,065,934	\$ 3,761,521	\$ 4,732,010	\$ 12,517,671	\$ 7,802,637
Subtotal Roadways - Regional / Local / Private	\$ 137,276,767	\$ 287,824,598	\$ 761,387,609	\$ 1,186,488,974	\$ 22,879,461	\$ 28,782,460	\$ 76,138,761	\$ 47,459,559
% O&M of Total - Regional / Local / Private	20%	20%	20%	20%	20%	20%	20%	20%
Total Capital - All Roadways	\$ 605,734,040	\$ 1,757,900,000	\$ 2,222,500,000	\$ 4,586,134,040	\$ 100,955,673	\$ 175,790,000	\$ 222,250,000	\$ 183,445,362
Total Opns. & Maint.- All Roadways	\$ 151,668,928	\$ 446,271,062	\$ 542,241,058	\$ 1,140,181,047	\$ 25,278,155	\$ 44,627,106	\$ 54,224,106	\$ 45,607,242
Total Roadways - Capital & O&M	\$ 757,402,968	\$ 2,204,171,062	\$ 2,764,741,058	\$ 5,726,315,087	\$ 126,233,828	\$ 220,417,106	\$ 276,474,106	\$ 229,052,603
% O&M of Total - All Roadways	20%	20%	20%	20%	20%	20%	20%	20%
% Roadways of Total	53%	76%	78%	72%	53%	76%	78%	72%
Transit (TTA + Indexed Local)								
Capital - Federal / State	\$ 381,682,480	\$ 133,023,336	\$ 108,213,001	\$ 622,918,818	\$ 63,613,747	\$ 13,302,334	\$ 10,821,300	\$ 24,916,753
Opns. & Maint.- Federal / State	\$ 46,956,823	\$ 104,953,591	\$ 138,709,851	\$ 290,620,265	\$ 7,826,137	\$ 10,495,359	\$ 13,870,985	\$ 11,624,811
Subtotal Transit - Federal / State	\$ 428,639,303	\$ 237,976,926	\$ 246,922,853	\$ 913,539,083	\$ 71,439,884	\$ 23,797,693	\$ 24,692,285	\$ 36,541,563
% O&M of Total - Federal / State	11%	44%	56%	32%	11%	44%	56%	32%
Capital - Regional / Local / Private	\$ 35,161,821	\$ 82,648,907	\$ 125,308,075	\$ 243,118,804	\$ 5,860,304	\$ 8,264,891	\$ 12,530,808	\$ 9,724,752
Opns. & Maint.- Regional / Local / Private	\$ 208,642,755	\$ 381,239,895	\$ 427,647,457	\$ 1,017,530,106	\$ 34,773,792	\$ 38,123,989	\$ 42,764,746	\$ 40,701,204
Subtotal Transit - Regional / Local / Private	\$ 243,804,576	\$ 463,888,802	\$ 552,955,532	\$ 1,260,648,910	\$ 40,634,096	\$ 46,388,880	\$ 55,295,553	\$ 50,425,956
% O&M of Total - Regional / Local / Private	86%	82%	77%	81%	86%	82%	77%	81%
Total Capital - All Transit	\$ 416,844,302	\$ 215,672,243	\$ 233,521,076	\$ 866,037,621	\$ 69,474,050	\$ 21,567,224	\$ 23,352,108	\$ 34,641,505
Total Opns. & Maint.- All Transit	\$ 255,599,578	\$ 486,193,485	\$ 566,357,308	\$ 1,308,150,371	\$ 42,599,930	\$ 48,619,349	\$ 56,635,731	\$ 52,326,015
Total Transit - Capital & O&M	\$ 672,443,880	\$ 701,865,728	\$ 799,878,385	\$ 2,174,187,992	\$ 112,073,980	\$ 70,186,573	\$ 79,987,838	\$ 86,967,520
% O&M of Total - All Transit	38%	69%	71%	60%	38%	69%	71%	60%
% Transit of Total	47%	24%	22%	28%	47%	24%	22%	28%
TOTAL								
Capital - Federal / State	\$ 872,708,880	\$ 1,650,418,836	\$ 1,694,502,101	\$ 4,217,629,818	\$ 145,451,480	\$ 165,041,884	\$ 169,450,210	\$ 168,705,193
Opns. & Maint.- Federal / State	\$ 176,056,623	\$ 503,904,555	\$ 555,774,200	\$ 1,235,735,378	\$ 29,342,771	\$ 50,390,455	\$ 55,577,420	\$ 49,429,415
Subtotal Transit - Federal / State	\$ 1,048,765,504	\$ 2,154,323,391	\$ 2,250,276,301	\$ 5,453,365,196	\$ 174,794,251	\$ 215,432,339	\$ 225,027,630	\$ 218,134,608
% O&M of Total - Federal / State	17%	23%	25%	23%	17%	23%	25%	23%
Capital - Regional / Local / Private	\$ 149,869,461	\$ 323,153,407	\$ 761,518,975	\$ 1,234,541,844	\$ 24,978,244	\$ 32,315,341	\$ 76,151,898	\$ 49,381,674
Opns. & Maint.- Regional / Local / Private	\$ 231,211,882	\$ 428,559,992	\$ 552,824,166	\$ 1,212,596,041	\$ 38,535,314	\$ 42,855,999	\$ 55,282,417	\$ 48,503,842
Subtotal Transit - Regional / Local / Private	\$ 381,081,344	\$ 751,713,399	\$ 1,314,343,141	\$ 2,447,137,884	\$ 63,513,557	\$ 75,171,340	\$ 131,434,314	\$ 97,885,515
% O&M of Total - Regional / Local / Private	61%	57%	42%	50%	61%	57%	42%	50%
Total Capital	\$ 1,022,578,342	\$ 1,973,572,243	\$ 2,456,021,076	\$ 5,452,171,661	\$ 170,429,724	\$ 197,357,224	\$ 245,602,108	\$ 218,086,866
Total Opns. & Maint.	\$ 407,268,505	\$ 932,464,547	\$ 1,108,598,366	\$ 2,448,331,418	\$ 67,878,084	\$ 93,246,455	\$ 110,859,837	\$ 97,933,257
Grand Total - Capital & O&M	\$ 1,429,846,847	\$ 2,906,036,790	\$ 3,564,619,443	\$ 7,900,503,080	\$ 238,307,808	\$ 290,603,679	\$ 356,461,944	\$ 316,020,123
% O&M of Total - All	28%	32%	31%	31%	28%	32%	31%	31%

*Cost forecasts in 2005 dollars

**Roadway project cost estimates may have changed since LRTP adoption

CAPITAL AREA MPO 2030 LRTP EXPECTED EXISTING REVENUE FORECAST

Figure 5-3: Revenue Forecasts*	Total 2005-2010	Total 2011-2020	Total 2021-2030	Total 2005-2030	\$ / Year 2005-2010	\$ / Year 2011-2020	\$ / Year 2021-2030	\$ / Year 2005-2030
Roadways								
Capital - Federal / State (Non-Loop)	\$ 318,453,323	\$ 489,883,778	\$ 443,042,108	\$ 1,251,379,209	\$ 53,075,554	\$ 48,988,378	\$ 44,304,211	\$ 50,055,168
Capital - Federal / State (Loop)	\$ 365,925,365	\$ 262,200,000	\$ 407,270,000	\$ 1,035,395,365	\$ 60,987,561	\$ 26,220,000	\$ 40,727,000	\$ 41,415,815
Capital - Federal / State (Total)	\$ 684,378,688	\$ 752,083,778	\$ 850,312,108	\$ 2,286,774,574	\$ 114,063,115	\$ 75,208,378	\$ 85,031,211	\$ 91,470,983
Opns. & Maint.- Federal / State	\$ 142,489,984	\$ 219,195,489	\$ 198,236,471	\$ 559,921,944	\$ 23,748,331	\$ 21,919,549	\$ 19,823,647	\$ 22,396,878
Subtotal Roadways - Federal / State	\$ 826,868,672	\$ 971,279,267	\$ 1,048,548,579	\$ 2,846,696,518	\$ 137,811,445	\$ 97,127,927	\$ 104,854,858	\$ 113,867,861
% O&M of Total - Federal / State	17%	23%	19%	20%	17%	23%	19%	20%
Capital - Regional / Local / Private	\$ 329,682,012	\$ 507,157,119	\$ 458,663,808	\$ 1,295,502,939	\$ 54,947,002	\$ 50,715,712	\$ 45,866,381	\$ 51,820,118
Opns. & Maint.- Regional / Local / Private	\$ 80,754,889	\$ 124,227,029	\$ 112,348,698	\$ 317,330,617	\$ 13,459,148	\$ 12,422,703	\$ 11,234,870	\$ 12,693,225
Subtotal Roadways - Regional / Local / Private	\$ 410,436,902	\$ 631,384,148	\$ 571,012,506	\$ 1,612,833,556	\$ 68,406,150	\$ 63,138,415	\$ 57,101,251	\$ 64,513,342
% O&M of Total - Regional / Local / Private	20%	20%	20%	20%	20%	20%	20%	20%
Total Capital - All Roadways	\$ 1,014,060,700	\$ 1,259,240,897	\$ 1,308,975,916	\$ 3,582,277,514	\$ 169,010,117	\$ 125,924,090	\$ 130,897,592	\$ 143,291,101
Total Opns. & Maint.- All Roadways	\$ 223,244,873	\$ 343,422,518	\$ 310,585,169	\$ 877,252,561	\$ 37,207,479	\$ 34,342,252	\$ 31,058,517	\$ 35,090,102
Total Roadways - Capital & O&M	\$ 1,237,305,574	\$ 1,602,663,415	\$ 1,619,561,085	\$ 4,459,530,074	\$ 206,217,596	\$ 160,266,342	\$ 161,956,109	\$ 178,381,203
% O&M of Total - All Roadways	18%	21%	19%	20%	18%	21%	19%	20%
% Roadways of Total	70%	77%	73%	73%	70%	77%	73%	73%
Transit								
Capital - Federal / State	\$ 355,735,673	\$ 93,108,789	\$ 72,115,001	\$ 520,959,463	\$ 59,289,279	\$ 9,310,879	\$ 7,211,500	\$ 20,838,379
Opns. & Maint.- Federal / State	\$ 27,107,647	\$ 76,371,632	\$ 112,860,842	\$ 216,340,120	\$ 4,517,941	\$ 7,637,163	\$ 11,286,084	\$ 8,653,605
Subtotal Transit - Federal / State	\$ 382,843,320	\$ 169,480,421	\$ 184,975,842	\$ 737,299,583	\$ 63,807,220	\$ 16,948,042	\$ 18,497,584	\$ 29,491,983
% O&M of Total - Federal / State	7%	45%	61%	29%	7%	45%	61%	29%
Capital - Regional / Local / Private	\$ 28,953,555	\$ 73,098,594	\$ 116,670,943	\$ 218,723,093	\$ 4,825,593	\$ 7,309,859	\$ 11,667,094	\$ 8,748,924
Opns. & Maint.- Regional / Local / Private	\$ 121,452,161	\$ 247,112,679	\$ 306,345,208	\$ 674,910,048	\$ 20,242,027	\$ 24,711,268	\$ 30,634,521	\$ 26,996,402
Subtotal Transit - Regional / Local / Private	\$ 150,405,716	\$ 320,211,273	\$ 423,016,151	\$ 893,633,141	\$ 25,067,619	\$ 32,021,127	\$ 42,301,615	\$ 35,745,326
% O&M of Total - Regional / Local / Private	81%	77%	72%	76%	81%	77%	72%	76%
Total Capital - All Transit	\$ 384,689,228	\$ 166,207,383	\$ 188,785,944	\$ 739,682,555	\$ 64,114,871	\$ 16,620,738	\$ 18,878,594	\$ 29,587,302
Total Opns. & Maint.- All Transit	\$ 148,559,808	\$ 323,484,311	\$ 419,206,049	\$ 891,250,169	\$ 24,759,968	\$ 32,348,431	\$ 41,920,605	\$ 35,650,007
Total Transit - Capital & O&M	\$ 533,249,036	\$ 489,691,695	\$ 607,991,993	\$ 1,630,932,724	\$ 88,874,839	\$ 48,969,169	\$ 60,799,199	\$ 65,237,309
% O&M of Total - All Transit	28%	66%	69%	55%	28%	66%	69%	55%
% Transit of Total	30%	23%	27%	27%	30%	23%	27%	27%
TOTAL								
Capital - Federal / State	\$ 1,040,114,361	\$ 845,192,567	\$ 922,427,108	\$ 2,807,734,037	\$ 173,352,393	\$ 84,519,257	\$ 92,242,711	\$ 112,309,361
Opns. & Maint.- Federal / State	\$ 169,597,631	\$ 295,567,121	\$ 311,097,313	\$ 776,262,065	\$ 28,266,272	\$ 29,556,712	\$ 31,109,731	\$ 31,050,483
Subtotal Transit - Federal / State	\$ 1,209,711,992	\$ 1,140,759,688	\$ 1,233,524,421	\$ 3,583,996,101	\$ 201,618,665	\$ 114,075,969	\$ 123,352,442	\$ 143,359,844
% O&M of Total - Federal / State	14%	26%	25%	22%	14%	26%	25%	22%
Capital - Regional / Local / Private	\$ 358,635,568	\$ 580,255,713	\$ 575,334,751	\$ 1,514,226,032	\$ 59,772,595	\$ 58,025,571	\$ 57,533,475	\$ 60,569,041
Opns. & Maint.- Regional / Local / Private	\$ 202,207,050	\$ 371,339,708	\$ 418,693,906	\$ 992,240,665	\$ 33,701,175	\$ 37,133,971	\$ 41,869,391	\$ 39,689,627
Subtotal Transit - Regional / Local / Private	\$ 560,842,618	\$ 951,595,422	\$ 994,028,657	\$ 2,506,466,697	\$ 93,473,770	\$ 95,159,542	\$ 99,402,866	\$ 100,258,668
% O&M of Total - Regional / Local / Private	36%	39%	42%	40%	36%	39%	42%	40%
Total Capital	\$ 1,398,749,928	\$ 1,425,448,281	\$ 1,497,761,860	\$ 4,321,960,069	\$ 233,124,988	\$ 142,544,828	\$ 149,776,186	\$ 172,878,403
Total Opns. & Maint.	\$ 371,804,682	\$ 666,906,829	\$ 729,791,219	\$ 1,768,502,730	\$ 61,967,447	\$ 66,690,683	\$ 72,979,122	\$ 70,740,109
Grand Total - Capital & O&M	\$ 1,770,554,610	\$ 2,092,355,110	\$ 2,227,553,078	\$ 6,090,462,798	\$ 295,092,435	\$ 209,235,511	\$ 222,755,308	\$ 243,618,512
% O&M of Total - All	21%	32%	33%	29%	21%	32%	33%	29%

*Revenue forecasts in 2005 dollars.

**CAPITAL AREA MPO 2030 L RTP
EXPECTED REVENUE VS. COSTS
(Scenario B - TTA + Local Transit Indexed to Trip Growth - +120%)**

Figure 5-4: Expected Costs vs. Revenue Required	Total 2005-2010	Total 2011-2020	Total 2021-2030	Total 2005-2030	\$ / Year 2005-2010	\$ / Year 2011-2020	\$ / Year 2021-2030	\$ / Year 2005-2030
Roadways								
Capital - Federal / State	\$193,352,288	(\$765,311,722)	(\$735,976,992)	(\$1,307,936,426)	\$32,225,381	(\$76,531,172)	(\$73,597,699)	(\$52,317,457)
Opns. & Maint.- Federal / State	\$13,390,184	(\$179,755,475)	(\$218,827,878)	(\$385,193,169)	\$2,231,697	(\$17,975,548)	(\$21,882,788)	(\$15,407,727)
Subtotal Roadways - Federal / State	\$206,742,472	(\$945,067,197)	(\$954,804,870)	(\$1,693,129,595)	\$34,457,079	(\$94,506,720)	(\$95,480,487)	(\$67,725,184)
Capital - Regional / Local / Private	\$214,974,372	\$266,652,619	(\$177,547,092)	\$310,541,406	\$35,829,062	\$26,665,262	(\$17,754,709)	\$12,421,656
Opns. & Maint.- Regional / Local / Private	\$58,185,762	\$76,906,932	(\$12,828,011)	\$123,536,006	\$9,697,627	\$7,690,693	(\$1,282,801)	\$4,941,440
Subtotal Roadways - Regional / Local / Private	\$273,160,134	\$343,559,551	(\$190,375,103)	\$434,077,412	\$45,526,689	\$34,355,955	(\$19,037,510)	\$17,363,096
Total Capital - All Roadways	\$408,326,660	(\$498,659,103)	(\$913,524,084)	(\$1,700,246,946)	\$68,054,443	(\$49,865,910)	(\$91,352,408)	(\$68,009,878)
Total Opns. & Maint.- All Roadways	\$71,575,946	(\$102,848,544)	(\$231,655,889)	(\$257,923,246)	\$11,929,324	(\$10,284,854)	(\$23,165,589)	(\$10,316,930)
Total Roadways - Capital & O&M	\$479,902,606	(\$601,507,646)	(\$1,145,179,973)	(\$1,958,170,192)	\$79,983,768	(\$60,150,765)	(\$114,517,997)	(\$78,326,808)
Transit (TTA + Current Local)								
Capital - Federal / State	(\$25,946,807)	(\$39,914,547)	(\$36,098,001)	(\$101,959,355)	(\$4,324,468)	(\$3,991,455)	(\$3,609,800)	(\$4,078,374)
Opns. & Maint.- Federal / State	(\$19,849,176)	(\$28,581,958)	(\$25,849,010)	(\$74,280,145)	(\$3,308,196)	(\$2,858,196)	(\$2,584,901)	(\$2,971,206)
Subtotal Transit - Federal / State	(\$45,795,984)	(\$68,496,505)	(\$61,947,011)	(\$176,239,500)	(\$7,632,664)	(\$6,849,651)	(\$6,194,701)	(\$7,049,580)
Capital - Regional / Local / Private	(\$6,208,266)	(\$9,550,313)	(\$8,637,132)	(\$24,395,711)	(\$1,034,711)	(\$955,031)	(\$863,713)	(\$975,828)
Opns. & Maint.- Regional / Local / Private	(\$87,190,594)	(\$134,127,215)	(\$121,302,249)	(\$342,620,058)	(\$14,531,766)	(\$13,412,722)	(\$12,130,225)	(\$13,704,802)
Subtotal Transit - Regional / Local / Private	(\$93,398,860)	(\$143,677,528)	(\$129,939,381)	(\$367,015,769)	(\$15,566,477)	(\$14,367,753)	(\$12,993,938)	(\$14,680,631)
Total Capital - All Transit	(\$32,155,074)	(\$49,464,860)	(\$44,735,133)	(\$126,355,066)	(\$5,359,179)	(\$4,946,486)	(\$4,473,513)	(\$5,054,203)
Total Opns. & Maint.- All Transit	(\$107,039,770)	(\$162,709,174)	(\$147,151,259)	(\$416,900,202)	(\$17,839,962)	(\$16,270,917)	(\$14,715,126)	(\$16,676,008)
Total Transit - Capital & O&M	(\$139,194,843)	(\$212,174,033)	(\$191,886,392)	(\$543,255,269)	(\$23,199,141)	(\$21,217,403)	(\$19,188,639)	(\$21,730,211)
						26%	14%	30%
TOTAL								
Capital - Federal / State	\$167,405,481	(\$805,226,269)	(\$772,074,993)	(\$1,409,895,781)	\$27,900,913	(\$80,522,627)	(\$77,207,499)	(\$56,395,831)
Opns. & Maint.- Federal / State	(\$6,458,992)	(\$208,337,434)	(\$244,676,887)	(\$459,473,313)	(\$1,076,499)	(\$20,833,743)	(\$24,467,689)	(\$18,378,933)
Subtotal Roads & Transit - Federal / State	\$160,946,488	(\$1,013,563,702)	(\$1,016,751,880)	(\$1,869,369,094)	\$26,824,415	(\$101,356,370)	(\$101,675,188)	(\$74,774,764)
Capital - Regional / Local / Private	\$208,766,106	\$257,102,306	(\$186,184,224)	\$286,145,695	\$34,794,351	\$25,710,231	(\$18,618,422)	\$11,445,828
Opns. & Maint.- Regional / Local / Private	(\$29,004,832)	(\$57,220,284)	(\$134,130,260)	(\$219,084,052)	(\$4,834,139)	(\$5,722,028)	(\$13,413,026)	(\$8,763,362)
Subtotal Roads & Transit - Regional / Local / Private	\$179,761,274	\$199,882,023	(\$320,314,484)	\$67,061,643	\$29,960,212	\$19,988,202	(\$32,031,448)	\$2,682,466
Total Capital	\$376,171,587	(\$548,123,962)	(\$958,259,217)	(\$1,123,750,086)	\$62,695,264	(\$54,812,396)	(\$95,825,922)	(\$44,950,003)
Total Opns. & Maint.	(\$35,463,824)	(\$265,557,717)	(\$378,807,148)	(\$678,557,365)	(\$5,910,637)	(\$26,555,772)	(\$37,880,715)	(\$27,142,295)
Grand Total - Capital & O&M	\$340,707,763	(\$813,681,680)	(\$1,337,066,364)	(\$1,802,307,451)	\$56,784,627	(\$81,368,168)	(\$133,706,636)	(\$72,092,298)
Note: Surplus / Deficit forecasts in 2005 dollars.								

PROPOSED NEW REVENUE								
New R/L/P Revenue Needed (Roads - 2/3) \$40M / Year	beginning 2011	\$400,000,000	\$400,000,000	\$800,000,000		\$40,000,000	\$40,000,000	\$32,000,000
New R/L/P Revenue Needed (Transit -1/3) \$20M / Year	beginning 2011	\$200,000,000	\$200,000,000	\$400,000,000		\$20,000,000	\$20,000,000	\$16,000,000
New F/S Revenue Needed (Roads+HOV - 3/4) \$60M / Year	beginning 2020	\$60,000,000	\$600,000,000	\$660,000,000			\$60,000,000	\$26,400,000
New F/S Revenue Needed (Transit - 1/4) \$20M / Year	beginning 2020	\$20,000,000	\$200,000,000	\$220,000,000			\$20,000,000	\$8,800,000
Total New Revenue	0	\$680,000,000	\$1,400,000,000	\$2,080,000,000	\$0	\$60,000,000	\$140,000,000	\$83,200,000
Surplus / Deficit Including New Revenue	\$340,707,763	(\$133,681,680)	\$62,933,636	\$277,692,549	\$56,784,627	(\$21,368,168)	\$6,293,364	\$11,107,702

The Capital Area MPO

2030 LRTP: Appendix B

Environmental Justice

Context

The principle of environmental justice has a deep history in transportation policy and planning. Title VI of the Civil Rights Act of 1964 declares that, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” By way of *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* Federal agencies were directed to identify and address all facets of their operation that affect human health and the environment. This executive order stressed the need to avoid “disproportionately high and adverse” effects on “minority and low income populations.” On October 7, 1999 the FHWA and the FTA drafted a memorandum titled *Implementing Title VI Requirements in Metropolitan and Statewide Planning*. This document clarified the process by which metropolitan and statewide planning agencies evaluate long range plans and possible future effects on communities demonstrating high percentages of minority and low income populations.

Mission Statement

It is the Capital Area MPO’s intent to ensure that no group of citizens is affected disproportionately by negative environmental or social impacts associated with transportation projects contained within the 2030 Long Range Transportation Plan. In order to accomplish this CAMPO believes it is essential for both planning organizations and implementing bodies to be conscious of possible negative impacts arising as byproducts of improvements to the transportation system. Informed planners and engineers will be enabled to make better decisions if long range plans have incorporated informative elements identifying locations of socio-economic groups covered by the Executive Order on Environmental Justice and Title VI provisions.

Methodology

The Capital Area MPO addressed environment justice through a three pronged approach incorporating the expertise of local planners, the comments of citizens, and a small area demographic study reliant on transportation analysis zone (TAZ) level census data. In hopes of improving upon the existing 2025 LRTP CAMPO staff conducted workshops, essentially forums, where local planners were encouraged to reevaluate the adopted LRTP and contribute to the Draft 2030 LRTP. A public comment period, including open public workshops and a public hearing, began July 30, 2004 and continued until September 15th, 2004. CAMPO staff also conducted an in-house review of the Draft 2030 LRTP utilizing demographic data and cultural/environmental resource inventories to compile a listing of projects that would have to undergo further analysis based on possible negative impacts.

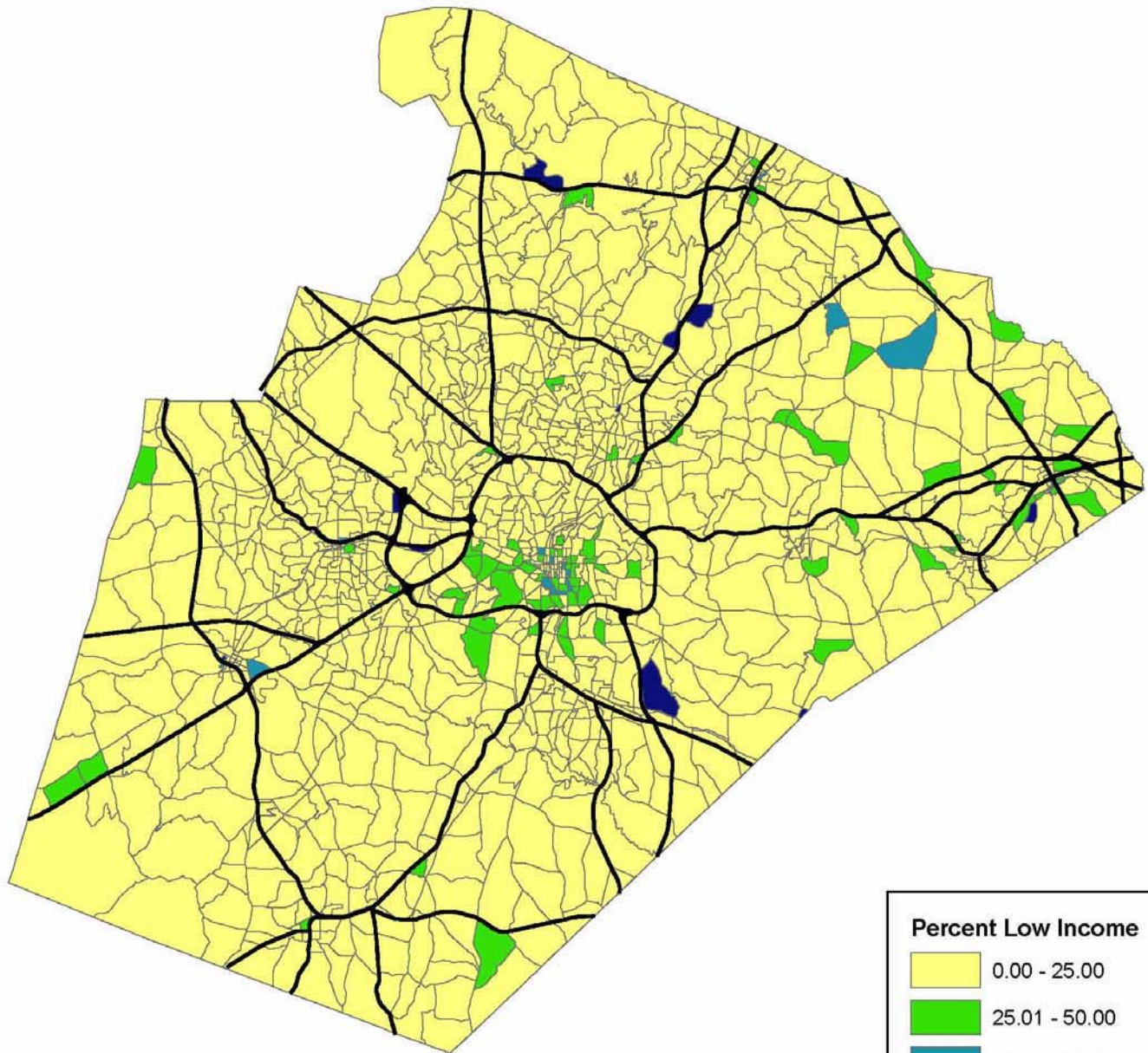
In the fall of 2003 and spring of 2004 CAMPO staff conducted six regional workshops where local planners from appropriate municipalities gathered to evaluate the road projects included in the current LRTP adopted on April 17, 2002. During these meetings the scope and desired completion date for individual projects were altered according to direction given from member planning departments.

Alterations resulted from accrued redefinition of alignments and general comments garnered since the last LRTP's adoption. Changes were made due to recent divergence from previously adopted land use and transportation plans occurring within the towns in response to unanticipated development trends.

After further coordination with local planning departments a draft 2030 LRTP was released for public comment on July 30, 2004. Three public meetings were announced via the CAMPO website, and in local newspapers. Significant comments on the plan were made in Apex and changes resulted. Public comments were also fielded during the Technical Advisory Committee (TAC) on August 18, 2004.

In addition to these steps, a variety of data were used to evaluate the plan's impact on the environment and minority and low income groups. Socio-economic data from the 2000 Census was used to identify TAZs populations with over 50% low income and minority citizens. Using Geographic Information Systems (GIS) mapping software the draft 2030 roadway projects were overlaid onto a TAZ polygon layer for Wake County. An analysis was conducted to determine where road projects intersected or were adjacent to TAZs with minority and/or low income populations. Environmental impacts of proposed road projects were also evaluated using a similar technique. Existing countywide inventories of historic parcels, endangered species habitat, and natural heritage sites were used to determine possible impacts of the proposed future road network. A spreadsheet was then compiled identifying projects that will require a more detailed analysis, including a field survey, when the projects are initiated. Essentially this step undertaken by the MPO is a pre-planning effort to inform the implementing agency, be it NCDOT, an individual town, or a private developer. The accompanying maps and spreadsheets are to act as a guide for the planning, engineering, and construction entities that will eventually be required to do a study of specific community impacts before a project will begin.

Percent Low Income By TAZs



Percent Low Income

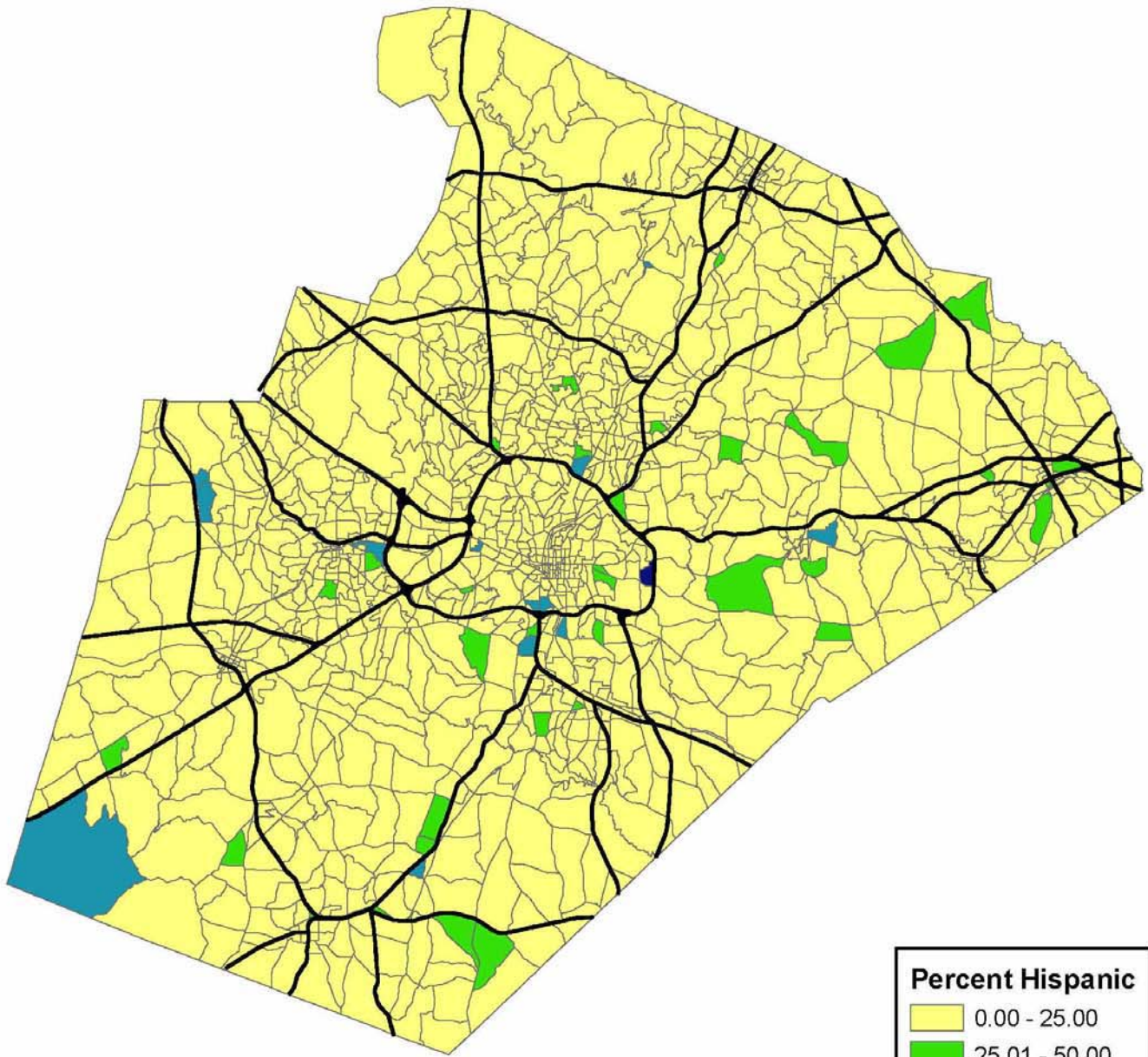
- 0.00 - 25.00
- 25.01 - 50.00
- 50.01 - 75.00
- 75.01 - 100.00
- Major Roads

0 2.5 5 Miles

This map was compiled using the best available data, however, CAMPO is not responsible for errors, omissions, and/or misuse.



Percent Hispanic By TAZs



Percent Hispanic

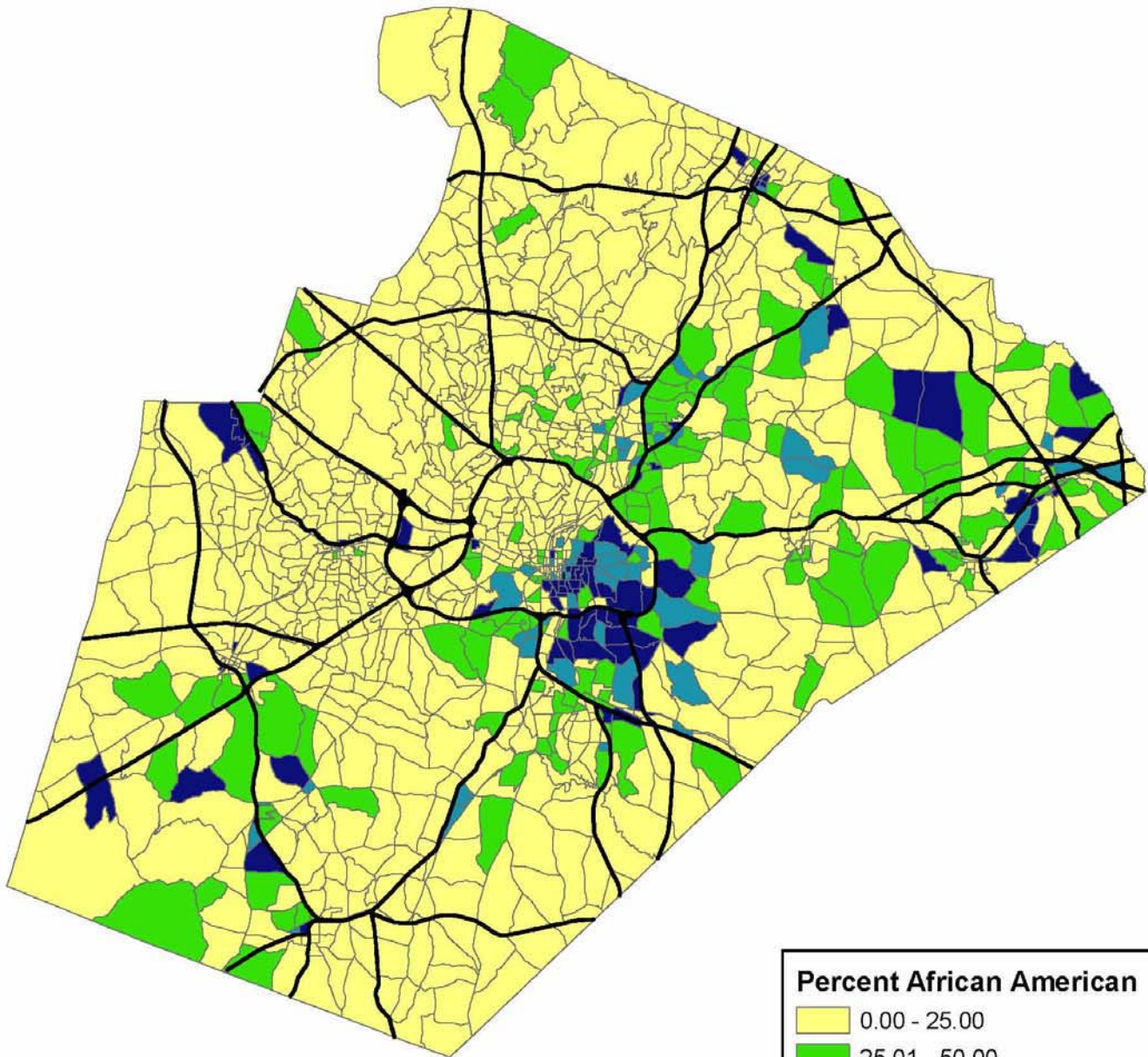
- 0.00 - 25.00
- 25.01 - 50.00
- 50.01 - 75.00
- 75.01 - 100.00
- Major Roads

0 2.5 5 Miles

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Percent African American By TAZs



0 2.5 5 Miles

This map was compiled using the best available data, however, CAMPO is not responsible for errors, omissions, and/or misuse.



Figure 5-8: Impacted Minority and Low Income Populations Identified By TAZ

TAZ	District	Project Potentially Affecting Neighborhood	Minority Neighborhood?*	Hispanic	Percent Hispanic	African American	Percent African American	Low Income Neighborhood ?*	Percent Poverty
211024	SW Raleigh	A24 & A102 (Edwards Mill Ext.), A413 (NC 54)						Yes	100.00
213047	NE Raleigh	A10 (Old Wake Forest Rd.)						Yes	100.00
213068	NE Raleigh	F11 (US 1 Upgrade to Freeway)						Yes	100.00
215033	SE Raleigh	A91 (Jones Sausage Rd.), A214 (Old Garner Rd.), F44 (I-40), F41 (I-41 HOV)						Yes	100.00
217027	East Cary	A236 (NC 54)	Yes			Yes	85.71	Yes	57.14
217203	W Raleigh/NE Cary	F16 (I-40), F40 (I-40 HOV), A231 (Trinity Road),						Yes	100.00
220003	NW Wake County	A150 (NC 98)						Yes	100.00
222018	NE Raleigh	F11 (US 1), A133 (Burlington Mills Rd.)						Yes	100.00
222100	Rolesville	A90b (401 Bypass), A128 (Rogers Road)	Yes			Yes	100.00	Yes	57.14
223078	Zebulon	A146a (NC 96 Bypass)	Yes			Yes	100.00	Yes	100.00
229022	Apex	A96b (NC 55 Widening)	Yes			Yes	100.00	Yes	70.00
229027	Apex	A96b (NC 55 Widening)						Yes	100.00
229062	Apex	A187 (Apex Peakway), A166 (Center Street)	Yes			Yes	85.71	Yes	75.00
210109	S Downtown	F41 (I-40 HOV)	Yes	Yes	54.84				
210113	S Downtown	F41 (I-40 HOV)	Yes	Yes	64.71				
210204	E ITB	A47 (Sunnybrook Road)	Yes	Yes	79.49				
214035	East Knightdale	A419 (Knightdale Eagle Rock Road)	Yes	Yes	53.57				
216026	S Raleigh	A46b (Tryon Road), A46c (Tryon Road)	Yes	Yes	55.56	Yes	54.12		

* "Yes" is census data indicate that 51% or more of the population is of the selected demographic. If "yes" these communities will need to be included in an environmental justice assessment when individual project studies are undertaken.

Figure 5-8: Impacted Minority and Low Income Populations Identified By TAZ

TAZ	District	Project Potentially Affecting Neighborhood	Minority Neighborhood?*	Hispanic	Percent Hispanic	African American	Percent African American	Low Income Neighborhood ?*	Percent Poverty
217072	East Cary	A82 (Trinity Road Ext.), F16 (I-40), F40 (I-40 HOV)	Yes	Yes	58.78				
218040	NW Cary	A440b (Morrisville-Carpenter Road), A220b (Morrisville-Carpenter Road), A27c/b (Louis Stephens Drive)	Yes	Yes	66.67				
218041	NW Cary	A27c/d (Louis Stephens Drive), A30 (Morrisville Parkway), A220b (Morrisville-Carpenter)	Yes	Yes	64.71				
220026	NE Raleigh	A13b (Falls of Neuse)	Yes	Yes	71.43				
226011	Fuquay Varina	A480 (US 401)	Yes	Yes	65.85				
228017	Sheron Harris	A190 (New Hill Holleman)	Yes	Yes	54.55				
210090	E Raleigh	A447 (New Bern Avenue)	Yes			Yes	95.05		
210094	S Raleigh	A123b (Old Garner Road)	Yes			Yes	100.00		
210100	Downtown	A123b (Old Garner Road)	Yes			Yes	92.59		
210101	Downtown	A123b (Old Garner Road)	Yes			Yes	91.07		
210118	NC State (Centennial Campus)	A437 (Lake Wheeler Road), A43 (Lake Wheeler Road), A197a/b (Centennial Campus Conn.), A199 (Pullen Road Conn.)	Yes			Yes	54.39		
210195	E Raleigh	A447 (New Bern Avenue)	Yes			Yes	76.55		
210196	E Raleigh	A447 (New Bern Avenue)	Yes			Yes	57.47		
210197	E Raleigh	A447 (New Bern Avenue)	Yes			Yes	67.86		
210199	E Raleigh	A47 (Sunnybrook Road)	Yes			Yes	66.89		
210201	E Raleigh	A447 (New Bern Avenue)	Yes			Yes	73.47		
210202	E Raleigh	A447 (New Bern Avenue)	Yes			Yes	66.67		

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Figure 5-8: Impacted Minority and Low Income Populations Identified By TAZ

TAZ	District	Project Potentially Affecting Neighborhood	Minority Neighborhood?*	Hispanic	Percent Hispanic	African American	Percent African American	Low Income Neighborhood ?*	Percent Poverty
210203	E Raleigh	A47 (Sunnybrook Road)	Yes			Yes	70.12		
210205	E Raleigh	A434 (Sunnybook Road)	Yes			Yes	80.00		
210206	E Raleigh	A434 (Sunnybook Road), F41 (I-40 HOV)	Yes			Yes	89.77		
211022	W Raleigh	A231 Trinity Road, A413 (NC 54)	Yes			Yes	78.57		
213065	NE Raleigh	A55 (Perry Creek Road)	Yes			Yes	73.36		
213066	NE Raleigh	A55 (Perry Creek Road)	Yes			Yes	51.61		
214056	NE WC	A402b (Buffaloe-Riley Hill Conn)	Yes			Yes	75.00		
214064	NE WC	A402b (Buffaloe-Riley Hill Conn)	Yes			Yes	59.09		
228013	SW WC	A173 (New Hill Holleman)	Yes			Yes	91.67		
213031	NE Raleigh	A417 (Spring Forest)	Yes			Yes	100.00		
213042	NE Raleigh	A10 (Old Wake Forest Rd.), A59a (NE Regional Center)	Yes			Yes	71.88		
213043	NE Raleigh	A10 (Old Wake Forest Rd.), A59a (NE Regional Center)	Yes			Yes	100.00		
214017			Yes			Yes	78.57		
214025	E Raleigh	F17 (Knightdale Bypass)	Yes			Yes	80.95		
214027	E Raleigh	A49a (Poole Road), A117 (New Hope Road Extension), A421 (Barwell Road)	Yes			Yes	70.74		
214054	E Raleigh	F17 (Knightdale Bypass), A4b (Rogers Lane Ext.), A4c (Southal Road/Rogers Lane)	Yes			Yes	65.30		
215004	S Raleigh	F41 (I-40 HOV)	Yes			Yes	99.53		
215005	S Raleigh	F41 (I-40 HOV)	Yes			Yes	92.98		

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Figure 5-8: Impacted Minority and Low Income Populations Identified By TAZ

TAZ	District	Project Potentially Affecting Neighborhood	Minority Neighborhood?*	Hispanic	Percent Hispanic	African American	Percent African American	Low Income Neighborhood ?*	Percent Poverty
215007	S Raleigh	F41 (I-40 HOV)	Yes			Yes	95.08		
215008	S Raleigh	F41 (I-40 HOV), A16 (Rock Quarry Road), A434 (Sunnybrook Road)	Yes			Yes	84.62		
215010	SE Raleigh	F16 (I-40), F41 (I-40 HOV), A120 (Creech Road Ext.)	Yes			Yes	87.10		
215012	S Raleigh	F16 (I-40), F41 (I-40 HOV), A120 (Creech Road Ext.)	Yes			Yes	79.27		
215013	S Raleigh	F16 (I-40), F41 (I-40 HOV), A91 (Jones Sausage Road)	Yes			Yes	86.49		
215014	S Raleigh	A120 (Creech Road Ext.), A200 (Tryon-Sausage Conn.)	Yes			Yes	98.13		
215015	S Raleigh	A120 (Creech Road Ext.), A214 (Garner Road)	Yes			Yes	95.79		
215016	S Raleigh	A120 (Creech Road Ext.), A214 (Garner Road)	Yes			Yes	84.16		
215017	S Raleigh	A436 (Hammond Road)	Yes			Yes	89.66		
215021	S Raleigh		Yes			Yes	52.94		
215029	S Raleigh	F16 (I-40), F41 (I-40 HOV), A200 (Tryon_Sausage Connector), A214 (Garner Road)	Yes			Yes	65.67		
215032	S Raleigh	F16 (I-40), F41 (I-40 HOV), A200 (Tryon_Sausage Connector), A214 (Garner Road)	Yes			Yes	100.00		
215037	SE Raleigh	A117 (New Hope Road Ext.), A201a (Rock Quarry Rd.), A421 (Barwell Rd.)	Yes			Yes	86.86		
215041	SE Raleigh	A201a/b (Rock Quarry Rd.)	Yes			Yes	62.12		

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Figure 5-8: Impacted Minority and Low Income Populations Identified By TAZ

TAZ	District	Project Potentially Affecting Neighborhood	Minority Neighborhood?*	Hispanic	Percent Hispanic	African American	Percent African American	Low Income Neighborhood ?*	Percent Poverty
215053	Garner	A142a (Timber Drive), A214 (Garner Road), A203 (Auburn Knightdale Rd.)	Yes			Yes	61.54		
215065	Garner	A138b (Timber Drive /Jones Sausage Road), A88 (New Rand Road), A143 (White Oak Rd.)	Yes			Yes	100.00		
215069	Garner	A88 (New Rand Road), A144 (NC 50)	Yes			Yes	80.95		
215076	Garner	A138a (Timber Drive/Jones Sausage Rd), A228 (NC 50)	Yes			Yes	59.78		
216014	S Raleigh	A41 (I-40 HOV), A197a/b (Centennial Camp. Conn & Int.)	Yes			Yes	100.00		
216021	S Raleigh	A46a (Tryon Road)	Yes			Yes	54.12		
216026	S Raleigh	A46b/c (Tryon Road)	Yes	Yes	55.56	Yes	70.37		
217027	Cary	A236 (NC 54)	Yes			Yes	85.71	Yes	57.14
218033	Morrisville (Shiloh)	A222 (NC 54)	Yes			Yes	95.00		
218034	Morrisville (Shiloh)	A222 (NC 54), A119 (McCrimmon Parkway)	Yes			Yes	100.00		
218035	Morrisville (Shiloh)	A222 (NC 54), A119 (McCrimmon Parkway)	Yes			Yes	80.00		
218232	Morrisville (Shiloh)	A53 (Davis Drive), A219a/A119 (McCrimmon Parkway), F13/F12 (Triangle Parkway)	Yes			Yes	80.00		
222079	Wake Forest	A216b (Jones Dairy Road)	Yes			Yes	82.93		
222100	Rolesville	A90b (US 401 Bypass)	Yes			Yes	100.00	Yes	57.14
222101	Rolesville	A90b (US 401 Bypass)	Yes			Yes	58.00		
223025	Zebulon	A46c (NC 96 Bypass)	Yes			Yes	100.00		

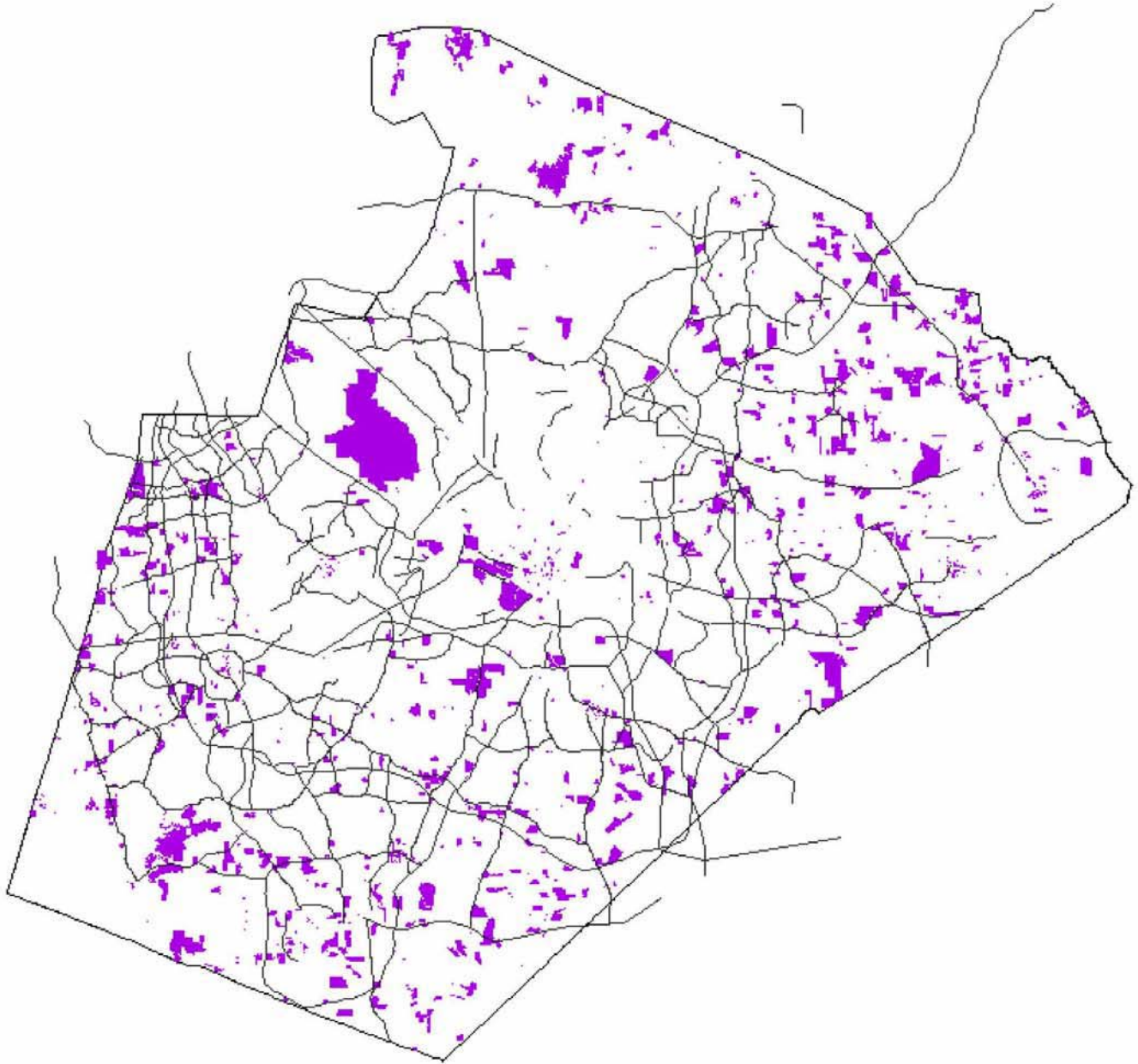
* "Yes" is census data indicate that 51% or more of the population is of the selected demographic. If "yes" these communities will need to be included in an environmental justice assessment when individual project studies are undertaken.



Figure 5-8: Impacted Minority and Low Income Populations Identified By TAZ

TAZ	District	Project Potentially Affecting Neighborhood	Minority Neighborhood?*	Hispanic	Percent Hispanic	African American	Percent African American	Low Income Neighborhood ?*	Percent Poverty
223078	Zebulon	A46c (NC 96 Bypass)	Yes			Yes	100.00	Yes	100.00
223079	Zebulon	A46c (NC 96 Bypass)	Yes			Yes	83.33		
223082	Zebulon	A46c (NC 96 Bypass)	Yes			Yes	87.50		
223083	Zebulon	A46c (NC 96 Bypass)	Yes			Yes	63.64		
224048	West Knightdale	A148 (Eagle Rock Road), A149b (Poole Road)	Yes			Yes	82.35		
225996	S Wake County	A480 (US 401), F6 (Southern Wake Expressway)	Yes			Yes	71.43		
226005	S Wake County	A480 (US 401), F6 (Southern Wake Expressway), A400a (Ten Ten Rd.)	Yes			Yes	60.00		
227003	Holly Springs	A217 (Sunset Lake Road Conn.), A136a (Holly Springs R.d), F5 (South I-540)	Yes			Yes	85.00		
227007	Holly Springs	A218a (Old Holly Springs Apex Rd.), A163b (Holly Springs Rd.)	Yes			Yes	100.00		
227015	Holly Springs	A217 (Sunset Lake Rd Conn.), A136a (Holly Springs Rd)	Yes			Yes	57.14		
227022	Holly Springs	A189 (Honeycutt Rd Conn.), A159 (Western Pkwy), A95 (NC 55)	Yes			Yes	78.26		
227023	Holly Springs	A95 (NC 55 Widening)	Yes			Yes	66.67		
228016	W WC	A190 (New Hill Holleman)	Yes			Yes	84.62		
229022	Apex	A96b (NC 55 Widening)	Yes			Yes	100.00	Yes	70.00
229023	Apex	A96b (NC 55 Widening)	Yes			Yes	100.00		
229036	Apex	A187 (Apex Peakway)	Yes			Yes	100.00		
229062	Apex	A187 (Apex Pkwy) A166 (Center Street)	Yes			Yes	85.71	Yes	75.00

* "Yes" is census data indicate that 51% or more of the population is of the selected demographic. If "yes" these communities will need to be included in an environmental justice assessment when individual project studies are undertaken.

Historic Properties



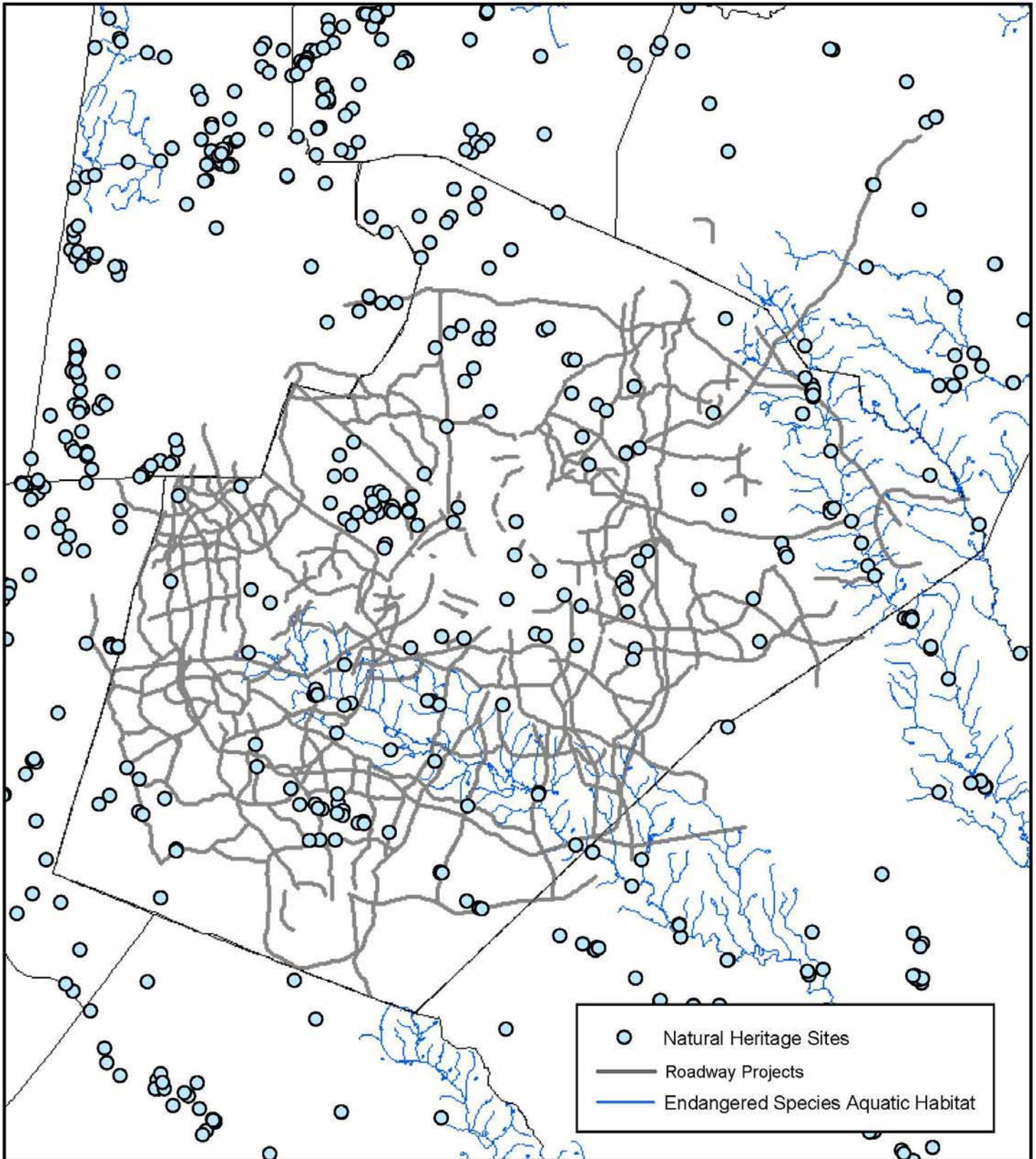
 Historic Properties
 Roadway Projects

0 2.5 5 Miles

This map was compiled using the best available data, however, CAMPO is not responsible for errors, omissions, and/or misuse.



Natural Heritage Sites and Endangered Species Habitat



0 2.5 5 Miles

This map was compiled using the best available data, however, CAMPO is not responsible for errors, omissions, and/or misuse.



Figure 5-11: Long Range Projects and Natural Resource Impacts

Segment ID	Thoroughfare Name	Project Type	Funded Completion Date	Regionally Significant	Intersects Historic Properties	Intersects Natural Heritage Sites**	Intersects Endangered Species Habitat
A187	Apex Peakway	Four Lane Widening	2030	N			Yes
A203	Auburn-Knightdale Road	Four Lane Widening	2040	N			Yes
A151	Aviation Parkway	Four Lane New Location	2030	N	Yes		
A402b	Buffaloe Road-Riley Hill Connector	Four Lane New Location	2040	N	Yes		
A402c	Buffaloe Road-Riley Hill Connector	Three Lane New Location	2040	N	Yes		
A440b	Carpenter Fire Station Ext.	Four Lane New Location	2040	N	Yes		
A429	Carpenter Pond Extension	Four Lane New Location	2040	N	Yes		
A208	Cary - Gorman Connector	Widening With Access Controls - NL	2040	N	Yes		Yes
A63	Cary Parkway	Three Lane New Location	2020	N	Yes		
A75a	County Line Road	Four Lane New Location	2010	N	Yes		
A28b	Davis Drive	Four Lane Widening	2020	N			Yes
A157	Eastern Parkway	Four Lane New Location	2030	N	Yes		
A125a	Forestville Road	Four Lane Widening	2030	N	Yes		
A214	Garner Road	Three Lane Widening	2030	N	Yes		Yes
A168b	Green Level To Durham	Four Lane New Location	2030	N	Yes		
A158	Hilltop-Needmore Road	Three Lane New Location	2030	N	Yes		
A69	Holly Springs Road	Six Lane Widening	2030	N			Yes
A70	Holly Springs Road	Six Lane Widening	2030	N			Yes
A189	Honeycutt Road Connector	Four Lane New Location	2040	N	Yes		
F41	HOV/HOT Lanes on I-40	HOV	2030	Y			
A423	Humie Olive Extension	Three Lane New Location	2040	N	Yes		
F44	I-40 Widening	6 Lane widening	2020	Y			Yes
F1a	I-540 (North & East Segment)	Controlled Access - NL	2010	N	Yes		
F3	I-540 (Southeast)	Controlled Access - NL	2030	Y	Yes		Yes
F4b	I-540 (Western Segment)	Controlled Access - NL	2020	Y	Yes		
A72	Jenks Carpenter Rd.	Three Lane Widening	2010	N	Yes		
A218b	Jessie Dr.	Four Lane New Location	2030	N	Yes		
A216a	Jones Dairy Road	Four Lane Widening	2040	N	Yes		
A207b	Judd Parkway West	Three Lane Widening	2020	N	Yes		
A40	Kildaire Farm Road	Four Lane Widening	2020	N			Yes
A410	Lake Pine Drive	Four Lane Widening	2030	N			Yes

** "Yes" indicates roadway project intersects 100ft buffer of natural heritage site.

Figure 5-11: Long Range Projects and Natural Resource Impacts

Segment ID	Thoroughfare Name	Project Type	Funded Completion Date	Regionally Significant	Intersects Historic Properties	Intersects Natural Heritage Sites**	Intersects Endangered Species Habitat
A136b	Lake Wheeler Road	Four Lane Widening	2040	N		Yes	
A136c	Lake Wheeler Road	Three Lane Widening	2040	N			Yes
A136d	Lake Wheeler Road	Three Lane Widening	2040	N			Yes
A85a	Leesville Road	Four Lane Widening	2010	N		Yes	
A127a	Ligon Mill Road Connector	Four Lane New Location	2030	N	Yes		
A27c	Louis Stephens Drive	Four Lane New Location	2040	N	Yes		
A27d	Louis Stephens Drive	Three Lane Widening	2010	N	Yes		
A219b	McCrimmon Parkway	Four Lane New Location	2030	N	Yes		
A219e	McCrimmon Parkway	Three Lane New Location	2030	N	Yes		
A104	Morrisville Parkway Extensior	Four Lane New Location	2020	N	Yes		
A169	NC 231 (Southern Wendell) Bypass	Widening With Access Controls - NL	2030	N	Yes		
A407b	NC 42	Four Lane Widening	2040	N		Yes	
A144	NC 50	Three Lane Widening	2040	N			Yes
A228	NC 50	Four Lane Widening	2040	N			Yes
A222a	NC 54	Four Lane Widening	2020	N		Yes	
A426	NC 55	Four Lane Widening	2030	N		Yes	
A93a	NC 55 Widening	Four Lane Widening	2010	N		Yes	
A131	NC 96	Widening With Access Controls	2040	N		Yes	Yes
A146a	NC 96 Bypass	Four Lane New Location	2030	N	Yes		Yes
A146c	NC 96 Bypass	Four Lane New Location	2040	N			Yes
A207a	NE Judd Parkway	Three Lane New Location	2020	N	Yes		
A190	New Hill Holleman Road	Widening With Access Controls	2040	N		Yes	
A124b	Northside Loop (Harris Road)	Three Lane New Location	2030	N	Yes		
A66a	O'Kelley Chapel Road	Four Lane New Location	2040	N	Yes		
A137a	Old Stage Road	Four Lane Widening	2030	N			Yes
A181a	Old US 1	Three Lane Widening	2040	N	Yes		
A132	Peebles Road extension	Three Lane New Location	2040	N	Yes		
A149a	Poole Road	Four Lane Widening	2030	N	Yes		
A14	Ray Rd.	Three Lane Widening	2040	N		Yes	
A232	SE Maynard Road	Four Lane Widening	2020	N			Yes
A427b	Sherron Harris Road	Four Lane Widening	2040	N	Yes		

** "Yes" indicates roadway project intersects 100ft buffer of natural heritage site.

Figure 5-11: Long Range Projects and Natural Resource Impacts

Segment ID	Thoroughfare Name	Project Type	Funded Completion Date	Regionally Significant	Intersects Historic Properties	Intersects Natural Heritage Sites**	Intersects Endangered Species Habitat
A161	Skycrest Drive	Four Lane New Location	2030	N	Yes		
A2b	Southall Road	Four Lane New Location	2010	N	Yes		
A4c	Southall Road	Four Lane Widening	2030	N	Yes		
F5	Southern Wake Expressway	Controlled Access - NL	2030	Y	Yes		
F6	Southern Wake Expressway	Controlled Access - NL	2030	Y	Yes		Yes
A155a	T.W. Alexander Drive	Four Lane New Location	2020	N	Yes		
A400b	Ten Ten Road	Four Lane Widening	2040	N	Yes		
A138a	Timber Dr./Jones Sausage Road Conn	Four Lane New Location	2020	N	Yes		
A481	Timber Dr./Jones Sausage Road Conn	Four Lane Widening	2040	N			Yes
A142a	Timber Drive	Four Lane Widening	2030	N	Yes		Yes
A142b	Timber Drive	Four Lane New Location	2020	N	Yes		Yes
A38a	Tryon Road	Four Lane Widening	2010	N			Yes
A38b	Tryon Road	Four Lane Widening	2010	N			Yes
A38c	Tryon Road	Four Lane Widening	2010	N			Yes
F9	US 1-64	Freeway Widening	2010	Y			Yes
A480	US 401	Six Lane Widening	2020	Y			Yes
A90b	US 401 Rolesville Bypass	Four Lane New Location	2010	Y	Yes		Yes
A90c	US 401 Widening	Four Lane Widening	2010	Y			Yes
A90d	US 401 Widening	Four Lane Widening	2040	Y		Yes	Yes
F17	US 64 Bypass (Knightdale Bypass)	Controlled Access - NL	2010	N	Yes		
F15a	US 64 West	Conversion to Expressway	2040	Y			Yes
F8	US 70 (Clayton) Bypass	Controlled Access - NL	2010	Y			Yes
A140a	Vandora Springs Road & Vandora Spr	Four Lane Widening	2030	N			Yes
A140b	Vandora Springs Road & Vandora Spr	Four Lane Widening	2040	N			Yes
A140c	Vandora Springs Road & Vandora Spr	Four Lane Widening	2040	N			Yes
A36	West Chatham Street	Four Lane Widening	2020	N			Yes
A159	Western Parkway	Four Lane New Location	2030	N	Yes		
A420	Rolesville/Mitchell Mill/Riley Hill Interse	Three Lane Widening	2040	N	Yes		

** "Yes" indicates roadway project intersects 100ft buffer of natural heritage site.

The Capital Area MPO

2030 LRTP: Appendix C

Air Quality

The following appendix explains the concepts of air quality conformity and air quality conformity standards as they relates to the Capital Area Metropolitan Planning Organization's 2030 Long Range Transportation Plan. The appendix also includes letters from the United States Department of Transportation and United States Environmental Protection Agency acknowledging the latest Conformity Determination for the Capital Area Metropolitan Planning Organization as of August 2002.

Air Quality Conformity & Air Quality Conformity Standards

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977 which included a provision to ensure that transportation investments conform to the State Implementation Plan (SIP) for meeting the air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990, and the transportation conformity regulation that details implementation of the new requirements was issued in November, 1993. The regulation details the process for transportation agencies to demonstrate and ensure emission reductions from transportation sources of air pollution.

In 1997, EPA revised the National Ambient Air Quality Standard (NAAQS) for ozone from 0.12 parts per million (ppm) measured over 1 hour intervals (the 1 hour standard) to 0.08 ppm measured over 8 hour intervals (**the 8 hour standard**) in order to reflect the best scientific evidence available on the public health effects of ozone.

Implementation of 8 hour standard was delayed, however, by several years of litigation, culminating in the Supreme Court ruling, in *Whitman v. American Trucking Association*, which upheld the 8 hour standard and determined that the CAA allows only consideration of public health effects, and not cost, in setting NAAQS.

Under the new ozone standard, the South will have the highest increase of first-time designated ozone-polluted counties in the United States due primarily to auto emissions in the region's fast-sprawling metro areas and the failure to control emissions from coal-fired power plants. On April 15, 2004 EPA issued final non-attainment designations for all areas of the country for the 8-hour ozone standard.

Overall, 19 Counties in North Carolina (Wake County included) have been designated as non-attainment of which 15 are full Counties and 4 are partial Counties. An additional 13 Counties (11 full and 2 partial Counties) are participating in an Early Action Compact (EAC) which EPA has deferred the designation date. The effective date for the 19 non-EAC Counties designations is June 15, 2004. Wake County (which includes all of the Capital Area Metropolitan Planning Organization is one of the 19 non-EAC counties

Defining Transportation Conformity

Transportation conformity ("conformity") is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, transportation improvement programs (TIPs), and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "non-attainment areas" or "maintenance areas," respectively.

A conformity determination demonstrates that the total emissions projected for a plan or program are within the emissions limits ("budgets") established by the air quality plan or State Implementation Plan (SIP), and that transportation control measures (TCMs) are implemented in a timely fashion.

Who determines Conformity and how often are Conformity Determinations Made

Metropolitan Planning Organization (MPO) policy boards make initial conformity determinations in metropolitan areas, while State Departments of Transportation (DOTs) usually do so in areas outside of MPOs. Conformity determinations must also be made at the Federal level by FHWA/FTA. Conformity determinations must be made at least every three years, or when transportation plans or TIPs are updated. When a conformity determination is not made according to schedule, there is a conformity lapse and the use of Federal-aid funds is restricted. Exceptions include: safety projects, certain mass transit projects, transportation control measures in approved State Implementation Plans, and projects that are already authorized.



U.S. Department
of Transportation
**Federal Highway
Administration**

310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601

June 15, 2005

North Carolina Division

In Reply Refer To:
HDA-NC

Mr. Lyndo Tippet
Secretary
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, North Carolina 27601

Dear Secretary Tippet:

Enclosed is the Triangle Area transportation conformity determination letter (8-hour ozone and CO) signed by the United States Department of Transportation (USDOT) for the Capital Area Metropolitan Planning Organization (MPO) 2030 Long Range Transportation Plan (LRTP), the Durham Chapel Hill Carrboro (DCHC) MPO 2030 LRTP, the Burlington Graham (BG) MPO 2030 LRTP, the FY 2004-2010 Transportation Improvement Program (TIP) and projects from the FY 2004-2010 TIP for the (County) donut areas of Chatham (partial), Franklin, Granville, Johnston, Orange, and Person.

Based on our review and comments provided by the Environmental Protection Agency (EPA), the program was found to conform to the purpose of the State Implementation Plan (or base year emissions where no State Implementation Plan is approved or found adequate by EPA) in accordance with 40 CFR Part 93.

The USDOT conformity determination letter is dated June 15, 2005. The June 15, 2005 date finalizes the adoption of the 2030 LRTPs (for CAMPO, DCHC MPO and the BG MPO) and is also the date for the conformity determination on the LRTPs.

If you have questions or comments, please contact Mr. Eddie Dancausse at 919-856-4330, extension 112.

Sincerely,

For John F. Sullivan, III, P.E.
Division Administrator





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

ATLANTA FEDERAL CENTER

61 FORSYTH STREET

ATLANTA, GEORGIA 30303-8960

MAY 25 2005

4APT-APB

John F. Sullivan, III, P.E., Division Administrator
North Carolina Division Office
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601

Dear Mr. Sullivan:

Thank you for the opportunity to review and comment on your May 16, 2005, submittal of the Triangle Area Conformity Determination Report for the Capital Area Metropolitan Planning Organization 2030 Long Range Transportation Plan (LRTP), the Durham-Chapel Hill-Carrboro MPO 2030 LRTP, the Burlington-Graham MPO 2030 LRTP, and projects from the FY2004-2010 Transportation Improvement Program (TIP) for the donut areas of Chatham, Franklin, Granville, Johnston, Orange, and Person Counties. EPA Region 4 has completed its review based on the criteria and procedures of the transportation conformity rule (40 Code of Federal Regulations part 93), and recommends a finding of conformity for the above LRTPs and TIP.

If you or your staff have any questions or requests for additional information, please contact Matt Laurita of the EPA Region 4 staff at (404) 562-9044.

Sincerely,

Richard L. Gillam
Acting Chief
Air Quality Modeling and
Transportation Section

cc: Eddie Dancausse, FHWA NC
Heather Hildebrandt, NC DAQ
Alex McNeil, FTA Region 4
John Hodges-Copple,
Triangle J Council of Governments

FHWA - NC DIVISION	
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ASST DIV ADMIN	
SECRETARY	
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