

**Memorandum of Agreement between the
NC Capital Area Metropolitan Planning Organization (CAMPO) and the
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) for the
Transfer of Planning Responsibility and Authority of the
Portion of the Raleigh Urbanized Area Located within the Durham County and Chatham County
Limits and the
Portion of the Durham Urbanized Area Located with the Wake County Limits**

23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that if necessary the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area.

As a result of the 2010 Census, portions of the Raleigh Urbanized Area have been defined as being located within Durham County and Chatham County and a portion of the Durham Urbanized Area has been defined as being located within Wake County. The Durham County and Chatham County portions of the Raleigh Urbanized Area are currently located within the DCHC MPO Boundary and the Wake County portion of the Durham Urbanized Area is currently located within the CAMPO Boundary.

It has been mutually agreed upon that both the CAMPO and DCHC MPO will continue to carry out federal planning requirements for the urbanized area currently within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305 and 23 CFR Part 450, as follows:

1. Federal transportation planning requirements for the portions of the Raleigh UZA that lie within Durham County and Chatham County and thus within the planning boundary of the DCHC MPO shall be provided by the DCHC MPO in cooperation with the Capital Area MPO; and
2. Federal transportation planning requirements for that portion of the Durham UZA that lies within Wake County and thus within the planning boundary of the Capital Area MPO shall be provided by the Capital Area MPO in cooperation with the DCHC MPO; and
3. Allocation and distribution of federal (PL) planning funds and STP-DA funds for the Capital Area MPO will be based upon the Raleigh Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the Capital Area MPO Boundary; and
4. Allocation and distribution of federal (PL) planning funds and STP-DA funds for the DCHC MPO will be based upon the Durham Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the DCHC MPO Boundary; and
5. Allocation and distribution of federal transit planning funds for the Capital Area MPO will be based upon the Raleigh Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the Capital Area MPO Boundary. The MPO and local transit providers have entered into a Memorandum of Understanding through which transit planning funding is

shared among transit providers including the Capital Area Transit, Cary Transit and Triangle Transit; and

6. Allocation and distribution of federal transit planning funds for the DCHC MPO will be based upon the Durham Urbanized Area as defined by the 2010 Census and may be utilized anywhere within the DCHC MPO Boundary. The MPO and local transit providers mutually develop a distribution of transit planning funding among the Durham Area Transit Authority, Chapel Hill Transit, and Triangle Transit; and
7. Data collection for planning activities shall be conducted jointly by the MPOs as outlined in the 2035 Long-Range Transportation Plans and subsequent Metropolitan Transportation Plans. Data is used as input to the Triangle Regional Model and is housed at the Institute for Transportation Research and Education at NC State University.
8. The Capital Area MPO and the DCHC MPO have entered into Memoranda of Agreement with the North Carolina Division of Air Quality, North Carolina Department of Transportation, US Environmental Protection Agency, Federal Highway Administration and Federal Transit Administration to satisfy the requirement in Clean Air Act section 176(c)(4)(E) to create a state conformity SIP containing the following three requirements of the Federal Transportation Conformity Rule, 40 CFR part 93 subpart A: (1) 40 CFR 93.105, which addresses consultation procedures; (2) 40 CFR 93.122(a)(4)(ii), which states that conformity SIPs must require written commitments to control measures to be obtained prior to a conformity determination if the control measures are not included in an Metropolitan Planning Organization's transportation plan and transportation improvement program, and that such commitments be fulfilled; and (3) 40 CFR 93.125(c), which states that conformity SIPs must require written commitments to mitigation measures to be obtained prior to a project-level conformity determination, and that project sponsors comply with such commitments.

SIGNATURES OF AGREEMENT

Vivian A. Jones, Chair
Transportation Advisory Committee
Capital Area Metropolitan Planning
Organization

Lydia E. Lavelle, Chair
Transportation Advisory Committee
Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization

Date

Date