

Appendix B

Interagency Consultation

Metrolina Area Transportation Conformity:
Pre-Analysis Consensus Plan (8-Hour Ozone)
Amendment #1
Gaston MPO

June 4, 2010
June 15, 2010 v-2
July 6, 2010
July 12, 2010

**Prepared Cooperatively Between the
Gaston MPO
North Carolina Department of Transportation
and the
Federal Highway Administration**

**Metrolina Area Transportation Conformity
2035 LRTP/TIP Amendment #1
Gaston MPO
Pre-Analysis Consensus Plan
July 12, 2010**

The Gaston MPO (GMPO) and the North Carolina Department of Transportation (NCDOT-representing rural portions of the Metrolina non-attainment area) are proposing the following plan and procedures to conduct a transportation conformity analysis. This

plan is being submitted to the interagency consultation partners for soliciting consensus before commencement of a full-scale transportation conformity analysis. The plans and procedures may be revised as the MPO's and NCDOT proceed with the analysis. After consensus is reached; notification of changes will be made to the interagency consultation partners.

The project change that is triggering the LRTP/TIP Amendment for the Gaston MPO is provided below:

U-3321 Garden Parkway

The original plan initially had the Garden Parkway (U-3321) to be constructed in 2015 as a toll facility from I-485 in Mecklenburg County to US 321 in Gaston County with the project being extended westward to I-85 in the 2035 horizon year. Two changes to U-3321 plans have occurred since the original LRTP underwent conformity tests:

1. The Bud Wilson Road interchange has been removed from the project.
2. U-3321 will now be constructed all the way from I-485 to I-85 in 2015. The project will be a four-lane toll facility from I-485 to US 321. The section of the project from US 321 to I-85 will initially be constructed as a two-lane toll facility. This section will be upgraded to a four-lane facility by 2035

Metrolina Area MPOs:

- Gaston MPO (GMPO)

Donut Areas:

- Rural portion of Gaston county outside of the MPO area

The following pollutants will be included in this conformity determination:

- 8-Hour Ozone (8-hour O3)

Long Range Transportation Plan (LRTP) and Metropolitan Transportation Improvement Program (MTIP)

1. Existing Land Use and Demographics: For MUMPO, CRMPO, GMPO

Staff collected data as outlined in **Attachment A**. The partners updated previously collected 2000 base year data to 2005. Population, household, and student enrollment data were updated using locally tracked data (see data sources listed below). Employment data, however, is not tracked locally in a way that can be reliably converted to model input data. In 2002, an economist was contracted to produce population, household, and employment estimates in five-year increments from 2000 to 2035. The Regional partners used the economist's 2005 employment to population ratio estimate to calculate 2005 employment data. The data was allocated to Traffic Analysis Zones (TAZs) based on the previous 2000 data set and local knowledge. Several partners supplemented

this process with Employment Security Commission data and / or 2005 Info USA employment data.

Data sources include the following:

- 2000 Census data;
- 2002 InfoUSA employment data;
- 2005 InfoUSA employment data;
- 2005 Employment Security Commission data;
- 2002 Dunn and Bradstreet employment data;
- 2000 Journey to Work data;
- 2000 Census Transportation Planning Package (CTPP) data;
- 2000 Public Use Microdata Sample (PUMS) data
- Bureau of Labor Statistics (BLS) data;
- Bureau of Economic Analysis (BEA) data;
- area school system data;
- building permit data;
- tax data;
- zoning; and
- land use plans

2. LRTP Model Validation (Base) Year:
2005

3. MTIP Years: 2009 – 2015

4. LRTP Horizon Year: 2035

5. LRTP Travel Demand Intermediate Years: 2010, 2011, 2015 & 2025

6. Transportation Conformity Analysis Years (8-Hour Ozone)

The Table below summarizes transportation conformity analysis methods and years for the different parts of the Metrolina non-attainment/maintenance areas. Specific conformity year information is listed in the following table:

County	Area model status	Area emissions budget status	Emissions analysis source	Emission comparison years				
				2010	2011	2015	2025	2035
Gaston	Modeled all	RFP SIP sub-area MVEBs Effective 3/8/10	TDM	O3	O3	O3	O3	O3

- 2010 is the current attainment date
- 2011 is the attainment date when EPA approves the 1-year extension

Additional table notes and explanations:

County:

- Ozone: This 2035 LRTP/TIP amendment will just cover the **Gaston MPO** and the donut area of Gaston County.

**Note: a donut area is an area outside the MPO boundary but within the non-attainment/maintenance area.*

Model Status: Mecklenburg, Union, Cabarrus, Rowan, Gaston, and Lincoln, plus one partial county (Iredell) are completely within the Metrolina Regional Model (MRM) boundary.

Emissions analysis years: The Metrolina area has State Implementation Plans (SIPs) for the 8-hour ozone and CO standards. The Reasonable Further Progress (RFP) SIP MVEBs for the 8 hour ozone standard were found adequate by the US Environmental Protection Agency (EPA) with an effective date of March 8, 2010.

Emission analysis source: The VMT and speeds for the regional emissions analysis (REA) will be derived from the MRM.

Emission Comparison Years:

- Motor Vehicle Emissions Budget Test
 - **(RFP 8-Hour Ozone SIP MVEBs):** 8-hour ozone (*Gaston*)
 - 2010 (modeled-compare to 2008 MVEB), 2011 (modeled-compare to 2008 MVEB), 2015 (modeled- compare to 2008 MVEB), 2025 (modeled-compare to 2008 MVEB) and 2035 (modeled-compare to 2008 MVEB)

List of Specific Conformity Years (RFP 8-hour ozone SIP)

- a. Baseline: 2002
- b. Horizon: 2035
- c. RFP SIP MVEB Year: 2008
- d. Emission comparison years (VOC & NO_x): 2010, 2011, 2015, 2025 & 2035
- e. Attainment Year: 2010 (if EPA approves the 1-year extension on the attainment demonstration SIP-the attainment date will be 2011. The 2011 horizon year will be modeled and shown in the conformity determination report just in case EPA approves the extension before the conformity determination is complete)

7. Non-attainment / Maintenance Counties:

8 Hour Ozone Non-attainment Area: **Gaston Co**

8. Land-Use Demographics Projections/Forecast:

In 2002, an economist was contracted to produce population, household, and employment estimates in five-year increments from 2000 to 2035. The economist's forecasting model is calibrated statistically to 1990-2000 data for 228 metropolitan counties in the eastern US. Refer to *Demographic and Economic Forecasts for the Charlotte Region*, December 8, 2003, by Thomas R. Hammer, Ph.D. for more detailed information. Staff used the economist's report to benchmark projections for the five-year increments, and the regional partners came to a consensus on the regional projections. The regional partners agreed to a regional population ceiling of 3.5 million for 2035. Final population

projections were substantially lower than this ceiling. The Regional partners primarily relied on the employment estimates from the economist.

MPO and RPO staff projected population, household, and employment data for 2015, 2025, and 2035 through a top-down forecasting approach. Qualitative inputs to the projections process include future land use plans, building permits data, transportation plans and other capital improvements plans. These resources were used to geographically allocate growth by traffic analysis zone across the region. The final and most important qualitative input was “planners’ judgment”, meaning the collective knowledge of planning officials and staff about the development patterns and development potential of specific areas within their jurisdictions. MPO staff reviewed projections by county or city with local planners and presented population and employment density maps to technical and elected boards.

Refer to [Attachment A](#) for the list of variables projected for use in the travel demand model.

9. Travel Demand Model: Metrolina Regional Model (MRM)

The regional travel demand model is a four-step model developed for a 2-state, 11- county (9 whole, 2 partial) region (refer to [Attachment B](#)). The modeling area encompasses 4 MPOs and 2 RPOs.

As described previously, a multitude of land use and demographic data was collected as input into the model. Additional data collected includes transit and highway network data as well as multiple travel surveys. Transit data collected includes routes, headways, and travel times. Refer to [Attachment C](#) for the highway network data dictionary. Following is a list of the travel surveys completed:

2001 External Travel Survey;
2002 Household Travel Survey;
2003 Workplace Survey; and
2009 On-board Transit Survey of Express and Local Buses and South Corridor Light Rail Transit (LRT) Survey and Counts

The model team has implemented several improvements to the Metrolina Regional Model. Improvements that potentially affect VMT and travel speeds include:

- 2005 calibration using TransCAD 5.0, 2005 socio-economic data, and 2005 count data;
- Mode choice model calibrated to the 2009 on-board transit survey and count data, to reflect recent ridership information related to the CATS LRT project, which opened in November 2007.

A number of other improvements were implemented to improve model operating speed and efficiency. Minor network and modeling errors and bugs have been

repaired when identified.

10. Mode Split / Mode Choice:

The nested logit mode-choice model is structured similar to the Houston-Galveston Area Council's regional travel model. Nesting and mode constants were developed using CATS's on-board ridership survey conducted in 2009.

Transit paths include in-vehicle travel time, out-of-vehicle time (walking / driving and waiting), transfers, and direct cost (fare, parking). Four trip purposes are modeled. For the Home-Based Work, Home-Based-Other, and Home-Based University trip purposes, the potential transit Council's regional travel model. Nesting and mode constraints were developed using CATS's on-board ridership survey conducted in 2009.

Walk, drive, and drop-off approaches are handled in the nesting structure. Parking is provided at selected suburban stations.

The mode choice model was developed under contract with AECOM Consult

11. Local Street Count & VMT Estimate:

Vehicle miles of travel (VMT) – the sum of the distance that each vehicle travels during a specified period (day, year, etc.) – is the most typical measure of the level of travel in an area. Like most statistics, it is still impossible to actually measure. To do so, *all* vehicles would have to be monitored all day. The most common method of estimating VMT uses traffic counts. We have a large count database from CDOT, NCDOT, and SCDOT including counts from 2000 – 2006. Each count will be factored to the base year (2005). Average Daily Traffic volumes will be factored to Average Weekday volumes. The adjusted base-year weekday counts are then aggregated by County and functional class. The average (mean) volume for each county / functional class will be multiplied by the number of road miles to obtain VMT. For future year estimates, the travel demand model, calibrated to the base year counts and VMT, will provide VMT for thoroughfares ($VMT = \text{assigned volume} * \text{length}$).

Local streets make up 60%-70% of the roadway miles, but a much smaller fraction of VMT. Most serve to accumulate traffic from neighborhoods. The bulk of the trip is then made on thoroughfares (that are modeled). Few local streets are included in the model. Counts are sporadic and usually concentrated on local streets experiencing traffic problems. Many of the local streets are represented by zonal centroid connectors in the model. We will use the centroid connectors times 2 to better approximate actual local VMT. VMT derived with this method compares favorably with local VMT estimated using street miles and assumed volumes. The centroid method provides a better method of relating VMT to high growth TAZs.

12. Rural (Donut) Area Projects

The rural areas do not develop long range transportation plans like the MPOs.

The rural area’s projects that are included in the conformity regional emissions analysis (REA) come from the State TIP. It is NCDOT’s position that projects that are in the State TIP and have right of way or construction phases scheduled in the first seven years should be included in the REA. In addition, for rural areas adjacent to an MPO the MPO may extend projects outside their boundary to a logical terminus. The MPO may include the portion outside of their MPO boundary in the financial element of their LRTP.

13. VMT Adjustments:

No VMT adjustments unless the 1-hour ozone MVEBs and/or the old CO MVEBs are used.

14. Motor Vehicle Emissions Budgets

Gaston County is non-attainment for the 8-hour ozone standard

- a. 8-hour Ozone RFP SIP MVEBs. The Metrolina area is non-attainment for the 8-hour ozone standard (Cabarrus, **Gaston**, Iredell, Lincoln, Mecklenburg, Rowan, and Union).

The Reasonable Further Progress (RFP) SIP 2008 Sub-Area MVEBs for the 8 hour ozone standard were found adequate by the US Environmental Protection Agency (EPA) with an effective date of March 8, 2010 and are provided below for Gaston County.

NOx: 8-hour Ozone 2008 RFP SIP MVEBs (kilograms/day)					
Area	Comparison Year				
	2010	2011	2015	2025	2035
Gaston	7,647	7,647	7,647	7,647	7,647

VOC: 8-hour Ozone 2008 RFP SIP MVEBs (kilograms/day)					
Area	Comparison Year				
	2010	2011	2015	2025	2035
Gaston	5,132	5,132	5,132	5,132	5,132

For the Motor Vehicle Emissions Budget Test the comparisons are as follows:

- 2010 (modeled-attainment year-compare to 2008 MVEB)
- 2011 (modeled-potential 1 year extension attainment year-compared to 2008 MVEB)
- 2015 (modeled- compare to 2008 MVEB)
- 2025 (modeled-compare to 2008 MVEB)
- 2035 (modeled-compare to 2008 MVEB)

15. Control Strategies: Emission reduction credits will be taken for the following

on-road mobile SIP commitments or Federal programs. Currently there are no TCMs in the Metrolina Area SIPs.

<u>Strategy</u>	<u>Methodology/Approach</u>
<i>I/M Program model</i>	<i>Accounted for in Mobile6.2</i>
<i>Tier 2 vehicle's Emission Standards model</i>	<i>Accounted for in Mobile6.2</i>
<i>Low Sulfur Gasoline and Diesel fuels model</i>	<i>Accounted for in Mobile6.2</i>
<i>Heavy Duty Vehicle Rules 2004 and 2007 model</i>	<i>Accounted for in Mobile6.2</i>
<i>Low RVP Gasoline model</i>	<i>Accounted for in Mobile6.2</i>
<i>On board vapor recovery model</i>	<i>Accounted for in Mobile6.2</i>

16. Mobile Source Emission Reduction Strategies: The MPO's will take emission credits for the following Mobile Source Emission Reduction Strategies.

Strategy	Approach	Year(s) Credited
<i>Park-n-Ride Lots:</i>	<i>Off model</i>	<i>2015, 2025, 2035</i>
<i>Vanpools:</i>	<i>Off Model</i>	<i>2015, 2025, 2035</i>
<i>ITS</i>	<i>Off Model</i>	<i>2015, 2025, 2035</i>

17. Mobile Model Settings: The following model-input parameters will be used in the conformity analysis.

- **Eight Hour Ozone Nonattainment Area:** Gaston County

Mobile 6.2 Model

Charlotte Region MPOs/RPOs (rural area)

Mobile Model Settings common for all analyses: The following MOBILE model-input parameters will be used in the conformity analysis.

<u>Parameter</u>	<u>Details</u>	<u>Data Source</u>
a. Emissions Model Version(s):	Mobile 6.2	
b. Time Periods:	4 times of day: See item #24 below	
c. Vehicle Classes:	16	
d. VMT mix:	The 2008 count data will be used to generate the statewide VMT mix using the August 2004 USEPA guidance methods. This statewide VMT mix will be adjusted with the Metrolina local data. For interstates and freeways, the Statewide mix will be used since there is no local data available for these road types.	

- e. **Speeds:** Regional Model [MRM09v1.1](#)
- f. **Vehicle age distribution:** The vehicle age distribution will be based on 2008 registration data.
- g. **I/M Program:** Idle test for 2002 runs in Gaston.
OBD-II for 2010, 2011, 2015, 2025 and 2035 runs
- h. **Anti-tampering Applicability:** Applies to vehicles 35 years and newer
 - 2002 run: 1968 and newer
 - 2010 run: 1976 and newer
 - 2011 run: 1977 and newer
 - 2015 run: 1981 and newer
 - 2025 run: 1991 and newer
 - 2035 run: 2001 and newer
- i. **Strategies:** None
- j. **I/M Fraction:** Gaston 91.
- k. **Vehicle Starts Data** Local Data

Mobile Model Settings unique to 8-hr RFP SIP: The following MOBILE model-input parameters will be used in the conformity analysis.

Parameter	Details	Data Source
a. Emission Model Runs:	Typical Summer Weekday	
b. Pollutants Reported:	VOC and NOx	
c. Emissions Budget Years:	2008	
d. Emissions Analysis Years:	2002 (for comparison), 2010, 2011, 2015, 2025, 2035	
e. Hourly Temperatures:	July 2002 average temperature from Charlotte Douglas International airport for 24 hours for NOx and VOC.	
f. Relative Humidity (RH):	July 2002 average relative humidity from Charlotte Douglas International airport for 24 hours for NOx and VOCs for all counties.	
g. Barometric Pressure:	30	
h. RVP:	7.8 psi for Gaston	
i. Evaluation month:	July	
j. VMT:	Regional Model MRM09v1.1 The VMT for Gaston can be normalized if needed.	

The actual temperature & RH profiles discussed above are provided below:

Temperature and RH profiles used in 8-hr Ozone SIP budgets:

HOURLY TEMPERATURES: 71.0 73.8 77.0 80.3 82.5 85.4 87.3 88.5 89.1 88.5 89.6
89.2
86.3 82.6 77.8 77.5 76.2 75.9 75.0 74.0 73.2 82.3 71.6
71.0

RELATIVE HUMIDITY : 91. 86. 78. 71. 65. 59. 53. 50. 48. 51. 47. 47.
53. 61. 70. 71. 76. 77. 79. 83. 85. 87. 88. 91.

18. Emissions analysis units, conversion factors, significant figures, rounding and truncating conventions:

Units= Kilograms or Grams

Grams to tons conversion factor= Divide x grams by 907184.7 to get tons

Round to 2 decimal places

CO: use 2 decimal places

1 Hour Ozone (VOC & NOx): 1 decimal place

19. CMAQ Projects: The Metrolina area MPOs/RPOs will include a spreadsheet in the conformity documentation showing status of funded CMAQ projects, including emission reductions for each, amount of funding for each project, and implementation dates.

20. Regionally Significant Projects (Federal and Non Federal):

21. List of Exempt Projects and Non-Regionally Significant Projects (Federally Funded): The Metrolina area MPOs/RPOs will identify exempt projects according to the Conformity Regulation (40 CFR 93.126) and non-regionally significant projects as a backup plan in the event of a conformity lapse. A discussion on the purpose of this can be a part of the conformity determination report (CDR) and the list of projects can be added as an appendix in the CDR.

22. Conformity Schedule: *(A draft conformity schedule has been developed and is provided as an attachment to this document)*

23. Conformity Determinations: Four organizations will be responsible for making conformity determinations in four distinctive parts of the Metrolina non-attainment/maintenance areas:

- i. The MUMPO within its metropolitan area boundary (MAB) - all of Mecklenburg County and part of Union County
- ii. **The GMPO within its metropolitan area boundary-a part of Gaston County**
- iii. The CRMPO within its metropolitan area boundary-all of Cabarrus and Rowan Counties
- iv. The NCDOT for the rural areas comprised of those parts of **Gaston** and Union Counties that are outside of any MPO MAB, part of Iredell County, and all of Lincoln County

Each of these responsible organizations must make a conformity determination for its respective area in order for all of the areas to be designated in conformity.

24. Other

- Any reference to York County in this document has been removed since EPA has made the 8-hour ozone designations. Although a portion of York County, South Carolina was designated as part of the bi-state Charlotte 8-hour ozone nonattainment area, they are allowed to demonstrate transportation conformity independent of the North Carolina portion of this nonattainment area. Therefore, the planning assumptions and methodologies used for the York County, South Carolina portion of this nonattainment area is reflected in a separate transportation conformity determination that is generated by the Rock Hill-Fort Mill Area Transit Study Metropolitan Planning Organization.

- The techniques used for this conformity process are the following:
 - VMT and speed will be done for 4 times of day (the 4 times of days are summed for the regional emissions analysis)
 - 6:30 am - 9:30 am
 - 9:30 am - 3:30 pm
 - 3:30 pm - 6:30 pm
 - 6:30 pm - 6:30 am
 - Off model work (applied to all scenarios):
 - ITS enhanced
 - Signal System
 - Vanpool
 - Updated starts from the new model were added

25. SAFETEA-LU COMPLIANT LRTP UPDATE - FHWA Review and Validation FHWA planner (Loretta Barren) will be in contact with the Metrolina Area MPOs to determine the timeline for this review and validation.

Line ID#	Conformity Elements	September					October				Line ID#	Organizations and Staff			
		22	29	5	12	19	26	3	10	17		24	d staff in bold)		
1	Project start --											1			
2	Interagency consultation (IC)											2	??		
3	IA planning session #1											3			
4	Set IA meeting date (location, etc.)											4			
5	Develop participant list											5			
6	Discuss draft agenda											6			
7	Discuss TCPCP											7			
8	Discuss CPS											8			
9	IC planning session #2											9			
10	Review draft agenda											10			
11	Review TCPCP											11			
12	Review CPS											12			
13	Prepare presentations											13			
14	Email Agenda, draft TCPCP and draft CPS to IC partners											14			
15	IC Meeting -- Select a date in this time range											15			
16	Meeting Minutes											16			
17	Circulate and Review meeting minutes											17			
18	Follow up to address comments											18			
19	Transportation Planning											19	MPOs, RPOs, NCDOT		
20	Transportation Projects, Timelines, Fiscal Constraint											20			
21	MPO TCCs develop and refine draft LRTP project list											21			
22	MPO TACs receive & review the draft project list LRTP-for-comment											22			
23	MPO TACs (or TCCs) approve 2035 project list											23			
24	CRMPO: NA GUMPO: NA MUMPO: NA											24			
25	Transportation Modeling (50 days)											25			
26	Base year network and land use (2005)											26	NCDOT, NCDOT Consultant		
27	Horizon year 1 network and land use											27			
28	Horizon year 2 network and land use											28			
29	Design Year network and land use -- 2035											29			
30	Develop plan version for initial air quality analysis											30			
31	Extract draft plan VMT and speeds											31			
32	Evaluate draft plan speeds and VMT											32			
33	Preliminary Regional Emissions Analysis											33			
34	Emission Factors Review (additional iterations, if needed)											34			
35	Extract Final VMT and speeds											35	MPOs, RPOs, NCDOT, NCDOT Consultant		
36	Evaluate final speeds and VMT											36			
37	Modeling Complete (Includes Emission Factor & REA)											37	NCDOT, NCDOT Consultant		
38	Emission Analysis											38	NCDOT, NCDOT Consultant		
39	NCDAQ Emission Factor Review											39	NCDAQ Godfrey/Boothe		
40	Off model analysis, including off-model TDM-not applicable											40			
41	REA Review											41	Gaston MPO		
42	Conformity Report Preparation											42	Gaston MPO		
43	Preliminary report preparation											43			
44	Prepare pre-draft report											44			
45	Print pre-draft report											45			
46	Internal Review pre-draft											46	Dancause		
47	Agency Review (EPA/FTA/NCDAQ/FHWA) of pre-draft CDR											47			
48	Respond to Agency Comments											48	Gaston MPO		
49	Draft Printing & Distribution											49			
50	TACs release conformity draft and LRTP update for public comment:											50	Dancause		
51	GUAMPO: 7/xx/10, LN RPO 7/xx/10											51	Hildebrandt		
52	Interagency and public review											52	Dancause		
53	DENR Review											53	Melton		
54	FHWA Initial Review											54	Smith		
55	FTA Initial Review											55	MPOs, RPOs		
56	EPA Initial Review											56	MPOs, RPOs		
57	Public Review (MPOs and RPOs)											57	Gaston MPO, NCDOT, RPOs		
58	Respond to Agency and Public Comments											58	MPO		
59	MPO & Rural Conformity Determination											59	NCDOT, RPOs		
60	TACs Adopt Final LRTPs with AQ conformity-public hearing GUAMPO: 8/24/10											60			
61	NCDOT Secretary issues conformity letter for rural area											61	Gaston MPO		
62	Conformity analysis, report and review complete											62	Dancause		
63	Final Printing & Distribution											63	Gaston MPO		
64	Federal Action											64	Dancause		
65	Transmit Report to FHWA/TPB											65	Dancause		
66	FHWA transmit report to EPA & FTA											66	Dancause		
67	USDOT Determination											67	Dancause		
68	USDOT Letter to State/MPO											68	Dancause		
69	Process Complete											69			
70	Conformity Process Complete -- October											70			

Metrolina Area-Gaston MPO LRTP-TIP Amendment

Interagency Consultation (IC) Meeting

ACTION & FOLLOW-UP ITEMS/NOTES

June 4, 2010

CALL-IN ATTENDEES

FHWA: Eddie Dancausse

Gaston MPO: Hank Graham, Bernie Yacobucci, Jon Barrett, Taylor Marcantel.

Kimley-Horn: Craig Gresham, Tim Padgett

NC Turnpike Authority: Jeff Dayton, John Burris, Jennifer Harris

Lake Norman RPO: Andrew Bryant

NCDOT: Jamal Alavi, Shannon Ransom, Terry Arellano

EPA: Dianna Smith

CDOT: Eldewins Haynes, Joe McLelland, Anna Gallup

MUMPO: Bob Cook

NCDAQ: Heather Hildebrandt, Janice Godfrey

ITEMS DISCUSSED:

Introductions

Meeting Purpose

Mr. Dancausse opened the meeting by taking role call of the meeting participants. He then explained that the configuration of the Garden Parkway in the current 2035 Gaston Urban Area LRTP consisted of four lanes from I-485 in Mecklenburg County to US 321 in Gaston County. The final section from US 321 to I-85 consists of four lanes and would be constructed by 2035.

Why is a LRTP/TIP Amendment needed

The new configuration of the Garden Parkway would consist of four lanes from I-485 in Mecklenburg County to US 321 in Gaston County and includes the removal of the Bud Wilson Road Interchange and would be constructed by 2015. The Garden Parkway from US 321 to I-85 would consist of two lanes and the whole project would to be completed by 2015 and four (4) lanes to be completed by 2035.

Conformity Approach

The consensus of the group was that the amendment would only affect Gaston County.

Ms. Harris asked for verification as to whether the Garden Parkway was modeled as a six-lane or four-lane highway. Mr. Gresham and Mr. McLelland would check the model to see how the Garden Parkway was modeled. Mr. McLelland

explained that four runs of the model would add a few days to the schedule. After a brief discussion a week was added to the project schedule.

The toll rate for the Garden Parkway is currently modeled at 13 cents per mile with the two-lane section modeled at 55 MPH. This will be verified by NCTA.

Some discussion took place whether the amendments for the Garden Parkway and I-77 in Mecklenburg County should be done at the same time. The group agreed that the I-77 project was not far enough along and that trying to do both amendments would delay the Garden Parkway amendment.

Transportation Conformity Pre-Analysis Consensus Plan (TCPCP)

Mr. Dancausse discussed the consensus plan that was emailed to the members of the group previously. He explained that it was basically a template and that the areas in yellow pertained to Gaston County and that those areas would change. The Gaston Urban Area MPO would be responsible for the Conformity Determination Report.

The paragraph below represents information obtained after the IC meeting on 6/4/10

- There was a question of what attainment year should be used for this conformity determination process. For the Metrolina Area conformity determination that was completed on 5/3/10, the attainment year was 2010. Since then NCDAQ has submitted a revised attainment demonstration SIP with a request for a one-year extension and when it is approved by EPA the attainment year would then become 2011. There was a discussion of what year should be used because it could impact what years would need to be modeled for this conformity process. After some discussion it was decided that both a 2010 and a 2011 model run/horizon year should be done for this conformity process. Doing both model runs (2010/2011) protects the work completed this process in case EPA approves the one-year extension before we complete this conformity process.
- Craig Gresham/Tim Padget should consult Janice Godfrey at NCDAQ to obtain the Mobile Model parameters for the 2011 model year run.

Conformity Process Schedule (CPS)/Roles and Responsibilities

Mr. Dancausse reviewed the draft schedule that was included in the meeting materials. The Gaston Urban Area MPO's Public Participation Plan does not require a public meeting to set the release date for the conformity determination document. After some discussion of the schedule, Mr. Graham stated that the Gaston Urban Area MPO would cancel their July TAC meeting and re-scheduled it for the fourth Tuesday in August. At that time, the amended conformity document would be adopted for public comment.

There was a request that an additional week would be needed for the transportation modeling work (item#24 in the CPS).

Action Items

- Ms. Harris asked for verification as to whether the Garden Parkway was modeled as a six-lane or four-lane highway. Mr. Gresham and Mr. McLelland would check the model to see how the Garden Parkway was modeled.
 - *It was verified by Anna Gallup email dated 6/4/10. The Mecklenburg portion of the Garden Parkway was coded as 4 lanes (2 in each direction) in 2015, 2025 and 2035 for the recent conformity determination*
- Gaston Urban Area MPO would cancel their July TAC meeting and re-scheduled it for the fourth Tuesday in August.
- EPA will check on the timing of the 1-year extension request and when the 1-year extension might be approved. EPA will also look to see if the finding of failure to submit has withdrawn for the Metrolina Area.
 - *Dianna researched this item and provided an email dated 6/7/10. There is no date yet as to when the 1-year extension will be final. The 2010 model run year should be used for this process.*
 - *The 2007 attainment demonstration and supplement has been determined complete and the sanctions clock has been stopped as of May 27, 2010.*
- The Gaston Urban Area MPO would be responsible for the Conformity Determination Report.
- FHWA will schedule another IC meeting during the last week of June or early July.
- FHWA will update the CPS and the consensus plan
- The toll rate for this project was provided in an email from David Danforth dated 6/7/10.
 - *Reference your question below. We have not completed the new toll sensitivity analysis for the current comprehensive study. However I can give you the rates used in the April 2009 Update to the Preliminary Study and the December 2, 2009 analysis that led to the removal of the Bud Wilson interchange. In that December report, we also use the recommended alignment instead of the original alignment used in the preliminary study and the April 2009 update.*
 - *Since we have not completed the toll sensitivity analysis, these rates are subject to change. Following are the rates used in the December 2009 letter report:*

- | Toll Rates - 2015 | | | | |
|---|----------------------|-----------------------|-------------------------|-----------------------------|
| Garden Parkway Preliminary Traffic and Revenue Study | | | | |
| December 2009 Update | | | | |
| December 2, 2009 | | | | |
| Collection Method | Rate Per Mile | Bridge Premium | Maximum Distance | Maximum Through Toll |
| ETC | \$0.128 | \$0.50 | 20.83 | \$3.17 |
| Video | \$0.197 | \$0.76 | 20.83 | \$4.86 |

Metrolina Area-Gaston MPO LRTP-TIP Amendment

Interagency Consultation (IC) Meeting

ACTION & FOLLOW-UP ITEMS/NOTES

July 8, 2010

CALL-IN ATTENDEES

FHWA: Eddie Dancausse, Loretta Barren

Gaston MPO: Bernie Yacobucci, Jon Barrett, Taylor Marcantel.

Kimley-Horn: Craig Gresham, Tim Padgett

NC Turnpike Authority: Jennifer Harris, John Burriss

Lake Norman RPO: Andrew Bryant

NCDOT: Anil Paniker, Jamal Alavi, Craig Gresham, Shannon Ransom, Terry Arellano, Mark Smith

CDOT: Joe McLelland

NCDQA: Janice Godfrey, Heather Hildebrandt

ITEMS DISCUSSED:

Introductions

Meeting Purpose

- Role was taken of the meeting participants

Process Status

- The TDM modeling work is completed and was turned over to DAQ for the emissions factor work. The model year runs were 2010, 2011, 2015, 2025, and 2035. Mr. Gresham said there were no problems with the model runs and the regional emissions analysis. NCDQA received all the data needed from the modeling team and is currently working on the input files and the target completion date for the emissions factor work is 7/16/10.
- FHWA sent out a draft conformity determination report (CDR) template to the Gaston MPO to aid the MPO in the preparation of the CDR. The CDR template contains a written narrative component and a listing of appendices. The appendices list out the information that needs to be filled in by the MPO. The conformity process schedule shows that the CDR needs to be available for public comment beginning 7/22/10. The Gaston MPO said that this deadline would be met. FHWA suggested to the Gaston MPO that the CDR be placed on the Gaston MPO web site to make it easier for the agency partners to access the report on line for both

the draft and final CDR review periods. The Gaston MPO agreed to place the CDR on their website.

- The Gaston MPO is scheduled to approve their LRTP/TIP amendments and conformity determinations on 8/24/10.
- All action items from the last IC meeting (6/4/10) have been addressed.
- The consensus plan was updated to incorporate some minor corrections provided by NCDAQ and was sent out to the transportation partners. Mr. McLelland suggested that the network name (page 9, item j) in the consensus plan be changed to 1.1. FHWA will make the suggested changes and send out the consensus plan to the group.
- The next IC status meeting is scheduled for August 20 at 10:00