

**Final
Conformity Analysis and Determination Report for the
Metrolina Area:**

**Cabarrus-Rowan MPO
Mecklenburg-Union MPO
Gaston Urban Area MPO**

2012-2018 Transportation Improvement Program

2035 Long Range Transportation Plan Amendments

**Projects from the 2012-2018 State Transportation
Improvement Program for the Donut Area Counties of
Lincoln, Iredell, Gaston, and Union**

(8-Hour Ozone and CO (Mecklenburg County Only)

December 19, 2011

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The Gaston Urban Area Metropolitan Planning Organization,
The Mecklenburg-Union Metropolitan Planning Organization,
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In cooperation with:

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Additional copies of this report can be obtained from the following websites:
www.crmppo.org, www.gastonmpo.org, www.mumpo.org, www.rockyriverrpo.org and
www.lakenormanrpo.org

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1.0 Introduction

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA) and the Safe Accountable Efficient Transportation Equity Act: a Legacy for Users – 2005. The conformity determination for the FY 2012–2018 Transportation Improvement Program (TIP) is based primarily on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2035 Long Range Transportation Plans (LRTPs) and the emissions factors developed by the North Carolina Division of Air Quality (NCDAQ). The Transportation Conformity Determination for the 2035 LRTP updates for the Metrolina Area (Cabarrus Rowan MPO, Gaston MPO, and Mecklenburg-Union MPO) was completed on May 3, 2010. The Conformity Determination Report (CDR) for the 2035 LRTP updates is available on the following websites:

- Cabarrus Rowan MPO:
http://www.crmmpo.org/Forms/Merolina_2012-2018_TIP_Conformity_Report.pdf
- Gaston MPO: <http://www.gastonmpo.org/TransportationConformity.htm>
- Mecklenburg Union MPO:
<http://www.mumpo.org/plans-programs/2035-long-range-transportation-plan>

The FY 2012-2018 TIPs for the Metrolina Area (Cabarrus Rowan MPO, Gaston MPO and the Mecklenburg Union MPO) contain a number of project changes which required 2035 LRTP amendments and a new Transportation Conformity Determination for the Metrolina Area. The FY 2012-2018 TIP conformity determination for the Metrolina Area includes a new regional emissions analysis that captures all the 2035 LRTP project changes to ensure that the FY 2012-2018 TIPs are direct subsets of the 2035 LRTPs.

MPOs and the NCDOT are required by 23 CFR Part 450 and 500 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or amended fiscally-constrained LRTPs and TIPs. Appendix A contains relevant portions of 40 CFR Part 93. The intent of this report is to document the transportation conformity determination for the FY 2012–2018 TIPs for the Metrolina Area and projects from the FY 2012-2018 State TIP for the donut areas of Lincoln County, Iredell County, Gaston County, and Union County. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) must make a conformity determination on the LRTPs and TIPs in all non-attainment and maintenance areas. The Metrolina Area is non-attainment for the 8-hour ozone standard and maintenance for the CO standard (Mecklenburg County only).

Transportation Conformity Determinations for the 2035 LRTP amendments for the Metrolina Area were approved as follows:

- Cabarrus Rowan MPO: June 22, 2011
- Gaston MPO: July 26, 2011

- Mecklenburg Union MPO: July 20, 2011
- The NCDOT (for the donut portion of Lincoln, Iredell, Gaston and Union Counties in the Metrolina Ozone Non-Attainment Area): Aug 2, 2011

By these actions, the MPOs and NCDOT demonstrated that the 2035 LRTPs amendments are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan (SIP), SAFETEA-LU, and 40 CFR Parts 51 and 93. These conformity demonstrations were documented by the MPOs and NCDOT in this report. This report includes the regional emissions analysis comparison prepared for the 2035 LRTPs amendments demonstrating that emissions in each of the analysis years of the LRTP (2015, 2025 and 2035) are less than the motor vehicle emissions budget established by the SIP in accordance with 40 CFR Part 93 and approved by USEPA.

AMENDED PROJECTS

As noted above, the 2035 LRTP amendments includes changes in the timing of projects included in the FY 2012-2018 TIP for the Metrolina Area. Changes in the horizon years for these regionally-significant projects resulted in having to do new regional emissions analysis for this transportation conformity determination. As agreed by the interagency consultation partners, the regional emissions analysis work for this process began on February 1, 2011 and was completed on April 29, 2011. Details related to the interagency consultation associated with this conformity determination can be found in Appendix D.

Non-exempt projects that represent a change in timing of an existing LRTP project may be required to be part of travel demand model assumptions for the appropriate analysis year. All projects in this amendment are included in the travel model assumptions for the appropriate horizon year. This amendment also provides an opportunity to incorporate the most current cost estimates as required in the fiscal constraint requirements for the LRTPs. No significant overall cost or fiscal capacity changes are associated with the changes of costs for some projects. This conformity analysis will focus on the project changes presented below:

Cabarrus-Rowan MPO Project(s)

The list of amended 2035 LRTP projects are provided in Appendix B

I-2304

Due to the acceleration of the I-85 widening project over the Yadkin River (I-2304) by NCDOT, the CR MPO has been asked to amend their LRTP to reflect the new schedule for this project. The new TIP must be a subset of the 2035 LRTP and the acceleration of I-2304 will result in additional TIP conformity work. This project will move from the 2025 Horizon Year to the 2015 Horizon Year in the 2035 LRTP. The financial assumptions for the 2035 LRTP remain the same as revenue for the first horizon year is based on the 2012-2018 TIP. The highway element of the 2035 LRTP will be amended to reflect the project changes due to this schedule acceleration.

Gaston MPO Project(s)

The list of amended 2035 LRTP projects are provided in Appendix B

Project ID	Facility Name	Description	Comments
U-3321	Garden Parkway	I-85 in Gaston County to US 321 in Gaston County	Project cost decreased by \$500,000.
		US 321 to I-485 / NC 160 Near the Charlotte Douglas International Airport in Mecklenburg County	
W-5311	Robinson Rd/321 Railroad Underpass	US 321 at SR 2416 (Robinson Rd). Remove and replace overhead railroad bridge. Install traffic signal. Construct right turn lane from US 321 Northbound approach and reconstruct approximately 150 feet of SR 2416 to widen for two-way traffic.	Safety Project: Moved up from Unfunded Projects to 2015
R-5215	Lakewood Drive	US 29/74 to existing bridge No. 7 over backwater of S. Catawba River-Realign roadway	New Project
P-5200	Piedmont and Northern Railroad	Rail Corridor Between Gastonia and Mt. Holly Including the Belmont Spur. Reactivation of Rail Corridor	Added to Project List
TG-5117	Gastonia	Routine Capital: signs, benches, shelters, etc.	New Category
TG-5126	Gastonia	Safety and Security	New Category
U-5103	**Titman/Cramerton Road	Widen existing three-lane road to four-lane divided facility, and construct new four-lane connector from NC 279 (S. New Hope Rd.) to US 29/74 (Wilkinson Blvd.)	Moved from 2015 due to lack of funding: Funded in 2025
B-4981	Hoyle's Creek Bridge No. 172	Replace Bridge	Moved from 2015 due to lack of funding: Funded in 2025
B-4751	Stanley Creek Bridge No. 203	Replace Bridge	Moved from 2015 due to lack of funding: Funded in 2025
U-4705	Belmont-Mount Holly Northern Loop	Construct new, four-lane divided facility from NC 27 west of Mount Holly to NC 27 east of Mount Holly	Moved from 2015 due to lack of funding: Funded in 2025

R-3107	NC 279 (Dallas Cherryville Highway)	Widen two lane road to four lane divided w/ median & median openings for turning movements. The extent of the project within the MPO is from US 321 to Costner School Rd. Phase A (Cherryville to SR. 1626 (Beam Rd) is not in the MPO area, Phase B, SR 1626 to SR 1461 (Lakeside St) is partially in the MPO area. The project limits for this phase within the MPO boundary extends from Costner School Rd to Lakeside St, Phase C is completely in the MPO area and extends from Lakeside St to US 321).	Moved from 2015 due to lack of funding: Funded in 2025
R-2720	NC 16 / 273 Connector	NC 273 to NC 16. Two lane connector with two foot paved shoulders on new location	Moved from 2015 due to lack of funding: Funded in 2025
4	NC 279 (New Hope Road)	Widen existing four-lane road to a four-lane divided facility: Robinwood Rd. to Armstrong Park Rd.	Moved from 2015 due to lack of funding: Funded in 2025
11b	Belmont-Mount Holly Central Loop	Construct new, four-lane divided facility from Wilkinson Blvd. to the Belmont Mt. Holly Northern Loop	In the original configuration the project ended at the Gastonia-Mt. Holly Connector. Since the Gastonia-Mt. Holly Connector is unfunded, the scope of the project was extended to connect to the Belmont Mt. Holly Northern Loop
18	Ratchford Road/US 321 Interchange	Construct Interchange between US 321 and Ratchford Road.	Moved from 2025 due to lack of funding: Funded in 2035
37	Belmont Mt. Holly Loop Link	Construct segment between Belmont / Mt Holly northern and central loop (only if Gastonia Mt. Holly Connector is not built.	Moved from 2035 to unfunded due to lack of funding: Unfunded
	LEGEND		
	Unfunded		
	Funded thru 2015		
	Funded thru 2025		
	Funded thru 2035		

Mecklenburg Union MPO Project(s)

The complete list of amended 2035 LRTP projects is provided in Appendix B.

TIP #	Project	Current 09-15 TIP FY	Prop 12- 18 TIP FY	Curt. Horizon Year	Prop. Horizon Year	Reason for FY or HY Change
R-211 EC	I-485/Weddington Road interchange	2011	Unfunde d	2015	2025	Delayed to Unfunded status
U-5110	McKee Road grade separation	2014	2014	Not in plan	2015	N/A
U-3850	Belk Freeway/I-77 interchange	2012	2012	2015	2015	N/A
I-5405	I-77, HOV conversion to HOT and extend to exit 28	N/A	2015	Not in plan	2025	New project
I-4750	I-77 widening (NC 73 to I- 40)	Unfunde d	Unfunde d	Not in plan	2025	Project accelerated to FY 2020
I-4733	I-77/Catawba Ave interchange	Unfunde d	2011	2025	2015	Project accelerated to FY 2013
U-3467	Rea Road Extension	2013 (partial)	2016	Not in plan	2025	Project scope has changed
U-5112	Potter Road improvements	2014	2014	Not in plan	2015	FHWA requires project to be in LRTP
R- 2420A	City Boulevard Extension	Unfunde d	2013	2015	2025	Project is regionally significant
I-5126	I-77 widening (Augustalee)	2013	Drop	2015	Drop	Project replaced by new TIP managed lanes project (I-5405)
I-5127	I-77/Westmoreland Road interchange (Augustalee)	2013	Drop	2015	2025	Delayed due to delay in Augustalee project
U-5128	Statesville Road widening (Augustalee)	2013	Drop	2015	2025	Delayed due to delay in Augustalee project
U-5129	Westmoreland Road widening (Augustalee)	2013	Drop	2015	2025	Delayed due to delay in Augustalee project
U-5130	Jim Cooke Road (Augustalee)	2013	Drop	2015	2025	Delayed due to delay in Augustalee project
U-5131	Northcross Drive Extension (Augustalee)	2013	Drop	2015	Drop	Delayed due to delay in Augustalee project
U-2547	Charles St. widening	2011	Unfunde d	2015	2035	Delayed to Unfunded status
U-3809	Indian Trail Road widening	2012	Drop	2015	Remove from plan	Shift funds to Old Monroe Road, U-4714

U-3825	Stallings Road widening	2011	Drop	2015	Remove from plan	Shift funds to Old Monroe Road, U-4714
U-4714B	Old Monroe Road widening, I-485 to Indian Trail Road	Unfunded	2017	2025 (B section)	2025 (B section)	See U-3809 and U-3825
R-2555B	W. Catawba Ave widening	Unfunded	2018	2035	2025	Project accelerated to FY 2018
U-4913	Idlewild Road (Stallings)	Unfunded	2018	Not in plan	2025	Project accelerated to FY 2018
I-3311E	I-77 SB lane widening, I-85 to Brookshire Frwy	2013	2016	Not in plan	2025	Project omitted from original 2035 LRTP list
U-203	Airport Entrance Road	Unfunded	2012	Not in plan	2015	City has committed to build project
U-5325	Roundabout-NC 84 & Wedd-Matt Road; NC 16 & Wedd Church Road-relocate intersection	N/A	2011	Not in plan	2015	New project
TE-5103	Charlotte Streetcar	N/A	2011	2035	2015	Project accelerated due to receipt of grant
R-4902	I-485, I-77 to Johnston Road	2015	2013	2025	2015	Project accelerated to 2013
U-5116	Little Rock Road relocation	2015	2015	Not in plan	2015	FHWA requires project to be in LRTP
U-2509	Independence Blvd, Idlewild Road to I-485	Unfunded	2018 (ROW only)	2025 & 2035	2025 & 2035	

Donut Area Project(s)

The list of amended 2035 LRTP projects are provided in Appendix B

R-3833, Iredell County:

R-3833 in Iredell County (Lake Norman RPO) is modeled as follows:

R-3833-A will be complete in 2011, **R-3833-B** completed by 2013 and **R-3833-C** is unfunded

AMENDED FISCAL CONSTRAINT DETERMINATION

As part of the federal transportation planning requirements 23 CFR 450 and 500 for LRTPs, the costs of implementing transportation programs and projects included in LRTPs are compared with the funding expected to be available. These LRTPs' financial analyses were developed in response to the requirements for "financially constrained plans".

These LRTPs consider capital costs and operation and maintenance (O&M) costs associated with the preservation and continued operation of the existing transportation system, as well as the costs associated with the recommended expansion of the transportation networks included in the LRTPs. The LRTPs also describe revenues from all sources that will be available to pay for capital and O&M costs. Each LRTP describes in detail its own financing plan. The financial constraints for each LRTP were also summarized in the Metrolina Area Conformity Determination Report dated May 3, 2010 and the 2035 LRTPs.

Assumptions for revenues and expenditures are the same as shown in the original document because overall costs of projects did not change significantly. The only changes affect the air quality analysis years, as shown in Appendix B.

2.0 Relationship of the LRTP and TIP

In accordance with 40 CFR Parts 51 and 93, the TIP is a direct subset of the LRTP and if the following conditions are met:

- The TIP is consistent with the conforming LRTP such that the regional emissions analysis performed on the LRTP applies to the TIP;
- The TIP contains all projects which must be started in the TIP's timeframe to implement the highway and transit system envisioned by the LRTP in each of its horizon years;
- All federally funded TIP projects which are regionally significant are part of the specific highway or transit system envisioned in the LRTP horizon years; and
- The design concept and scope of each regionally significant project identified in the TIP is not significantly different from that described in the LRTP.
- The number of travel lanes of each regionally significant project identified in the TIP is not significantly different from that described in the LRTP.

This report documents that the TIP for FY 2012-2018 is a direct subset of the 2035 LRTPs for the Cabarrus Rowan MPO, the Gaston MPO, the Mecklenburg Union MPO and the projects from the donut areas of Lincoln County, Iredell County, Gaston County, and Union County that are the responsibility of the North Carolina Department of Transportation (NCDOT). The 2035 LRTP for this area is fiscally constrained and is consistent with 23 CFR Part 450 Subpart C. This

conformity determination is based on the most recent estimates of the emissions and the most recent planning assumptions (including population, employment, travel and congestion estimates available) as determined by the appropriate MPOs and NCDOT. It has been demonstrated in the Conformity Determination Report that the 2035 LRTPs conforms to the provisions of the CAAA of 1990 and SAFETEA-LU. Also, the 2035 LRTPs conform to the purpose of the SIP in accordance with 40 CFR Part 93.

Copies of the 2012-2018 TIPs and the FY 2012-2018 STIP (for the donut counties of Gaston, Iredell, Lincoln and Union) are attached to this report in Appendix C.

3.0 Latest Planning Assumptions

The planning assumptions used to develop the Conformity Determination Report are the latest planning assumptions in the 2035 LRTP that were approved by the respective MPOs and NCDOT. Estimates of future population and employment are less than five years old. The vehicle age distribution and fleet mix distributions used as input to the emission model were based on the current data from North Carolina Division of Motor Vehicles. This data is also less than five years old.

4.0 Interagency Consultation

The FY 2012-2018 TIP has undergone interagency consultation as required in the North Carolina Administrative Code Title 15A Subpart 2D 2002-2003 inclusive. Interagency consultation meetings involving the MPOs, NCDOT, NCDENR, FHWA and USEPA- Region 4 were held on November 4, 2010, November 17, 2010, December 8, 2010, January 13, 2011, February 16, 2011, and March 17, 2011, April 19, 2011. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix D.

5.0 Public Involvement

The FY 2012-2018 TIP was reviewed by the public in accordance with the Public Involvement Policies of the Cabarrus Rowan MPO, the Gaston MPO, the Mecklenburg Union MPO and the NCDOT. This report was also made available for public review by the Lake Norman and Rocky River Rural Planning Organizations (RPO). Copies of citizen comments and agency responses to them are attached to this report in Appendix E. The newspaper advertisements for public review and comment period are attached to this report in Appendix F.

6.0 Emission Comparison Summary Tests by Location and Pollutants

Gaston County Emissions 8-Hour Ozone RFP SIP MVEB Comparison Summary

Gaston County Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	LRTP Emissions	SIP Budget	LRTP Emissions	SIP Budget
2015	4360	7647	3877	5132
2025	2237	7647	2751	5132
2035	2174	7647	3165	5132

Cabarrus County Emissions 8-Hour Ozone RFP SIP MVEB Comparison Summary

Cabarrus County Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	LRTP Emissions	SIP Budget	LRTP Emissions	SIP Budget
2015	4869	7324	4959	6941
2025	2490	7324	3082	6941
2035	2259	7324	3605	6941

Rowan County Emissions 8-Hour Ozone RFP SIP MVEB Comparison Summary

Rowan County Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	LRTP Emissions	SIP Budget	LRTP Emissions	SIP Budget
2015	4562	7193	4155	6149
2025	2227	7193	2465	6149
2035	1865	7193	2786	6149

Lincoln County Emissions 8-Hour Ozone RFP SIP MVEB Comparison Summary

Lincoln County Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	LRTP Emissions	SIP Budget	LRTP Emissions	SIP Budget
2015	2032	2948	1955	2726
2025	1038	2948	1221	2726
2035	902	2948	1450	2726

Iredell County Emissions 8-Hour Ozone RFP SIP MVEB Comparison Summary

Iredell County Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	L RTP Emissions	SIP Budget	L RTP Emissions	SIP Budget
2015	2818	5637	2596	3601
2025	1458	5637	1658	3601
2035	1256	5637	2007	3601

Union County Emissions 8-Hour Ozone RFP SIP MVEB Comparison Summary

Union County Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	L RTP Emissions	SIP Budget	L RTP Emissions	SIP Budget
2015	4845	5660	4863	6299
2025	2716	5660	3290	6299
2035	2436	5660	3959	6299

Mecklenburg County 8-Hour Ozone RFP SIP and CO MVEB Comparison Summary

Mecklenburg County Emissions Comparison Summary						
Year	CO (tons/day)¹		NO_x (kilograms/day)		VOC (kilograms/day)	
	L RTP Emissions	SIP Budget	L RTP Emissions	SIP Budget	L RTP Emissions	SIP Budget
2015	423.80	470.18	20607	34526	20543	26368
2025	394.34	470.18	10551	34526	13855	26368
2035	427.82	470.18	10129	34526	15521	26368

¹To obtain kilograms per day, multiply tons per day by 907.18

The MOBILE 6 and Regional Emission Analysis files are provided in Appendix I.

7.0 Findings of Conformity

Cabarrus Rowan MPO Ozone Conformity Finding for the 2035 Long Range Transportation Plan Amendment and 2012-2018 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Cabarrus Rowan MPO 2035 Long-Range Transportation Plan Amendment and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan (SIP). The emissions expected from the implementation of the

Cabarrus Rowan MPO 2035 Long-Range Transportation Plan Amendment and 2012-2018 Transportation Improvement Program are in conformity with the 8-hour ozone standard.

Gaston MPO Ozone Conformity Finding for the 2035 Long Range Transportation Plan Amendments and 2012-2018 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Gaston MPO 2035 Long-Range Transportation Plan Amendments and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan (SIP). The emissions expected from the implementation of the Gaston MPO 2035 Long-Range Transportation Plan Amendments and 2012-2018 Transportation Improvement Program are in conformity with the 8-hour ozone standard.

Mecklenburg Union MPO Ozone and Carbon Monoxide Conformity Finding for the 2035 Long Range Transportation Plan Amendments and 2012-2018 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Mecklenburg Union MPO 2035 Long-Range Transportation Plan Amendments and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan (SIP). The emissions expected from the implementation of the Mecklenburg Union MPO 2035 Long-Range Transportation Plan Amendments and 2012-2018 Transportation Improvement Program are in conformity with the 8-hour ozone and CO standards

NCDOT Donut Area Conformity Finding for Projects from the 2012-2018 State Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the projects from the 2012-2018 State Transportation Improvement Program for the donut areas of counties in the Metrolina area that are outside of the MPO boundaries are found to conform to the purpose of the North Carolina State Implementation Plan (SIP). The emissions expected from the implementation of the projects from the 2012-2018 State Transportation Improvement Program are in conformity with the 8-hour ozone standard (where applicable).

The MPO/NCDOT conformity determinations and TIP/LRTP adoptions are provided in Appendix G.

The USDOT Conformity Determination Letter is provided in Appendix H.

Appendix A: Air Quality Regulations

40 CFR 93.122(g)

(g) *Reliance on previous regional emissions analysis.*

(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:

(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP’s timeframes in order to achieve the highway and transit system envisioned by the transportation plan;

(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan’s and/or TIP’s regional emissions at the time of the previous conformity determination;

(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and

(iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:

(i) Not regionally significant; or

(ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan’s regional emissions at the time of the transportation plan’s conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.

(3) A conformity determination that relies on paragraph (g) of this section does not satisfy the frequency requirements of §93.104(b) or (c).

Appendix B: Amended 2035 LRTPs and Projects from the 2012-2018 STIP for the donut areas

SEE ATTACHED FOLDER: “APPENDIX B”

The accompanying pages include the LRTPs (STIPs for donut areas), by MPO and RPO donut area counties.

- Cabarrus Rowan MPO 2035 LRTP Amended Project List
- Gaston MPO 2035 LRTP Amended Project List
- Mecklenburg Union MPO 2035 LRTP Project List
- Projects from the FY 2012-2018 STIP for the donut areas

Appendix C: FY 2012-2018 Transportation Improvement Programs

SEE ATTACHED FOLDER: “APPENDIX C”

The accompanying pages include the TIP (STIP for donut areas), by MPO and RPO donut area counties.

- Cabarrus Rowan MPO FY 2012-2018 TIP
- Gaston MPO TIP FY 2012-2018
- Mecklenburg Union MPO TIP FY 2012-2018
- Projects from the FY 2012-2018 STIP for Iredell County
- Projects from the FY 2012-2018 STIP for Union County
- Projects from the FY 2012-2018 STIP for Lincoln County
- Projects from the FY 2012-2018 STIP for Gaston County

Appendix D: Interagency Consultation

SEE ATTACHED FOLDER: "APPENDIX D"

- Interagency Consultation Meeting Minutes
- Consensus Plan
- Conformity Process Schedule

Appendix E: Comments and Responses from the Public Involvement Process

SEE ATTACHED FOLDER: "APPENDIX E"

Appendix F: Newspaper Advertisements and Affidavits

SEE ATTACHED FOLDER: "APPENDIX F"

Appendix G: MPO/NCDOT Conformity Determinations and TIP/LRTP Amendment Adoptions

Appendix G includes TIP adoption/endorsement and conformity finding resolutions for applicable MPOs (adoption), RPOs (endorsement) and the NCDOT (conformity findings for rural counties).

SEE ATTACHED FOLDER: “APPENDIX G”

- Cabarrus Rowan MPO 2035 LRTP Amendment Conformity Determination
- Cabarrus Rowan MPO 2035 LRTP Amendment Adoption
- Cabarrus Rowan MPO FY 2012-2018 TIP Conformity Determination
- Cabarrus Rowan MPO FY 2012-2018 TIP Adoption

- Gaston MPO 2035 LRTP Amendment Conformity Determination
- Gaston MPO 2035 LRTP Amendment Adoption
- Gaston MPO FY 2012-2018 TIP Conformity Determination
- Gaston MPO FY 2012-2018 TIP Adoption

- Mecklenburg Union MPO 2035 LRTP Amendment Conformity Determination
- Mecklenburg Union MPO 2035 LRTP Amendment Adoption
- Mecklenburg Union MPO FY 2012-2018 TIP Conformity Determination
- Mecklenburg Union MPO FY 2012-2018 TIP Adoption

- NCDOT 2012-2018 STIP conformity finding for the donut areas of Gaston, Iredell, Lincoln and Union

Appendix H: USDOT Conformity Determination

SEE ATTACHED FOLDER: "APPENDIX H"

Appendix I: MOBILE 6 & Regional Emissions Analysis Files

Note: The values for the VOC LRTP emissions for all horizon years were corrected due to the wrong emission factors used for midday calculations. Also, the CO LRTP Emissions were corrected due to the wrong emission factors used for all times of day for both 2015 and 2025.

SEE ATTACHED FOLDER: “APPENDIX I”