

Metrolina Area Transportation Conformity:
Pre-Analysis Consensus Plan (8-Hour Ozone & CO)

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

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The Mecklenburg Union Metropolitan Planning Organization (MUMPO), Cabarrus Rowan MPO (CRMPO), 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.

Metrolina Area MPOs:

- ❑ Mecklenburg Union Metropolitan Planning Organization (MUMPO)
- ❑ Cabarrus Rowan MPO (CRMPO)
- ❑ Gaston MPO (GMPO)

Donut Areas:

- ❑ Rural portion of Gaston county outside of the MPO area
- ❑ Rural portion of Union county outside of the MPO area
- ❑ Lincoln County
- ❑ Iredell County – partial county

The following pollutants will be included in this conformity determination:

- ❑ 8-Hour Ozone (8-hour O₃)
- ❑ Carbon Monoxide (CO) – Mecklenburg County

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, 2015 & 2025

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

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				
				2002 ¹ Baseline	2010 ²	2015 ⁴	2025	2035 Horizon
Cabarrus	modeled all	8 hr O3 to EPA by 11.30.09	TDM ³	O3	O3	O3	O3	O3
Rowan	Modeled all	8 hr O3 to EPA by 11.30.09	TDM ³	O3	O3	O3	O3	O3
Gaston	Modeled all	8 hr O3 to EPA by 11.30.09	TDM ³	O3	O3	O3	O3	O3
Mecklenburg	Modeled all	8 hr O3 to EPA by 11.30.09	TDM ³	O3	O3	CO O3	CO O3	CO O3
Union	Modeled all	8 hr O3 to EPA by 11.30.09	TDM ³	O3	O3	O3	O3	O3
Lincoln	Modeled all	8 hr O3 to EPA by 11.30.09	TDM ³	O3	O3	O3	O3	O3
Iredell (part)	Modeled all	8 hr O3 to EPA by 11.30.09	TDM ³	O3	O3	O3	O3	O3

¹ Baseline for 8 hour ozone interim emissions test (if necessary)

² O3 attainment date for the Metrolina Region will need to be an MRM modeled year.

³ The baseyear of the MRM is 2005

⁴ 2015 will meet the interim test requirement of needing an analysis year no more than 5 years beyond the year in which the conformity determination is being made

Additional table notes and explanations:

County:

- Ozone: The Metrolina ozone non-attainment area consists of 6 whole counties (Mecklenburg, Union, Cabarrus, Rowan, Gaston, and Lincoln) plus one partial county (Iredell). The ozone non-attainment area includes four donut areas (Union, Gaston, Lincoln and Iredell-partial) represented by the NCDOT in cooperation with the Lake Norman Rural Planning Organization (RPO) and the Rocky River RPO.
- CO: The Metrolina CO maintenance area consists of one whole county (Mecklenburg)

**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 1-hour ozone and CO standards. The North Carolina Division of Air Quality (NCDAQ) has a draft version of the Reasonable Further Progress (RFP) SIP for the 8 hour ozone standard that will be submitted to the Environmental Protection Agency (EPA) by November 30, 2009. The strategy for the regional emissions analysis is to do comparisons for the CO and proposed 8-hour ozone SIP MVEBs as well as the interim tests (1-hour ozone (Mecklenburg and Gaston), less than baseline and build/no build). This will cover all bases in case the 8-hour SIP MVEBs are not found adequate or approved before the USDOT conformity determination is made.

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

Emission Comparison Years:

- **Interim Emissions Test** (To be used if the proposed 8-hour ozone RFP SIP motor vehicle emissions budgets (MVEBs) are not found adequate or approved prior to the USDOT conformity determination). The interim emissions test will consist of the 1-hour ozone MVEBs for Mecklenburg and Gaston Counties and the interim emissions tests (less than baseline 2002 and the build-no-build test) for all the Metrolina Area counties (*Mecklenburg, Gaston, Cabarrus, Rowan, Iredell-partial, Lincoln, Union*). The interim test comparisons will include a summation of the Metrolina area counties emissions into a single number (including Mecklenburg and Gaston Counties) for the comparisons.
 - **Less than baseline 2002 (Regional test sum emissions from *Mecklenburg, Gaston, Cabarrus, Rowan, Iredell-partial, Lincoln, Union*)**
 - Interim emissions tests (less than 2002 baseline): 2002 (modeled-baseline year), 2015 (modeled-compare to 2002 baseline), 2025 (modeled-compare to 2002 baseline), and 2035 (modeled-compare to 2002 baseline)
 - **Build-no-build (Regional test sum emissions from *Mecklenburg, Gaston, Cabarrus, Rowan, Iredell-partial, Lincoln, Union*)**
 - Interim emissions tests (build-no-build): 2015 (modeled build compared to modeled no-build), 2025 (modeled build compared to modeled no-build) and 2035 (modeled build compared to modeled no-build).
 - **1-Hour Ozone (*Mecklenburg and Gaston*)**
 - MVEB: 2010 (modeled-compare to 2005 MVEB), 2015 (modeled-compare to 2005 MVEB), 2025 (modeled-compare to 2005 MVEB) and 2035 (modeled-compare to 2005 MVEB).

- ❑ Motor Vehicle Emissions Budget Test
 - (**Proposed 8-hour ozone SIP**): To be used in case the proposed RFP SIP MVEBs are found adequate or approved prior to the USDOT conformity determination **8-hour ozone (Mecklenburg, Gaston, Cabarrus, Rowan, Iredell-partial, Lincoln, Union)**
 - 2010 (modeled-compare to 2008 MVEB), 2015 (modeled-compare to 2008 MVEB), 2015 (modeled-compare to 2008 MVEB), 2025 (modeled-compare to 2008 MVEB) and 2035 (modeled-compare to 2008 MVEB)
 - **CO (Mecklenburg)**: 2015 (modeled-compare to 2015 MVEB), 2025 (modeled-compare to 2015 MVEB) and 2035 (modeled-compare to 2015 MVEB)

List of Specific Conformity Years (1-hour ozone SIP)

- a. Baseline: 2002
- b. Horizon: 2035
- c. SIP MVEB Year: 2005
- d. Emission comparison years (NOx and VOC): 2010, 2015, 2025 & 2035

List of Specific Conformity Years (Interim Emissions Test)

- a. Baseline: 2002 (2002 vehicle mix will be used for 2002 and 2008 vehicle mix will be used for the years beyond 2002)
- b. Horizon: 2035
- c.** Emission comparison years (NOx and VOC): 2015, 2025 & 2035

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

- a. Baseline: 2002
- b. Horizon: 2035
- c: RFP SIP MVEB Year: 2008
- d. Emission comparison years (NOx): 2010, 2015, 2025 & 2035

List of Specific Conformity Years (CO SIP)

- a. Horizon: 2035
- b. SIP Budget Years: 2015 (new SIP)
- c. Emission comparison years: 2015, 2025 & 2035

7. Non-attainment / Maintenance Counties:

- ❑ CO Maintenance: Mecklenburg County
- ❑ 8 Hour Ozone Non-attainment Area: Gaston Co., Mecklenburg Co., Cabarrus Co., Rowan Co., Union Co., Lincoln, and the southern portion of Iredell County (Coddle Creek and Davidson Townships)

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

The Metrolina area is non-attainment for the 8-hour ozone standard (Gaston, Mecklenburg, Cabarrus, Rowan, Union, Lincoln, Iredell County (part)) and maintenance for the CO standard (Mecklenburg).

- a. Current SIP: Mecklenburg County is maintenance for the Carbon Monoxide (CO) standard. A MVEB was established for 2015 and emission limits based on the MVEB is indicated below:

CO: Current CO SIP (tons/day)			
Area	Comparison Year		
	2015	2025	2035
Mecklenburg	470.18	470.18	470.18

***The MVEB for 2015 will be used for the 2025 and 2035 comparison since 2015 is the last year that a MVEB is provided for CO*

- b. 1-Hour Ozone SIP: A 2005 MVEB was established for VOC and NOx and the emission limits based on the MVEBs is indicated below:

1-Hour Ozone SIP NOx (tons/day)			
Area	Comparison Year		
	2015	2025	2035
Mecklenburg	33	33	33
Gaston	8.7	8.7	8.7

1-Hour Ozone SIP VOC (tons/day)			
Area	Comparison Year		
	2015	2025	2035
Mecklenburg	25.9	25.9	25.9
Gaston	5.7	5.7	5.7

***The MVEB for 2005 will be used for the 2015, 2025 and 2035 comparison since 2005 is the last year that a MVEB is provided for NOx and VOC*

- c. Proposed 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 proposed RFP SIP has MVEBs for NOx and VOCs.

<i>Park-n-Ride Lots:</i>	<i>Off model</i>	Credited <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:** Cabarrus, Gaston, Lincoln, Mecklenburg, Rowan, Union Counties, and the southern portion of Iredell County (Coddle Creek and Davidson Townships)
- ❑ **CO Maintenance Area:** Mecklenburg 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.

Parameter	Details	Data Source
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	
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, Mecklenburg, Union, and Cabarrus Counties. OBD-II for 2010, 2015, 2025 and 2035 runs in all Metrolina Counties.	
h. Anti-tampering Applicability:	Applies to vehicles 35 years and newer <ul style="list-style-type: none"> • 2002 run: 1968 and newer • 2010 run: 1976 and newer • 2015 run: 1981 and newer • 2025 run: 1991 and newer • 2035 run: 2001 and newer 	
i. Strategies:	None	
j. I/M Fraction:	Will be based on the 2007 accident data.	
k. Vehicle Starts Data	Local Data	

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

Parameter	Details	Data Source
a. <i>Emission Model Runs:</i>	Typical Winter Weekday	
b. <i>Pollutants Reported:</i>	CO	
c. <i>Emissions Budget Years:</i>	2015	
d. <i>Emissions Analysis Years:</i>	2015, 2025, 2035	
e. <i>Max/Min Temperature:</i>	50.5 max & min	
f. <i>RVP:</i>	15.0 psi	
g. <i>Evaluation month:</i>	January	
h. <i>VMT:</i>	Regional Model MRM09v1	

Mobile Model Settings unique to 8-hr Ozone interim test analysis (1-hr ozone MVEBs for Mecklenburg and Gaston and less than baseline and build/no build tests): The following MOBILE model-input parameters will be used in the conformity analysis.

Parameter	Details	Data Source
a. <i>Emission Model Runs:</i>	Typical Summer Weekday	
b. <i>Pollutants Reported:</i>	VOC and NOx	
c. <i>Emissions Budget Years:</i>	2005 (1-hr ozone budgets) for Mecklenburg & Gaston	
d. <i>Emissions Analysis Years:</i>	2002 (comparison for interim test), 2010, 2015, 2025, 2035	
e. <i>Max/Min Temperature:</i>	89/63 max/min for VOC for Gaston & Mecklenburg 95/66 max/min for NOx for Gaston & Mecklenburg 56-yr avg. July temp profile from CLT for Donut area	
f. <i>Relative Humidity (RH):</i>	6-yr avg. July RH profile based on 1-hr SIP temps from Gastonia for Gaston 56-yr avg. July RH profile based on 1-hr SIP temps from CLT for Mecklenburg No RH data used for Donut area	
g. <i>Barometric Pressure:</i>	30	
h. <i>RVP:</i>	7.8 psi for Gaston and Mecklenburg 9.0 psi for Donut area	
i. <i>Evaluation month:</i>	July	
j. <i>VMT:</i>	Regional Model MRM09v1	

- The VMT for Mecklenburg and Gaston can be normalized if needed.

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

Parameter	Details	Data Source
a. <i>Emission Model Runs:</i>	Typical Summer Weekday	
b. <i>Pollutants Reported:</i>	VOC and NOx	
c. <i>Emissions Budget Years:</i>	2008	
d. <i>Emissions Analysis Years:</i>	2002 (for comparison), 2010, 2015, 2025, 2035	
e. <i>Hourly Temperatures:</i>	July 2002 average temperature from Charlotte Douglas International airport for 24 hours for NOx and VOC for all counties.	
f. <i>Relative Humidity (RH):</i>		

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 and Mecklenburg
9.0 psi for the remaining counties
- i. Evaluation month:** July
- j. VMT:** Regional Model [MRM09v1](#)
The VMT for Mecklenburg and Gaston can be normalized if needed.

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

Gaston County 6-yr average July RH profile based on 1-hr SIP temperatures:

VOC

RELATIVE HUMIDITY : 100. 100. 100. 91. 76. 65. 58. 54. 53. 53. 54. 57.
62. 69. 75. 83. 88. 93. 98. 100. 100. 100. 100. 100.

NOx

RELATIVE HUMIDITY : 100. 100. 96. 80. 65. 55. 49. 45. 44. 44. 45. 48.
52. 58. 65. 72. 77. 80. 86. 90. 93. 96. 97. 99.

Mecklenburg County 56-yr average July RH profile based on 1-hr SIP temperatures:

VOC

RELATIVE HUMIDITY : 100. 100. 93. 79. 66. 56. 49. 46. 44. 44. 45. 48.
52. 58. 65. 71. 75. 81. 85. 88. 92. 94. 95. 99.

NOx

RELATIVE HUMIDITY : 92. 92. 83. 69. 56. 48. 41. 38. 37. 36. 37. 39.
40. 49. 56. 61. 65. 71. 75. 78. 82. 84. 85. 89.

Donut area 56-yr average July temperatures:

HOURLY TEMPERATURES: 67.7 69.5 73.0 75.7 77.9 80.2 81.8 82.6 83.7 84.0 83.3 82.4
80.7 78.4 76.1 74.4 72.7 71.7 70.6 69.5 68.9 68.1 67.2 67.1

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. *(each MPO/RPO area will provide this information by August 2009)*

20. Regionally Significant Projects (Federal and Non Federal): *(each Metrolina area MPO/RPO will provide this information by August 2009)*

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. *(each Metrolina area MPO/RPO area will provide this information by the end of August 2009)*

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.