
**Transportation Conformity Determination Report
for the 1997 ozone NAAQS**

Triangle Region

Capital Area Metropolitan Planning Organization (CAMPO)

2050 Metropolitan Transportation Plan (MTP) Amendments

2024-2027 Transportation Improvement Program

*Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
(DCHC MPO)*

2050 Metropolitan Transportation Plan (MTP) Amendments

2024-2027 Transportation Improvement Program

Burlington-Graham Metropolitan Planning Organization (BGMPO)

2024-2027 Transportation Improvement Program

North Carolina Department of Transportation (NCDOT)

*2024-2027 Transportation Improvement Program
for projects outside of MPO boundaries*

Adoption Dates: [Date] (DCHC MPO)
[Date] (BGMPO)
[Date] (CAMPO)

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Acknowledgements

This *Transportation Conformity Report* for the CAMPO and DCHC MPO 2050 Metropolitan Transportation Plans (MTPs) and CAMPO, DCHC MPO and BGMPO 2024-2027 Transportation Improvement Programs (TIPs) was prepared by the Triangle J Council of Governments. Individuals from the following agencies contributed their efforts toward the completion of the Transportation Conformity Determination Report:

- NC Capital Area Metropolitan Planning Organization (CAMPO)
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)
- Burlington-Graham Metropolitan Planning Organization (BGMPO)
- North Carolina Department of Transportation (NCDOT)
- North Carolina Department of Environmental Quality, Division of Air Quality (NCDEQ)
- U.S. Federal Highway Administration (FHWA)
- U.S. Federal Transit Administration (FTA)
- U.S. Environmental Protection Agency (EPA)

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Executive Summary

As part of their transportation planning processes, the North Carolina Capital Area Metropolitan Planning Organization (CAMPO), the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the Burlington-Graham Metropolitan Planning Organization (BGMPO) completed the transportation conformity process for amendments to the 2050 Metropolitan Transportation Plan (MTP) for CAMPO and DCHC MPO and for the 2024-2027 Transportation Improvement Program (TIP) for CAMPO, DCHC MPO and BGMPO. This report documents that the 2050 MTP and 2024-2033 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally-funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs, and federally-supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Management District v EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Research Triangle Region was “maintenance” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the MTP and the TIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Decision* issued on November 29, 2018.

Section 1 – Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for state and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that federally-supported transportation activities are consistent with (“conform to”) the purpose of a state’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

U.S. EPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O₃) under the 1-hour ozone standard and Durham County and Wake County non-attainment for carbon monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) mix together in the atmosphere with sunlight. NO_x and VOC are referred to as ozone “precursors.” Durham County, Wake County, and Dutchville Township were redesignated by U.S. EPA to attainment with a maintenance plan for CO on September 18, 1995. The 20-year CO maintenance requirements for the Triangle expired in 2015.

In 1997, the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that was designed to replace the one-hour standard. The U.S. EPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covered the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

On December 26, 2007, the Triangle Area was redesignated as attainment with a maintenance plan for ozone under the eight-hour standard. The U.S. EPA direct final rule for ozone is provided in Appendix B.

The U.S. Court of Appeals for the DC Circuit in the *South Coast Air Quality Management District v EPA*, No. 15-1115, issued a decision on February 16, 2018. In that decision, the court struck down portions of the 2008 Ozone National Ambient Air Quality Standards (NAAQS) State Implementation Plan Requirements Rule which vacated the revocation of transportation conformity requirements for the 1997 8-hour ozone NAAQS.

In November 2018, U.S. EPA issued guidance for the *South Coast v EPA* court decision. U.S. EPA's guidance states that transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). Transportation conformity for the 1997 ozone NAAQS would be required on MTP and TIP actions as of February 16, 2019.

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Section 2 – 2050 Metropolitan Transportation Plan (MTP)

The *Connect 2050 Metropolitan Transportation Plan* is one part of the Metropolitan Planning Organization (MPO) transportation planning process. The *Connect 2050* plan was developed by DCHC MPO and CAMPO between 2019 and 2022. 40 CFR Part 93.104(b)(3) requires a conformity determination of transportation plans no less frequently than every four years. As required in 40 CFR Part 93.106, the analysis years for the transportation plans are no more than ten years apart. The DCHC MPO and CAMPO are amending their 2050 MTPs to incorporate the 2024-2027 TIP. CAMPO includes all of Wake County and parts of Franklin, Granville and Johnston Counties within the ozone maintenance area, and part of Harnett County outside the ozone maintenance area. The DCHC MPO includes all of Durham County and parts of Chatham and Orange Counties within the ozone maintenance area. For information on the separate BGMPO 2045 MTP, see below.

Although an emissions analysis is not required, the Metropolitan Transportation Plan used the latest adopted planning assumptions as discussed in 40 CFR 93.110, and were adopted as part of the Plan. Four components combine to represent planning assumptions and translate them into travel:

- a. A single travel demand model was developed for the urbanized portion of the Triangle maintenance area, including all of the DCHC MPO and CAMPO areas and the portion of the Burlington-Graham MPO within Orange County;
- b. A single set of population, housing, and employment projections was developed and adopted by the MPOs, using GIS-based growth allocation;
- c. A set of highway and transit projects that was consistent across jurisdiction boundaries was developed and refined through partner cooperation;
- d. Forecasts of travel entering and leaving the modeled area were updated to reflect the most recent traffic count data.

This collection of socioeconomic data, highway and transit networks, and travel forecast tools and methods, representing the latest planning assumptions, was finalized through the adoption of the Metropolitan Transportation Plan. Additional detail on planning assumptions is available in the MTP document, which is available from CAMPO, DCHC MPO, and the Triangle J Council of Governments.

The Transportation Plan is fiscally constrained as discussed in 40 CFR 93.108. The plan is fiscally constrained to the year 2050. The estimates of available funds are based on historic funding availability and methods used in the NCDOT Strategic Transportation Investments legislation and policy, and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in the *Connect 2050* MTP document.

The Burlington-Graham MPO has a separate *2045 Metropolitan Transportation Plan*, which was adopted in June 2020. There are currently no MTP amendments recommended within the Orange County portion of the BGMPO planning area.

This conformity determination is for an amendment to the CAMPO and DCHC MPO 2050 MTP document; BGMPO does not need to further amend its MTP to accommodate TIP project changes in the Triangle region. The projects that constitute this amendment are listed in Appendix A.

Section 3 – 2024-2027 Transportation Improvement Program (TIP)

The 2024-2027 TIP is one part of an MPO’s transportation planning process. The planning process includes the development of a Metropolitan Transportation Plan (MTP). The MPO adopts the long-range transportation plan. As projects in these long-range plans advance to implementation, they are programmed in the TIP for study, design, right-of-way acquisition and construction, provided they attain environmental permits and other necessary clearances.

The purpose of the TIP is to set forth an MPO’s near-term program for transportation projects. The TIP is prepared according to an MPO’s procedures. An MPO Committee works with the State DOT and the appropriate transit operators in developing a draft TIP. Following public and agency review, the TIP is typically approved by the State DOT (as part of the Statewide Transportation Improvement Program, or STIP) and the MPO. The TIP is forwarded to the State DOT, then on to federal funding agencies – the Federal Highway Administration and the Federal Transit Administration.

This conformity determination is on the new 2024-2027 TIP. Projects in each MPO TIP and the NCDOT STIP are available on each MPO’s website and from the NCDOT and Triangle J Council of Governments.

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Section 4 – Transportation Conformity Determination: General Process

Per the court’s decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once U.S. DOT makes its 1997 ozone NAAQS conformity determination for the MTP and new 2024-2027 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the 2050 MTP in the CAMPO and DCHC MPO areas and the 2024-2027 TIP for the BGMPO, CAMPO, and DCHC MPO areas and NCDOT in the portion of the Triangle maintenance area outside of the MPO boundaries.

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¹ The areas identified can be found in EPA’s “Transportation Conformity Guidance for the South Coast II Court Decision,” EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

Section 5 – Transportation Conformity Requirements

5.1 Overview

On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision*² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the DCHC MPO and CAMPO 2050 MTP Amendments and new 2024-2033 TIP for BGMPO, CAMPO, and DCHC MPO can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

5.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The North Carolina SIP does not include any TCMs, see also Section 5.4.

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

5.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with DCHC MPO, CAMPO, BGMPO, NCDOT, NCDEQ Division of Air Quality, FHWA, FTA, and EPA. Interagency consultation was conducted consistent with the North Carolina Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450, and in conformance with CAMPO's, DCHC MPO's, and BGMPO's adopted Public Involvement Policies. Public comment periods varied for each participating MPO, typically ending on the date of the public hearing. The dates of the public hearings for each MPO were:

[Date] (DCHC MPO)

[Date] (BGMPO)

[Date] (CAMPO)

Both agency and public comments, and responses to these comments, are contained in Appendix E.

5.4 Timely Implementation of TCMs

The North Carolina SIP does not include any TCMs.

5.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR 450. The 2050 MTP and 2024-2033 TIP are fiscally constrained, as demonstrated in Chapter 8 of the CAMPO and DCHC MPO *Connect 2050* MTP.

Section 6 – Conclusion

The conformity determination process completed for the amended 2050 MTP and 2024-2033 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

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Appendix A – 2050 CAMPO and DCHC MPO Metropolitan Transportation Plan (MTP)

The tables on the following pages list projects that are being amended in the 2020 MTP. The first table lists amendments for the DCHC MPO area, and the second table lists amendments in the CAMPO area.

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Roadway Project List

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
45.3		I-5707	I-40 Auxiliary Lane	Regionally Significant	Add new project.	Project missed during MTP adoption.	DCHC MPO
704		U-6118	NC 55 Southbound Lane	Not Regionally Significant	Add new project.	Project not in MTP and funded for 2040 horizon due to swaps.	DCHC MPO
434	434.1		NC 98 (Holloway Street) – Miami Blvd to Junction Rd	Regionally Significant	Segment project and keep in 2050 horizon.	Project 434 was partially funded and therefore segmented.	DCHC MPO
434	434.2	U-6120	NC 98 (Holloway Street) – Junction Rd to Lynn Rd	Regionally Significant	Segment project and move segment to 2040 horizon.	Project originally in 2050 horizon under ID 434 but portion funded for 2040 horizon due to swaps.	DCHC MPO
434	434.3		NC 98 (Holloway Street) – Lynn Rd to Nichols Farm Dr	Regionally Significant	Segment project and keep in 2050 horizon.	Project 434 was partially funded and therefore segmented.	DCHC MPO
A137b	A137b1	HL-0008I	Old Stage Rd – Rolling Meadows Dr to Rock Service Station Rd (0.62 mi) – expand from 2 to 4 lanes	Not Regionally Significant	Segment project and move segment to 2030 horizon.	Project A137b originally in 2040 horizon, but this portion has been funded in STIP and moved to 2030 horizon.	CAMPO
A137b	A137b2		Old Stage Rd – Ten Ten Rd to Rolling Farm Rd (0.45 mi) – expand from 2 to 4 lanes	Not Regionally Significant	Segment project and keep in 2040 horizon.	Project A137b was partially funded and therefore segmented.	CAMPO
A217a	A217a1	HL-0008D	Sunset Lake Rd – Lockley Road to Holly Springs Road (0.3 mi) – expand from 3 to 4 lanes	Not Regionally Significant	Segment project and move segment to 2030 horizon.	Project A217a originally in 2050 horizon, but this portion has been funded in STIP and moved to 2030 horizon.	CAMPO
A217a	A217a2		Sunset Lake Rd – Main St to Edwards Dr/Bellagio Dr (1.85 mi) – expand from 3 to 4 lanes	Not Regionally Significant	Segment project and keep in 2050 horizon.	Project A217a was partially funded and therefore segmented.	CAMPO

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
A228a	A228a1	HL-0008J	NC 50 – Buffalo Rd to Rand Rd (0.45 mi) – expand from 2 to 4 lanes	Regionally Significant	Segment project and move segment to 2030 horizon.	Project A228a originally in 2040 horizon, but this portion has been funded in STIP and moved to 2030 horizon.	CAMPO
A228a	A228a2		NC 50 – Timber Dr/Buffalo Rd to Rand Rd/NC 540 (2.15 mi) – expand from 2 to 4 lanes	Regionally Significant	Segment project and keep in 2040 horizon.	Project A228a was partially funded and therefore segmented.	CAMPO
A418b	A418b1		NC 96 Bypass – NC 96/Cedar Creek Rd to East Main Street/NC 96 (2.1 mi) – new 2 lane facility	Not Regionally Significant	Segment project and keep in 2050 horizon.	Project A418b originally called for a 4 lane facility, but this has been segmented into an initial 2 lane facility and a later expansion to 4 lanes.	CAMPO
A418b	A418b2		NC 96 Bypass – NC 96/Cedar Creek Rd to East Main St/NC 96 (2.5 mi) – expand from 2 to 4 lanes	Not Regionally Significant	Segment project and move segment beyond MTP horizon.	Project A418b originally called for a 4 lane facility, but this has been segmented into an initial 2 lane facility and a later expansion to 4 lanes.	CAMPO
A426	A426a	HL-0007	NC 55 (Main St) – Technology Drive to Sunset Lake Road (0.75 mi) – expand from 3 to 4 lanes	Regionally Significant	Segment project and move segment to 2030 horizon.	Project A426 originally in 2050 horizon, but this portion has been funded in STIP and moved to 2030 horizon.	CAMPO
A426	A426b		NC 55 (Main St) – Sunset Lake Road to Holly Springs Road (2.0 mi) – expand from 3 to 4 lanes	Regionally Significant	Segment project and keep in 2050 horizon.	Project A426 was partially funded and therefore segmented.	CAMPO
A616a			New Hill Place – NC 55 (Bus) to NC 55 Bypass (1.08 mi) – new 3 lane facility	Not Regionally Significant	Remove project.		CAMPO
A64d			Aviation Parkway – I-40 to Gateway Centre Blvd (0.3 mi) – expand from 4 to 6 lanes	Not Regionally Significant	Remove project.		CAMPO

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
A642			N Harrison Ave HSR Grade Sep (RR) – Adams St to W Chatham St – 4 lanes	Exempt	Remove project.		CAMPO
A689		P-5736	Beryl Road Realignment – Beryl Road to Royal St (0.24 mi) – 2 lanes	Exempt	Move to 2030 horizon.	Project funded in STIP and moved to 2030 horizon.	CAMPO
A706			Aviation Parkway – Gateway Centre Blvd to RDU Center Drive (0.6 mi) – expand from 4 to 6 lanes	Not Regionally Significant	Revise project description and move beyond MTP horizon.	Change in horizon from 2040 to CTP (post-2050).	CAMPO
A885			Collector Street, Knightdale – Old Faison Rd to Widewaters Pkwy (0.85 mi) – new 2 lane facility	Not Regionally Significant	Move to 2040 horizon.	Change in horizon from CTP (post-2050) to 2040.	CAMPO
A98c2			Jessie Dr Square Loop Intersection – NC 55 to Jessie Dr (1.6 mi)	Not Regionally Significant	Revise project description.	Change in project description.	CAMPO
A98c			Technology Drive Interchange – Technology Drive and NC 55 Bypass	Regionally Significant	Move to 2050 horizon.	Change in horizon from 2030 to 2050.	CAMPO
F112	F112a	I-5966	I-40 Corridor Improvements – Aviation Parkway to Harrison Avenue (2.3 mi) – expand from 8 to 10 lanes	Regionally Significant	Revise project description. Segment project and move segment to 2030 horizon.	Project includes auxiliary lanes that exceed 1 mile in length, requiring that the auxiliary lanes be listed as lanes – change project description from 8 lanes to 10 lanes. Additionally, Project F112 originally in 2040 horizon, but this portion has been funded in STIP and moved to 2030 horizon.	CAMPO

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
F112	F112b		I-40 Corridor Improvements – Harrison Avenue to Wade Avenue (2.0 mi) – expand from 8 to 10 lanes	Regionally Significant	Revise project description. Segment project and keep in 2040 horizon.	Project includes auxiliary lanes that exceed 1 mile in length, requiring that the auxiliary lanes be listed as lanes – change project description from 8 lanes to 10 lanes. Additionally, Project F112 was partially funded and therefore segmented.	CAMPO
F3		R-2829	NC 540 Tri-Ex (Phase VI) – I-40 South to I-87 (10.8 mi) – new 6 lane facility	Regionally Significant	Move to 2030 horizon.	Project funded in STIP and moved to 2030 horizon.	CAMPO
F43		I-5701	I-40 – US 1/64 to Lake Wheeler Rd (4.4 mi) – expand from 6 to 10 lanes	Regionally Significant	Revise project description.	Project includes auxiliary lanes that exceed 1 mile in length, requiring that the auxiliary lanes be listed as lanes – change project description from 8 lanes to 10 lanes.	CAMPO
F44a		I-5111A	I-40 East – I-440 to US 70 Business (Garner) (4.4 mi) – expand from 6 to 10 lanes	Regionally Significant	Revise project description.	Project includes auxiliary lanes that exceed 1 mile in length, requiring that the auxiliary lanes be listed as lanes – change project description from 8 lanes to 10 lanes.	CAMPO
F87		I-5968	I-540 EB Aux Lane – east of US 70 to Leesville Road (1.365 mi) – expand from 6 to 7 lanes	Regionally Significant	Revise project description.	Project includes auxiliary lane that exceeds 1 mile in length, requiring that the auxiliary lane be listed as a lane – change project description from 6 lanes to 7 lanes.	CAMPO
Jhns15		U-5998	NC 42 – Buffalo Rd to CAMPO Boundary (11.4 mi) – TSM improvements	Exempt	Move to 2030 horizon.	Project funded in STIP and moved to 2030 horizon.	CAMPO

Major Transit Capital Projects

MTP ID	Revised MTP ID	NCDOT TIP Number	Revised NCDOT TIP Number	Project Title	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
T156				RTP to Clayton BRT	Regionally Significant	Bus Rapid Transit from RTP to Powhatan Station (40.8 miles)	See segment descriptions below for changed segments (segments b and e)	CAMPO
T156a				RTP to Morrisville BRT Mixed Traffic	Regionally Significant	Bus Rapid Transit in mixed traffic from RTC at Park Office Dr to Shiloh Glenn Dr (2.6 miles)	No changes to this segment	CAMPO
T156b				Morrisville to Downtown Cary BRT Mixed Traffic	Regionally Significant	Bus Rapid Transit in mixed traffic from Shiloh Glenn Dr to Downtown Cary (8.3 miles)	Change of proposed alignment to follow McCrimmon Parkway/Evans Road/Weston Parkway instead of NC 54 between NC 54/McCrimmon intersection and NC 54/Weston intersection	CAMPO
T156c				Downtown Cary to Downtown Raleigh BRT Fixed Guideway	Regionally Significant	Bus Rapid Transit on fixed guideway from Downtown Cary to Downtown Raleigh (8.75 miles)	No changes to this segment	CAMPO
T156d				Downtown Raleigh to Garner Station BRT Fixed Guideway	Regionally Significant	Bus Rapid Transit on fixed guideway from Downtown Raleigh to Garner Station (6.5 miles)	No changes to this segment	CAMPO
T156e				Garner Station to Clayton BRT Mixed Traffic	Regionally Significant	Bus Rapid Transit in mixed traffic from Garner Station to Powhatan Station (13.4 miles)	Extension of project eastern terminus from NC 42 to Powhatan.	CAMPO

Appendix B – Conformity Process Schedule

Action	Date
Initial conformity partner consultation – request comment on schedule and report format	March 7, 2023
MPOs provide tables of any MTP amendments and lists of TIP projects	April 17, 2023
NCDOT releases 2024-2033 STIP	Early May 2023
Draft CDR complete and sent to MPOs and agency partners for review and comment	May 8, 2023
MPO authorizations to release draft conformity report for public comment	May 16, 2023 (BGMPO) June 14, 2023 (DCHC MPO) June 21, 2023 (CAMPO)
Receipt of FHWA, FTA, EPA and DAQ comments	July 10, 2023
Final draft of CDR with agency comments and responses	July 18, 2023
NCDOT conformity finding for rural “donut” areas	By August 16, 2023
Public hearing and action on TIP, MTP amendment(s) and conformity determination	August 9, 2023 (DCHC MPO) August 15, 2023 (BGMPO) August 16, 2023 (CAMPO)
Federal action (USDOT determination and letter to state/MPO)	By September 30, 2023
Conformity process complete	September 30, 2023

Appendix C – Interagency Consultation

Interagency consultation followed a process similar to that used in recent conformity determinations:

1. The MPOs, NCDOT, Triangle J COG and FHWA staff discuss the areas and plans to be covered by the CDR, propose a tentative schedule and prepare a template for the report.
2. The report template and tentative schedule is circulated to agency staff by FHWA, seeking any initial comments.
3. The draft report with the schedule is released for public and agency comment, with the draft report sent to agency partners by FHWA staff.
4. Comments received are forwarded to Triangle J COG staff who summarize the comments and prepare comments in consultation with the applicable MPOs and incorporate the responses in the final Conformity Determination Report.

The initial Interagency Consultation Meeting was held virtually on March 7, 2023 . A meeting summary follows:

Meeting Attendees: Loretta Barren (FHWA), Joe Geigle (FHWA), Heather Hildebrandt (NCDOT), Mike Bruff (CAMPO), Ronald Smith (FTA), Brian Phillips (NCDEQ), Sheila Blanchard (NCDEQ), Wannetta Mallette (BGMPO), Chris Lukasina (CAMPO), Jenna Kolling (TJCOG), Pam Cook (NCDOT), David Miller (DCHC MPO), Doug Plachcinski (DCHC MPO), Dolly Hall-Quinlan (DCHC MPO), Phil Geary (NCDOT), Alex Rickard (CAMPO), Julie Bogle (NCDOT), Mark Eatman (NCDOT), Gerald Daniel (CAMPO), Matthew Hoskins (NCDEQ), Kelly Fomenko (DCHC MPO), Tammy Manning (NCDEQ), Dianna Myers (EPA), Todd Pasley (NCDEQ), Richard Wong (EPA), Matt Day (TJCOG), Josue Ortiz Borrero (EPA)

The kickoff meeting included a brief overview of the proposed Conformity Determination Report (CDR) template (short form with no emissions analysis required) and a discussion of the process schedule. It was noted that NCDOT's STIP had not yet been released, but was anticipated for adoption in May. Regulatory agency representatives noted that traditionally the agencies are provided with the project lists in advance of the release of the draft CDR document. The MPOs agreed to provide project lists to TJCOG by April 14 so they could be combined and sent out to the agencies for review. The agencies would then have two weeks of advance review time before the draft CDR document needs to be completed. It was also noted that the deadline for federal action is September 30 and the federal agencies will need at least 30 days to review before approval, so it will be critical to submit the final approved CDR as quickly as possible following MPO adoptions.

Key dates discussed in the meeting are outlined in Appendix B.

Appendix D – Public Participation and Notification

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Appendix E – Public and Agency Comments and Responses

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Appendix F – Adoption, Endorsement Resolution and Agency Determinations

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