

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

**Cabarrus-Rowan MPO
Charlotte Regional Transportation Planning Organization
Gaston-Cleveland-Lincoln MPO**

2024-2033 Transportation Improvement Program

2050 Metropolitan Transportation Plan

**Projects from the 2024-2033 State Transportation Improvement
Program for the Donut Area in
Union County**

(2008 8-hour Ozone)

(1997 8-hour Ozone)

August 3, 2023

Prepared by:

NC Department of Transportation in coordination with:

The Cabarrus-Rowan Metropolitan Planning Organization,
The Gaston-Cleveland-Lincoln Metropolitan Planning Organization,
The Charlotte Regional Transportation Planning Organization,
The Rocky River Rural Planning Organization

The North Carolina Department of Environmental Quality
Division of Air Quality

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Additional copies of this report can be obtained from the following websites:
www.crmppo.org, gclmpo.org and www.crtppo.org.

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1.0 Introduction

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.

In 1997, the national ambient air quality standard (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 8-hour ozone standard was established that was designed to replace the 1-hour standard. The US Environmental Protection Agency (USEPA) designated the Metrolina Area as moderate non-attainment for ozone under the 8-hour standard with an effective date of June 15, 2004. The designation covered the following geographic areas:

- Cabarrus County
- Gaston County
- Lincoln County
- Mecklenburg County
- Rowan County
- Union County
- Coddle Creek and Davidson Townships in Iredell County

On March 28, 2013, the North Carolina Division of Air Quality (NCDAQ) submitted the final *"Supplement for Redesignation Demonstration and Maintenance Plan for the Charlotte-Gastonia-Rock Hill, NC-SC 1997 8-hour Ozone Nonattainment Area"* to the USEPA. The supplement documents the Metrolina Area attaining the 1997 8-hour ozone NAAQS and fulfilling the requirements of Section 175A(b) of the Federal Clean Air Act as amended. The USEPA took final

action on December 2, 2013 to redesignate the Metrolina Area to attainment for the 1997 8-hour ozone NAAQS with an effective date of January 2, 2014.

On May 27, 2008, the USEPA once again revised the ozone NAAQS to provide increased protection of public health and welfare especially for children and “at risk” populations. As a result of the new ozone NAAQS, the Metrolina Area was designated by the USEPA as marginal nonattainment for the 2008 8-hour ozone NAAQS on May 21, 2012. The designated area for the 2008 8-hour ozone NAAQS include,

- Central Cabarrus, Concord, Georgeville, Harrisburg, Kannapolis, Midland, Mount Pleasant, Odell, Poplar Tent, New Gilead and Rimertown Townships in Cabarrus County
- Dallas, Crowders Mountain, Gastonia, Riverbend and South Point Townships in Gaston County
- Coddle Creek and Davidson Townships in Iredell County
- Catawba Springs, Lincolnton and Ironton Townships in Lincoln County
- Mecklenburg County
- Atwell, China Grove, Franklin, Gold Hill, Litaker, Locke, Providence, Salisbury, Steele and Unity Townships in Rowan County
- Goose Creek, Marshville, Monroe, Sandy Ridge and Vance Townships in Union County.

The NCDAQ submitted the *"Redesignation Demonstration and Maintenance Plan for the Charlotte-Gastonia-Salisbury, North Carolina 2008 8-Hour Ozone Marginal Nonattainment Area"* to the USEPA on April 16, 2015. In the redesignation demonstration and maintenance plan, the maintenance demonstration was estimated using a Reid vapor pressure (RVP) of 7.8 psi. On May 21, 2015, the USEPA proposed to determine the Metrolina Area was attaining the 2008 8-hour ozone standard, approve the 2014 and 2026 motor vehicle emissions budgets (MVEBs) and redesignate the Metrolina Area to attainment for the 2008 8-hour ozone standard. The USEPA approval and final rule redesignating the Metrolina Area from nonattainment to attainment was signed on July 17, 2015.

On April 16, 2015, the NCDAQ also submitted to the USEPA the *"Clean Air Act Section 110(l) Non-Interference Demonstration to Support the Gasoline Reid Vapor Pressure (RVP) Standard Relaxation in Gaston and Mecklenburg Counties"* (RVP-related SIP). The RVP-related SIP requested the USEPA to change the Federal requirement Reid vapor pressure (RVP) in Gaston and Mecklenburg Counties from 7.8 psi to 9.0 psi. The RVP-related SIP also included updated motor vehicle emissions budgets that incorporated the RVP changes to Gaston and Mecklenburg Counties. In a final rule on July 28, 2015, the USEPA took action in support of the RVP-related SIP revision noninterference demonstration by determining that the changes to the RVP in Mecklenburg and Gaston Counties will not interfere with attainment or maintenance of any NAAQS or with any other applicable provisions of the Clean Air Act.

On May 4, 2017, the North Carolina legislative act signed by Gov. Cooper changed the state's inspection and maintenance (I/M) requirements for the 22 counties subject to the state's expanded I/M program. As a result, the NCDAQ submitted a SIP revision via a letter dated July 25, 2018 to the USEPA to support the state's request to change the vehicle model year coverage for the 22 counties subject to the expanded I/M program. The NCDAQ's SIP revision also included updates

to the Metrolina maintenance plan and associated MVEBs used for transportation conformity. On May 20, 2019, the USEPA proposed to find that the change in the vehicle model year coverage for the 22 counties subject to the expanded I/M program meets the requirements of the CAA section 110(l) and will not interfere with attainment or maintenance of any NAAQS in North Carolina. The USEPA took final action on September 11, 2019 to approve that North Carolina's SIP revision to the vehicle model year coverage for the 22 counties will not interfere with continued attainment or maintenance of any applicable NAAQS and approve the updated emissions for the 2008 8-hour ozone maintenance plan, including the updated MVEBs for the Charlotte 2008 Ozone Maintenance Area. This rule became effective on October 11, 2019. On August 25, 2021, the USEPA took final action to approve a SIP revision allocating a portion of the available safety margin to revised the 2026 MVEB's used for transportation conformity. On February 13, 2023, EPA approved a second 10-yr Limited Maintenance Plan for the North Carolina portion of the Charlotte Area to provide for the maintenance of the 1997 8-hour ozone NAAQS through 2034, the end of the second 10-year portion of the maintenance period. All of the USEPA's federal register notices are in Appendix A.

South Coast Air Quality Mgmt. District v. EPA ("South Coast II")

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. 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 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. As previously stated, a portion of the Metrolina Area was designated attainment with a maintenance plan for the 2008 ozone NAAQS with an effective date of July 28, 2015. Therefore, per the *South Coast II* decision, this conformity determination is being made for that partial portion of the 1997 8-hour ozone NAAQS.

For the 1997 8-hour ozone NAAQS areas, transportation conformity for metropolitan transportation plans (MTPs) and state transportation improvement program (TIP) for the 1997 8-hour 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 the USEPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 8-hour 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, except to address transportation control measures (TCMs), or budget or interim emissions tests for the 1997 8-hour ozone NAAQS. There are no TCMs in the Metrolina SIP.

Therefore, transportation conformity for the 1997 8-hour ozone NAAQS for the Metrolina Area [Cabarrus-Rowan Metropolitan Planning Organization (CRMPO), Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO), and Charlotte Regional Transportation Planning Organization (CRTPO)] and NC Department of Transportation (NCDOT) FY 2020 – 2029 Transportation Improvement Program 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 the USEPA's November 2018 Guidance and are addressed in the remainder of the document and includes:

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

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA), the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Bipartisan Infrastructure Bill (BIL). The conformity determination for the FY 2024-2033 Transportation Improvement Program is based primarily on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2050 Metropolitan Transportation Plans and the resulting emissions modeled by the North Carolina Division of Air Quality. The Conformity Determination Report (CDR) for the 2023-2033 TIP updates is available on the following websites:

- Cabarrus-Rowan MPO:
<http://crmpo.org/Plans/Transportation-Conformity>
- Gaston-Cleveland-Lincoln MPO:
<https://gclmpo.org/plans-programs-and-studies/long-range-planning/>
- Charlotte Regional TPO:
<https://www.crtpo.org/metropolitan-transportation-plan-1>

The FY 2024-2033 TIPs for the Metrolina Area contain a number of project changes which should be included in the 2050 MTP and Transportation Conformity Determination for the Metrolina Area. This conformity determination for the Metrolina area includes a new regional emissions analysis that ensures that the FY 2024-2033 TIPs are direct subsets of the 2050 MTPs.

The MPOs and the NCDOT are required by 23 CFR Parts 450 and 500 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or fiscally-constrained MTPs and TIPs. The intent of this report is to document the transportation conformity determination for the FY 2024-2033 TIPs for the Metrolina Area and projects from the FY 2024-2033 State TIP for the donut area in Union County. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) must make a conformity determination on the MTPs and TIPs in all non-attainment and maintenance areas. The Metrolina Area is maintenance for the 2008 8-hour ozone.

Transportation Conformity Determinations for the 2050 MTP and 2024-2033 STIP for the Metrolina Area were approved as follows:

- Cabarrus-Rowan MPO: March 22, 2023
- Gaston-Cleveland-Lincoln MPO: March 23, 2023
- Charlotte Regional Transportation Planning Organization: March 15, 2023
- The North Carolina Department of Transportation (NCDOT) (for the donut portion in Union County in the Metrolina Ozone Maintenance Area): March 21, 2023

By these actions, the MPOs and NCDOT demonstrated that the 2050 MTPs are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, MAP-21, 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 2050 MTPs demonstrating that emissions in each of the analysis years of the MTP (2025, 2035, 2045, and 2050) are less than the motor vehicle emissions budgets established by the attainment demonstration and maintenance plan SIP in accordance with 40 CFR Part 93 and approved by the USEPA. (See Appendix A for details on MVEBs in the SIP.)

Metropolitan Transportation Plans

As noted above, the 2050 MTPs include the timing of regionally significant projects included in the FY 2024-2033 TIP for the Metrolina Area. A new regional emissions analysis was conducted for this transportation conformity determination to reflect the appropriate horizon year for these regionally significant projects. As agreed upon by the interagency consultation partners, the regional emissions analysis work for this process began on August 16, 2022 and was completed on January 24, 2023. Details related to the interagency consultation associated with this conformity determination can be found in Appendix C.

Non-exempt projects in the 2050 MTPs are required to be part of travel demand model assumptions for the appropriate analysis year. All projects are included in the travel model assumptions for the appropriate horizon year. The 2050 MTPs provide an opportunity to incorporate the most current cost estimates as required in the fiscal constraint requirements. This conformity analysis will focus on the regionally significant 2050 MTP projects presented in Appendix D as reviewed by the Interagency partners on October 25, 2022. There were no regional significant projects in the Donut area.

FISCAL CONSTRAINT DETERMINATION

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

These MTPs 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 MTPs. The MTPs also describe revenues from all sources that will be available to pay for capital and

O&M costs. Each MTP describes in detail its own financing plan.

2.0 Relationship of the MTP and TIP

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

- The TIP is consistent with the conforming MTP such that the regional emissions analysis performed on the MTP 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 MTP 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 MTP 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 MTP.
- The number of travel lanes of each regionally significant project identified in the TIP is not significantly different from that described in the MTP.

This report documents that the TIPs for FY 2024-2033 are a direct subset of the 2050 MTPs for the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the projects from the donut area in Union County is the responsibility of the North Carolina Department of Transportation. The 2050 MTPs for these areas are fiscally-constrained and are 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 2050 MTPs conform to the provisions of the CAAA of 1990, MAP-2, and BIL. Also, the 2050 MTPs conform to the purpose of the TIP in accordance with 40 CFR Part 93.

3.0 Latest Planning Assumptions

The planning assumptions used to develop the Conformity Determination Report for the 2008 8-hour ozone NAAQS are the latest planning assumptions in the 2050 MTP 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. The planning assumptions are outlined in the pre-consensus plan in Appendix C.

4.0 Transportation Control Measures

As mentioned before, there are no TCMs in the Metrolina SIP.

5.0 Interagency Consultation

The FY 2024-2033 TIP conformity has undergone interagency consultation as required in the North Carolina Administrative Code Title 15A Subpart 02D .0201-.0203 inclusive. An Interagency consultation meeting involving the MPOs, NCDOT, NCDAQ, FHWA and USEPA-Region 4 was held on August 16, 2022. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix I.

6.0 Public Involvement

The FY 2024-2033 TIP and 2050 MTP were reviewed by the public in accordance with the Public Involvement Policies of the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the NCDOT. This report was also made available for public review by the Rocky River Rural Planning Organization (RRRPO). Copies of citizen comments and agency responses to them are attached to this report in Appendix I. The newspaper advertisements for public review and comment period are attached to this report in Appendix J.

7.0 Regional Emissions Analysis Approach

The regional emissions analysis (REA) was conducted using the 2008 8-hour ozone Maintenance Plan (9.0 psi RVP based) MVEBs published on August 25, 2021. The horizon years for this conformity determination are 2026, 2035, 2045, and 2050. The 2026 MVEB will be used for years 2026, 2035, 2045, and 2050.

Approved 2008 8-hour Ozone Maintenance SIP (kilograms/day) – (9.0 psi RVP)

Cabarrus-Rowan MPO		
	2014	2026
NO_x	11,814	4,903
VOC	7,173	4,888

Gaston Cleveland Lincoln MPO		
	2014	2026
NO_x	10,079	3,768
VOC	5,916	3,472

Charlotte Regional TPO- Rocky River RPO		
	2014	2026
NO_x	32,679	12,241
VOC	18,038	11,943

8.0 Emission Comparison Summary Tests by Location and Pollutants

Ozone

Cabarrus-Rowan MPO Emissions 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (9.0 psi RVP)

CRMPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	3,741	4,903	3,489	4,888
2035	1,959	4,903	2,412	4,888
2045	1,752	4,903	2,236	4,888
2050	1,800	4,903	2,257	4,888

Gaston-Cleveland-Lincoln MPO Emissions 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (9.0 psi RVP)

GCLMPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	2,979	3,768	2,690	3,472
2035	1,455	3,768	1,720	3,472
2045	1,238	3,768	1,489	3,472
2050	1,228	3,768	1,436	3,472

CRTPO and RRRPO 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (9.0 psi RVP)

CRTPO and RRPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	10,880	12,241	9,893	11,943
2035	6,911	12,241	7,515	11,943
2045	6,863	12,241	7,551	11,943
2050	7,200	12,241	7,899	11,943

The MOVES and Regional Emission Analysis files are provided in Appendix G.

9.0 Findings of Conformity

Cabarrus-Rowan MPO Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan and 2024-2033 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan and 2024-2033 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan and 2024-2033 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Gaston-Cleveland-Lincoln MPO Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan and 2024-2033 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Gaston-Cleveland-Lincoln MPO 2050 Metropolitan Transportation Plan and 2024-2033 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Gaston-Cleveland-Lincoln MPO 2050 Metropolitan Transportation Plan and 2024-2033 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Charlotte Regional Transportation Planning Organization Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan and 2024-2033 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Charlotte Regional Transportation Planning Organization 2050 Metropolitan Transportation Plan and 2024-2033 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Charlotte Regional Transportation Planning Organization 2050 Metropolitan Transportation Plan and 2024-2033 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

NCDOT Donut Area Conformity Finding for Projects from the 2024-2033 State Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the projects from the 2024-2033 State Transportation Improvement Program for the donut area in Union County that is outside of the MPO boundary is found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the projects from the 2024-2033 State Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

The MPO/NCDOT conformity determinations and TIP/MTP adoptions are provided in Appendix J. The USDOT Conformity Determination Letter is provided in Appendix K.

Appendix A: Federal Register Notices

*Federal Register Notice for the Air Quality Designations for the 2008
NAAQS*

*Federal Register Notice for the redesignation of the Metrolina Region
to attainment*

*Federal Register Notice for the the Air Plan Approval: Revision to
Approved Motor Vehicle Emissions Budgets*



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Part III

Environmental Protection Agency

40 CFR Parts 50, 51 and 81

Air Quality Designations for the 2008 Ozone National Ambient Air Quality Standards; Implementation of the 2008 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classifications Approach, Attainment Deadlines and Revocation of the 1997 Ozone Standards for Transportation Conformity Purposes; Final Rules

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 81

[EPA-HQ-OAR-2008-0476; FRL-9668-2]

RIN 2060-AP37

Air Quality Designations for the 2008 Ozone National Ambient Air Quality Standards

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: This rule establishes initial air quality designations for most areas in the United States, including areas of Indian country, for the 2008 primary and secondary national ambient air quality standards (NAAQS) for ozone. The designations for several counties in Illinois, Indiana, and Wisconsin that the EPA is considering for inclusion in the Chicago nonattainment area will be designated in a subsequent action, no later than May 31, 2012. Areas designated as nonattainment are also being classified by operation of law according to the severity of their air quality problems. The classification categories are Marginal, Moderate, Serious, Severe, and Extreme. The EPA is establishing the air quality thresholds that define the classifications in a separate rule that the EPA is signing and publishing in the **Federal Register** on

the same schedule as these designations. In accordance with that separate rule, six nonattainment areas in California are being reclassified to a higher classification.

DATES: The effective date of this rule is July 20, 2012.

ADDRESSES: The EPA has established a docket for this action under Docket ID NO. EPA-HQ-OAR-2008-0476. All documents in the docket are listed in the index at <http://www.regulations.gov>. Although listed in the index, some information is not publicly available, i.e., Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically in the docket or in hard copy at the Docket, EPA/DC, EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566-1744, and the telephone number for the Office of Air and Radiation Docket and Information Center is (202) 566-1742.

In addition, the EPA has established a Web site for this rulemaking at: <http://www.epa.gov/ozonedesignations>.

The Web site includes the EPA's final state and tribal designations, as well as state initial recommendation letters, the EPA modification letters, technical support documents, responses to comments and other related technical information.

FOR FURTHER INFORMATION CONTACT:

Carla Oldham, Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, Mail Code C539-04, Research Triangle Park, NC 27711, phone number (919) 541-3347 or by email at: oldham.carla@epa.gov.

Regional Office Contacts

Region I—Richard Burkhart (617) 918-1664

Region II—Bob Kelly (212) 637-3709

Region III—Maria Pino (215) 814-2181

Region IV—Jane Spann (404) 562-9029

Region V—Edward Doty (312) 886-6057

Region VI—Guy Donaldson (214) 665-7242

Region VII—Lachala Kemp (913) 551-7214

Region VIII—Scott Jackson (303) 312-6107

Region IX—John J. Kelly (415) 947-4151

Region X—Claudia Vaupel (206) 553-6121

SUPPLEMENTARY INFORMATION: The public may inspect the rule and state-specific technical support information at the following locations:

Regional offices	States
Dave Conroy, Chief, Air Programs Branch, EPA New England, 1 Congress Street, Suite 1100, Boston, MA 02114-2023, (617) 918-1661.	Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.
Raymond Werner, Chief, Air Programs Branch, EPA Region 2, 290 Broadway, 25th Floor, New York, NY 10007-1866, (212) 637-3706.	New Jersey, New York, Puerto Rico, and Virgin Islands.
Cristina Fernandez, Branch Chief, Air Quality Planning Branch, EPA Region 3, 1650 Arch Street, Philadelphia, PA 19103-2187, (215) 814-2178.	Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia.
R. Scott Davis, Branch Chief, Air Planning Branch, EPA Region 4, Sam Nunn Atlanta Federal Center, 61 Forsyth, Street SW., 12th Floor, Atlanta, GA 30303, (404) 562-9127.	Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.
John Mooney, Chief, Air Programs Branch, EPA Region 5, 77 West Jackson Street, Chicago, IL 60604, (312) 886-6043.	Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin.
Guy Donaldson, Chief, Air Planning Section, EPA Region 6, 1445 Ross Avenue, Dallas, TX 75202, (214) 665-7242.	Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.
Joshua A. Tapp, Chief, Air Programs Branch, EPA Region 7, 901 North 5th Street, Kansas City, Kansas 66101-2907, (913) 551-7606.	Iowa, Kansas, Missouri, and Nebraska.
Monica Morales, Leader, Air Quality Planning Unit, EPA Region 8, 1595 Wynkoop Street, Denver, CO 80202-1129, (303) 312-6936.	Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.
Lisa Hanf, Air Planning Office, EPA Region 9, 75 Hawthorne Street, San Francisco, CA 94105, (415) 972-3854.	American Samoa, Arizona, California, Guam, Hawaii, Nevada, and Northern Mariana Islands.
Debra Suzuki, Manager, State and Tribal Air Programs, EPA Region 10, Office of Air, Waste, and Toxics, Mail Code OAQ-107, 1200 Sixth Avenue, Seattle, WA 98101, (206) 553-0985.	Alaska, Idaho, Oregon, and Washington.

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I. Preamble Glossary of Terms and Acronyms

The following are abbreviations of terms used in the preamble.

- APA Administrative Procedure Act
- CAA Clean Air Act
- CFR Code of Federal Regulations
- DC District of Columbia
- EPA Environmental Protection Agency
- FR **Federal Register**
- NAAQS National Ambient Air Quality Standards
- NO_x Nitrogen Oxides
- NTTAA National Technology Transfer and Advancement Act
- PPM Parts per million
- RFA Regulatory Flexibility Act
- UMRA Unfunded Mandate Reform Act of 1995
- TAR Tribal Authority Rule
- U.S. United States
- U.S.C. United States Code
- VCS Voluntary Consensus Standards
- VOC Volatile Organic Compounds

II. What is the purpose of this action?

The purpose of this action is to announce and promulgate initial area designations for most areas of the country with respect to the 2008 primary and secondary NAAQS for ozone, in accordance with the requirements of Clean Air Act (CAA) section 107(d). The EPA is designating areas as either nonattainment,

unclassifiable, or unclassifiable/attainment. In addition, the nonattainment areas are classified by operation of law according to the severity of their ozone air quality problems and six areas in California are being reclassified immediately to a higher classification. The classification categories are Marginal, Moderate, Serious, Severe, and Extreme. The EPA is establishing the air quality thresholds that define the classifications in a separate rule titled, "Implementation of the 2008 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classifications Approach, Attainment Deadlines and Revocation of the 1997 Ozone Standards for Transportation Conformity Purposes" (Classifications Rule). In that separate rule, the EPA also codified the immediate reclassification of six areas in California. (See 40 CFR 51.1103(d).) The list of all areas being designated in each state and in areas of Indian country appear in the tables at the end of this final rule (amendments to 40 CFR 81.301–356). For areas designated as nonattainment, the tables include the area's classification by operation of law or the area's reclassification in accordance with 40 CFR 51.1103(d).

In this action, the EPA is designating 45 areas as nonattainment. Seven of the areas are multi-state areas. The EPA is designating one area, Uinta Basin, WY, as unclassifiable because there is existing non-regulatory monitoring in the area that detected levels of ozone that exceed the NAAQS. Regulatory monitoring has been conducted in that area since April 2011, and thus there are not yet three consecutive years of certified ozone monitoring data available that can be used to determine the area's attainment status. Consistent with previous initial area designations for ozone, the EPA is designating all the remaining state areas and Indian country as unclassifiable/attainment.

Consistent with the EPA's "Policy for Establishing Separate Air Quality Designations for Areas of Indian Country" (December 20, 2011), the EPA is designating four areas of Indian country separately from their adjacent/surrounding state areas.¹ The lands of the Pechanga Tribe and the Morongo Tribe in Southern California are being designated as separate nonattainment areas, while two additional areas in Indian country are being designated as separate unclassifiable/attainment areas.

The EPA is basing the designations on the most recent certified ozone air

quality monitoring data and an evaluation of factors to assess contributions to nonattainment in nearby areas. State areas designated as nonattainment are subject to planning and emission reduction requirements as specified in the CAA. Requirements vary according to an area's classification. The EPA will be proposing shortly an implementation rule to assist states in the development of state implementation plans for attaining the ozone standards.

III. What is ozone and how is it formed?

Ground-level ozone, O₃, is a gas that is formed by the reaction of volatile organic compounds (VOCs) and oxides of nitrogen (NO_x) in the atmosphere in the presence of sunlight. These precursor emissions are emitted by many types of pollution sources, including power plants and industrial emissions sources, on-road and off-road motor vehicles and engines, and smaller sources, collectively referred to as area sources. Ozone is predominately a summertime air pollutant. However, high ozone concentrations have also been observed in cold months, where a few high elevation areas in the Western U.S. have experienced high levels of local VOC and NO_x emissions that have formed ozone when snow is on the ground and temperatures are near or below freezing. Ozone and ozone precursors can be transported to an area from sources in nearby areas or from sources located hundreds of miles away. For purposes of determining ozone nonattainment area boundaries, the CAA requires the EPA to include areas that contribute to nearby violations of the NAAQS.

IV. What are the 2008 ozone NAAQS and the health and welfare concerns they address?

On March 12, 2008, the EPA revised both the primary and secondary NAAQS for ozone to a level of 0.075 parts per million (ppm) (annual fourth-highest daily maximum 8-hour average concentration, averaged over 3 years) to provide increased protection of public health and the environment.² The 2008 ozone NAAQS retains the same general form and averaging time as the 0.08 ppm NAAQS set in 1997, but is set at a more protective level.

Ozone exposure also has been associated with increased susceptibility to respiratory infections, medication use by asthmatics, doctor visits, and emergency department visits and

¹ For more information, visit <http://www.epa.gov/ttncaaa1/t1/memoranda/20120117indiancountry.pdf>.

² See 73 FR 16436; March 27, 2008. For a detailed explanation of the calculation of the 3-year 8-hour average, see 40 CFR part 50, Appendix I.

hospital admissions for individuals with respiratory disease. Ozone exposure may also contribute to premature death, especially in people with heart and lung disease. The secondary ozone standard was revised to protect against adverse welfare effects including impacts to sensitive vegetation and forested ecosystems.

V. What are the CAA requirements for air quality designations?

When the EPA promulgates a new or revised NAAQS, the EPA is required to designate areas as nonattainment, attainment, or unclassifiable, pursuant to section 107(d)(1) of the CAA. The CAA requires the EPA to complete the initial area designation process within 2 years of promulgating the NAAQS. However, if the Administrator has insufficient information to make these designations within that time frame, the EPA has the authority to extend the deadline for designation decisions by up to 1 additional year.

By not later than 1 year after the promulgation of a new or revised NAAQS, each state governor is required to recommend air quality designations, including the appropriate boundaries for areas, to the EPA. The EPA reviews those state recommendations and is authorized to make any modifications the Administrator deems necessary. The statute does not define the term “necessary,” but the EPA interprets this to authorize the Administrator to modify designations that did not meet the statutory requirements or were otherwise inconsistent with the facts or analysis deemed appropriate by the EPA. If the EPA is considering modifications to a state’s initial recommendation, the EPA is required to notify the state of any such intended modifications to its recommendation not less than 120 days prior to the EPA’s promulgation of the final designation. These notifications are commonly known as the “120-day letters.” If the state does not agree with the EPA’s intended modification, it then has an opportunity to respond to the EPA to demonstrate why it believes the modification proposed by the EPA is inappropriate. Even if a state fails to provide any recommendation for an area, in whole or in part, the EPA still must promulgate a designation that the Administrator deems appropriate.

Section 107(d)(1)(A)(i) of the CAA defines a nonattainment area as, “any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.” If an area meets either prong of this

definition, then the EPA is obligated to designate the area as “nonattainment.” Section 107(d)(1)(A)(iii) provides that any area that the EPA cannot designate on the basis of available information as meeting or not meeting the standards should be designated as “unclassifiable.” Historically for ozone, the EPA designates the remaining areas as “unclassifiable/attainment” indicating that the areas either have attaining air quality monitoring data or that air quality information is not available because the areas are not monitored, and the EPA has not determined that the areas contribute to a violation in a nearby area.

The EPA believes that section 107(d) provides the agency with discretion to determine how best to interpret the terms “contributes to” and “nearby” in the definition of a nonattainment area for a new or revised NAAQS, given considerations such as the nature of a specific pollutant, the types of sources that may contribute to violations, the form of the standards for the pollutant, and other relevant information. In particular, the EPA believes that the statute does not require the agency to establish bright line tests or thresholds for what constitutes “contribution” or “nearby” for purposes of designations.³ Similarly, the EPA believes that the statute permits the EPA to evaluate the appropriate application of the term “area” as may be appropriate for a particular NAAQS.

Section 301(d) of the CAA authorizes the EPA to approve eligible Indian tribes to implement provisions of the CAA on Indian reservations and other areas within the tribes’ jurisdiction. The Tribal Authority Rule (TAR) (40 CFR Part 49), which implements section 301(d) of the CAA, sets forth the criteria and process for tribes to apply to the EPA for eligibility to administer CAA programs. The designations process contained in section 107(d) of the CAA is included among those provisions determined to be appropriate by the EPA for treatment of tribes in the same manner as states. Under the TAR, tribes generally are not subject to the same submission schedules imposed by the CAA on states. As authorized by the TAR, tribes may seek eligibility to submit designation recommendations to the EPA.

VI. What is the chronology for this designations rule and what guidance did the EPA provide?

Within one year after a new or revised air quality standard is established, the

CAA requires the governor of each state to submit to the EPA a list of all areas in the state, with recommendations for whether each area meets the standard. On December 4, 2008, the EPA issued guidance for states and tribal agencies to use for this purpose. (See memorandum from Robert J. Meyers, Principal Deputy Assistant Administrator, to Regional Administrators, Regions I–X, titled, “Area Designations for the 2008 Revised Ozone National Ambient Air Quality Standards.”) The guidance provided the anticipated timeline for designations and identified important factors that the EPA recommended states and tribes consider in making their recommendations. These factors include air quality data, emissions data, traffic and commuting patterns, growth rates and patterns, meteorology, geography/topography, and jurisdictional boundaries. In the guidance, the EPA asked that states and tribes submit their designation recommendations, including appropriate area boundaries, to the EPA by March 12, 2009. Later in the process, the EPA issued 2 new guidance memoranda related to designating areas of Indian country. (See December 20, 2011, memorandum from Stephen D. Page, Director, Office of Air Quality Planning and Standards, to Regional Air Directors, Regions I–X, titled, “Policy for Establishing Separate Air Quality Designations for Areas of Indian Country,” and December 20, 2011, memorandum from Stephen D. Page, Director, Office of Air Quality Planning and Standards, to Regional Air Directors, Regions I–X, titled, “Guidance to Regions for Working with Tribes during the National Ambient Air Quality Standards (NAAQS) Designations Process.”)

Under the initial schedule, the EPA intended to complete the initial designations for the 2008 ozone NAAQS on a 2-year schedule, by March 12, 2010. On September 16, 2009, the EPA announced that it would initiate a rulemaking to reconsider the 2008 ozone NAAQS for various reasons, including the fact that the 0.075 ppm level fell outside of the range recommended by the Clean Air Scientific Advisory Committee, the independent group that provides advice to the EPA Administrator on the technical bases for the EPA’s NAAQS. The EPA signed the proposed reconsideration on January 6, 2010. (See 75 FR 2938; January 19, 2010.) Because of the significant uncertainty the ozone NAAQS reconsideration created regarding the continued applicability of the 2008 NAAQS, the EPA determined there was insufficient information to

³ This view was confirmed in *Catawba County v. EPA*, 571 F.3d 20 (D.C. Cir. 2009).

designate areas within 2 years of promulgation of the NAAQS. Therefore, the EPA used its authority under CAA section 107(d)(1)(B) to extend the deadline for designating areas by 1 year, until March 12, 2011. (See 75 FR 2936; January 19, 2010.) The EPA has not taken final action on the proposed reconsideration; thus, the current NAAQS for ozone remains at 0.075 ppm, as established in 2008.

After the March 12, 2011, designation deadline passed, WildEarth Guardians and Elizabeth Crowe (WildEarth Guardians) filed a lawsuit seeking to compel the EPA to take action to designate areas for the 2008 ozone NAAQS. *WildEarth Guardians and Elizabeth Crowe v. Jackson* (D. Ariz. 11–CV–01661). The EPA and WildEarth Guardians settled the case by entering into a consent decree that requires the EPA Administrator to sign a final rule designating areas for the 2008 ozone NAAQS by May 31, 2012.

On September 22, 2011, the EPA issued a memorandum to clarify for state and local agencies the status of the 2008 ozone NAAQS and to outline plans for moving forward to implement them. The EPA indicated that it would proceed with initial area designations for the 2008 NAAQS, and planned to use the recommendations states made in 2009 as updated by the most current, certified air quality data from 2008–2010. While the EPA did not request that states submit updated designation recommendations, the EPA provided the opportunity for states to do so. Several states chose to update their recommendations, and some requested that the EPA base designations for their areas on certified air quality data from 2009–2011, and committed to certify the 2011 data earlier than the May 1 deadline for annual air monitoring certification under 40 CFR part 58.15(a)(2) so that the EPA would have sufficient time to consider the data in making decisions on designations and nonattainment area boundaries.

On or about December 9, 2011, the EPA sent letters to Governors and Tribal leaders notifying them of the EPA's preliminary response to their designation recommendations and to inform them of the EPA's approach for completing the designations for the 2008 ozone NAAQS. The EPA requested that states submit any additional information that they wanted the EPA to consider by February 29, 2011, including any certified 2011 air quality monitoring data. On January 31, 2011, the EPA sent revised 120-day letter responses to Illinois, Indiana, and Wisconsin based on updated ozone air quality data for 2009–2011, submitted

by the state of Illinois two days before the EPA sent the December 9, 2011, letters. Given the timing of Illinois' submission of certified data, EPA was not able to consider the information in the December 9, 2011, letters. After reviewing the new information, which indicated a violation of the ozone NAAQS at a monitor in the Chicago area, the EPA sent letters on January 31, 2012 notifying Illinois, Indiana, and Wisconsin that it intended to designate certain counties, identified in those letters, as nonattainment for the 2008 ozone NAAQS. The EPA cannot finalize a designation for those areas until 120 days following the letters. Therefore, the EPA will be designating the Illinois, Indiana, and Wisconsin counties identified in the January 31, 2011, letters in a separate rule that will be signed no later than May 31, 2012.

Although not required by section 107(d) of the CAA, the EPA also provided an opportunity for members of the public to comment on the EPA's 120-day response letters to states and tribes. The EPA announced a 30-day public comment period in the **Federal Register** on December 20, 2011 (76 FR 78872). The comment period was subsequently extended until February 3, 2012 (77 FR 2677; January 19, 2012). On February 14, 2012 (77 FR 8211), the EPA reopened the public comment period for the limited purpose of inviting comment on the EPA's revised responses to Illinois, Indiana, and Wisconsin. State and tribal recommendations and the EPA's preliminary responses were posted on EPA's Web site at <http://www.epa.gov/ozonedesignations> and are available in the docket for the designations action. Comments from the states, tribes and the public, and EPA's responses to significant comments, are also in the docket.

VII. What air quality data has the EPA used to designate areas for the 2008 ozone NAAQS?

The final ozone designations are based primarily on certified air quality monitoring data from calendar years 2008–2010, which was the most recent certified data available to the EPA at the time the EPA notified the states of its intended modifications to their recommendations. Under 40 CFR 58.16, states are required to report all monitored ozone air quality data and associated quality assurance data within 90 days after the end of each quarterly reporting period, and under 40 CFR part 58.15(a)(2) states are required to submit annual summary reports and a data certification letter to the EPA by May 1 for ozone air quality data collected in the previous calendar year. States

generally had not completed these requirements for calendar year 2011 ozone air quality data when the EPA notified states of our intended designations on December 9, 2011. In certain cases, states included as part of their designation recommendations a request that the EPA consider monitoring data from 2009–2011 in making final designation decisions. In these requests, they indicated to the EPA what they expected their certified ozone air quality data would show regarding whether an area was attaining the standard, and for designations purposes they committed to certifying their 2011 data no later than February 29, 2012, so that the EPA would have sufficient time to consider it. Thus, for those areas, the EPA considered the state's preliminary representation of 2011 data in sending the 120-day notification letter. We have verified these representations in making our final designations decisions.

VIII. What are the ozone air quality classifications?

In accordance with CAA section 181(a)(1), each area designated as nonattainment for the 2008 ozone NAAQS is classified by operation of law at the same time as the area is designated by the EPA. Under Subpart 2 of part D of title I of the CAA, state planning and emissions control requirements for ozone are determined, in part, by a nonattainment area's classification. The ozone nonattainment areas are classified based on the severity of their ozone levels (as determined based on the area's "design value," which represents air quality in the area for the most recent 3 years).⁴ The possible classifications are Marginal, Moderate, Serious, Severe, and Extreme. Nonattainment areas with a "lower" classification have ozone levels that are closer to the standard than areas with a "higher" classification. Areas in the lower classification levels have fewer and/or less stringent mandatory air quality planning and control requirements than those in higher classifications. The final Classifications Rule, which is being signed at the same time as the designations rule and being published and effective at the same time or before the designations, establishes the classification thresholds for each classification category for purposes of the 2008 NAAQS and explains the EPA's methodology for calculating the thresholds. In addition, in the

⁴ The air quality design value for the 8-hour ozone NAAQS is the 3-year average of the annual 4th highest daily maximum 8-hour average ozone concentration. See 40 CFR part 50, Appendix I.

Classifications Rule, the EPA promulgated a regulation, 40 CFR 51.1103(d), that immediately reclassifies 6 areas in California to higher classifications. The classification for each nonattainment area designated for the 2008 ozone NAAQS is shown in the 40 CFR part 81 tables at the end of this designations rule.

IX. What is the reclassification of six California nonattainment areas?

The final Classifications Rule addresses the reclassification for the 2008 ozone NAAQS of selected areas in California that had voluntarily reclassified under the 1997 ozone NAAQS. In accordance with the final Classifications Rule, the following areas are being voluntarily reclassified to a higher classification for purposes of the 2008 NAAQS pursuant to that rule: Serious—Ventura County, CA; Severe—Los Angeles-San Bernardino Counties (West Mojave Desert), Riverside County (Coachella Valley), and Sacramento Metro, CA; Extreme—Los Angeles-South Coast Air Basin, and San Joaquin Valley, CA. These classifications are reflected in the tables at the end of this final rule (amendments to 40 CFR 81.301–356).

X. Can states request that areas within 5 percent of the upper or lower limit of a classification threshold be reclassified?

Under CAA section 181(a)(4), an ozone nonattainment area may be reclassified to a higher or lower classification (also known as a classification bump up or a bump down) “if an area classified under paragraph (1) (Table 1) would have been classified in another category if the design value in the area were 5 percent greater or 5 percent less than the level on which such classification was based.” The section also states that “In making such adjustment, the Administrator may consider the number of exceedances of the national primary ambient air quality standard for ozone in the area, the level of pollution transport between the area and other affected areas, including both intrastate and interstate transport, and the mix of sources and air pollutants in the area.”

As noted in the preamble to the rule designating and classifying areas following enactment of the CAA Amendments of 1990, the section 181(a)(4) provisions grant the Administrator broad discretion in making or determining not to make, a reclassification. (See 56 FR 56698; November 6, 1991.) As part of the 1991 action, the EPA developed criteria to evaluate whether it is appropriate to reclassify a particular area. (See list

below and at 56 FR 56698.) Because section 181(b)(3) provides that the EPA must grant any state request to reclassify an area into a higher classification, the EPA focused these criteria primarily on how the EPA would assess requests for a lower classification. In 1991, EPA approved reclassifications when the area met the first requirement (a request by the state to EPA) and at least some of the other criteria, and did not violate any of the criteria (emissions reductions, trends, etc.). The EPA used the same method and criteria once again to evaluate reclassification requests under section 181(a)(4) for purposes of the 1997 ozone NAAQS. The EPA intends to continue to use this same approach for purposes of evaluating any request for a reclassification for the 2008 ozone NAAQS. For reclassifications downwards, states may only request a reclassification to the next lower classification, and air quality data from prior years cannot be used as justification to be reclassified to an even lower classification.

The criteria EPA intends to use to evaluate whether it is appropriate to reclassify a particular area include:

Request by state: The EPA does not intend to exercise its authority to reclassify areas on the EPA’s own initiative. Rather, the EPA intends to rely on the state to submit a request for a reclassification. A tribe may also submit such a request and, in the case of a multi-state nonattainment area, all affected states must submit the same reclassification request.

Discontinuity: A five percent reclassification must not result in an illogical or excessive discontinuity relative to surrounding areas. In particular, in light of the area-wide nature of ozone formation, a reclassification should not create a “donut hole” where an area of one classification is surrounded by areas of higher classification.

Attainment: Evidence should be available that the proposed area would be able to attain by the earlier date specified by the lower classification in the case of a reclassification downward.

Emissions reductions: Evidence should be available that the area would be very likely to achieve the appropriate total percent emission reduction necessary in order to attain in the shorter time period for a reclassification downward.

Trends: Near- and long-term trends in emissions and air quality should support a reclassification. Historical air quality data should indicate substantial air quality improvement for a reclassification downward. Growth projections and emission trends should

support a reclassification downward. In addition, we will consider whether vehicle miles traveled and other indicators of emissions are increasing at higher than normal rates.

Years of data: The same years of ozone air quality data used for the initial designation and classification should be used for reclassification requests.

A. Five Percent Reclassifications to a Lower Classification

For an area to be eligible to be reclassified to a lower classification under section 181(a)(4), the area’s design value must be within five percent of the upper limit for the next lower classification. For example, an area with a Moderate design value of 0.090 ppm (or less) would be eligible to request a reclassification to Marginal because 0.090 ppm is five percent more than the upper limit of 0.086 ppm for the Marginal classification. Accordingly, areas with the following design values may be eligible to request a reclassification to the next lower classification: Moderate areas with a design value of 0.090 ppm or less; Serious areas with a design value of 0.105 ppm or less; and Severe areas with a design value of 0.118 ppm or less.

B. Five Percent Reclassifications to a Higher Classification

An ozone nonattainment area may also be reclassified under section 181(a)(4) to the next higher classification. As with five percent reclassifications to a lower classification, the EPA does not intend to exercise its authority to reclassify areas to a higher classification on the EPA’s own initiative. Rather, the EPA intends to rely on the state to submit a request for such a reclassification. Areas with the following design values are eligible to request a reclassification to the next higher classification: Marginal areas with a design value of 0.082 ppm or more; Moderate areas with a design value of 0.095 ppm or more; and Serious areas with a design value of 0.108 ppm or more.

C. Timing of the Five Percent Reclassifications

A Governor or eligible Tribal governing body of any area that wishes to pursue a reclassification should submit all requests and supporting documentation to the EPA Regional Office by June 20, 2012. This relatively short time frame is necessary because section 181(a)(4) only authorizes the Administrator to make such

reclassifications within 90 days after the initial classification.

XI. How do designations affect Indian country?

All state areas listed in the tables at the end of this document are designated as indicated, and include Indian country geographically located within such areas, except as otherwise noted. In general, state recommendations for initial area designations do not apply to Indian country. Consistent with the "Policy for Establishing Separate Air Quality Designations for Areas of Indian Country" (December 20, 2011), in instances where the EPA did not receive an initial designation recommendation from a tribe, the EPA is designating their area of Indian country along with the adjacent/surrounding state area(s). Tribes whose areas of Indian country are designated as nonattainment for the 2008 ozone NAAQS are being affected by poor air quality. Where nonattainment areas include both Indian country and state land, it is important for states and tribes to work together to coordinate planning efforts. Coordinated planning will help ensure that the planning decisions made by the states and tribes complement each other and that the nonattainment area makes reasonable progress toward attainment and ultimately attains the 2008 ozone NAAQS.

XII. Where can I find information forming the basis for this rule and exchanges between the EPA, states, and tribes related to this rule?

Information providing the basis for this action are provided in the docket for this rulemaking. The applicable EPA guidance memoranda and copies of correspondence regarding this process between the EPA and the states, tribes, and other parties are available for review at the EPA Docket Center listed above in the addresses section of this document, and on the EPA's ozone designation Web site at <http://www.epa.gov/ozonedesignations>. State-specific information is available from the EPA Regional Offices.

XIII. Statutory and Executive Order Reviews

Upon promulgation of a new or revised NAAQS, the CAA requires the EPA to designate areas as attaining or not attaining the NAAQS. The CAA then specifies requirements for areas based on whether such areas are attaining or not attaining the NAAQS. In this final rule, the EPA assigns designations to areas as required.

A. Executive Order 12866: Regulatory Planning and Review and Executive Order 13563: Improving Regulation and Regulatory Review

This action responds to the CAA requirement to promulgate air quality designations after promulgation of a new or revised NAAQS. This type of action is exempt from review under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011).

B. Paperwork Reduction Act

This action does not impose an information collection burden under the provisions of the *Paperwork Reduction Act*, 44 U.S.C. 3501 *et seq.* Burden is defined at 5 CFR 1320.3(b). This rule responds to the CAA requirement to promulgate air quality designations after promulgation of a new or revised NAAQS. This requirement is prescribed in the CAA section 107. The present final rule does not establish any new information collection requirements.

C. Regulatory Flexibility Act

This final rule is not subject to the Regulatory Flexibility Act (RFA), which generally requires an agency to prepare a regulatory flexibility analysis for any rule that will have a significant economic impact on a substantial number of small entities. The RFA applies only to rules subject to notice-and-comment rulemaking requirements under the Administrative Procedure Act (APA) or any other statute. This rule is not subject to notice-and-comment requirements as provided under CAA section 107(d)(2)(B).

D. Unfunded Mandates Reform Act

This action contains no federal mandate under the provisions of Title II of the Unfunded Mandates Reform Act of 1995 (UMRA), 2 U.S.C. 1531–1538 for state, local, or tribal governments or the private sector. The action imposes no enforceable duty on any state, local or tribal governments or the private sector. Therefore, this action is not subject to the requirements of sections 202 and 205 of the UMRA.

This action is also not subject to the requirements of section 203 of UMRA because it contains no regulatory requirements that might significantly or uniquely affect small governments. It does not create any additional requirements beyond those of the CAA and ozone NAAQS (40 CFR 50.15). The CAA establishes the process whereby states take primary responsibility in developing plans to meet the ozone NAAQS.

E. Executive Order 13132: Federalism

This final rule does not have federalism implications. It will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132. The CAA establishes the process whereby states take primary responsibility in developing plans to meet the ozone NAAQS. This rule will not modify the relationship of the states and the EPA for purposes of developing programs to implement the ozone NAAQS. Thus, Executive Order 13132 does not apply to this rule.

F. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments

Subject to the Executive Order 13175 (65 FR 67249, November 9, 2000) the EPA may not issue a regulation that has tribal implications, that imposes substantial direct compliance costs, and that is not required by statute, unless the Federal government provides the funds necessary to pay the direct compliance costs incurred by tribal governments, or the EPA consults with tribal officials early in the process of developing the proposed regulation and develops a tribal summary impact statement.

The EPA has concluded that this action may have tribal implications. However, it will neither impose substantial direct compliance costs on tribal governments, nor preempt tribal law. Tribes whose areas of Indian country are being designated as "nonattainment" for the 2008 ozone NAAQS are affected by poor air quality. Although tribes are not required to submit implementation plans under the Clean Air Act, for those tribes whose areas are being designated as part of surrounding state areas, it will be imperative that states and the tribes coordinate on air quality planning efforts to ensure that ozone levels are reduced. In addition, several tribes' areas of Indian country are being designated as "nonattainment" separately from their surrounding state areas. For these tribes, internal capacity for air quality planning will be important to enable their areas of Indian country to come into attainment.

The EPA consulted with tribal officials early in the process of developing this regulation to permit them to have meaningful and timely input into its development. At the beginning of the designations process,

letters were sent to all tribes who were expected to be impacted by designations for the 2008 ozone NAAQS. These letters not only informed the tribes of the overall designations process, but also offered the tribes consultation to ensure early communication and coordination. Additionally, letters were sent to potentially affected tribes indicating the EPA's intended designations for their areas of Indian country. These letters offered an additional opportunity for consultation. All consultations were completed in late February/early April 2012. During consultation, the primary concerns raised by tribes included the following: Impact of nonattainment designation on future economic development; appropriateness of using data from monitors not on tribal land; and ensuring final decisions are consistent with the EPA's "Policy for Establishing Separate Air Quality Designations for Areas of Indian Country." (December 20, 2011). During the consultations, the EPA's Regional Offices ensured that the tribes fully understood the reasoning for the EPA's preliminary designations decisions and how those decisions are aligned with a consideration of the most recent certified air quality data and all other relevant information, including the EPA's "Policy for Establishing Separate Air Quality Designations for Areas of Indian Country." To the extent possible, the EPA included the tribes' input into the final decision-making process for designations of their areas of Indian country for the 2008 ozone NAAQS.

G. Executive Order 13045: Protection of Children From Environmental Health and Safety Risks

The EPA interprets Executive Order 13045 (62 FR 19885, April 23, 1997) as applying only to those regulatory actions that concern health or safety risks, such that the analysis required under section 5-501 of the Executive Order has the potential to influence the regulation. This action is not subject to Executive Order 13045 because it does not establish an environmental standard intended to mitigate health or safety risks.

H. Executive Order 13211: Actions That Significantly Affect Energy Supply, Distribution, or Use

This action is not subject to Executive Order 13211 (66 FR 28355 (May 22, 2001)), because it is not a significant regulatory action under Executive Order 12866.

I. National Technology Transfer and Advancement Act (NTTAA)

Section 12(d) of the NTTAA of 1995, Public Law 104-113, section 12(d) (15 U.S.C. 272 note) directs the EPA to use voluntary consensus standards (VCS) in its regulatory activities unless to do so would be inconsistent with applicable law or otherwise impracticable. Voluntary consensus standards are technical standards (e.g., materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by VCS bodies. The NTTAA directs the EPA to provide Congress, through the Office of Management and Budget, explanations when the Agency decides not to use available and applicable VCS.

This action does not involve technical standards. Therefore, the EPA did not consider the use of any VCS.

J. Executive Order 12898: Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations.

Executive Order 12898 (59 FR 7629 (Feb. 16, 1994)) establishes federal executive policy on environmental justice. Its main provision directs federal agencies, to the greatest extent practicable and permitted by law, to make environmental justice part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations in the U.S.

The CAA requires that the EPA designate as nonattainment "any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant." By designating as nonattainment all areas where available information indicates a violation of the ozone NAAQS or a contribution to a nearby violation, this action protects all those residing, working, attending school, or otherwise present in those areas regardless of minority or economic status.

The EPA has determined that this final rule will not have disproportionately high and adverse human health or environmental effects on minority or low-income populations because it increases the level of environmental protection for all affected populations without having any disproportionately high and adverse human health or environmental effects on any population, including any minority or low-income population.

K. Congressional Review Act

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the U.S. The EPA will submit a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the U.S. prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a "major rule" as defined by 5 U.S.C. 804(2). This rule will be effective July 20, 2012.

L. Judicial Review

Section 307(b)(1) of the CAA indicates which Federal Courts of Appeal have venue for petitions of review of final actions by the EPA. This section provides, in part, that petitions for review must be filed in the Court of Appeals for the District of Columbia Circuit: (i) When the agency action consists of "nationally applicable regulations promulgated, or final actions taken, by the Administrator," or (ii) when such action is locally or regionally applicable, if "such action is based on a determination of nationwide scope or effect and if in taking such action the Administrator finds and publishes that such action is based on such a determination."

This rule designating areas for the 2008 ozone NAAQS is "nationally applicable" within the meaning of section 307(b)(1). This rule establishes designations for areas across the U.S. for the 2008 ozone NAAQS. At the core of this rulemaking is the EPA's interpretation of the definition of nonattainment under section 107(d)(1) of the CAA, and its application of that interpretation to areas across the country.

For the same reasons, the Administrator also is determining that the final designations are of nationwide scope and effect for the purposes of section 307(b)(1). This is particularly appropriate because, in the report on the 1977 Amendments that revised section 307(b)(1) of the CAA, Congress noted that the Administrator's determination that an action is of "nationwide scope or effect" would be appropriate for any action that has a scope or effect beyond a single judicial circuit. H.R. Rep. No. 95-294 at 323, 324, *reprinted* in 1977

U.S.C.C.A.N. 1402–03. Here, the scope and effect of this rulemaking extends to numerous judicial circuits since the designations apply to areas across the country. In these circumstances, section 307(b)(1) and its legislative history calls for the Administrator to find the rule to be of “nationwide scope or effect” and for venue to be in the D.C. Circuit.

Thus, any petitions for review of final designations must be filed in the Court of Appeals for the District of Columbia Circuit within 60 days from the date final action is published in the **Federal Register**.

List of Subjects in 40 CFR Part 81

Environmental protection, Air pollution control, National parks, Wilderness areas.

Dated: April 30, 2012.

Lisa P. Jackson,
Administrator.

For the reasons set forth in the preamble, 40 CFR Part 81, is amended as follows:

PART 81—DESIGNATIONS OF AREAS FOR AIR QUALITY PLANNING PURPOSES

■ 1. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401, *et seq.*

Subpart C—Section 107 Attainment Status Designations

■ 2. Section 81.301 is amended as follows:

■ a. By revising the table heading for “Alabama—Ozone (8-Hour Standard)” to read “Alabama—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Alabama—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Alabama—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.301 Alabama.

* * * * *

ALABAMA—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
Autauga County	Unclassifiable/Attainment.		
Baldwin County	Unclassifiable/Attainment.		
Barbour County	Unclassifiable/Attainment.		
Bibb County	Unclassifiable/Attainment.		
Blount County	Unclassifiable/Attainment.		
Bullock County	Unclassifiable/Attainment.		
Butler County	Unclassifiable/Attainment.		
Calhoun County	Unclassifiable/Attainment.		
Chambers County	Unclassifiable/Attainment.		
Cherokee County	Unclassifiable/Attainment.		
Chilton County	Unclassifiable/Attainment.		
Choctaw County	Unclassifiable/Attainment.		
Clarke County	Unclassifiable/Attainment.		
Clay County	Unclassifiable/Attainment.		
Cleburne County	Unclassifiable/Attainment.		
Coffee County	Unclassifiable/Attainment.		
Colbert County	Unclassifiable/Attainment.		
Conecuh County	Unclassifiable/Attainment.		
Coosa County	Unclassifiable/Attainment.		
Covington County	Unclassifiable/Attainment.		
Crenshaw County	Unclassifiable/Attainment.		
Cullman County	Unclassifiable/Attainment.		
Dale County	Unclassifiable/Attainment.		
Dallas County	Unclassifiable/Attainment.		
De Kalb County	Unclassifiable/Attainment.		
Elmore County	Unclassifiable/Attainment.		
Escambia County	Unclassifiable/Attainment.		
Fayette County	Unclassifiable/Attainment.		
Franklin County	Unclassifiable/Attainment.		
Geneva County	Unclassifiable/Attainment.		
Greene County	Unclassifiable/Attainment.		
Hale County	Unclassifiable/Attainment.		
Henry County	Unclassifiable/Attainment.		
Houston County	Unclassifiable/Attainment.		
Jackson County	Unclassifiable/Attainment.		
Jefferson County	Unclassifiable/Attainment.		
Lamar County	Unclassifiable/Attainment.		
Lauderdale County	Unclassifiable/Attainment.		
Lawrence County	Unclassifiable/Attainment.		
Lee County	Unclassifiable/Attainment.		
Limestone County	Unclassifiable/Attainment.		
Lowndes County	Unclassifiable/Attainment.		
Macon County	Unclassifiable/Attainment.		
Madison County	Unclassifiable/Attainment.		
Marengo County	Unclassifiable/Attainment.		
Marion County	Unclassifiable/Attainment.		
Marshall County	Unclassifiable/Attainment.		

ALABAMA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
Mobile County	Unclassifiable/Attainment.		
Monroe County	Unclassifiable/Attainment.		
Montgomery County	Unclassifiable/Attainment.		
Morgan County	Unclassifiable/Attainment.		
Perry County	Unclassifiable/Attainment.		
Pickens County	Unclassifiable/Attainment.		
Pike County	Unclassifiable/Attainment.		
Randolph County	Unclassifiable/Attainment.		
Russell County	Unclassifiable/Attainment.		
Shelby County	Unclassifiable/Attainment.		
St. Clair County	Unclassifiable/Attainment.		
Sumter County	Unclassifiable/Attainment.		
Talladega County	Unclassifiable/Attainment.		
Tallapoosa County	Unclassifiable/Attainment.		
Tuscaloosa County	Unclassifiable/Attainment.		
Walker County	Unclassifiable/Attainment.		
Washington County	Unclassifiable/Attainment.		
Wilcox County	Unclassifiable/Attainment.		
Winston County	Unclassifiable/Attainment.		

¹ Includes any Indian country in each county or area, unless otherwise specified.

² This date is July 20, 2012, unless otherwise noted.

■ 3. Section 81.302 is amended as follows:

■ a. By revising the table heading for “Alaska—Ozone (8-Hour Standard)” to read “Alaska—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Alaska—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Alaska—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.302 Alaska.

* * * * *

ALASKA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Any Areas of Indian Country	Unclassifiable/Attainment ...		

¹ This date is July 20, 2012, unless otherwise noted.

■ 4. Section 81.303 is amended as follows:

■ a. By revising the table heading for “Arizona—Ozone (8-Hour Standard)” to read “Arizona—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Arizona—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Arizona—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.303 Arizona.

* * * * *

ARIZONA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
<p>Phoenix-Mesa, AZ: ²</p> <p>Maricopa County (part).</p> <p>T1N, R1E (except that portion in Indian Country); T1N, R2E; T1N, R3E; T1N, R4E; T1N, R5E; T1N, R6E; T1N, R7E; T1N, R1W; T1N, R2W; T1N, R3W; T1N, R4W; T1N, R5W; T1N, R6W; T1N, R7W; T1N, R8W; T2N, R1E; T2N, R2E; T2N, R3E; T2N, R4E; T2N, R5E; T2N, R6E; T2N, R7E; T2N, R8E; T2N, R9E; T2N, R10E; T2N, R11E; T2N, R12E (except that portion in Gila County); T2N, R13E (except that portion in Gila County); T2N, R1W; T2N, R2W; T2N, R3W; T2N, R4W; T2N, R5W; T2N, R6W; T2N, R7W; T2N, R8W; T3N, R1E; T3N, R2E; T3N, R3E; T3N, R4E; T3N, R5E; T3N, R6E; T3N, R7E; T3N, R8E; T3N, R9E; T3N, R10E (except that portion in Gila County); T3N, R11E (except that portion in Gila County); T3N, R12E (except that portion in Gila County); T3N, R1W; T3N, R2W; T3N, R3W; T3N, R4W; T3N, R5W; T3N, R6W; T4N, R1E; T4N, R2E; T4N, R3E; T4N, R4E; T4N, R5E; T4N, R6E; T4N, R7E; T4N, R8E; T4N, R9E; T4N, R10E (except that portion in Gila County); T4N, R11E (except that portion in Gila County); T4N, R12E (except that portion in Gila County); T4N, R1W; T4N, R2W; T4N, R3W; T4N, R4W; T4N, R5W; T4N, R6W; T5N, R1E; T5N, R2E; T5N, R3E; T5N, R4E; T5N, R5E; T5N, R6E; T5N, R7E; T5N, R8E; T5N, R9E (except that portion in Gila County); T5N, R10E (except that portion in Gila County); T5N, R1W; T5N, R2W; T5N, R3W; T5N, R4W; T5N, R5W; T6N, R1E (except that portion in Yavapai County); T6N, R2E; T6N, R3E; T6N, R4E; T6N, R5E; T6N, R6E; T6N, R7E; T6N, R8E; T6N, R9E (except that portion in Gila County); T6N, R10E (except that portion in Gila County); T6N, R1W (except that portion in Yavapai County); T6N, R2W; T6N, R3W; T6N, R4W; T6N, R5W; T7N, R1E; (except that portion in Yavapai County); T7N, R2E (except that portion in Yavapai County); T7N, R3E; T7N, R4E; T7N, R5E; T7N, R6E; T7N, R7E; T7N, R8E; T7N, R9E (except that portion in Gila County); T7N, R1W (except that portion in Yavapai County); T7N, R2W (except that portion in Yavapai County); T8N, R2E (except that portion in Yavapai County); T8N, R3E (except that portion in Yavapai County); T8N, R4E (except that portion in Yavapai County); T8N, R5E (except that portion in Yavapai County); T8N, R6E (except that portion in Yavapai County); T8N, R7E (except that portion in Yavapai County); T8N, R8E (except that portion in Yavapai and Gila Counties); T8N, R9E (except that portion in Yavapai and Gila Counties); T1S, R1E (except that portion in Indian Country); T1S, R2E (except that portion in Pinal County and in Indian Country); T1S, R3E; T1S, R4E; T1S, R5E; T1S, R6E; T1S, R7E; T1S, R1W; T1S, R2W; T1S, R3W; T1S, R4W; T1S, R5W; T1S, R6W; T2S, R1E (except that portion in Indian Country); T2S, R5E; T2S, R6E; T2S, R7E; T2S, R1W; T2S, R2W; T2S, R3W; T2S, R4W; T2S, R5W; T3S, R1E; T3S, R1W; T3S, R2W; T3S, R3W; T3S, R4W; T3S, R5W; T4S, R1E; T4S, R1W; T4S, R2W; T4S, R3W; T4S, R4W; T4S, R5W; T5S, R4W (Sections 1 through 22 and 27 through 34)</p> <p>Pinal County (part) Apache Junction:</p> <p>T1N, R8E; T1S, R8E (Sections 1 through 12).</p> <p>Fort McDowell Yavapai Nation ³.</p> <p>Salt River Pima-Maricopa Indian Community of the Salt River Reservation ³.</p> <p>Tohono O'odham Nation of Arizona ³.</p>	Nonattainment .....	.....	Marginal.
<p>Rest of State: ⁴</p> <p>Apache County</p> <p>Cochise County</p> <p>Coconino County</p> <p>Gila County</p> <p>Graham County</p> <p>Greenlee County</p> <p>La Paz County</p> <p>Maricopa County (part) remainder</p> <p>Mohave County</p> <p>Navajo County</p>	Unclassifiable/Attainment.		

ARIZONA—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Pima County Pinal County (part) remainder Santa Cruz County Yavapai County Yuma County				

¹ This date is July 20, 2012, unless otherwise noted.² Excludes Indian country located in each area, unless otherwise noted.³ Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.⁴ Includes any Indian country in each county or area, unless otherwise specified.

■ 5. Section 81.304 is amended as follows:

■ a. By revising the table heading for “Arkansas—Ozone (8-Hour Standard)” to read “Arkansas—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Arkansas—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Arkansas—1997 8-Hour Ozone

NAAQS (Primary and Secondary)” to read as follows:

§ 81.304 Arkansas.

* * * * *

ARKANSAS—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Memphis, TN-MS-AR ² Crittenden County	Nonattainment .....	.....	Marginal.
Rest of State: ³				
Ashley County	Unclassifiable/Attainment.		
Arkansas County	Unclassifiable/Attainment.		
Baxter County	Unclassifiable/Attainment.		
Benton County	Unclassifiable/Attainment.		
Boone County	Unclassifiable/Attainment.		
Bradley County	Unclassifiable/Attainment.		
Calhoun County	Unclassifiable/Attainment.		
Carroll County	Unclassifiable/Attainment.		
Chicot County	Unclassifiable/Attainment.		
Clark County	Unclassifiable/Attainment.		
Clay County	Unclassifiable/Attainment.		
Cleburne County	Unclassifiable/Attainment.		
Cleveland County	Unclassifiable/Attainment.		
Columbia County	Unclassifiable/Attainment.		
Conway County	Unclassifiable/Attainment.		
Craighead County	Unclassifiable/Attainment.		
Crawford County	Unclassifiable/Attainment.		
Crittenden County	Unclassifiable/Attainment.		
Cross County	Unclassifiable/Attainment.		
Dallas County	Unclassifiable/Attainment.		
Desha County	Unclassifiable/Attainment.		
Drew County	Unclassifiable/Attainment.		
Faulkner County	Unclassifiable/Attainment.		
Franklin County	Unclassifiable/Attainment.		
Fulton County	Unclassifiable/Attainment.		
Garland County	Unclassifiable/Attainment.		
Grant County	Unclassifiable/Attainment.		
Greene County	Unclassifiable/Attainment.		
Hempstead County	Unclassifiable/Attainment.		
Hot Spring County	Unclassifiable/Attainment.		
Howard County	Unclassifiable/Attainment.		
Independence County	Unclassifiable/Attainment.		
Izard County	Unclassifiable/Attainment.		
Jackson County	Unclassifiable/Attainment.		
Jefferson County	Unclassifiable/Attainment.		
Johnson County	Unclassifiable/Attainment.		
Lafayette County	Unclassifiable/Attainment.		
Lawrence County	Unclassifiable/Attainment.		
Lee County	Unclassifiable/Attainment.		

ARKANSAS—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Lincoln County	Unclassifiable/Attainment.		
Little River County	Unclassifiable/Attainment.		
Logan County	Unclassifiable/Attainment.		
Lonoke County	Unclassifiable/Attainment.		
Madison County	Unclassifiable/Attainment.		
Marion County	Unclassifiable/Attainment.		
Miller County	Unclassifiable/Attainment.		
Mississippi County	Unclassifiable/Attainment.		
Monroe County	Unclassifiable/Attainment.		
Montgomery County	Unclassifiable/Attainment.		
Nevada County	Unclassifiable/Attainment.		
Newton County	Unclassifiable/Attainment.		
Ouachita County	Unclassifiable/Attainment.		
Perry County	Unclassifiable/Attainment.		
Phillips County	Unclassifiable/Attainment.		
Pike County	Unclassifiable/Attainment.		
Poinsett County	Unclassifiable/Attainment.		
Polk County	Unclassifiable/Attainment.		
Pope County	Unclassifiable/Attainment.		
Prairie County	Unclassifiable/Attainment.		
Pulaski County	Unclassifiable/Attainment.		
Randolph County	Unclassifiable/Attainment.		
St. Francis County	Unclassifiable/Attainment.		
Saline County	Unclassifiable/Attainment.		
Scott County	Unclassifiable/Attainment.		
Searcy County	Unclassifiable/Attainment.		
Sebastian County	Unclassifiable/Attainment.		
Sevier County	Unclassifiable/Attainment.		
Sharp County	Unclassifiable/Attainment.		
Stone County	Unclassifiable/Attainment.		
Union County	Unclassifiable/Attainment.		
Van Buren County	Unclassifiable/Attainment.		
Washington County	Unclassifiable/Attainment.		
White County	Unclassifiable/Attainment.		
Woodruff County	Unclassifiable/Attainment.		
Yell County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 6. Section 81.305 is amended as follows:

■ a. By revising the table heading for “California—Ozone (8-Hour Standard)” to read “California—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “California—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “California—1997 8-Hour Ozone

NAAQS (Primary and Secondary)” to read as follows:

§ 81.305 California.

* * * * *

CALIFORNIA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Calaveras County, CA: ² Calaveras County	Nonattainment .....	.....	Marginal.
Chico (Butte County), CA: ²	Nonattainment .....	.....	Marginal.
Butte County				
Berry Creek Rancheria of Maidu Indians of California ³				
Enterprise Rancheria of Maidu Indians of California ³				
Mechoopda Indian Tribe of Chico Rancheria ³				
Mooretown Rancheria of Maidu Indians of California ³				
Imperial County, CA: ²	Nonattainment .....	.....	Marginal.
Imperial County				

CALIFORNIA—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
<p>Quechan Tribe of the Fort Yuma Indian Reservation ³.</p> <p>Torres Martinez Desert Cahuilla Indians ³.</p> <p>Kern County (Eastern Kern), CA: ²</p> <p>Kern County (part)</p> <p>That portion of Kern County (with the exception of that portion in Hydrologic Unit Number 18090205—the Indian Wells Valley) east and south of a line described as follows: Beginning at the Kern-Los Angeles County boundary and running north and east along the northwest boundary of the Rancho La Liebre Land Grant to the point of intersection with the range line common to Range 16 West and Range 17 West, San Bernardino Base and Meridian; north along the range line to the point of intersection with the Rancho El Tejon Land Grant boundary; then southeast, northeast, and northwest along the boundary of the Rancho El Tejon Grant to the northwest corner of Section 3, Township 11 North, Range 17 West; then west 1.2 miles; then north to the Rancho El Tejon Land Grant boundary; then northwest along the Rancho El Tejon line to the southeast corner of Section 34, Township 32 South, Range 30 East, Mount Diablo Base and Meridian; then north to the northwest corner of Section 35, Township 31 South, Range 30 East; then northeast along the boundary of the Rancho El Tejon Land Grant to the southwest corner of Section 18, Township 31 South, Range 31 East; then east to the southeast corner of Section 13, Township 31 South, Range 31 East; then north along the range line common to Range 31 East and Range 32 East, Mount Diablo Base and Meridian, to the northwest corner of Section 6, Township 29 South, Range 32 East; then east to the southwest corner of Section 31, Township 28 South, Range 32 East; then north along the range line common to Range 31 East and Range 32 East to the northwest corner of Section 6, Township 28 South, Range 32 East, then west to the southeast corner of Section 36, Township 27 South, Range 31 East, then north along the range line common to Range 31 East and Range 32 East to the Kern-Tulare County boundary.</p>	Nonattainment .....	.....	Marginal.
<p>Los Angeles-San Bernardino Counties (West Mojave Desert), CA: ².</p> <p>Los Angeles County (part)</p>	Nonattainment .....	.....	Severe 15.

CALIFORNIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
<p>That portion of Los Angeles County which lies north and east of a line described as follows: Beginning at the Los Angeles-San Bernardino County boundary and running west along the Township line common to Township 3 North and Township 2 North, San Bernardino Base and Meridian; then north along the range line common to Range 8 West and Range 9 West; then west along the Township line common to Township 4 North and Township 3 North; then north along the range line common to Range 12 West and Range 13 West to the southeast corner of Section 12, Township 5 North and Range 13 West; then west along the south boundaries of Sections 12, 11, 10, 9, 8, and 7, Township 5 North and Range 13 West to the boundary of the Angeles National Forest which is collinear with the range line common to Range 13 West and Range 14 West; then north and west along the Angeles National Forest boundary to the point of intersection with the Township line common to Township 7 North and Township 6 North (point is at the northwest corner of Section 4 in Township 6 North and Range 14 West); then west along the Township line common to Township 7 North and Township 6 North; then north along the range line common to Range 15 West and Range 16 West to the southeast corner of Section 13, Township 7 North and Range 16 West; then along the south boundaries of Sections 13, 14, 15, 16, 17, and 18, Township 7 North and Range 16 West; then north along the range line common to Range 16 West and Range 17 West to the north boundary of the Angeles National Forest (collinear with the Township line common to Township 8 North and Township 7 North); then west and north along the Angeles National Forest boundary to the point of intersection with the south boundary of the Rancho La Liebre Land Grant; then west and north along this land grant boundary to the Los Angeles-Kern County boundary.</p> <p>San Bernardino County (part)</p> <p>That portion of San Bernardino County which lies north and east of a line described as follows: Beginning at the San Bernardino-Riverside County boundary and running north along the range line common to Range 3 East and Range 2 East, San Bernardino Base and Meridian; then west along the Township line common to Township 3 North and Township 2 North to the San Bernardino-Los Angeles County boundary; and that portion of San Bernardino County which lies south and west of a line described as follows: latitude 35 degrees, 10 minutes north and longitude 115 degrees, 45 minutes west.</p> <p>Twenty-Nine Palms Band of Mission Indians of California ³.</p>				
Los Angeles-South Coast Air Basin, CA ²	Nonattainment .....	.....	Extreme.
Los Angeles County (part)				

CALIFORNIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
<p>That portion of Los Angeles County which lies south and west of a line described as follows: Beginning at the Los Angeles-San Bernardino County boundary and running west along the Township line common to Township 3 North and Township 2 North San Bernardino Base and Meridian; then north along the range line common to Range 8 West and Range 9 West; then west along the Township line common to Township 4 North and Township 3 North; then north along the range line common to Range 12 West and Range 13 West to the southeast corner of Section 12, Township 5 North and Range 13 West; then west along the south boundaries of Sections 12, 11, 10, 9, 8, and 7, Township 5 North and Range 13 West to the boundary of the Angeles National Forest which is collinear with the range line common to Range 13 West and Range 14 West; then north and west along the Angeles National Forest boundary to the point of intersection with the Township line common to Township 7 North and Township 6 North (point is at the northwest corner of Section 4 in Township 6 North and Range 14 West); then west along the Township line common to Township 7 North and Township 6 North; then north along the range line common to Range 15 West and Range 16 West to the southeast corner of Section 13, Township 7 North and Range 16 West; then along the south boundaries of Sections 13, 14, 15, 16, 17, and 18, Township 7 North and Range 16 West; then north along the range line common to Range 16 West and Range 17 West to the north boundary of the Angeles National Forest (collinear with the Township line common to Township 8 North and Township 7 North); then west and north along the Angeles National Forest boundary to the point of intersection with the south boundary of the Rancho La Liebre Land Grant; then west and north along this land grant boundary to the Los Angeles-Kern County boundary.</p> <p>Orange County Riverside County (part)</p>				

CALIFORNIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
<p>That portion of Riverside County which lies to the west of a line described as follows: Beginning at the Riverside-San Diego County boundary and running north along the range line common to Range 4 East and Range 3 East, San Bernardino Base and Meridian; then east along the Township line common to Township 8 South and Township 7 South; then north along the range line common to Range 5 East and Range 4 East; then west along the southern boundaries of Sections 25, 26, and 27, Township 7 South, Range 4 East, then North along the west boundaries of Sections 27, 22, 15, 10, and 3 Township 7 South, Range 4 East, then East along the Township line common to Township 6 South and Township 7 South to the southwest corner of Section 34, Township 6 South, Range 4 East; then north along the west boundaries of Sections 34, 27, 22, 15, 10, and 3, Township 6 South, Range 4 East; then west along the Township line common to Township 5 South and Township 6 South; then north along the range line common to Range 4 East and Range 3 East; then west along the south boundaries of Sections 13, 14, 15, 16, 17, and 18, Township 5 South, Range 3 East; then north along the range line common to Range 2 East and Range 3 East; to the Riverside-San Bernardino County line.</p> <p>San Bernardino County (part)</p> <p>That portion of San Bernardino County which lies south and west of a line described as follows: Beginning at the San Bernardino-Riverside County boundary and running north along the range line common to Range 3 East and Range 2 East, San Bernardino Base and Meridian; then west along the Township line common to Township 3 North and Township 2 North to the San Bernardino-Los Angeles County boundary.</p> <p>Cahuilla Band of Mission Indians of the Cahuilla Reservation³.</p> <p>Ramona Band of Cahuilla³.</p> <p>San Manuel Band of Mission Indians³.</p> <p>Soboba Band of Luiseno Indians³.</p> <p>Mariposa County, CA:² Mariposa County</p> <p>Nevada County (Western part), CA:²</p> <p>Nevada County (part)</p> <p>That portion of Nevada County, which lies west of a line, described as follows: Beginning at the Nevada-Placer County boundary and running north along the western boundaries of Sections 24, 13, 12, 1, Township 17 North, Range 14 East, Mount Diablo Base and Meridian, and Sections 36, 25, 24, 13, 12, Township 18 North, Range 14 East to the Nevada-Sierra County boundary.</p> <p>Riverside County (Coachella Valley), CA:²</p> <p>Riverside County (part)</p>				
		Nonattainment		Marginal.
		Nonattainment		Marginal.
		Nonattainment		Severe 15.

CALIFORNIA—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
<p>That portion of Riverside County which lies to the east of a line described as follows: Beginning at the Riverside-San Diego County boundary and running north along the range line common to Range 4 East and Range 3 East, San Bernardino Base and Meridian; then east along the Township line common to Township 8 South and Township 7 South; then north along the range line common to Range 5 East and Range 4 East; then west along the Township line common to Township 6 South and Township 7 South to the southwest corner of Section 34, Township 6 South, Range 4 East; then north along the west boundaries of Sections 34, 27, 22, 15, 10, and 3, Township 6 South, Range 4 East; then west along the Township line common to Township 5 South and Township 6 South; then north along the range line common to Range 4 East and Range 3 East; then west along the south boundaries of Sections 13, 14, 15, 16, 17, and 18, Township 5 South, Range 3 East; then north along the range line common to Range 2 East and Range 3 East; to the Riverside-San Bernardino County line. And that portion of Riverside County which lies to the west of a line described as follows: That segment of the southwestern boundary line of hydrologic Unit Number 18100100 within Riverside County.</p> <p>Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation ³.</p> <p>Augustine Band of Cahuilla Indians ³.</p> <p>Cabazon Band of Mission Indians ³.</p> <p>Santa Rosa Band of Cahuilla Indians ³.</p> <p>Torres Martinez Desert Cahuilla Indians ³.</p> <p>Twenty-Nine Palms Band of Mission Indians of California ³.</p> <p>Sacramento Metro, CA: ²</p> <p>El Dorado County (part)</p> <p>All portions of the county except that portion of El Dorado County within the drainage area naturally tributary to Lake Tahoe including said Lake.</p> <p>Placer County (part)</p>				
		Nonattainment		Severe 15.

CALIFORNIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
<p>All portions of the county except that portion of Placer County within the drainage area naturally tributary to Lake Tahoe including said Lake, plus that area in the vicinity of the head of the Truckee River described as follows: Commencing at the point common to the aforementioned drainage area crestline and the line common to Townships 15 North and 16 North, Mount Diablo Base and Meridian, and following that line in a westerly direction to the northwest corner of Section 3, Township 15 North, Range 16 East Mount Diablo Base and Meridian, thence south along the west line of Sections 3 and 10, Township 15 North, Range 16 East, Mount Diablo Base and Meridian, to the intersection with the said drainage area crestline, thence following the said drainage area boundary in a southeasterly, then northeasterly direction to and along the Lake Tahoe Dam, thence following the said drainage area crestline in a northeasterly, then northwesterly direction to the point of beginning.</p> <p>Sacramento County</p> <p>Solano County (part)</p> <p>That portion of Solano County which lies north and east of a line described as follows: Beginning at the intersection of the westerly boundary of Solano County and the ¼ section line running east and west through the center of Section 34; Township 6 North, Range 2 West, Mount Diablo Base and Meridian, thence east along said ¼ section line to the east boundary of Section 36, Township 6 North, Range 2 West, thence south ½ mile and east 2.0 miles, more or less, along the west and south boundary of Los Potos Rancho to the northwest corner of Section 4, Township 5 North, Range 1 West, thence east along a line common to Township 5 North and Township 6 North to the northeast corner of Section 3, Township 5 North, Range 1 East, thence south along section lines to the southeast corner of Section 10, Township 3 North, Range 1 East, thence east along section lines to the south ¼ corner of Section 8, Township 3 North, Range 2 East, thence east to the boundary between Solano and Sacramento Counties.</p> <p>Sutter County (part)</p> <p>Portion south of a line connecting the northern border of Yolo County to the SW tip of Yuba County and continuing along the southern Yuba County border to Placer County.</p> <p>Yolo County</p> <p>Shingle Springs Band of Miwok Indians, Shingle Springs Rancheria (Verona Tract)³.</p> <p>United Auburn Indian Community of the Auburn Rancheria of California³.</p> <p>Yocha Dehe Wintun Nation³.</p> <p>San Diego County, CA:²</p> <p>San Diego County</p> <p>Barona Group of Capitan Grande Band of Mission Indians of the Barona Reservation³.</p>	Nonattainment .....	.....	Marginal.

CALIFORNIA—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Campo Band of Diegueno Mission Indians of the Campo Indian Reservation ³ . Capitan Grande Band of Diegueno Mission Indians of California ³ . Ewiiapaayp Band of Kumayaay Indians ³ . Lipay Nation of Santa Ysabel ³ . Inaja Band of Diegueno Mission Indians of the Inaja and Cosmit Reservation ³ . Jamul Indian Village of California ³ . La Jolla Band of Luiseno Indians ³ . La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation ³ . Los Coyotes Band of Cahuilla and Cupeno Indians ³ . Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation ³ . Mesa Grande Band of Diegueno Mission Indians of the Mesa Grande Reservation ³ . Pala Band of Luiseno Mission Indians of the Pala Reservation ³ . Pauma Band of Luiseno Mission Indians of the Pauma and Yuima Reservation ³ . Rincon Band of Luiseno Mission Indians of the Rincon Reservation ³ . San Pasqual Band of Diegueno Mission Indians of California ³ . Sycuan Band of the Kumeyaay Nation ³ . Viejas (Baron Long) Group of Capitan Grande Band of Mission Indians ³ .				
San Francisco Bay Area, CA: ² Alameda County Contra Costa County Marin County Napa County San Francisco County San Mateo County Santa Clara County Solano County (part) Portion of Solano County which lies south and west of a line described as follows: Beginning at the intersection of the westerly boundary of Solano County and the ¼ section line running east and west through the center of Section 34, T6N, R2W, M.D.B. & M., thence east along said ¼ section line to the east boundary of Section 36, T6N, R2W, thence south ½ mile and east 2.0 miles, more or less, along the west and south boundary of Los Potos Rancho to the northwest corner of Section 4, T5N, R1W, thence east along a line common to T5N and T6N to the northeast corner of Section 3, T5N, R1E, thence south along section lines to the southeast corner of Section 10, T3N, R1E, thence east along section lines to the south ¼ corner of Section 8, T3N, R2E, thence east to the boundary between Solano and Sacramento Counties. Sonoma County (part)	Nonattainment .....	.....	Marginal.

CALIFORNIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
<p>That portion of Sonoma County which lies south and east of a line described as follows: Beginning at the southeasterly corner of the Rancho Estero Americano, being on the boundary line between Marin and Sonoma Counties, California; thence running northerly along the easterly boundary line of said Rancho Estero Americano to the northeasterly corner thereof, being an angle corner in the westerly boundary line of Rancho Canada de Jonive; thence running along said boundary of Rancho Canada de Jonive westerly, northerly and easterly to its intersection with the easterly line of Graton Road; thence running along the easterly and southerly line of Graton Road, northerly and easterly to its intersection with the easterly line of Sullivan Road; thence running northerly along said easterly line of Sullivan Road to the southerly line of Green Valley Road; thence running easterly along the said southerly line of Green Valley Road and easterly along the southerly line of State Highway 116, to the westerly line of Vine Hill Road; thence Running along the westerly and northerly line of Vine Hill Road, northerly and easterly to its intersection with the westerly line of Laguna Road; thence running northerly along the westerly line of Laguna Road and the northerly projection thereof to the northerly line of Trenton Road; thence running westerly along the northerly line of said Trenton Road to the easterly line of Trenton-Healdsburg Road; thence running northerly along said easterly line of Trenton-Healdsburg Road to the easterly line of Eastside Road; thence running northerly along said easterly line of Eastside Road to its intersection with the southerly line of Rancho Sotoyome; thence running easterly along said southerly line of Rancho Sotoyome to its intersection with the Township line common to Townships 8 and 9 North, M.D.M.; thence running easterly along said township line to its intersection with the boundary line between Sonoma and Napa Counties.</p> <p>Federated Indians of Graton Rancheria ³ Lytton Rancheria of California ³.</p> <p>San Joaquin Valley, CA: ²</p> <p>Fresno County</p> <p>Kern County (part)</p>	Nonattainment .....	.....	Extreme.

CALIFORNIA—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
<p>That portion of Kern County which lies west and north of a line described as follows: Beginning at the Kern-Los Angeles County boundary and running north and east along the northwest boundary of the Rancho La Libre Land Grant to the point of intersection with the range line common to R. 16 W. and R. 17 W., San Bernardino Base and Meridian; north along the range line to the point of intersection with the Rancho El Tejon Land Grant boundary; then southeast, northeast, and northwest along the boundary of the Rancho El Tejon Land Grant to the northwest corner of S. 3, T. 11 N., R. 17 W.; then west 1.2 miles; then north to the Rancho El Tejon Land Grant boundary; then northwest along the Rancho El Tejon line to the southeast corner of S. 34, T. 32 S., R. 30 E., Mount Diablo Base and Meridian; then north to the northwest corner of S. 35, T. 31 S., R. 30 E.; then northeast along the boundary of the Rancho El Tejon Land Grant to the southwest corner of S. 18, T. 31 S., R. 31 E.; then east to the southeast corner of S. 13, T. 31 S., R. 31 E.; then north along the range line common to R. 31 E. and R. 32 E., Mount Diablo Base and Meridian, to the northwest corner of S. 6, T. 29 S., R. 32 E.; then east to the southwest corner of S. 31, T. 28 S., R. 32 E.; then north along the range line common to R. 31 E. and R. 32 E. to the northwest corner of S. 6, T. 28 S., R. 32 E., then west to the southeast corner of S. 36, T. 27 S., R. 31 E., then north along the range line common to R. 31 E. and R. 32 E. to the Kern-Tulare County boundary.</p> <p>Kings County Madera County Merced County San Joaquin County Stanislaus County Tulare County Big Sandy Rancheria of Mono Indians of California³. Cold Springs Rancheria of Mono Indians of California³. Northfork Rancheria of Mono Indians of California³. Picayune Rancheria of Chukchansi Indians of California³. Santa Rosa Indian Community of the Santa Rosa Rancheria³. Table Mountain Rancheria of California³. Tule River Indian Tribe of the Tule River Reservation³.</p> <p>San Luis Obispo (Eastern San Luis Obispo), CA:²</p> <p>San Luis Obispo County (part)</p>				
		Nonattainment		Marginal.

CALIFORNIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
That portion of San Luis Obispo County that lies east of a line described as follows: Beginning at the San Luis Obispo County/Santa Barbara County boundary and running north along 120 degrees 24 minutes longitude to the intersection with 35 degrees 27 minutes latitude; east along 35 degrees 27 minutes latitude to the intersection with 120 degrees 18 minutes longitude; then north along 120 degrees 18 minutes longitude to the San Luis Obispo County/Monterey County boundary.				
Tuscan Buttes, CA: ²	Nonattainment .....	.....	Marginal.
Tehama County (part)				
Those portions of the immediate Tuscan Buttes area at or above 1,800 feet in elevation.				
Ventura County, CA: ²	Nonattainment .....	.....	Serious.
Ventura County (part)				
That part of Ventura County excluding the Channel Islands of Anacapa and San Nicolas Islands.				
Morongo Band of Mission Indians ³	Nonattainment .....	.....	Serious.
Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation ³	Nonattainment .....	.....	Moderate.
Rest of State: ⁴				
Alpine, Inyo, and Mono Counties:	Unclassifiable/Attainment.		
Alpine County				
Inyo County				
Mono County				
Amador County	Unclassifiable/Attainment.		
Channel Islands (Ventura County)	Unclassifiable/Attainment.		
Ventura County (part) remainder.				
Colusa County	Unclassifiable/Attainment.		
Del Norte, Humboldt, and Trinity Counties:	Unclassifiable/Attainment.		
Del Norte County				
Humboldt County				
Trinity County				
Nevada County (part) remainder	Unclassifiable/Attainment.		
Glenn County	Unclassifiable/Attainment.		
Kern County (part) remainder	Unclassifiable/Attainment.		
Lake County	Unclassifiable/Attainment.		
Lake Tahoe (El Dorado County Portion):	Unclassifiable/Attainment.		
El Dorado County (part) remainder				
Lake Tahoe (Placer County Portion):	Unclassifiable/Attainment.		
Placer County (part) remainder.				
Lassen County	Unclassifiable/Attainment.		
Mendocino County	Unclassifiable/Attainment.		
Modoc County	Unclassifiable/Attainment.		
Monterey County	Unclassifiable/Attainment.		
Northeastern San Bernardino County and Eastern Riverside County.	Unclassifiable/Attainment.		
San Bernardino County (part) remainder				
Riverside County (part) remainder				
Sonoma County (part) remainder	Unclassifiable/Attainment.		
Sutter County and Yuba County	Unclassifiable/Attainment.		
Sutter County (part) remainder				
Yuba County				
Plumas and Sierra Counties	Unclassifiable/Attainment.		
San Benito County	Unclassifiable/Attainment.		
Santa Barbara County	Unclassifiable/Attainment.		
Santa Cruz County	Unclassifiable/Attainment.		
Shasta County	Unclassifiable/Attainment.		
Siskiyou County	Unclassifiable/Attainment.		
Tehama County (part) remainder	Unclassifiable/Attainment.		
Tuolumne County	Unclassifiable/Attainment.		
San Luis Obispo County (part) remainder	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

²Excludes Indian country located in each area, unless otherwise noted.

³Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.

⁴Includes any Indian country in each county or area, unless otherwise specified.

■ 7. Section 81.306 is amended as follows:

■ a. By revising the table heading for “Colorado—Ozone (8-Hour Standard)” to read “Colorado—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Colorado—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Colorado—

1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.306 Colorado.

* * * * *

COLORADO—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Denver-Boulder-Greeley-Ft. Collins-Loveland, CO: ²	Nonattainment .....	.....	Marginal.
Adams County				
Arapahoe County				
Boulder County				
Broomfield County				
Denver County				
Douglas County				
Jefferson County				
Larimer County (part)				
That portion of the county that lies south of a line described as follows: Beginning at a point on Larimer County's eastern boundary and Weld County's western boundary intersected by 40 degrees, 42 minutes, and 47.1 seconds north latitude, proceed west to a point defined by the intersection of 40 degrees, 42 minutes, 47.1 seconds north latitude and 105 degrees, 29 minutes, and 40.0 seconds west longitude, thence proceed south on 105 degrees, 29 minutes, 40.0 seconds west longitude to the intersection with 40 degrees, 33 minutes and 17.4 seconds north latitude, thence proceed west on 40 degrees, 33 minutes, 17.4 seconds north latitude until this line intersects Larimer County's western boundary and Grand County's eastern boundary.				
Weld County (part)				
That portion of the county that lies south of a line described as follows: Beginning at a point on Weld County's eastern boundary and Logan County's western boundary intersected by 40 degrees, 42 minutes, 47.1 seconds north latitude, proceed west on 40 degrees, 42 minutes, 47.1 seconds north latitude until this line intersects Weld County's western boundary and Larimer County's eastern boundary.				
Southern Ute Indian Tribe of the Southern Ute Reservation ³	Unclassifiable/Attainment.		
Rest of State and Rest of Indian Country	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

²Excludes Indian country located in each area, unless otherwise noted.

³Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.

■ 8. Section 81.307 is amended as follows:

■ a. By revising the table heading for “Connecticut—Ozone (8-Hour Standard)” to read “Connecticut—1997

8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Connecticut—2008 8-Hour Ozone NAAQS (Primary and Secondary)”

following the newly designated table “Connecticut—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.307 Connecticut.

* * * * *

CONNECTICUT—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Greater Connecticut, CT: ² Hartford County Litchfield County New London County Tolland County Windham County Mashantucket Pequot Tribe of Connecticut ³ Mohegan Indian Tribe of Connecticut ³	Nonattainment .....	.....	Marginal.
New York-N. New Jersey-Long Island NY-NJ-CT: ² Fairfield County Middlesex County New Haven County	Nonattainment .....	.....	Marginal.

¹ This date is July 20, 2012, unless otherwise noted.² Excludes Indian country located in each area, unless otherwise noted.³ Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.

■ 9. Section 81.308 is amended as follows:

■ a. By revising the table heading for “Delaware—Ozone (8-Hour Standard)” to read “Delaware—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Delaware—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Delaware—1997 8-Hour Ozone

NAAQS (Primary and Secondary)” to read as follows:

§ 81.308 Delaware.

* * * * *

DELAWARE—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE: ² New Castle County	Nonattainment .....	.....	Marginal.
Seaford: ² Sussex County	Nonattainment .....	.....	Marginal.
Rest of State: ³ Southern Delaware Intrastate AQCR: (remainder) Kent County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.² Excludes Indian country located in each area, unless otherwise noted.³ Includes any Indian country in each county or area, unless otherwise specified.

■ 10. Section 81.309 is amended as follows:

■ a. By revising the table heading for “District of Columbia—Ozone (8-Hour Standard)” to read “District of

Columbia—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “District of Columbia—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly

designated table “District of Columbia—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.309 District of Columbia.

* * * * *

DISTRICT OF COLUMBIA—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Washington, DC-MD-VA: District of Columbia ²	Nonattainment .....	.....	Marginal.

¹ This date is July 20, 2012, unless otherwise noted.² Excludes Indian country located in each area, unless otherwise noted.

■ 11. Section 81.310 is amended as follows:

■ a. By revising the table heading for “Florida—Ozone (8-Hour Standard)” to read “Florida—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Florida—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Florida—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.310 Florida.

* * * * *

FLORIDA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide: ²	Unclassifiable/Attainment.		
Alachua County				
Baker County				
Bay County				
Bradford County				
Brevard County				
Broward County				
Calhoun County				
Charlotte County				
Citrus County				
Clay County				
Collier County				
Columbia County				
DeSoto County				
Dixie County				
Duval County				
Escambia County				
Flagler County				
Franklin County				
Gadsden County				
Gilchrist County				
Glades County				
Gulf County				
Hamilton County				
Hardee County				
Hendry County				
Hernando County				
Highlands County				
Hillsborough County				
Holmes County				
Indian River County				
Jackson County				
Jefferson County				
Lafayette County				
Lake County				
Lee County				
Leon County				
Levy County				
Liberty County				
Madison County				
Manatee County				
Marion County				
Martin County				
Miami-Dade County				
Monroe County				
Nassau County				
Okaloosa County				
Okeechobee County				
Orange County				
Osceola County				
Palm Beach County				
Pasco County				
Pinellas County				
Polk County				
Putnam County				
St. Johns County				
St. Lucie County				
Santa Rosa County				
Sarasota County				
Seminole County				
Sumter County				
Suwannee County				

FLORIDA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Taylor County Union County Volusia County Wakulla County Walton County Washington County				

¹ This date is July 20, 2012, unless otherwise noted.

² Includes any Indian country located in each county or area, unless otherwise noted.

■ 12. Section 81.311 is amended as follows:

■ a. By revising the table heading for “Georgia—Ozone (8-Hour Standard)” to read “Georgia—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Georgia—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Georgia—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.311 Georgia.

* * * * *

GEORGIA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Atlanta, GA: ²	Nonattainment .....	.....	Marginal.
Bartow County				
Cherokee County				
Clayton County				
Cobb County				
Coweta County				
DeKalb County				
Douglas County				
Fayette County				
Forsyth County				
Fulton County				
Gwinnett County				
Henry County				
Newton County				
Paulding County				
Rockdale County				
Rest of State: ³				
Appling County	Unclassifiable/Attainment.		
Atkinson County	Unclassifiable/Attainment.		
Bacon County	Unclassifiable/Attainment.		
Baker County	Unclassifiable/Attainment.		
Baldwin County	Unclassifiable/Attainment.		
Banks County	Unclassifiable/Attainment.		
Barrow County	Unclassifiable/Attainment.		
Ben Hill County	Unclassifiable/Attainment.		
Berrien County	Unclassifiable/Attainment.		
Bibb County	Unclassifiable/Attainment.		
Bleckley County	Unclassifiable/Attainment.		
Brantley County	Unclassifiable/Attainment.		
Brooks County	Unclassifiable/Attainment.		
Bryan County	Unclassifiable/Attainment.		
Bulloch County	Unclassifiable/Attainment.		
Burke County	Unclassifiable/Attainment.		
Butts County	Unclassifiable/Attainment.		
Calhoun County	Unclassifiable/Attainment.		
Camden County	Unclassifiable/Attainment.		
Candler County	Unclassifiable/Attainment.		
Carroll County	Unclassifiable/Attainment.		
Catoosa County	Unclassifiable/Attainment.		
Charlton County	Unclassifiable/Attainment.		
Chatham County	Unclassifiable/Attainment.		
Chattahoochee County	Unclassifiable/Attainment.		
Chattooga County	Unclassifiable/Attainment.		
Clarke County	Unclassifiable/Attainment.		

GEORGIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Clay County	Unclassifiable/Attainment.		
Clinch County	Unclassifiable/Attainment.		
Coffee County	Unclassifiable/Attainment.		
Colquitt County	Unclassifiable/Attainment.		
Columbia County	Unclassifiable/Attainment.		
Cook County	Unclassifiable/Attainment.		
Crawford County	Unclassifiable/Attainment.		
Crisp County	Unclassifiable/Attainment.		
Dade County	Unclassifiable/Attainment.		
Dawson County	Unclassifiable/Attainment.		
Decatur County	Unclassifiable/Attainment.		
Dodge County	Unclassifiable/Attainment.		
Dooley County	Unclassifiable/Attainment.		
Dougherty County	Unclassifiable/Attainment.		
Early County	Unclassifiable/Attainment.		
Echols County	Unclassifiable/Attainment.		
Effingham County	Unclassifiable/Attainment.		
Elbert County	Unclassifiable/Attainment.		
Emanuel County	Unclassifiable/Attainment.		
Evans County	Unclassifiable/Attainment.		
Fannin County	Unclassifiable/Attainment.		
Floyd County	Unclassifiable/Attainment.		
Franklin County	Unclassifiable/Attainment.		
Gilmer County	Unclassifiable/Attainment.		
Glascock County	Unclassifiable/Attainment.		
Glynn County	Unclassifiable/Attainment.		
Gordon County	Unclassifiable/Attainment.		
Grady County	Unclassifiable/Attainment.		
Greene County	Unclassifiable/Attainment.		
Habersham County	Unclassifiable/Attainment.		
Hall County	Unclassifiable/Attainment.		
Hancock County	Unclassifiable/Attainment.		
Haralson County	Unclassifiable/Attainment.		
Harris County	Unclassifiable/Attainment.		
Hart County	Unclassifiable/Attainment.		
Heard County	Unclassifiable/Attainment.		
Houston County	Unclassifiable/Attainment.		
Irwin County	Unclassifiable/Attainment.		
Jackson County	Unclassifiable/Attainment.		
Jasper County	Unclassifiable/Attainment.		
Jeff Davis County	Unclassifiable/Attainment.		
Jefferson County	Unclassifiable/Attainment.		
Jenkins County	Unclassifiable/Attainment.		
Johnson County	Unclassifiable/Attainment.		
Jones County	Unclassifiable/Attainment.		
Lamar County	Unclassifiable/Attainment.		
Lanier County	Unclassifiable/Attainment.		
Laurens County	Unclassifiable/Attainment.		
Lee County	Unclassifiable/Attainment.		
Liberty County	Unclassifiable/Attainment.		
Lincoln County	Unclassifiable/Attainment.		
Long County	Unclassifiable/Attainment.		
Lowndes County	Unclassifiable/Attainment.		
Lumpkin County	Unclassifiable/Attainment.		
McDuffie County	Unclassifiable/Attainment.		
McIntosh County	Unclassifiable/Attainment.		
Macon County	Unclassifiable/Attainment.		
Madison County	Unclassifiable/Attainment.		
Marion County	Unclassifiable/Attainment.		
Meriwether County	Unclassifiable/Attainment.		
Miller County	Unclassifiable/Attainment.		
Mitchell County	Unclassifiable/Attainment.		
Monroe County	Unclassifiable/Attainment.		
Montgomery County	Unclassifiable/Attainment.		
Morgan County	Unclassifiable/Attainment.		
Murray County	Unclassifiable/Attainment.		
Muscogee County	Unclassifiable/Attainment.		
Oconee County	Unclassifiable/Attainment.		
Oglethorpe County	Unclassifiable/Attainment.		

GEORGIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Peach County	Unclassifiable/Attainment.		
Pickens County	Unclassifiable/Attainment.		
Pierce County	Unclassifiable/Attainment.		
Pike County	Unclassifiable/Attainment.		
Polk County	Unclassifiable/Attainment.		
Pulaski County	Unclassifiable/Attainment.		
Putnam County	Unclassifiable/Attainment.		
Quitman County	Unclassifiable/Attainment.		
Rabun County	Unclassifiable/Attainment.		
Randolph County	Unclassifiable/Attainment.		
Richmond County	Unclassifiable/Attainment.		
Schley County	Unclassifiable/Attainment.		
Screven County	Unclassifiable/Attainment.		
Seminole County	Unclassifiable/Attainment.		
Spalding County	Unclassifiable/Attainment.		
Stephens County	Unclassifiable/Attainment.		
Stewart County	Unclassifiable/Attainment.		
Sumter County	Unclassifiable/Attainment.		
Talbot County	Unclassifiable/Attainment.		
Taliaferro County	Unclassifiable/Attainment.		
Tattnall County	Unclassifiable/Attainment.		
Taylor County	Unclassifiable/Attainment.		
Telfair County	Unclassifiable/Attainment.		
Terrell County	Unclassifiable/Attainment.		
Thomas County	Unclassifiable/Attainment.		
Tift County	Unclassifiable/Attainment.		
Toombs County	Unclassifiable/Attainment.		
Towns County	Unclassifiable/Attainment.		
Treutlen County	Unclassifiable/Attainment.		
Troup County	Unclassifiable/Attainment.		
Turner County	Unclassifiable/Attainment.		
Twiggs County	Unclassifiable/Attainment.		
Union County	Unclassifiable/Attainment.		
Upson County	Unclassifiable/Attainment.		
Walker County	Unclassifiable/Attainment.		
Walton County	Unclassifiable/Attainment.		
Ware County	Unclassifiable/Attainment.		
Warren County	Unclassifiable/Attainment.		
Washington County	Unclassifiable/Attainment.		
Wayne County	Unclassifiable/Attainment.		
Webster County	Unclassifiable/Attainment.		
Wheeler County	Unclassifiable/Attainment.		
White County	Unclassifiable/Attainment.		
Whitfield County	Unclassifiable/Attainment.		
Wilcox County	Unclassifiable/Attainment.		
Wilkes County	Unclassifiable/Attainment.		
Wilkinson County	Unclassifiable/Attainment.		
Worth County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 13. Section 81.312 is amended as follows:

■ a. By revising the table heading for “Hawaii—Ozone (8-Hour Standard)” to read “Hawaii—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Hawaii—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Hawaii—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.312 Hawaii.

* * * * *

HAWAII—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area ²	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Hawaii County	Unclassifiable/Attainment.		
Honolulu County	Unclassifiable/Attainment.		
Kalawao County	Unclassifiable/Attainment.		
Kauai County	Unclassifiable/Attainment.		
Maui County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.² Includes any Indian country in each county or area, unless otherwise specified.

■ 14. Section 81.313 is amended as follows:

■ a. By revising the table heading for “Idaho—Ozone (8-Hour Standard)” to read “Idaho—1997

8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Idaho—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the

newly designated table “Idaho—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.313 Idaho.

* * * *

IDAHO—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area ²	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Any Areas of Indian Country	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

■ 15. Section 81.314 is amended as follows:

■ a. By revising the table heading for “Illinois—Ozone (8-Hour Standard)” to read “Illinois—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Illinois—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Illinois—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.314 Illinois.

* * * *

ILLINOIS—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
St. Louis-St. Charles-Farmington, MO-IL: ²	Nonattainment .....	.....	Marginal.
Madison County				
Monroe County				
St. Clair County				
Adams County ³	Unclassifiable/Attainment.		
Alexander County ³	Unclassifiable/Attainment.		
Bond County ³	Unclassifiable/Attainment.		
Boone County ³	Unclassifiable/Attainment.		
Brown County ³	Unclassifiable/Attainment.		
Bureau County ³	Unclassifiable/Attainment.		
Calhoun County ³	Unclassifiable/Attainment.		
Carroll County ³	Unclassifiable/Attainment.		
Cass County ³	Unclassifiable/Attainment.		
Champaign County ³	Unclassifiable/Attainment.		
Christian County ³	Unclassifiable/Attainment.		
Clark County ³	Unclassifiable/Attainment.		
Clay County ³	Unclassifiable/Attainment.		
Clinton County ³	Unclassifiable/Attainment.		
Coles County ³	Unclassifiable/Attainment.		
Crawford County ³	Unclassifiable/Attainment.		
Cumberland County ³	Unclassifiable/Attainment.		
DeKalb County ³	Unclassifiable/Attainment.		
De Witt County ³	Unclassifiable/Attainment.		
Douglas County ³	Unclassifiable/Attainment.		
Edgar County ³	Unclassifiable/Attainment.		

ILLINOIS—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Edwards County ³	Unclassifiable/Attainment.		
Effingham County ³	Unclassifiable/Attainment.		
Fayette County ³	Unclassifiable/Attainment.		
Ford County ³	Unclassifiable/Attainment.		
Franklin County ³	Unclassifiable/Attainment.		
Fulton County ³	Unclassifiable/Attainment.		
Gallatin County ³	Unclassifiable/Attainment.		
Greene County ³	Unclassifiable/Attainment.		
Hamilton County ³	Unclassifiable/Attainment.		
Hancock County ³	Unclassifiable/Attainment.		
Hardin County ³	Unclassifiable/Attainment.		
Henderson County ³	Unclassifiable/Attainment.		
Henry County ³	Unclassifiable/Attainment.		
Iroquois County ³	Unclassifiable/Attainment.		
Jackson County ³	Unclassifiable/Attainment.		
Jasper County ³	Unclassifiable/Attainment.		
Jefferson County ³	Unclassifiable/Attainment.		
Jersey County ³	Unclassifiable/Attainment.		
Jo Daviess County ³	Unclassifiable/Attainment.		
Johnson County ³	Unclassifiable/Attainment.		
Kankakee County ³	Unclassifiable/Attainment.		
Knox County ³	Unclassifiable/Attainment.		
La Salle County ³	Unclassifiable/Attainment.		
Lawrence County ³	Unclassifiable/Attainment.		
Lee County ³	Unclassifiable/Attainment.		
Livingston County ³	Unclassifiable/Attainment.		
Logan County ³	Unclassifiable/Attainment.		
McDonough County ³	Unclassifiable/Attainment.		
McLean County ³	Unclassifiable/Attainment.		
Macon County ³	Unclassifiable/Attainment.		
Macoupin County ³	Unclassifiable/Attainment.		
Marion County ³	Unclassifiable/Attainment.		
Marshall County ³	Unclassifiable/Attainment.		
Mason County ³	Unclassifiable/Attainment.		
Massac County ³	Unclassifiable/Attainment.		
Menard County ³	Unclassifiable/Attainment.		
Mercer County ³	Unclassifiable/Attainment.		
Montgomery County ³	Unclassifiable/Attainment.		
Morgan County ³	Unclassifiable/Attainment.		
Moultrie County ³	Unclassifiable/Attainment.		
Ogle County ³	Unclassifiable/Attainment.		
Peoria County ³	Unclassifiable/Attainment.		
Perry County ³	Unclassifiable/Attainment.		
Piatt County ³	Unclassifiable/Attainment.		
Pike County ³	Unclassifiable/Attainment.		
Pope County ³	Unclassifiable/Attainment.		
Pulaski County ³	Unclassifiable/Attainment.		
Putnam County ³	Unclassifiable/Attainment.		
Randolph County ³	Unclassifiable/Attainment.		
Richland County ³	Unclassifiable/Attainment.		
Rock Island County ³	Unclassifiable/Attainment.		
Saline County ³	Unclassifiable/Attainment.		
Sangamon County ³	Unclassifiable/Attainment.		
Schuyler County ³	Unclassifiable/Attainment.		
Scott County ³	Unclassifiable/Attainment.		
Shelby County ³	Unclassifiable/Attainment.		
Stark County ³	Unclassifiable/Attainment.		
Stephenson County ³	Unclassifiable/Attainment.		
Tazewell County ³	Unclassifiable/Attainment.		
Union County ³	Unclassifiable/Attainment.		
Vermilion County ³	Unclassifiable/Attainment.		
Wabash County ³	Unclassifiable/Attainment.		
Warren County ³	Unclassifiable/Attainment.		
Washington County ³	Unclassifiable/Attainment.		
Wayne County ³	Unclassifiable/Attainment.		
White County ³	Unclassifiable/Attainment.		
Whiteside County ³	Unclassifiable/Attainment.		
Williamson County ³	Unclassifiable/Attainment.		
Winnebago County ³	Unclassifiable/Attainment.		

ILLINOIS—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type

Woodford County³ Unclassifiable/Attainment.

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 16. Section 81.315 is amended as follows:

■ a. By revising the table heading for “Indiana—Ozone (8-Hour Standard)” to read “Indiana—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Indiana—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Indiana—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.315 Indiana.

* * * * *

INDIANA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designation area	Designation		Classification	
	Date ¹	Type	Date ¹	Type

Cincinnati, OH-KY-IN: ² .....	.....	Nonattainment .....	.....	Marginal.
Dearborn County (part)				
Lawrenceburg Township				
Adams County ³ .....	.....	Unclassifiable/Attainment.		
Allen County ³ .....	.....	Unclassifiable/Attainment.		
Bartholomew County ³ .....	.....	Unclassifiable/Attainment.		
Benton County ³ .....	.....	Unclassifiable/Attainment.		
Blackford County ³ .....	.....	Unclassifiable/Attainment.		
Boone County ³ .....	.....	Unclassifiable/Attainment.		
Brown County ³ .....	.....	Unclassifiable/Attainment.		
Carroll County ³ .....	.....	Unclassifiable/Attainment.		
Cass County ³ .....	.....	Unclassifiable/Attainment.		
Clark County ³ .....	.....	Unclassifiable/Attainment.		
Clay County ³ .....	.....	Unclassifiable/Attainment.		
Clinton County ³ .....	.....	Unclassifiable/Attainment.		
Crawford County ³ .....	.....	Unclassifiable/Attainment.		
Daviess County ³ .....	.....	Unclassifiable/Attainment.		
Dearborn County (remainder) ³ .....	.....	Unclassifiable/Attainment.		
Decatur County ³ .....	.....	Unclassifiable/Attainment.		
De Kalb County ³ .....	.....	Unclassifiable/Attainment.		
Delaware County ³ .....	.....	Unclassifiable/Attainment.		
Dubois County ³ .....	.....	Unclassifiable/Attainment.		
Elkhart County ³ .....	.....	Unclassifiable/Attainment.		
Fayette County ³ .....	.....	Unclassifiable/Attainment.		
Floyd County ³ .....	.....	Unclassifiable/Attainment.		
Fountain County ³ .....	.....	Unclassifiable/Attainment.		
Franklin County ³ .....	.....	Unclassifiable/Attainment.		
Fulton County ³ .....	.....	Unclassifiable/Attainment.		
Gibson County ³ .....	.....	Unclassifiable/Attainment.		
Grant County ³ .....	.....	Unclassifiable/Attainment.		
Greene County ³ .....	.....	Unclassifiable/Attainment.		
Hamilton County ³ .....	.....	Unclassifiable/Attainment.		
Hancock County ³ .....	.....	Unclassifiable/Attainment.		
Harrison County ³ .....	.....	Unclassifiable/Attainment.		
Hendricks County ³ .....	.....	Unclassifiable/Attainment.		
Henry County ³ .....	.....	Unclassifiable/Attainment.		
Howard County ³ .....	.....	Unclassifiable/Attainment.		
Huntington County ³ .....	.....	Unclassifiable/Attainment.		
Jackson County ³ .....	.....	Unclassifiable/Attainment.		
Jay County ³ .....	.....	Unclassifiable/Attainment.		
Jefferson County ³ .....	.....	Unclassifiable/Attainment.		
Jennings County ³ .....	.....	Unclassifiable/Attainment.		
Johnson County ³ .....	.....	Unclassifiable/Attainment.		
Knox County ³ .....	.....	Unclassifiable/Attainment.		
Kosciusko County ³ .....	.....	Unclassifiable/Attainment.		
LaGrange County ³ .....	.....	Unclassifiable/Attainment.		
La Porte County ³ .....	.....	Unclassifiable/Attainment.		
Lawrence County ³ .....	.....	Unclassifiable/Attainment.		

INDIANA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designation area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Madison County ³	Unclassifiable/Attainment.		
Marion County ³	Unclassifiable/Attainment.		
Marshall County ³	Unclassifiable/Attainment.		
Martin County ³	Unclassifiable/Attainment.		
Miami County ³	Unclassifiable/Attainment.		
Monroe County ³	Unclassifiable/Attainment.		
Montgomery County ³	Unclassifiable/Attainment.		
Morgan County ³	Unclassifiable/Attainment.		
Newton County ³	Unclassifiable/Attainment.		
Noble County ³	Unclassifiable/Attainment.		
Ohio County ³	Unclassifiable/Attainment.		
Orange County ³	Unclassifiable/Attainment.		
Owen County ³	Unclassifiable/Attainment.		
Parke County ³	Unclassifiable/Attainment.		
Perry County ³	Unclassifiable/Attainment.		
Pike County ³	Unclassifiable/Attainment.		
Posey County ³	Unclassifiable/Attainment.		
Pulaski County ³	Unclassifiable/Attainment.		
Putnam County ³	Unclassifiable/Attainment.		
Randolph County ³	Unclassifiable/Attainment.		
Ripley County ³	Unclassifiable/Attainment.		
Rush County ³	Unclassifiable/Attainment.		
St Joseph County ³	Unclassifiable/Attainment.		
Scott County ³	Unclassifiable/Attainment.		
Shelby County ³	Unclassifiable/Attainment.		
Spencer County ³	Unclassifiable/Attainment.		
Starke County ³	Unclassifiable/Attainment.		
Steuben County ³	Unclassifiable/Attainment.		
Sullivan County ³	Unclassifiable/Attainment.		
Switzerland County ³	Unclassifiable/Attainment.		
Tippecanoe County ³	Unclassifiable/Attainment.		
Tipton County ³	Unclassifiable/Attainment.		
Union County ³	Unclassifiable/Attainment.		
Vanderburgh County ³	Unclassifiable/Attainment.		
Vermillion County ³	Unclassifiable/Attainment.		
Vigo County ³	Unclassifiable/Attainment.		
Wabash County ³	Unclassifiable/Attainment.		
Warren County ³	Unclassifiable/Attainment.		
Warrick County ³	Unclassifiable/Attainment.		
Washington County ³	Unclassifiable/Attainment.		
Wayne County ³	Unclassifiable/Attainment.		
Wells County ³	Unclassifiable/Attainment.		
White County ³	Unclassifiable/Attainment.		
Whitley County ³	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 17. Section 81.316 is amended as follows:

■ a. By revising the table heading for “Iowa—Ozone (8-Hour Standard)” to read “Iowa—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Iowa—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Iowa—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.316 Iowa.

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IOWA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Any Areas of Indian Country:	Unclassifiable/Attainment.		
Adair County				
Adams County				
Allamakee County				

IOWA—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Appanoose County				
Audubon County				
Benton County				
Black Hawk County				
Boone County				
Bremer County				
Buchanan County				
Buena Vista County				
Butler County				
Calhoun County				
Carroll County				
Cass County				
Cedar County				
Cerro Gordo County				
Cherokee County				
Chickasaw County				
Clarke County				
Clay County				
Clayton County				
Clinton County				
Crawford County				
Dallas County				
Davis County				
Decatur County				
Delaware County				
Des Moines County				
Dickinson County				
Dubuque County				
Emmet County				
Fayette County				
Floyd County				
Franklin County				
Fremont County				
Greene County				
Grundy County				
Guthrie County				
Hamilton County				
Hancock County				
Hardin County				
Harrison County				
Henry County				
Howard County				
Humboldt County				
Ida County				
Iowa County				
Jackson County				
Jasper County				
Jefferson County				
Johnson County				
Jones County				
Keokuk County				
Kossuth County				
Lee County				
Linn County				
Louisa County				
Lucas County				
Lyon County				
Madison County				
Mahaska County				
Marion County				
Marshall County				
Mills County				
Mitchell County				
Monona County				
Monroe County				
Montgomery County				
Muscatine County				
O'Brien County				
Osceola County				

IOWA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Page County Palo Alto County Plymouth County Pocahontas County Polk County Pottawattamie County Poweshiek County Ringgold County Sac County Scott County Shelby County Sioux County Story County Tama County Taylor County Union County Van Buren County Wapello County Warren County Washington County Wayne County Webster County Winnebago County Winneshiek County Woodbury County Worth County Wright County				

¹ This date is July 20, 2012, unless otherwise noted.

■ 18. Section 81.317 is amended as follows:

■ a. By revising the table heading for “Kansas—Ozone (8-Hour Standard)” to read “Kansas—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Kansas—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Kansas—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.317 Kansas.

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KANSAS—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Any Areas of Indian Country: Allen County Anderson County Atchison County Barber County Barton County Bourbon County Brown County Butler County Chase County Chautauqua County Cherokee County Cheyenne County Clark County Clay County Cloud County Coffey County Comanche County Cowley County Crawford County Decatur County Dickinson County Doniphan County	Unclassifiable/Attainment.		

KANSAS—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Douglas County				
Edwards County				
Elk County				
Ellis County				
Ellsworth County				
Finney County				
Ford County				
Franklin County				
Geary County				
Gove County				
Graham County				
Grant County				
Gray County				
Greeley County				
Greenwood County				
Hamilton County				
Harper County				
Harvey County				
Haskell County				
Hodgeman County				
Jackson County				
Jefferson County				
Jewell County				
Johnson County				
Kearny County				
Kingman County				
Kiowa County				
Labette County				
Lane County				
Leavenworth County				
Lincoln County				
Linn County				
Logan County				
Lyon County				
McPherson County				
Marion County				
Marshall County				
Meade County				
Miami County				
Mitchell County				
Montgomery County				
Morris County				
Morton County				
Nemaha County				
Neosho County				
Ness County				
Norton County				
Osage County				
Osborne County				
Ottawa County				
Pawnee County				
Phillips County				
Pottawatomie County				
Pratt County				
Rawlins County				
Reno County				
Republic County				
Rice County				
Riley County				
Rooks County				
Rush County				
Russell County				
Saline County				
Scott County				
Sedgwick County				
Seward County				
Shawnee County				
Sheridan County				
Sherman County				

KANSAS—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Smith County Stafford County Stanton County Stevens County Sumner County Thomas County Trego County Wabaunsee County Wallace County Washington County Wichita County Wilson County Woodson County Wyandotte County				

¹ This date is July 20, 2012, unless otherwise noted.

■ 19. Section 81.318 is amended as follows:

■ a. By revising the table heading for “Kentucky—Ozone (8-Hour Standard)” to read “Kentucky—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Kentucky—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Kentucky—1997 8-Hour Ozone

NAAQS (Primary and Secondary)” to read as follows:

§ 81.318 Kentucky.

* * * * *

KENTUCKY—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Cincinnati, OH-KY-IN: ²	Nonattainment .....	.....	Marginal.
Boone County (part)				
2000 Census tracts: 702, 703.01, 703.04, 703.05, 703.06, 703.07, 703.08, 703.09, 704.01, 704.02, 705.01, 705.02, 706.01, 706.03, 706.04				
Campbell County (part)				
2000 Census tracts: 501, 502, 503, 504, 505, 506, 511.01, 511.02, 512, 513, 519.01, 519.03, 519.04, 520.01, 520.02, 521, 522, 523.01, 523.02, 524, 525, 526, 528, 529, 530, 531				
Kenton County (part)				
2000 Census tracts: 603, 607, 609, 610, 611, 612, 613, 614, 616, 636.03, 636.04, 636.05, 636.06, 638, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655.01, 655.02, 656, 657, 658, 659, 668, 669, 670, 671				
Rest of State: ³				
Adair County	Unclassifiable/Attainment.		
Allen County	Unclassifiable/Attainment.		
Anderson County	Unclassifiable/Attainment.		
Ballard County	Unclassifiable/Attainment.		
Barren County	Unclassifiable/Attainment.		
Bath County	Unclassifiable/Attainment.		
Bell County	Unclassifiable/Attainment.		
Boone County (part)	Unclassifiable/Attainment.		
2000 Census tracts: 706.01 and 706.04				
Bourbon County	Unclassifiable/Attainment.		
Boyd County	Unclassifiable/Attainment.		
Boyle County	Unclassifiable/Attainment.		
Bracken County	Unclassifiable/Attainment.		
Breathitt County	Unclassifiable/Attainment.		
Breckinridge County	Unclassifiable/Attainment.		

KENTUCKY—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Bullitt County	Unclassifiable/Attainment O= \geq x|\geq.		
Butler County	Unclassifiable/Attainment.		
Caldwell County	Unclassifiable/Attainment.		
Calloway County	Unclassifiable/Attainment.		
Campbell County (part)	Unclassifiable/Attainment.		
2000 Census tracts: 520.01 and 520.02				
Carlisle County	Unclassifiable/Attainment.		
Carroll County	Unclassifiable/Attainment.		
Carter County	Unclassifiable/Attainment.		
Casey County	Unclassifiable/Attainment.		
Christian County	Unclassifiable/Attainment.		
Clark County	Unclassifiable/Attainment.		
Clay County	Unclassifiable/Attainment.		
Clinton County	Unclassifiable/Attainment.		
Crittenden County	Unclassifiable/Attainment.		
Cumberland County	Unclassifiable/Attainment.		
Daviess County	Unclassifiable/Attainment.		
Edmonson County	Unclassifiable/Attainment.		
Elliott County	Unclassifiable/Attainment.		
Estill County	Unclassifiable/Attainment.		
Fayette County	Unclassifiable/Attainment.		
Fleming County	Unclassifiable/Attainment.		
Floyd County	Unclassifiable/Attainment.		
Franklin County	Unclassifiable/Attainment.		
Fulton County	Unclassifiable/Attainment.		
Gallatin County	Unclassifiable/Attainment.		
Garrard County	Unclassifiable/Attainment.		
Grant County	Unclassifiable/Attainment.		
Graves County	Unclassifiable/Attainment.		
Grayson County	Unclassifiable/Attainment.		
Green County	Unclassifiable/Attainment.		
Greenup County	Unclassifiable/Attainment.		
Hancock County	Unclassifiable/Attainment.		
Hardin County	Unclassifiable/Attainment.		
Harlan County	Unclassifiable/Attainment.		
Harrison County	Unclassifiable/Attainment.		
Hart County	Unclassifiable/Attainment.		
Henderson County	Unclassifiable/Attainment.		
Henry County	Unclassifiable/Attainment.		
Hickman County	Unclassifiable/Attainment.		
Hopkins County	Unclassifiable/Attainment.		
Jackson County	Unclassifiable/Attainment.		
Jefferson County	Unclassifiable/Attainment.		
Jessamine County	Unclassifiable/Attainment.		
Johnson County	Unclassifiable/Attainment.		
Kenton County (part)	Unclassifiable/Attainment.		
2000 Census tracts: 637.01 and 637.04				
Knott County	Unclassifiable/Attainment.		
Knox County	Unclassifiable/Attainment.		
Larue County	Unclassifiable/Attainment.		
Laurel County	Unclassifiable/Attainment.		
Lawrence County	Unclassifiable/Attainment.		
Lee County	Unclassifiable/Attainment.		
Leslie County	Unclassifiable/Attainment.		
Letcher County	Unclassifiable/Attainment.		
Lewis County	Unclassifiable/Attainment.		
Lincoln County	Unclassifiable/Attainment.		
Livingston County	Unclassifiable/Attainment.		
Logan County	Unclassifiable/Attainment.		
Lyon County	Unclassifiable/Attainment.		
McCracken County	Unclassifiable/Attainment.		
McCreary County	Unclassifiable/Attainment.		
McLean County	Unclassifiable/Attainment.		
Madison County	Unclassifiable/Attainment.		
Magoffin County	Unclassifiable/Attainment.		
Marion County	Unclassifiable/Attainment.		
Marshall County	Unclassifiable/Attainment.		
Martin County	Unclassifiable/Attainment.		

KENTUCKY—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Mason County	Unclassifiable/Attainment.		
Meade County	Unclassifiable/Attainment.		
Menifee County	Unclassifiable/Attainment.		
Mercer County	Unclassifiable/Attainment.		
Metcalfe County	Unclassifiable/Attainment.		
Monroe County	Unclassifiable/Attainment.		
Montgomery County	Unclassifiable/Attainment.		
Morgan County	Unclassifiable/Attainment.		
Muhlenberg County	Unclassifiable/Attainment.		
Nelson County	Unclassifiable/Attainment.		
Nicholas County	Unclassifiable/Attainment.		
Ohio County	Unclassifiable/Attainment.		
Oldham County	Unclassifiable/Attainment.		
Owen County	Unclassifiable/Attainment.		
Owsley County	Unclassifiable/Attainment.		
Pendleton County	Unclassifiable/Attainment.		
Perry County	Unclassifiable/Attainment.		
Pike County	Unclassifiable/Attainment.		
Powell County	Unclassifiable/Attainment.		
Pulaski County	Unclassifiable/Attainment.		
Robertson County	Unclassifiable/Attainment.		
Rockcastle County	Unclassifiable/Attainment.		
Rowan County	Unclassifiable/Attainment.		
Russell County	Unclassifiable/Attainment.		
Scott County	Unclassifiable/Attainment.		
Shelby County	Unclassifiable/Attainment.		
Simpson County	Unclassifiable/Attainment.		
Spencer County	Unclassifiable/Attainment.		
Taylor County	Unclassifiable/Attainment.		
Todd County	Unclassifiable/Attainment.		
Trigg County	Unclassifiable/Attainment.		
Trimble County	Unclassifiable/Attainment.		
Union County	Unclassifiable/Attainment.		
Warren County	Unclassifiable/Attainment.		
Washington County	Unclassifiable/Attainment.		
Wayne County	Unclassifiable/Attainment.		
Webster County	Unclassifiable/Attainment.		
Whitley County	Unclassifiable/Attainment.		
Wolfe County	Unclassifiable/Attainment.		
Woodford County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 20. Section 81.319 is amended as follows:

■ a. By revising the table heading for “Louisiana—Ozone (8-Hour Standard)” to read “Louisiana—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Louisiana—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Louisiana—1997 8-Hour Ozone

NAAQS (Primary and Secondary)” to read as follows:

§ 81.319 Louisiana.

* * * * *

LOUISIANA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Baton Rouge, LA: ²	Nonattainment .....	.....	Marginal.
Ascension Parish				
East Baton Rouge Parish				
Iberville Parish				
Livingston Parish				
West Baton Rouge Parish				
AQCR 019 Monroe-El Dorado Interstate: ³				
Caldwell Parish	Unclassifiable/Attainment.		

LOUISIANA—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Catahoula Parish	Unclassifiable/Attainment.		
Concordia Parish	Unclassifiable/Attainment.		
East Carroll Parish	Unclassifiable/Attainment.		
Franklin Parish	Unclassifiable/Attainment.		
La Salle Parish	Unclassifiable/Attainment.		
Madison Parish	Unclassifiable/Attainment.		
Morehouse Parish	Unclassifiable/Attainment.		
Ouachita Parish	Unclassifiable/Attainment.		
Richland Parish	Unclassifiable/Attainment.		
Tensas Parish	Unclassifiable/Attainment.		
Union Parish	Unclassifiable/Attainment.		
West Carroll Parish	Unclassifiable/Attainment.		
AQCR 022 Shreveport-Texarkana-Tyler Interstate: ³				
Bienville Parish	Unclassifiable/Attainment.		
Bossier Parish	Unclassifiable/Attainment.		
Caddo Parish	Unclassifiable/Attainment.		
Claiborne Parish	Unclassifiable/Attainment.		
De Soto Parish	Unclassifiable/Attainment.		
Jackson Parish	Unclassifiable/Attainment.		
Lincoln Parish	Unclassifiable/Attainment.		
Natchitoches Parish	Unclassifiable/Attainment.		
Red River Parish	Unclassifiable/Attainment.		
Sabine Parish	Unclassifiable/Attainment.		
Webster Parish	Unclassifiable/Attainment.		
Winn Parish	Unclassifiable/Attainment.		
AQCR 106 S. Louisiana-SE. Texas Interstate: (remainder) ³				
Acadia Parish	Unclassifiable/Attainment.		
Allen Parish	Unclassifiable/Attainment.		
Assumption Parish	Unclassifiable/Attainment.		
Avoyelles Parish	Unclassifiable/Attainment.		
Beauregard Parish	Unclassifiable/Attainment.		
Calcasieu Parish	Unclassifiable/Attainment.		
Cameron Parish	Unclassifiable/Attainment.		
East Feliciana Parish	Unclassifiable/Attainment.		
Evangeline Parish	Unclassifiable/Attainment.		
Grant Parish	Unclassifiable/Attainment.		
Iberia Parish	Unclassifiable/Attainment.		
Jefferson Davis Parish	Unclassifiable/Attainment.		
Jefferson Parish	Unclassifiable/Attainment.		
Lafayette Parish	Unclassifiable/Attainment.		
Lafourche Parish	Unclassifiable/Attainment.		
Orleans Parish	Unclassifiable/Attainment.		
Plaquemines Parish	Unclassifiable/Attainment.		
Pointe Coupee Parish	Unclassifiable/Attainment.		
Rapides Parish	Unclassifiable/Attainment.		
St. Bernard Parish	Unclassifiable/Attainment.		
St. Charles Parish	Unclassifiable/Attainment.		
St. Helena Parish	Unclassifiable/Attainment.		
St. James Parish	Unclassifiable/Attainment.		
St. John the Baptist Parish	Unclassifiable/Attainment.		
St. Landry Parish	Unclassifiable/Attainment.		
St. Martin Parish	Unclassifiable/Attainment.		
St. Mary Parish	Unclassifiable/Attainment.		
St. Tammany Parish	Unclassifiable/Attainment.		
Tangipahoa Parish	Unclassifiable/Attainment.		
Terrebonne Parish	Unclassifiable/Attainment.		
Vermilion Parish	Unclassifiable/Attainment.		
Vernon Parish	Unclassifiable/Attainment.		
Washington Parish	Unclassifiable/Attainment.		
West Feliciana Parish	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.² Excludes Indian country located in each area, unless otherwise noted.³ Includes any Indian country in each county or area, unless otherwise specified.

■ 21. Section 81.320 is amended as follows:

■ a. By revising the table heading for “Maine—Ozone (8-Hour Standard)” to read “Maine—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Maine—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Maine—1997 8-

Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.320 Maine.

* * * * *

MAINE—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide: ²	Unclassifiable/Attainment.		
Androscoggin County				
Aroostook County				
Cumberland County				
Franklin County				
Hancock County				
Kennebec County				
Knox County				
Lincoln County				
Oxford County				
Penobscot County				
Piscataquis County				
Sagadahoc County				
Somerset County				
Waldo County				
Washington County				
York County				

¹ This date is July 20, 2012, unless otherwise noted.

² Includes any Indian country in each county or area, unless otherwise specified.

■ 22. Section 81.321 is amended as follows:

■ a. By revising the table heading for “Maryland—Ozone (8-Hour Standard)” to read “Maryland—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Maryland—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Maryland—1997 8-Hour Ozone

NAAQS (Primary and Secondary)” to read as follows:

§ 81.321 Maryland.

* * * * *

MARYLAND—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Baltimore, MD: ²	Nonattainment .....	.....	Moderate.
Anne Arundel County				
Baltimore County				
Baltimore City				
Carroll County				
Harford County				
Howard County				
Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE: ²	Nonattainment .....	.....	Marginal.
Cecil County				
Washington, DC-MD-VA: ²	Nonattainment .....	.....	Marginal.
Calvert County				
Charles County				
Frederick County				
Montgomery County				
Prince George's County				
AQCR 113 Cumberland-Keyser Interstate ³	Unclassifiable/Attainment.		
Allegany County				
Garrett County				
Washington County				
AQCR 114 Eastern Shore Interstate: (remainder) ³	Unclassifiable/Attainment.		
Caroline County				
Dorchester County				
Kent County				
Queen Anne's County				
Somerset County				

MARYLAND—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Talbot County Wicomico County Worcester County AQCR 116 Southern Maryland Intrastate: (remainder) ³ St. Mary's County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.² Excludes Indian country located in each area, unless otherwise noted.³ Includes any Indian country in each county or area, unless otherwise specified.

■ 23. Section 81.322 is amended as follows:

■ a. By revising the table heading for “Massachusetts—Ozone (8-Hour Standard)” to read “Massachusetts—

1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Massachusetts—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“Massachusetts—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.322 Massachusetts.

* * * * *

MASSACHUSETTS—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Dukes County, MA: ²	Nonattainment .....	.....	Marginal.
Dukes County Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts ³				
Rest of State: ⁴				
Barnstable County	Unclassifiable/Attainment.		
Berkshire County	Unclassifiable/Attainment.		
Bristol County	Unclassifiable/Attainment.		
Essex County	Unclassifiable/Attainment.		
Franklin County	Unclassifiable/Attainment.		
Hampden County.	Unclassifiable/Attainment.		
Hampshire County	Unclassifiable/Attainment.		
Middlesex County	Unclassifiable/Attainment.		
Nantucket County	Unclassifiable/Attainment.		
Norfolk County	Unclassifiable/Attainment.		
Plymouth County	Unclassifiable/Attainment.		
Suffolk County	Unclassifiable/Attainment.		
Worcester County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.² Excludes Indian country located in each area, unless otherwise noted.

³ Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.

⁴ Includes any Indian country in each county or area, unless otherwise specified.

■ 24. Section 81.323 is amended as follows:

■ a. By revising the table heading for “Michigan—Ozone (8-Hour Standard)” to read “Michigan—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Michigan—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Michigan—1997 8-Hour Ozone

NAAQS (Primary and Secondary)” to read as follows:

§ 81.323 Michigan.

* * * * *

MICHIGAN—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Any Areas of Indian Country	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

■ 25. Section 81.324 is amended as follows:

■ a. By revising the table heading for “Minnesota—Ozone (8-Hour Standard)” to read “Minnesota—1997 8-Hour

Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Minnesota—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“Minnesota—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.324 Minnesota.

* * * * *

MINNESOTA—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Any Areas of Indian Country	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

■ 26. Section 81.325 is amended as follows:

■ a. By revising the table heading for “Mississippi—Ozone (8-Hour Standard)” to read “Mississippi—1997

8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Mississippi—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the existing table

“Mississippi—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.325 Mississippi.

* * * * *

MISSISSIPPI—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Memphis, TN-MS-AR: ² DeSoto County (part) Portion along MPO Lines	NonAttainment	Marginal.	
Rest of State: ³				
Adams County	Unclassifiable/Attainment.		
Alcorn County	Unclassifiable/Attainment.		
Amite County	Unclassifiable/Attainment.		
Attala County	Unclassifiable/Attainment.		
Benton County	Unclassifiable/Attainment.		
Bolivar County	Unclassifiable/Attainment.		
Calhoun County	Unclassifiable/Attainment.		
Carroll County	Unclassifiable/Attainment.		
Chickasaw County	Unclassifiable/Attainment.		
Choctaw County	Unclassifiable/Attainment.		
Claiborne County	Unclassifiable/Attainment.		
Clarke County	Unclassifiable/Attainment.		
Clay County	Unclassifiable/Attainment.		
Coahoma County	Unclassifiable/Attainment.		
Copiah County	Unclassifiable/Attainment.		
Covington County	Unclassifiable/Attainment.		
DeSoto County (remainder)	Unclassifiable/Attainment.		
Forrest County	Unclassifiable/Attainment.		
Franklin County	Unclassifiable/Attainment.		
George County	Unclassifiable/Attainment.		
Greene County	Unclassifiable/Attainment.		
Grenada County	Unclassifiable/Attainment.		
Hancock County	Unclassifiable/Attainment.		
Harrison County	Unclassifiable/Attainment.		
Hinds County	Unclassifiable/Attainment.		
Holmes County	Unclassifiable/Attainment.		
Humphreys County	Unclassifiable/Attainment.		
Issaquena County	Unclassifiable/Attainment.		
Itawamba County	Unclassifiable/Attainment.		
Jackson County	Unclassifiable/Attainment.		
Jasper County	Unclassifiable/Attainment.		
Jefferson County	Unclassifiable/Attainment.		
Jefferson Davis County	Unclassifiable/Attainment.		
Jones County	Unclassifiable/Attainment.		
Kemper County	Unclassifiable/Attainment.		
Lafayette County	Unclassifiable/Attainment.		
Lamar County	Unclassifiable/Attainment.		
Lauderdale County	Unclassifiable/Attainment.		
Lawrence County	Unclassifiable/Attainment.		

MISSISSIPPI—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Leake County	Unclassifiable/Attainment.		
Lee County	Unclassifiable/Attainment.		
Leflore County	Unclassifiable/Attainment.		
Lincoln County	Unclassifiable/Attainment.		
Lowndes County	Unclassifiable/Attainment.		
Madison County	Unclassifiable/Attainment.		
Marion County	Unclassifiable/Attainment.		
Marshall County	Unclassifiable/Attainment.		
Monroe County	Unclassifiable/Attainment.		
Montgomery County	Unclassifiable/Attainment.		
Neshoba County	Unclassifiable/Attainment.		
Newton County	Unclassifiable/Attainment.		
Noxubee County	Unclassifiable/Attainment.		
Oktibbeha County	Unclassifiable/Attainment.		
Panola County	Unclassifiable/Attainment.		
Pearl River County	Unclassifiable/Attainment.		
Perry County	Unclassifiable/Attainment.		
Pike County	Unclassifiable/Attainment.		
Pontotoc County	Unclassifiable/Attainment.		
Prentiss County	Unclassifiable/Attainment.		
Quitman County	Unclassifiable/Attainment.		
Rankin County	Unclassifiable/Attainment.		
Scott County	Unclassifiable/Attainment.		
Sharkey County	Unclassifiable/Attainment.		
Simpson County	Unclassifiable/Attainment.		
Smith County	Unclassifiable/Attainment.		
Stone County	Unclassifiable/Attainment.		
Sunflower County	Unclassifiable/Attainment.		
Tallahatchie County	Unclassifiable/Attainment.		
Tate County	Unclassifiable/Attainment.		
Tippah County	Unclassifiable/Attainment.		
Tishomingo County	Unclassifiable/Attainment.		
Tunica County	Unclassifiable/Attainment.		
Union County	Unclassifiable/Attainment.		
Walthall County	Unclassifiable/Attainment.		
Warren County	Unclassifiable/Attainment.		
Washington County	Unclassifiable/Attainment.		
Wayne County	Unclassifiable/Attainment.		
Webster County	Unclassifiable/Attainment.		
Wilkinson County	Unclassifiable/Attainment.		
Winston County	Unclassifiable/Attainment.		
Yalobusha County	Unclassifiable/Attainment.		
Yazoo County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 27. Section 81.326 is amended as follows:

■ a. By revising the table heading for “Missouri—Ozone (8-Hour Standard)” to read “Missouri—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Missouri—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Missouri—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.326 Missouri.

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MISSOURI—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
St. Louis-St. Charles-Farmington, MO-IL: ²	Nonattainment .....	.....	Marginal.
Franklin County				
Jefferson County				
St. Charles County				
St. Louis County				

MISSOURI—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
St. Louis City				
Rest of State: ³	Unclassifiable/Attainment.		
Adair County				
Andrew County				
Atchison County				
Audrain County				
Barry County				
Barton County				
Bates County				
Benton County				
Bollinger County				
Boone County				
Buchanan County				
Butler County				
Caldwell County				
Callaway County				
Camden County				
Cape Girardeau County				
Carter County				
Cass County				
Cedar County				
Chariton County				
Christian County				
Clark County				
Clay County				
Clinton County				
Cole County				
Cooper County				
Crawford County				
Dade County				
Dallas County				
Daviess County				
DeKalb County				
Dent County				
Douglas County				
Dunklin County				
Gasconade County				
Gentry County				
Greene County				
Grundy County				
Harrison County				
Henry County				
Hickory County				
Holt County				
Howard County				
Howell County				
Iron County				
Jackson County				
Jasper County				
Johnson County				
Knox County				
Laclede County				
Lafayette County				
Lawrence County				
Lewis County				
Lincoln County				
Linn County				
Livingston County				
McDonald County				
Macon County				
Madison County				
Maries County				
Marion County				
Mercer County				
Miller County				
Mississippi County				
Moniteau County				
Monroe County				
Montgomery County				

MISSOURI—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Morgan County New Madrid County Newton County Nodaway County Oregon County Osage County Ozark County Pemiscot County Perry County Pettis County Phelps County Pike County Platte County Polk County Pulaski County Putnam County Ralls County Randolph County Ray County Reynolds County Ripley County St. Clair County St. Genevieve County St. Francois County Saline County Schuyler County Scotland County Scott County Shannon County Shelby County Stoddard County Stone County Sullivan County Taney County Texas County Vernon County Warren County Washington County Wayne County Webster County Worth County Wright County				

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 28. Section 81.327 is amended as follows:

■ a. By revising the table heading for “Montana—Ozone (8-Hour Standard)” to read “Montana—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Montana—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Montana—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.327 Montana.

* * * * *

MONTANA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Any Areas of Indian Country	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

■ 29. Section 81.328 is amended as follows:

■ a. By revising the table heading for “Nebraska—Ozone (8-Hour Standard)” to read “Nebraska—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Nebraska—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Nebraska—1997 8-Hour Ozone

NAAQS (Primary and Secondary)” to read as follows:

§ 81.328 Nebraska.

* * * * *

NEBRASKA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide: ²	Unclassifiable/Attainment.		
Adams County				
Antelope County				
Arthur County				
Banner County				
Blaine County				
Boone County				
Box Butte County				
Boyd County				
Brown County				
Buffalo County				
Burt County				
Butler County				
Cass County				
Cedar County				
Chase County				
Cherry County				
Cheyenne County				
Clay County				
Colfax County				
Cuming County				
Custer County				
Dakota County				
Dawes County				
Dawson County				
Deuel County				
Dixon County				
Dodge County				
Douglas County				
Dundy County				
Fillmore County				
Franklin County				
Frontier County				
Furnas County				
Gage County				
Garden County				
Garfield County				
Gosper County				
Grant County				
Greeley County				
Hall County				
Hamilton County				
Harlan County				
Hayes County				
Hitchcock County				
Holt County				
Hooker County				
Howard County				
Jefferson County				
Johnson County				
Kearney County				
Keith County				
Keya Paha County				
Kimball County				
Knox County				
Lancaster County				
Lincoln County				
Logan County				
Loup County				
McPherson County				
Madison County				
Merrick County				

NEBRASKA—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Morrill County Nance County Nemaha County Nuckolls County Otoe County Pawnee County Perkins County Phelps County Pierce County Platte County Polk County Red Willow County Richardson County Rock County Saline County Sarpy County Saunders County Scotts Bluff County Seward County Sheridan County Sherman County Sioux County Stanton County Thayer County Thomas County Thurston County Valley County Washington County Wayne County Webster County Wheeler County York County				

¹ This date is July 20, 2012, unless otherwise noted.² Includes any Indian country in each county or area, unless otherwise specified.

■ 30. Section 81.329 is amended as follows:

■ a. By revising the table heading for “Nevada—Ozone (8-Hour Standard)” to read “Nevada—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Nevada—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Nevada—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.329 Nevada.

* * * * *

NEVADA—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Any Areas of Indian Country: ²	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Statewide refers to hydrographic areas as shown on the State of Nevada Division of Water Resources' map titled “Water Resources and Inter-basin Flows” (September 1971), as revised to include a division of Carson Desert (area 101) into two areas, a smaller area 101 and area 101A, and a division of Boulder Flat (area 61) into an Upper Unit 61 and a Lower Unit 61. See also 67 FR 12474 (March 19, 2002).

■ 31. Section 81.330 is amended as follows:

■ a. By revising the table heading for “New Hampshire—Ozone (8-Hour Standard)” to read “New Hampshire—

1997 8-Hour Ozone NAAQS (Primary and Secondary)

■ b. By adding a new table entitled “New Hampshire—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“New Hampshire—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.330 New Hampshire.

* * * * *

NEW HAMPSHIRE—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide: ²	Unclassifiable/Attainment.		
Belknap County				
Carroll County				
Cheshire County				
Coos County				
Grafton County				
Hillsborough County				
Merrimack County				
Rockingham County				
Strafford County				
Sullivan County				

¹ This date is July 20, 2012, unless otherwise noted.

² Includes any Indian country in each county or area, unless otherwise specified.

■ 32. Section 81.331 is amended as follows:

■ a. By revising the table heading for “New Jersey—Ozone (8-Hour Standard)” to read “New Jersey—1997

8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “New Jersey—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“New Jersey—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.331 New Jersey.

* * * * *

NEW JERSEY—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
New York-N. New Jersey-Long Island, NY-NJ-CT: ²	Nonattainment .....	.....	Marginal.
Bergen County				
Essex County				
Hudson County				
Hunterdon County				
Middlesex County				
Monmouth County				
Morris County				
Passaic County				
Somerset County				
Sussex County				
Union County				
Warren County				
Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE: ²	Nonattainment .....	.....	Marginal.
Atlantic County				
Burlington County				
Camden County				
Cape May County				
Cumberland County				
Gloucester County				
Mercer County				
Ocean County				
Salem County				

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

■ 33. Section 81.332 is amended as follows:

■ a. By revising the table heading for “New Mexico—Ozone (8-Hour Standard)” to read “New Mexico—1997

8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “New Mexico—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“New Mexico—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.332 New Mexico.

* * * * *

NEW MEXICO—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
AQCR 012 New Mexico—Southern Border Intrastate:				
Grant County		Unclassifiable/Attainment.		
Hidalgo County		Unclassifiable/Attainment.		
Luna County		Unclassifiable/Attainment.		
AQCR 014 Four Corners Interstate (see 40 CFR 81.121):				
McKinley County (part)		Unclassifiable/Attainment.		
Río Arriba County (part)		Unclassifiable/Attainment.		
Sandoval County (part)		Unclassifiable/Attainment.		
San Juan County		Unclassifiable/Attainment.		
Valencia County (part)		Unclassifiable/Attainment.		
AQCR 152 Albuquerque—Mid Rio Grande Intrastate (see 40 CFR 81.83):				
Bernalillo County		Unclassifiable/Attainment.		
Sandoval County (part)		Unclassifiable/Attainment.		
Valencia County (part)		Unclassifiable/Attainment.		
AQCR 153 El Paso—Las Cruces—Alamogordo Interstate:				
Doña Ana County		Unclassifiable/Attainment.		
Lincoln County		Unclassifiable/Attainment.		
Otero County		Unclassifiable/Attainment.		
Sierra County		Unclassifiable/Attainment.		
AQCR 154 Northeastern Plains Intrastate:				
Colfax County		Unclassifiable/Attainment.		
Guadalupe County		Unclassifiable/Attainment.		
Harding County		Unclassifiable/Attainment.		
Mora County		Unclassifiable/Attainment.		
San Miguel County		Unclassifiable/Attainment.		
Torrance County		Unclassifiable/Attainment.		
Union County		Unclassifiable/Attainment.		
AQCR 155 Pecos—Permian Basin Intrastate:				
Chaves County		Unclassifiable/Attainment.		
Curry County		Unclassifiable/Attainment.		
De Baca County		Unclassifiable/Attainment.		
Eddy County		Unclassifiable/Attainment.		
Lea County		Unclassifiable/Attainment.		
Quay County		Unclassifiable/Attainment.		
Roosevelt County		Unclassifiable/Attainment.		
AQCR 156 SW Mountains—Augustine Plains (see 40 CFR 81.241):				
Catron County		Unclassifiable/Attainment.		
Cibola County		Unclassifiable/Attainment.		
McKinley County (part)		Unclassifiable/Attainment.		
Socorro County		Unclassifiable/Attainment.		
Valencia County (part)		Unclassifiable/Attainment.		
AQCR 157 Upper Rio Grande Valley Intrastate (see 40 CFR 81.239):				
Los Alamos County		Unclassifiable/Attainment.		
Río Arriba County (part)		Unclassifiable/Attainment.		
Santa Fe County		Unclassifiable/Attainment.		
Taos County		Unclassifiable/Attainment.		

¹ Includes any Indian country in each county or area, unless otherwise specified.² This date is July 20, 2012, unless otherwise noted.

■ 34. Section 81.333 is amended as follows:

■ a. By revising the table heading for “New York—Ozone (8-Hour Standard)” to read “New York—1997

8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “New York—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“New York—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.333 New York.

* * * * *

NEW YORK—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Jamestown, NY: ² N	NonAttainment	Marginal.	
Chautauqua County				
New York-N. New Jersey-Long Island, NY-NJ-CT: ²	Nonattainment .....	.....	Marginal.
Bronx County				
Kings County				
Nassau County				
New York County				
Queens County				
Richmond County				
Rockland County				
Suffolk County				
Westchester County				
Shinnecock Indian Nation ³				
Albany-Schenectady-Troy Area, NY: ⁴	Unclassifiable/Attainment.		
Albany County				
Rensselaer County				
Saratoga County				
Schenectady County				
Schoharie County				
Buffalo-Niagara Falls Area, NY: ⁴	Unclassifiable/Attainment.		
Erie County				
Niagara County				
Jefferson County Area, NY: ⁴	Unclassifiable/Attainment.		
Jefferson County				
Kingston Area, NY: ⁴	Unclassifiable/Attainment.		
Ulster County				
Poughkeepsie Area, NY: ⁴	Unclassifiable/Attainment.		
Dutchess County				
Orange County				
Putnam County				
Rochester Area, NY: ⁴	Unclassifiable/Attainment.		
Livingston County				
Monroe County				
Ontario County				
Orleans County				
Wayne County				
Syracuse, NY: ⁴	Unclassifiable/Attainment.		
Madison County				
Onondaga County				
Oswego County				
Whiteface Mountain: ⁴	Unclassifiable/Attainment.		
Essex County (part)				
The portion of Whiteface Mountain above 4500 feet in elevation in Essex County				
Rest of State and Rest of Indian Country	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.

⁴ Includes any Indian country in each county or area, unless otherwise specified.

■ 35. Section 81.334 is amended as follows:

■ a. By revising the table heading for “North Carolina—Ozone (8-Hour Standard)” to read “North Carolina—

1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “North Carolina—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“North Carolina—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.334 North Carolina.

* * * * *

NORTH CAROLINA—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Charlotte-Rock Hill, NC-SC: ²		Nonattainment		Marginal.
Cabarrus County (part)				
Central Cabarrus Township, Georgeville Township, Harrisburg Township, Kannapolis Township, Midland Township, Mount Pleasant Township, New Gilead Township, Odell Township, Poplar Tent Township, Rimertown Township				
Gaston County (part)				
Crowders Mountain Township, Dallas Township, Gastonia Township, Riverbend Township, South Point Township				
Iredell County (part)				
Davidson Township, Coddle Creek Township				
Lincoln County (part)				
Catawba Springs Township, Ironton Township, Lincolnton Township				
Mecklenburg County				
Rowan County (part)				
Atwell Township, China Grove Township, Franklin Township, Litaker Township, Locke Township, Providence Township, Salisbury Township, Steele Township, Unity Township				
Union County (part)				
Goose Creek Township, Marshville Township, Monroe Township, Sandy Ridge Township, Vance Township				
Rest of State: ³				
Alamance County		Unclassifiable/Attainment.		
Alexander County		Unclassifiable/Attainment.		
Alleghany County		Unclassifiable/Attainment.		
Anson County		Unclassifiable/Attainment.		
Ashe County		Unclassifiable/Attainment.		
Avery County		Unclassifiable/Attainment.		
Beaufort County		Unclassifiable/Attainment.		
Bertie County		Unclassifiable/Attainment.		
Bladen County		Unclassifiable/Attainment.		
Brunswick County		Unclassifiable/Attainment.		
Buncombe County		Unclassifiable/Attainment.		
Burke County		Unclassifiable/Attainment.		
Cabarrus County (part)				
Gold Hill Township		Unclassifiable/Attainment.		
Caldwell County		Unclassifiable/Attainment.		
Camden County		Unclassifiable/Attainment.		
Carteret County		Unclassifiable/Attainment.		
Caswell County		Unclassifiable/Attainment.		
Catawba County		Unclassifiable/Attainment.		
Chatham County		Unclassifiable/Attainment.		
Cherokee County		Unclassifiable/Attainment.		
Chowan County		Unclassifiable/Attainment.		
Clay County		Unclassifiable/Attainment.		
Cleveland County		Unclassifiable/Attainment.		
Columbus County		Unclassifiable/Attainment.		
Craven County		Unclassifiable/Attainment.		
Cumberland County		Unclassifiable/Attainment.		
Currituck County		Unclassifiable/Attainment.		
Dare County		Unclassifiable/Attainment.		
Davidson County		Unclassifiable/Attainment.		
Davie County		Unclassifiable/Attainment.		
Duplin County		Unclassifiable/Attainment.		
Durham County		Unclassifiable/Attainment.		
Edgecombe County		Unclassifiable/Attainment.		
Forsyth County		Unclassifiable/Attainment.		
Franklin County		Unclassifiable/Attainment.		
Gaston County (part)				
Cherryville Township		Unclassifiable/Attainment.		
Gates County		Unclassifiable/Attainment.		
Graham County		Unclassifiable/Attainment.		

NORTH CAROLINA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Granville County	Unclassifiable/Attainment.		
Greene County	Unclassifiable/Attainment.		
Guilford County	Unclassifiable/Attainment.		
Halifax County	Unclassifiable/Attainment.		
Harnett County	Unclassifiable/Attainment.		
Haywood County	Unclassifiable/Attainment.		
Henderson County	Unclassifiable/Attainment.		
Hertford County	Unclassifiable/Attainment.		
Hoke County	Unclassifiable/Attainment.		
Hyde County	Unclassifiable/Attainment.		
Iredell County (part)				
Barringer Township	Unclassifiable/Attainment.		
Bethany Township	Unclassifiable/Attainment.		
Chambersburg Township	Unclassifiable/Attainment.		
Concord Township	Unclassifiable/Attainment.		
Cool Springs Township	Unclassifiable/Attainment.		
Eagle Mills Township	Unclassifiable/Attainment.		
Fallstown Township	Unclassifiable/Attainment.		
New Hope Township	Unclassifiable/Attainment.		
Olin Township	Unclassifiable/Attainment.		
Sharpesburg Township	Unclassifiable/Attainment.		
Shiloh Township	Unclassifiable/Attainment.		
Statesville Township	Unclassifiable/Attainment.		
Turnersburg Township	Unclassifiable/Attainment.		
Union Grove Township	Unclassifiable/Attainment.		
Jackson County	Unclassifiable/Attainment.		
Johnston County	Unclassifiable/Attainment.		
Jones County	Unclassifiable/Attainment.		
Lee County	Unclassifiable/Attainment.		
Lenoir County	Unclassifiable/Attainment.		
Lincoln County (part)				
Howard's Creek Township	Unclassifiable/Attainment.		
North Brook Township	Unclassifiable/Attainment.		
Macon County	Unclassifiable/Attainment.		
Madison County	Unclassifiable/Attainment.		
Martin County	Unclassifiable/Attainment.		
McDowell County	Unclassifiable/Attainment.		
Mitchell County	Unclassifiable/Attainment.		
Montgomery County	Unclassifiable/Attainment.		
Moore County	Unclassifiable/Attainment.		
Nash County	Unclassifiable/Attainment.		
New Hanover County	Unclassifiable/Attainment.		
Northampton County	Unclassifiable/Attainment.		
Onslow County	Unclassifiable/Attainment.		
Orange County	Unclassifiable/Attainment.		
Pamlico County	Unclassifiable/Attainment.		
Pasquotank County	Unclassifiable/Attainment.		
Pender County	Unclassifiable/Attainment.		
Perquimans County	Unclassifiable/Attainment.		
Person County	Unclassifiable/Attainment.		
Pitt County	Unclassifiable/Attainment.		
Polk County	Unclassifiable/Attainment.		
Randolph County	Unclassifiable/Attainment.		
Richmond County	Unclassifiable/Attainment.		
Robeson County	Unclassifiable/Attainment.		
Rockingham County	Unclassifiable/Attainment.		
Rowan County (part)				
Cleveland Township	Unclassifiable/Attainment.		
Morgan Township	Unclassifiable/Attainment.		
Mount Ulla Township	Unclassifiable/Attainment.		
Scotch Irish Township	Unclassifiable/Attainment.		
Rutherford County	Unclassifiable/Attainment.		
Sampson County	Unclassifiable/Attainment.		
Scotland County	Unclassifiable/Attainment.		
Stanly County	Unclassifiable/Attainment.		
Stokes County	Unclassifiable/Attainment.		
Surry County	Unclassifiable/Attainment.		
Swain County	Unclassifiable/Attainment.		
Transylvania County	Unclassifiable/Attainment.		

NORTH CAROLINA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Tyrrell County	Unclassifiable/Attainment.		
Union County (part).				
Buford Township	Unclassifiable/Attainment.		
Jackson Township	Unclassifiable/Attainment.		
Lanes Creek Township	Unclassifiable/Attainment.		
New Salem Township	Unclassifiable/Attainment.		
Vance County	Unclassifiable/Attainment.		
Wake County	Unclassifiable/Attainment.		
Warren County	Unclassifiable/Attainment.		
Washington County	Unclassifiable/Attainment.		
Watauga County	Unclassifiable/Attainment.		
Wayne County	Unclassifiable/Attainment.		
Wilkes County	Unclassifiable/Attainment.		
Wilson County	Unclassifiable/Attainment.		
Yadkin County	Unclassifiable/Attainment.		
Yancey County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 36. Section 81.335 is amended as follows:

■ a. By revising the table heading for “North Dakota—Ozone (8-Hour Standard)” to read “North Dakota—1997

8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “North Dakota—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“North Dakota—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.335 North Dakota.
* * * * *

NORTH DAKOTA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Areas of Indian Country	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

■ 37. Section 81.336 is amended as follows:

■ a. By revising the table heading for “Ohio—Ozone (8-Hour Standard)” to read “Ohio—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Ohio—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Ohio—1997 8-

Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.336 Ohio.
* * * * *

OHIO—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Cincinnati, OH-KY-IN: ²	Nonattainment .....	.....	Marginal.
Butler County				
Clermont County				
Clinton County				
Hamilton County				
Warren County				
Cleveland-Akron-Lorain, OH: ²	Nonattainment .....	.....	Marginal.
Ashtabula County				
Cuyahoga County				
Geauga County				
Lake County				
Lorain County				
Medina County				

OHIO—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Portage County Summit County Columbus, OH: ²	Nonattainment .....	.....	Marginal.
Delaware County Fairfield County Franklin County Knox County Licking County Madison County Rest of State: ³	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 38. Section 81.337 is amended as follows:

■ a. By revising the table heading for “Oklahoma—Ozone (8-Hour Standard)” to read “Oklahoma—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Oklahoma—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Oklahoma—1997 8-Hour Ozone

NAAQS (Primary and Secondary)” to read as follows:

§ 81.337 Oklahoma.

* * * * *

OKLAHOMA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
Adair County	Unclassifiable/Attainment.		
Alfalfa County	Unclassifiable/Attainment.		
Atoka County	Unclassifiable/Attainment.		
Beaver County	Unclassifiable/Attainment.		
Beckham County	Unclassifiable/Attainment.		
Blaine County	Unclassifiable/Attainment.		
Bryan County	Unclassifiable/Attainment.		
Caddo County	Unclassifiable/Attainment.		
Canadian County	Unclassifiable/Attainment.		
Carter County	Unclassifiable/Attainment.		
Cherokee County	Unclassifiable/Attainment.		
Choctaw County	Unclassifiable/Attainment.		
Cimarron County	Unclassifiable/Attainment.		
Cleveland County	Unclassifiable/Attainment.		
Coal County	Unclassifiable/Attainment.		
Comanche County	Unclassifiable/Attainment.		
Cotton County	Unclassifiable/Attainment.		
Craig County	Unclassifiable/Attainment.		
Creek County	Unclassifiable/Attainment.		
Custer County	Unclassifiable/Attainment.		
Delaware County	Unclassifiable/Attainment.		
Dewey County	Unclassifiable/Attainment.		
Ellis County	Unclassifiable/Attainment.		
Garfield County	Unclassifiable/Attainment.		
Garvin County	Unclassifiable/Attainment.		
Grady County	Unclassifiable/Attainment.		
Grant County	Unclassifiable/Attainment.		
Greer County	Unclassifiable/Attainment.		
Harmon County	Unclassifiable/Attainment.		
Harper County	Unclassifiable/Attainment.		
Haskell County	Unclassifiable/Attainment.		
Hughes County	Unclassifiable/Attainment.		
Jackson County	Unclassifiable/Attainment.		
Jefferson County	Unclassifiable/Attainment.		
Johnston County	Unclassifiable/Attainment.		
Kay County	Unclassifiable/Attainment.		
Kingfisher County	Unclassifiable/Attainment.		
Kiowa County	Unclassifiable/Attainment.		
Latimer County	Unclassifiable/Attainment.		

OKLAHOMA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
Le Flore County	Unclassifiable/Attainment.		
Lincoln County	Unclassifiable/Attainment.		
Logan County	Unclassifiable/Attainment.		
Love County	Unclassifiable/Attainment.		
Major County	Unclassifiable/Attainment.		
Marshall County	Unclassifiable/Attainment.		
Mayes County	Unclassifiable/Attainment.		
McClain County	Unclassifiable/Attainment.		
McCurtain County	Unclassifiable/Attainment.		
McIntosh County	Unclassifiable/Attainment.		
Murray County	Unclassifiable/Attainment.		
Muskogee County	Unclassifiable/Attainment.		
Noble County	Unclassifiable/Attainment.		
Nowata County	Unclassifiable/Attainment.		
Okfuskee County	Unclassifiable/Attainment.		
Oklahoma County	Unclassifiable/Attainment.		
Oklmulgee County	Unclassifiable/Attainment.		
Osage County	Unclassifiable/Attainment.		
Ottawa County	Unclassifiable/Attainment.		
Pawnee County	Unclassifiable/Attainment.		
Payne County	Unclassifiable/Attainment.		
Pittsburg County	Unclassifiable/Attainment.		
Pontotoc County	Unclassifiable/Attainment.		
Pottawatomie County	Unclassifiable/Attainment.		
Pushmataha County	Unclassifiable/Attainment.		
Roger Mills County	Unclassifiable/Attainment.		
Rogers County	Unclassifiable/Attainment.		
Seminole County	Unclassifiable/Attainment.		
Sequoyah County	Unclassifiable/Attainment.		
Stephens County	Unclassifiable/Attainment.		
Texas County	Unclassifiable/Attainment.		
Tillman County	Unclassifiable/Attainment.		
Tulsa County	Unclassifiable/Attainment.		
Wagoner County	Unclassifiable/Attainment.		
Washington County	Unclassifiable/Attainment.		
Washita County	Unclassifiable/Attainment.		
Woods County	Unclassifiable/Attainment.		
Woodward County	Unclassifiable/Attainment.		

¹ Includes any Indian country in each county or area, unless otherwise specified.

² This date is July 20, 2012, unless otherwise noted.

■ 39. Section 81.338 is amended as follows:

■ a. By revising the table heading for “Oregon—Ozone (8-Hour Standard)” to read “Oregon—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Oregon—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Oregon—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.338 Oregon.

* * * * *

OREGON—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Any Areas of Indian Country	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

■ 40. Section 81.339 is amended as follows:

■ a. By revising the table heading for “Pennsylvania—Ozone (8-Hour Standard)” to read “Pennsylvania—

1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Pennsylvania—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“Pennsylvania—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.339 Pennsylvania.

* * * * *

PENNSYLVANIA—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Allentown-Bethlehem-Easton, PA ²		Nonattainment		Marginal.
Carbon County				
Lehigh County				
Northampton County				
Lancaster, PA ²		Nonattainment		Marginal.
Lancaster County				
Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE ²		Nonattainment		Marginal.
Bucks County				
Chester County				
Delaware County				
Montgomery County				
Philadelphia County				
Pittsburgh-Beaver Valley, PA ²		Nonattainment		Marginal.
Allegheny County				
Armstrong County				
Beaver County				
Butler County				
Fayette County				
Washington County				
Westmoreland County				
Reading, PA ²		Nonattainment		Marginal.
Berks County				
AQCR 151 NE Pennsylvania Intrastate (remainder) ³				
Bradford County		Unclassifiable/Attainment.		
Lackawanna County		Unclassifiable/Attainment.		
Luzerne County		Unclassifiable/Attainment.		
Monroe County		Unclassifiable/Attainment.		
Pike County		Unclassifiable/Attainment.		
Schuylkill County		Unclassifiable/Attainment.		
Sullivan County		Unclassifiable/Attainment.		
Susquehanna County		Unclassifiable/Attainment.		
Tioga County		Unclassifiable/Attainment.		
Wayne County		Unclassifiable/Attainment.		
Wyoming		Unclassifiable/Attainment.		
AQCR 178 NW Pennsylvania Intrastate ³				
Cameron County		Unclassifiable/Attainment.		
Clarion County		Unclassifiable/Attainment.		
Clearfield County		Unclassifiable/Attainment.		
Crawford County		Unclassifiable/Attainment.		
Elk County		Unclassifiable/Attainment.		
Erie County		Unclassifiable/Attainment.		
Forest County		Unclassifiable/Attainment.		
Jefferson County		Unclassifiable/Attainment.		
Lawrence County		Unclassifiable/Attainment.		
McKean County		Unclassifiable/Attainment.		
Mercer County		Unclassifiable/Attainment.		
Potter County		Unclassifiable/Attainment.		
Venango County		Unclassifiable/Attainment.		
Warren County		Unclassifiable/Attainment.		
AQCR 195 Central Pennsylvania Intrastate ³				
Bedford County		Unclassifiable/Attainment.		
Blair County		Unclassifiable/Attainment.		
Cambria County		Unclassifiable/Attainment.		
Centre County		Unclassifiable/Attainment.		
Clinton County		Unclassifiable/Attainment.		
Columbia County		Unclassifiable/Attainment.		
Fulton County		Unclassifiable/Attainment.		
Huntingdon County		Unclassifiable/Attainment.		
Juniata County		Unclassifiable/Attainment.		
Lycoming County		Unclassifiable/Attainment.		
Mifflin County		Unclassifiable/Attainment.		
Montour County		Unclassifiable/Attainment.		
Northumberland County		Unclassifiable/Attainment.		
Snyder County		Unclassifiable/Attainment.		
Somerset County		Unclassifiable/Attainment.		
Union County		Unclassifiable/Attainment.		
AQCR 196 South Central Pennsylvania (remainder) ³				
Adams County		Unclassifiable/Attainment.		
Cumberland County		Unclassifiable/Attainment.		

PENNSYLVANIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Dauphin County	Unclassifiable/Attainment.		
Franklin County	Unclassifiable/Attainment.		
Lebanon County	Unclassifiable/Attainment.		
Perry County	Unclassifiable/Attainment.		
York County	Unclassifiable/Attainment.		
AQCR 197 Southwest Pennsylvania (remainder) ³				
Green County	Unclassifiable/Attainment.		
Indiana County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 41. Section 81.340 is amended as follows:

■ a. By revising the table heading for “Rhode Island—Ozone (8-Hour Standard)” to read “Rhode Island—1997

8-Hour Ozone NAAQS (Primary and Secondary)”.

■ b. By adding a new table entitled “Rhode Island—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“Rhode Island—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.340 Rhode Island.

* * * * *

RHODE ISLAND—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Providence (all of RI), RI: ²	Unclassifiable/Attainment.		
Bristol County				
Kent County				
Newport County				
Providence County				
Washington County				

¹ This date is July 20, 2012, unless otherwise noted.

² Includes any Indian country in each county or area, unless otherwise specified.

■ 42. Section 81.341 is amended as follows:

■ a. By revising the table heading for “South Carolina—Ozone (8-Hour Standard)” to read “South Carolina—

1997 8-Hour Ozone NAAQS (Primary and Secondary)”.

■ b. By adding a new table entitled “South Carolina—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“South Carolina—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.341 South Carolina.

* * * * *

SOUTH CAROLINA—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Charlotte-Rock Hill, NC-SC: ²	Nonattainment .....	.....	Marginal.
York County (part)				
Portion along MPO lines				
Catawba Indian Nation (aka Catawba Tribe of South Carolina) ³	Unclassifiable/Attainment.		
Rest of State: ⁴	Unclassifiable/Attainment.		
Abbeville County	Unclassifiable/Attainment.		
Aiken County	Unclassifiable/Attainment.		
Allendale County	Unclassifiable/Attainment.		
Bamberg County	Unclassifiable/Attainment.		
Barnwell County	Unclassifiable/Attainment.		
Beaufort County	Unclassifiable/Attainment.		
Berkeley County	Unclassifiable/Attainment.		
Calhoun County	Unclassifiable/Attainment.		
Charleston County	Unclassifiable/Attainment.		

SOUTH CAROLINA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Cherokee County	Unclassifiable/Attainment.		
Chester County	Unclassifiable/Attainment.		
Chesterfield County	Unclassifiable/Attainment.		
Clarendon County	Unclassifiable/Attainment.		
Colleton County	Unclassifiable/Attainment.		
Darlington County	Unclassifiable/Attainment.		
Dillon County	Unclassifiable/Attainment.		
Dorchester County	Unclassifiable/Attainment.		
Edgefield County	Unclassifiable/Attainment.		
Fairfield County	Unclassifiable/Attainment.		
Florence County	Unclassifiable/Attainment.		
Georgetown County	Unclassifiable/Attainment.		
Greenwood County	Unclassifiable/Attainment.		
Hampton County	Unclassifiable/Attainment.		
Horry County	Unclassifiable/Attainment.		
Jasper County	Unclassifiable/Attainment.		
Kershaw County	Unclassifiable/Attainment.		
Lancaster County	Unclassifiable/Attainment.		
Laurens County	Unclassifiable/Attainment.		
Lee County	Unclassifiable/Attainment.		
Lexington County	Unclassifiable/Attainment.		
Marion County	Unclassifiable/Attainment.		
Marlboro County	Unclassifiable/Attainment.		
McCormick County	Unclassifiable/Attainment.		
Newberry County	Unclassifiable/Attainment.		
Oconee County	Unclassifiable/Attainment.		
Orangeburg County	Unclassifiable/Attainment.		
Pickens County	Unclassifiable/Attainment.		
Richland County	Unclassifiable/Attainment.		
Saluda County	Unclassifiable/Attainment.		
Sumter County	Unclassifiable/Attainment.		
Union County	Unclassifiable/Attainment.		
Williamsburg County	Unclassifiable/Attainment.		
York County (part) remainder	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.

⁴ Includes any Indian country in each county or area, unless otherwise specified.

■ 43. Section 81.342 is amended as follows:

■ a. By revising the table heading for “South Dakota—Ozone (8-Hour Standard)” to read “South Dakota—

1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “South Dakota—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“South Dakota—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.342 South Dakota.

* * * * *

SOUTH DAKOTA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Statewide and Any Areas of Indian Country:	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

■ 44. Section 81.343 is amended as follows:

■ a. By revising the table heading for “Tennessee—Ozone (8-Hour Standard)” to read “Tennessee—1997 8-Hour

Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Tennessee—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“Tennessee—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.343 Tennessee.

* * * * *

TENNESSEE—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Knoxville, TN: ²		Nonattainment		Marginal.
Anderson County (part)				
2000 Census tracts: 202, 213.02				
Blount County				
Knox County				
Memphis, TN-MS-AR: ²		Nonattainment		Marginal.
Shelby County				
Rest of State: ³		Unclassifiable/Attainment.		
Anderson County (part) remainder		Unclassifiable/Attainment.		
Bedford County		Unclassifiable/Attainment.		
Benton County		Unclassifiable/Attainment.		
Bledsoe County		Unclassifiable/Attainment.		
Bradley County		Unclassifiable/Attainment.		
Campbell County		Unclassifiable/Attainment.		
Cannon County		Unclassifiable/Attainment.		
Carroll County		Unclassifiable/Attainment.		
Carter County		Unclassifiable/Attainment.		
Cheatham County		Unclassifiable/Attainment.		
Chester County		Unclassifiable/Attainment.		
Claiborne County		Unclassifiable/Attainment.		
Clay County		Unclassifiable/Attainment.		
Cocke County		Unclassifiable/Attainment.		
Coffee County		Unclassifiable/Attainment.		
Crockett County		Unclassifiable/Attainment.		
Cumberland County		Unclassifiable/Attainment.		
Davidson County		Unclassifiable/Attainment.		
Decatur County		Unclassifiable/Attainment.		
DeKalb County		Unclassifiable/Attainment.		
Dickson County		Unclassifiable/Attainment.		
Dyer County		Unclassifiable/Attainment.		
Fayette County		Unclassifiable/Attainment.		
Fentress County		Unclassifiable/Attainment.		
Franklin County		Unclassifiable/Attainment.		
Gibson County		Unclassifiable/Attainment.		
Giles County		Unclassifiable/Attainment.		
Grainger County		Unclassifiable/Attainment.		
Greene County		Unclassifiable/Attainment.		
Grundy County		Unclassifiable/Attainment.		
Hamblen County		Unclassifiable/Attainment.		
Hamilton County		Unclassifiable/Attainment.		
Hancock County		Unclassifiable/Attainment.		
Hardeman County		Unclassifiable/Attainment.		
Hardin County		Unclassifiable/Attainment.		
Hawkins County		Unclassifiable/Attainment.		
Haywood County		Unclassifiable/Attainment.		
Henderson County		Unclassifiable/Attainment.		
Henry County		Unclassifiable/Attainment.		
Hickman County		Unclassifiable/Attainment.		
Houston County		Unclassifiable/Attainment.		
Humphreys County		Unclassifiable/Attainment.		
Jackson County		Unclassifiable/Attainment.		
Jefferson County		Unclassifiable/Attainment.		
Johnson County		Unclassifiable/Attainment.		
Lake County		Unclassifiable/Attainment.		
Lauderdale County		Unclassifiable/Attainment.		
Lawrence County		Unclassifiable/Attainment.		
Lewis County		Unclassifiable/Attainment.		
Lincoln County		Unclassifiable/Attainment.		
Loudon County		Unclassifiable/Attainment.		
McMinn County		Unclassifiable/Attainment.		
McNairy County		Unclassifiable/Attainment.		
Macon County		Unclassifiable/Attainment.		
Madison County		Unclassifiable/Attainment.		
Marion County		Unclassifiable/Attainment.		
Marshall County		Unclassifiable/Attainment.		
Maury County		Unclassifiable/Attainment.		
Meigs County		Unclassifiable/Attainment.		
Monroe County		Unclassifiable/Attainment.		
Montgomery County		Unclassifiable/Attainment.		

TENNESSEE—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Moore County	Unclassifiable/Attainment.		
Morgan County	Unclassifiable/Attainment.		
Obion County	Unclassifiable/Attainment.		
Overton County	Unclassifiable/Attainment.		
Perry County	Unclassifiable/Attainment.		
Pickett County	Unclassifiable/Attainment.		
Polk County	Unclassifiable/Attainment.		
Putnam County	Unclassifiable/Attainment.		
Rhea County	Unclassifiable/Attainment.		
Roane County	Unclassifiable/Attainment.		
Robertson County	Unclassifiable/Attainment.		
Rutherford County	Unclassifiable/Attainment.		
Scott County	Unclassifiable/Attainment.		
Sequatchie County	Unclassifiable/Attainment.		
Sevier County	Unclassifiable/Attainment.		
Smith County	Unclassifiable/Attainment.		
Stewart County	Unclassifiable/Attainment.		
Sullivan County	Unclassifiable/Attainment.		
Sumner County	Unclassifiable/Attainment.		
Tipton County	Unclassifiable/Attainment.		
Trousdale County	Unclassifiable/Attainment.		
Unicoi County	Unclassifiable/Attainment.		
Union County	Unclassifiable/Attainment.		
Van Buren County	Unclassifiable/Attainment.		
Warren County	Unclassifiable/Attainment.		
Washington County	Unclassifiable/Attainment.		
Wayne County	Unclassifiable/Attainment.		
Weakley County	Unclassifiable/Attainment.		
White County	Unclassifiable/Attainment.		
Williamson County	Unclassifiable/Attainment.		
Wilson County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 45. Section 81.344 is amended as follows:

■ a. By revising the table heading for “Texas—Ozone (8-Hour Standard)” to read “Texas—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Texas—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Texas—1997

8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.344 Texas.

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TEXAS—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Dallas-Fort Worth, TX: ²	Nonattainment .....	.....	Moderate.
Collin County				
Dallas County				
Denton County				
Ellis County				
Johnson County				
Kaufman County				
Parker County				
Rockwall County				
Tarrant County				
Wise County				
Houston-Galveston-Brazoria, TX: ²	Nonattainment .....	.....	Marginal.
Brazoria County				
Chambers County				
Fort Bend County				
Galveston County				
Harris County				

TEXAS—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Liberty County				
Montgomery County				
Waller County				
Rest of State: ³				
Anderson County		Unclassifiable/Attainment.		
Andrews County		Unclassifiable/Attainment.		
Angelina County		Unclassifiable/Attainment.		
Aransas County		Unclassifiable/Attainment.		
Archer County		Unclassifiable/Attainment.		
Armstrong County		Unclassifiable/Attainment.		
Atascosa County		Unclassifiable/Attainment.		
Austin County		Unclassifiable/Attainment.		
Bailey County		Unclassifiable/Attainment.		
Bandera County		Unclassifiable/Attainment.		
Bastrop County		Unclassifiable/Attainment.		
Baylor County		Unclassifiable/Attainment.		
Bee County		Unclassifiable/Attainment.		
Bell County		Unclassifiable/Attainment.		
Bexar County		Unclassifiable/Attainment.		
Blanco County		Unclassifiable/Attainment.		
Borden County		Unclassifiable/Attainment.		
Bosque County		Unclassifiable/Attainment.		
Bowie County		Unclassifiable/Attainment.		
Brazos County		Unclassifiable/Attainment.		
Brewster County		Unclassifiable/Attainment.		
Briscoe County		Unclassifiable/Attainment.		
Brooks County		Unclassifiable/Attainment.		
Brown County		Unclassifiable/Attainment.		
Burleson County		Unclassifiable/Attainment.		
Burnet County		Unclassifiable/Attainment.		
Caldwell County		Unclassifiable/Attainment.		
Calhoun County		Unclassifiable/Attainment.		
Callahan County		Unclassifiable/Attainment.		
Cameron County		Unclassifiable/Attainment.		
Camp County		Unclassifiable/Attainment.		
Carson County		Unclassifiable/Attainment.		
Cass County		Unclassifiable/Attainment.		
Castro County		Unclassifiable/Attainment.		
Cherokee County		Unclassifiable/Attainment.		
Childress County		Unclassifiable/Attainment.		
Clay County		Unclassifiable/Attainment.		
Cochran County		Unclassifiable/Attainment.		
Coke County		Unclassifiable/Attainment.		
Coleman County		Unclassifiable/Attainment.		
Collingsworth County		Unclassifiable/Attainment.		
Colorado County		Unclassifiable/Attainment.		
Comal County		Unclassifiable/Attainment.		
Comanche County		Unclassifiable/Attainment.		
Concho County		Unclassifiable/Attainment.		
Cooke County		Unclassifiable/Attainment.		
Coryell County		Unclassifiable/Attainment.		
Cottle County		Unclassifiable/Attainment.		
Crane County		Unclassifiable/Attainment.		
Crockett County		Unclassifiable/Attainment.		
Crosby County		Unclassifiable/Attainment.		
Culberson County		Unclassifiable/Attainment.		
Dallam County		Unclassifiable/Attainment.		
Dawson County		Unclassifiable/Attainment.		
Deaf Smith County		Unclassifiable/Attainment.		
Delta County		Unclassifiable/Attainment.		
DeWitt County		Unclassifiable/Attainment.		
Dickens County		Unclassifiable/Attainment.		
Dimmit County		Unclassifiable/Attainment.		
Donley County		Unclassifiable/Attainment.		
Duval County		Unclassifiable/Attainment.		
Eastland County		Unclassifiable/Attainment.		
Ector County		Unclassifiable/Attainment.		
Edwards County		Unclassifiable/Attainment.		
El Paso County		Unclassifiable/Attainment.		

TEXAS—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Erath County	Unclassifiable/Attainment.		
Falls County	Unclassifiable/Attainment.		
Fannin County	Unclassifiable/Attainment.		
Fayette County	Unclassifiable/Attainment.		
Fisher County	Unclassifiable/Attainment.		
Floyd County	Unclassifiable/Attainment.		
Foard County	Unclassifiable/Attainment.		
Franklin County	Unclassifiable/Attainment.		
Freestone County	Unclassifiable/Attainment.		
Frio County	Unclassifiable/Attainment.		
Gaines County	Unclassifiable/Attainment.		
Garza County	Unclassifiable/Attainment.		
Gillespie County	Unclassifiable/Attainment.		
Glasscock County	Unclassifiable/Attainment.		
Goliad County	Unclassifiable/Attainment.		
Gonzales County	Unclassifiable/Attainment.		
Gray County	Unclassifiable/Attainment.		
Grayson County	Unclassifiable/Attainment.		
Gregg County	Unclassifiable/Attainment.		
Grimes County	Unclassifiable/Attainment.		
Guadalupe County	Unclassifiable/Attainment.		
Hale County	Unclassifiable/Attainment.		
Hall County	Unclassifiable/Attainment.		
Hamilton County	Unclassifiable/Attainment.		
Hansford County	Unclassifiable/Attainment.		
Hardeman County	Unclassifiable/Attainment.		
Hardin County	Unclassifiable/Attainment.		
Harrison County	Unclassifiable/Attainment.		
Hartley County	Unclassifiable/Attainment.		
Haskell County	Unclassifiable/Attainment.		
Hays County	Unclassifiable/Attainment.		
Hemphill County	Unclassifiable/Attainment.		
Henderson County	Unclassifiable/Attainment.		
Hidalgo County	Unclassifiable/Attainment.		
Hill County	Unclassifiable/Attainment.		
Hockley County	Unclassifiable/Attainment.		
Hood County	Unclassifiable/Attainment.		
Hopkins County	Unclassifiable/Attainment.		
Houston County	Unclassifiable/Attainment.		
Howard County	Unclassifiable/Attainment.		
Hudspeth County	Unclassifiable/Attainment.		
Hunt County	Unclassifiable/Attainment.		
Hutchinson County	Unclassifiable/Attainment.		
Irion County	Unclassifiable/Attainment.		
Jack County	Unclassifiable/Attainment.		
Jackson County	Unclassifiable/Attainment.		
Jasper County	Unclassifiable/Attainment.		
Jeff Davis County	Unclassifiable/Attainment.		
Jefferson County	Unclassifiable/Attainment.		
Jim Hogg County	Unclassifiable/Attainment.		
Jim Wells County	Unclassifiable/Attainment.		
Jones County	Unclassifiable/Attainment.		
Karnes County	Unclassifiable/Attainment.		
Kendall County	Unclassifiable/Attainment.		
Kenedy County	Unclassifiable/Attainment.		
Kent County	Unclassifiable/Attainment.		
Kerr County	Unclassifiable/Attainment.		
Kimble County	Unclassifiable/Attainment.		
King County	Unclassifiable/Attainment.		
Kinney County	Unclassifiable/Attainment.		
Kleberg County	Unclassifiable/Attainment.		
Knox County	Unclassifiable/Attainment.		
La Salle County	Unclassifiable/Attainment.		
Lamar County	Unclassifiable/Attainment.		
Lamb County	Unclassifiable/Attainment.		
Lampasas County	Unclassifiable/Attainment.		
Lavaca County	Unclassifiable/Attainment.		
Lee County	Unclassifiable/Attainment.		
Leon County	Unclassifiable/Attainment.		

TEXAS—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Limestone County	Unclassifiable/Attainment.		
Lipscomb County	Unclassifiable/Attainment.		
Live Oak County	Unclassifiable/Attainment.		
Llano County	Unclassifiable/Attainment.		
Loving County	Unclassifiable/Attainment.		
Lubbock County	Unclassifiable/Attainment.		
Lynn County	Unclassifiable/Attainment.		
McCulloch County	Unclassifiable/Attainment.		
McLennan County	Unclassifiable/Attainment.		
McMullen County	Unclassifiable/Attainment.		
Madison County	Unclassifiable/Attainment.		
Marion County	Unclassifiable/Attainment.		
Martin County	Unclassifiable/Attainment.		
Mason County	Unclassifiable/Attainment.		
Matagorda County	Unclassifiable/Attainment.		
Maverick County	Unclassifiable/Attainment.		
Medina County	Unclassifiable/Attainment.		
Menard County	Unclassifiable/Attainment.		
Midland County	Unclassifiable/Attainment.		
Milam County	Unclassifiable/Attainment.		
Mills County	Unclassifiable/Attainment.		
Mitchell County	Unclassifiable/Attainment.		
Montague County	Unclassifiable/Attainment.		
Moore County	Unclassifiable/Attainment.		
Morris County	Unclassifiable/Attainment.		
Motley County	Unclassifiable/Attainment.		
Nacogdoches County	Unclassifiable/Attainment.		
Navarro County	Unclassifiable/Attainment.		
Newton County	Unclassifiable/Attainment.		
Nolan County	Unclassifiable/Attainment.		
Nueces County	Unclassifiable/Attainment.		
Ochiltree County	Unclassifiable/Attainment.		
Oldham County	Unclassifiable/Attainment.		
Orange County	Unclassifiable/Attainment.		
Palo Pinto County	Unclassifiable/Attainment.		
Panola County	Unclassifiable/Attainment.		
Parmer County	Unclassifiable/Attainment.		
Pecos County	Unclassifiable/Attainment.		
Polk County	Unclassifiable/Attainment.		
Potter County	Unclassifiable/Attainment.		
Presidio County	Unclassifiable/Attainment.		
Rains County	Unclassifiable/Attainment.		
Randall County	Unclassifiable/Attainment.		
Reagan County	Unclassifiable/Attainment.		
Real County	Unclassifiable/Attainment.		
Red River County	Unclassifiable/Attainment.		
Reeves County	Unclassifiable/Attainment.		
Refugio County	Unclassifiable/Attainment.		
Roberts County	Unclassifiable/Attainment.		
Robertson County	Unclassifiable/Attainment.		
Runnels County	Unclassifiable/Attainment.		
Rusk County	Unclassifiable/Attainment.		
Sabine County	Unclassifiable/Attainment.		
San Augustine County	Unclassifiable/Attainment.		
San Jacinto County	Unclassifiable/Attainment.		
San Patricio County	Unclassifiable/Attainment.		
San Saba County	Unclassifiable/Attainment.		
Schleicher County	Unclassifiable/Attainment.		
Scurry County	Unclassifiable/Attainment.		
Shackelford County	Unclassifiable/Attainment.		
Shelby County	Unclassifiable/Attainment.		
Sherman County	Unclassifiable/Attainment.		
Smith County	Unclassifiable/Attainment.		
Somervell County	Unclassifiable/Attainment.		
Starr County	Unclassifiable/Attainment.		
Stephens County	Unclassifiable/Attainment.		
Sterling County	Unclassifiable/Attainment.		
Stonewall County	Unclassifiable/Attainment.		
Sutton County	Unclassifiable/Attainment.		

TEXAS—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Swisher County	Unclassifiable/Attainment.		
Taylor County	Unclassifiable/Attainment.		
Terrell County	Unclassifiable/Attainment.		
Terry County	Unclassifiable/Attainment.		
Throckmorton County	Unclassifiable/Attainment.		
Titus County	Unclassifiable/Attainment.		
Tom Green County	Unclassifiable/Attainment.		
Travis County	Unclassifiable/Attainment.		
Trinity County	Unclassifiable/Attainment.		
Tyler County	Unclassifiable/Attainment.		
Upshur County	Unclassifiable/Attainment.		
Upton County	Unclassifiable/Attainment.		
Uvalde County	Unclassifiable/Attainment.		
Val Verde County	Unclassifiable/Attainment.		
Van Zandt County	Unclassifiable/Attainment.		
Victoria County	Unclassifiable/Attainment.		
Walker County	Unclassifiable/Attainment.		
Ward County	Unclassifiable/Attainment.		
Washington County	Unclassifiable/Attainment.		
Webb County	Unclassifiable/Attainment.		
Wharton County	Unclassifiable/Attainment.		
Wheeler County	Unclassifiable/Attainment.		
Wichita County	Unclassifiable/Attainment.		
Wilbarger County	Unclassifiable/Attainment.		
Willacy County	Unclassifiable/Attainment.		
Williamson County	Unclassifiable/Attainment.		
Wilson County	Unclassifiable/Attainment.		
Winkler County	Unclassifiable/Attainment.		
Wood County	Unclassifiable/Attainment.		
Yoakum County	Unclassifiable/Attainment.		
Young County	Unclassifiable/Attainment.		
Zapata County	Unclassifiable/Attainment.		
Zavala County	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 46. Section 81.345 is amended as follows:

■ a. By revising the table heading for “Utah—Ozone (8-Hour Standard)” to read “Utah—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Utah—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Utah—1997 8-

Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.345 Utah.

* * * * *

UTAH—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Uinta Basin, UT: ²	Unclassifiable.		
Duchesne County				
Uintah County				
Ute Indian Tribe of the Uintah & Ouray Reservation ³				
Rest of State and Rest of Indian Country	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes Indian country of the tribe listed in this table located in the identified area. Information pertaining to areas of Indian country in this table is intended for CAA planning purposes only and is not an EPA determination of Indian country status or any Indian country boundary. EPA lacks the authority to establish Indian country land status, and is making no determination of Indian country boundaries, in this table.

■ 47. Section 81.346 is amended as follows:

■ a. By revising the table heading for “Vermont—Ozone (8-Hour Standard)”

to read “Vermont—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

- b. By adding a new table entitled newly designated table “Vermont—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:
- § 81.346 Vermont.
* * * *

VERMONT—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
AQCR 159 Champlain Valley Interstate: Addison County Chittenden County Franklin County Grand Isle County Rutland County	Unclassifiable/Attainment.		
AQCR 221 Vermont Intrastate: Bennington County Caledonia County Essex County Lamoille County Orange County Orleans County Washington County Windham County Windsor County	Unclassifiable/Attainment.		

¹ Includes any Indian country in each county or area, unless otherwise specified.

² This date is July 20, 2012, unless otherwise noted.

- 48. Section 81.347 is amended as follows:
- a. By revising the table heading for “Virginia—Ozone (8-Hour Standard)” to read “Virginia—1997 8-Hour Ozone NAAQS (Primary and Secondary)”
- b. By adding a new table entitled 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:
- § 81.347 Virginia.
* * * *

VIRGINIA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
Washington, DC-MD-VA: ² Arlington County Fairfax County Loudoun County Prince William County Alexandria City Fairfax City Falls Church City Manassas City Manassas Park City	Nonattainment .....	.....	Marginal.
AQCR 207 Eastern Tennessee—SW Virginia Interstate: ³ Bland County Buchanan County Carroll County Dickenson County Grayson County Lee County Russell County Scott County Smyth County Tazewell County Washington County Wise County Wythe County Bristol City Galax City Norton City	Unclassifiable/Attainment.		
AQCR 222 Central Virginia Intrastate: ³	Unclassifiable/Attainment.		

VIRGINIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
Amelia County				
Amherst County				
Appomattox County				
Bedford County				
Brunswick County				
Buckingham County				
Campbell County				
Charlotte County				
Cumberland County				
Franklin County				
Halifax County				
Henry County				
Lunenburg County				
Mecklenburg County				
Nottoway County				
Patrick County				
Pittsylvania County				
Prince Edward County				
Bedford City				
Danville City				
Lynchburg City				
Martinsville City				
South Boston City				
AQCR 223 Hampton Roads Intrastate: ³	Unclassifiable/Attainment.		
Isle of Wight County				
James City County				
Southampton County				
York County				
Chesapeake City				
Franklin City				
Hampton City				
Newport News City				
Norfolk City				
Poquoson City				
Portsmouth City				
Suffolk City				
Virginia Beach City				
Williamsburg City				
AQCR 224 NE Virginia Intrastate: ³	Unclassifiable/Attainment.		
Accomack County				
Albemarle County				
Caroline County				
Culpeper County				
Essex County				
Fauquier County				
Fluvanna County				
Gloucester County				
Greene County				
King and Queen County				
King George County				
King William County				
Lancaster County				
Louisa County				
Madison County				
Mathews County				
Middlesex County				
Nelson County				
Northampton County				
Northumberland County				
Orange County				
Rappahannock County				
Richmond County				
Spotsylvania County				
Stafford County				
Westmoreland County				
Charlottesville City				
City of Fredericksburg				
AQCR 225 State Capital Intrastate: ³	Unclassifiable/Attainment.		
Charles City County				

VIRGINIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
Chesterfield County				
Dinwiddie County				
Goochland County				
Greensville County				
Hanover County				
Henrico County				
New Kent County				
Powhatan County				
Prince George County				
Surry County				
Sussex County				
Colonial Heights City				
Emporia City				
Hopewell City				
Petersburg City				
Richmond City				
AQCR 226 Valley of Virginia Intrastate: ³	Unclassifiable/Attainment.		
Alleghany County				
Augusta County				
Bath County				
Botetourt County				
Clarke County				
Craig County				
Floyd County				
Frederick County				
Giles County				
Highland County				
Montgomery County				
Page County				
Pulaski County				
Roanoke County				
Rockbridge County				
Rockingham County				
Shenandoah County				
Warren County				
Buena Vista City				
Clifton Forge City				
Covington City				
Harrisonburg City				
Lexington City				
Radford City				
Roanoke City				
Salem City				
Staunton City				
Waynesboro City				
Winchester City				

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 49. Section 81.348 is amended as follows:

■ a. By revising the table heading for “Washington—Ozone (8-Hour Standard)” to read “Washington—1997

8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Washington—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“Washington—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.348 Washington.

* * * * *

WASHINGTON—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation ¹		Classification	
	Date ²	Type	Date ¹	Type
Clark County	Unclassifiable/Attainment.		
King County	Unclassifiable/Attainment.		

WASHINGTON—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation ¹		Classification	
	Date ²	Type	Date ¹	Type
Pierce County	Unclassifiable/Attainment.		
Spokane County	Unclassifiable/Attainment.		
Thurston County	Unclassifiable/Attainment.		
Rest of state and rest of Indian country	Unclassifiable/Attainment.		

¹ Includes any Indian country in each county or area, unless otherwise specified.

² This date is July 20, 2012, unless otherwise noted.

■ 50. Section 81.349 is amended as follows:

■ a. By revising the table heading for “West Virginia—Ozone (8-Hour Standard)” to read “West Virginia—

1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “West Virginia—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“West Virginia—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.349 West Virginia.

* * * * *

WEST VIRGINIA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
Barbour County	Unclassifiable/Attainment.		
Berkeley County	Unclassifiable/Attainment.		
Boone County	Unclassifiable/Attainment.		
Braxton County	Unclassifiable/Attainment.		
Brooke County	Unclassifiable/Attainment.		
Cabell County	Unclassifiable/Attainment.		
Calhoun County	Unclassifiable/Attainment.		
Clay County	Unclassifiable/Attainment.		
Doddridge County	Unclassifiable/Attainment.		
Fayette County	Unclassifiable/Attainment.		
Gilmer County	Unclassifiable/Attainment.		
Grant County	Unclassifiable/Attainment.		
Greenbrier County	Unclassifiable/Attainment.		
Hampshire County	Unclassifiable/Attainment.		
Hancock County	Unclassifiable/Attainment.		
Hardy County	Unclassifiable/Attainment.		
Harrison County	Unclassifiable/Attainment.		
Jackson County	Unclassifiable/Attainment.		
Jefferson County	Unclassifiable/Attainment.		
Kanawha County	Unclassifiable/Attainment.		
Lewis County	Unclassifiable/Attainment.		
Lincoln County	Unclassifiable/Attainment.		
Logan County	Unclassifiable/Attainment.		
McDowell County	Unclassifiable/Attainment.		
Marion County	Unclassifiable/Attainment.		
Marshall County	Unclassifiable/Attainment.		
Mason County	Unclassifiable/Attainment.		
Mercer County	Unclassifiable/Attainment.		
Mineral County	Unclassifiable/Attainment.		
Mingo County	Unclassifiable/Attainment.		
Monongalia County	Unclassifiable/Attainment.		
Monroe County	Unclassifiable/Attainment.		
Morgan County	Unclassifiable/Attainment.		
Nicholas County	Unclassifiable/Attainment.		
Ohio County	Unclassifiable/Attainment.		
Pendleton County	Unclassifiable/Attainment.		
Pleasants County	Unclassifiable/Attainment.		
Pocahontas County	Unclassifiable/Attainment.		
Preston County	Unclassifiable/Attainment.		
Putnam County	Unclassifiable/Attainment.		
Raleigh County	Unclassifiable/Attainment.		
Randolph County	Unclassifiable/Attainment.		
Ritchie County	Unclassifiable/Attainment.		
Roane County	Unclassifiable/Attainment.		
Summers County	Unclassifiable/Attainment.		
Taylor County	Unclassifiable/Attainment.		

WEST VIRGINIA—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
Tucker County	Unclassifiable/Attainment.		
Tyler County	Unclassifiable/Attainment.		
Upshur County	Unclassifiable/Attainment.		
Wayne County	Unclassifiable/Attainment.		
Webster County	Unclassifiable/Attainment.		
Wetzel County	Unclassifiable/Attainment.		
Wirt County	Unclassifiable/Attainment.		
Wood County	Unclassifiable/Attainment.		
Wyoming County	Unclassifiable/Attainment.		

¹ Includes any Indian country located in each county or area, unless otherwise noted.

² This date is July 20, 2012, unless otherwise noted.

■ 51. Section 81.350 is amended as follows:

■ a. By revising the table heading for “Wisconsin—Ozone (8-Hour Standard)” to read “Wisconsin—1997 8-Hour

Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Wisconsin—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“Wisconsin—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.350 Wisconsin.

* * * * *

WISCONSIN—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Sheboygan County, WI: ²	Nonattainment .....	.....	Marginal.
Sheboygan County				
Adams County ³	Unclassifiable/Attainment.		
Ashland County ³	Unclassifiable/Attainment.		
Barron County ³	Unclassifiable/Attainment.		
Bayfield County ³	Unclassifiable/Attainment.		
Brown County ³	Unclassifiable/Attainment.		
Buffalo County ³	Unclassifiable/Attainment.		
Burnett County ³	Unclassifiable/Attainment.		
Calumet County ³	Unclassifiable/Attainment.		
Chippewa County ³	Unclassifiable/Attainment.		
Clark County ³	Unclassifiable/Attainment.		
Columbia County ³	Unclassifiable/Attainment.		
Crawford County ³	Unclassifiable/Attainment.		
Dane County ³	Unclassifiable/Attainment.		
Dodge County ³	Unclassifiable/Attainment.		
Door County ³	Unclassifiable/Attainment.		
Douglas County ³	Unclassifiable/Attainment.		
Dunn County ³	Unclassifiable/Attainment.		
Eau Claire County ³	Unclassifiable/Attainment.		
Florence County ³	Unclassifiable/Attainment.		
Fond du Lac County ³	Unclassifiable/Attainment.		
Forest County ³	Unclassifiable/Attainment.		
Grant County ³	Unclassifiable/Attainment.		
Green County ³	Unclassifiable/Attainment.		
Green Lake County ³	Unclassifiable/Attainment.		
Iowa County ³	Unclassifiable/Attainment.		
Iron County ³	Unclassifiable/Attainment.		
Jackson County ³	Unclassifiable/Attainment.		
Jefferson County ³	Unclassifiable/Attainment.		
Juneau County ³	Unclassifiable/Attainment.		
Kewaunee County ³	Unclassifiable/Attainment.		
La Crosse County ³	Unclassifiable/Attainment.		
Lafayette County ³	Unclassifiable/Attainment.		
Langlade County ³	Unclassifiable/Attainment.		
Lincoln County ³	Unclassifiable/Attainment.		
Manitowoc County ³	Unclassifiable/Attainment.		
Marathon County ³	Unclassifiable/Attainment.		
Marinette County ³	Unclassifiable/Attainment.		
Marquette County ³	Unclassifiable/Attainment.		
Menominee County ³	Unclassifiable/Attainment.		

WISCONSIN—2008 8-HOUR OZONE NAAQS—Continued
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Milwaukee County ³	Unclassifiable/Attainment.		
Monroe County ³	Unclassifiable/Attainment.		
Oconto County ³	Unclassifiable/Attainment.		
Oneida County ³	Unclassifiable/Attainment.		
Outagamie County ³	Unclassifiable/Attainment.		
Ozaukee County ³	Unclassifiable/Attainment.		
Pepin County ³	Unclassifiable/Attainment.		
Pierce County ³	Unclassifiable/Attainment.		
Polk County ³	Unclassifiable/Attainment.		
Portage County ³	Unclassifiable/Attainment.		
Price County ³	Unclassifiable/Attainment.		
Racine County ³	Unclassifiable/Attainment.		
Richland County ³	Unclassifiable/Attainment.		
Rock County ³	Unclassifiable/Attainment.		
Rusk County ³	Unclassifiable/Attainment.		
St. Croix County ³	Unclassifiable/Attainment.		
Sauk County ³	Unclassifiable/Attainment.		
Sawyer County ³	Unclassifiable/Attainment.		
Shawano County ³	Unclassifiable/Attainment.		
Taylor County ³	Unclassifiable/Attainment.		
Trempealeau County ³	Unclassifiable/Attainment.		
Vernon County ³	Unclassifiable/Attainment.		
Vilas County ³	Unclassifiable/Attainment.		
Walworth County ³	Unclassifiable/Attainment.		
Washburn County ³	Unclassifiable/Attainment.		
Washington County ³	Unclassifiable/Attainment.		
Waukesha County ³	Unclassifiable/Attainment.		
Waupaca County ³	Unclassifiable/Attainment.		
Waushara County ³	Unclassifiable/Attainment.		
Winnebago County ³	Unclassifiable/Attainment.		
Wood County ³	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

² Excludes Indian country located in each area, unless otherwise noted.

³ Includes any Indian country in each county or area, unless otherwise specified.

■ 52. Section 81.351 is amended as follows:

■ a. By revising the table heading for “Wyoming—Ozone (8-Hour Standard)” to read “Wyoming—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Wyoming—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Wyoming—1997 8-Hour Ozone

NAAQS (Primary and Secondary)” to read as follows:

§ 81.351 Wyoming.

* * * * *

WYOMING—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Upper Green River Basin Area, WY: ²	Nonattainment .....	.....	Marginal.
Lincoln County (part)				

WYOMING—2008 8-HOUR OZONE NAAQS—Continued

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
<p>The area of the county north and east of the boundary defined by a line starting at the point defined by the intersection of the southwest corner Section 30 Range (R) 115 West Township (T) 27N and the northwest corner of Section 31 R 115 West T27N of Sublette County at Sublette County's border with Lincoln County. From this point the boundary moves to the west 500 feet to Aspen Creek. The boundary follows the centerline of Aspen Creek downstream to the confluence of Aspen Creek and Fontenelle Creek (in R116W T26N, Section 1). From this point the boundary moves generally to the south along the centerline of Fontenelle Creek to the confluence of Fontenelle Creek and Roney Creek (in R115W T24N Section 6). From the confluence, the boundary moves generally to the east along the centerline of Fontenelle Creek and into the Fontenelle Reservoir (in R112W T24N Section 6). The boundary moves east southeast along the centerline of the Fontenelle Reservoir and then toward the south along the centerline of the Green River to where the Green River in R111W T24N Section 31 crosses into Sweetwater County.</p> <p>Sublette County Sweetwater County (part)</p> <p>The area of the county west and north of the boundary which begins at the midpoint of the Green River, where the Green River enters Sweetwater County from Lincoln County in R111W T24N Section 31. From this point, the boundary follows the center of the channel of the Green River generally to the south and east to the confluence of the Green River and the Big Sandy River (in R109W T22N Section 28). From this point, the boundary moves generally north and east along the centerline of the Big Sandy River to the confluence of the Big Sandy River with Little Sandy Creek (in R106W T25N Section 33). The boundary continues generally toward the northeast along the centerline of Little Sandy Creek to the confluence of Little Sandy Creek and Pacific Creek (in R106W T25N Section 24). From this point, the boundary moves generally to the east and north along the centerline of Pacific Creek to the confluence of Pacific Creek and Whitehorse Creek (in R103W T26N Section 10). From this point the boundary follows the centerline of Whitehorse Creek generally to the northeast until it reaches the eastern boundary of Section 1 R103W T26N. From the point where Whitehorse Creek crosses the eastern section line of Section 1 R103W T26N, the boundary moves straight north along the section line to the southeast corner of Section 36 R103W T27N in Sublette County where the boundary ends.</p> <p>Rest of State and Rest of Indian Country</p>				
		Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.² Excludes Indian country located in each area, unless otherwise noted.

- 53. Section 81.352 is amended as follows:
- a. By revising the table heading for “American Samoa—Ozone (8-Hour Standard)” to read “American Samoa—

1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “American Samoa—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“American Samoa—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.352 American Samoa.
* * * * *

AMERICAN SAMOA—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Territory Wide and Any Areas of Indian Country: American Samoa	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

- 54. Section 81.353 is amended as follows:
- a. By revising the table heading for “Guam—Ozone (8-Hour Standard)” to read “Guam—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Guam—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Guam—1997 8-

Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.353 Guam.
* * * * *

GUAM—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Territory Wide and Any Areas of Indian Country: Guam	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

- 55. Section 81.354 is amended as follows:
- a. By revising the table heading for “Northern Mariana Islands—Ozone (8-Hour Standard)” to read “Northern Mariana Islands—1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Northern Mariana Islands—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table “Northern Mariana Islands—1997 8-Hour Ozone NAAQS

(Primary and Secondary)” to read as follows:

§ 81.354 Northern Mariana Islands.
* * * * *

NORTHERN MARIANA ISLANDS—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Northern Mariana Islands and Any Areas of Indian Country.	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.

- 56. Section 81.355 is amended as follows:
- a. By revising the table heading for “Puerto Rico—Ozone (8-Hour Standard)” to read “Puerto Rico—1997

8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Puerto Rico—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“Puerto Rico—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.355 Puerto Rico.
* * * * *

PUERTO RICO—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
All of Puerto Rico AQCR 244	Unclassifiable/Attainment.		

¹ Includes any Indian country in each county or area, unless otherwise specified.² This date is July 20, 2012, unless otherwise noted.

■ 57. Section 81.356 is amended as follows:

■ a. By revising the table heading for “Virgin Islands—Ozone (8-Hour Standard)” to read “Virgin Islands—

1997 8-Hour Ozone NAAQS (Primary and Secondary)”

■ b. By adding a new table entitled “Virgin Islands—2008 8-Hour Ozone NAAQS (Primary and Secondary)” following the newly designated table

“Virgin Islands—1997 8-Hour Ozone NAAQS (Primary and Secondary)” to read as follows:

§ 81.356 Virgin Islands.

* * * * *

VIRGIN ISLANDS—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
All of Virgin Islands AQCR 247: ²	Unclassifiable/Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.² Includes any Indian country in each county or area, unless otherwise specified.

[FR Doc. 2012–11618 Filed 5–18–12; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Parts 50 and 51**

[EPA–HQ–OAR–2010–0885, FRL–9667–9]

RIN 2060–AR32

Implementation of the 2008 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classifications Approach, Attainment Deadlines and Revocation of the 1997 Ozone Standards for Transportation Conformity Purposes

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: In this final rule, the EPA is establishing the air quality thresholds that define the classifications assigned to all nonattainment areas for the 2008 ozone national ambient air quality standards (NAAQS) (the “2008 ozone NAAQS”) which were promulgated on March 12, 2008. The EPA is also granting reclassification for selected nonattainment areas that voluntarily reclassified under the 1997 ozone NAAQS. This rule also establishes December 31 of each relevant calendar year as the attainment date for all nonattainment area classification categories. Finally, this rule provides for

the revocation of the 1997 ozone NAAQS for transportation conformity purposes to occur 1 year after the effective date of designations for the 2008 ozone NAAQS.

DATES: This rule is effective on July 20, 2012.

ADDRESSES: The EPA has established a docket for this action under Docket ID No. EPA–HQ–OAR–2010–0885. All documents in the docket are listed on the <http://www.regulations.gov> Web site. Although listed in the index, some information is not publicly available, e.g., confidential business information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through <http://www.regulations.gov> or in hard copy at the Air and Radiation Docket and Information Center, EPA/DC, EPA West Building, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the Air Docket is (202) 566–1742.

FOR FURTHER INFORMATION CONTACT: For further general information on this rulemaking, contact Dr. Karl Pepple, Office of Air Quality Planning and

Standards, U.S. Environmental Protection Agency (C539–01), Research Triangle Park, NC 27711, phone number (919) 541–2683, or by email at pepple.karl@epa.gov; or Mr. Butch Stackhouse, Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency (C539–01), Research Triangle Park, NC 27711, phone number (919) 541–5208, or by email at stackhouse.butch@epa.gov.

SUPPLEMENTARY INFORMATION:**I. General Information***A. Does this action apply to me?*

Entities potentially affected directly by this final rule include state, local, and tribal governments. Entities potentially affected indirectly by the final rule include owners and operators of sources of emissions [volatile organic compounds (VOCs) and nitrogen oxides (NO_x)] that contribute to ground-level ozone concentrations.

B. Where can I get a copy of this document and other related information?

In addition to being available in the docket, an electronic copy of this notice will be posted at <http://www.epa.gov/air/ozonepollution/actions.html#impl> under “recent actions.”

C. How is this notice organized?

The information presented in this notice is organized as follows:

EPA-APPROVED IOWA REGULATIONS

Iowa citation	Title	State effective date	EPA approval date	Explanation
Iowa Department of Natural Resources Environmental Protection Commission [567]				
*	*	*	*	*
Linn County				
Chapter 10	Linn County Air Quality Ordinance, Chapter 10.	1/30/15	7/28/15 and [Insert Federal Register citation].	The following definitions are not SIP-approved in Chapter 10.2; Anaerobic lagoon, Biomass, Chemical processing plants (ethanol production facilities that produce ethanol by natural fermentation included in NAICS code 325193 or 312140 are not included in this definition); Federally Enforceable; Greenhouse gases; Maximum Achievable Control Technology (MACT); MACT floor. The following sections are not SIP approved: 10.4(1), Title V Permits; 10.5(9)"b" Locally Required Permits; Exemptions from the Authorization to Install Permit to Operate Requirements; 10.5(9) "II", Exemption for production painting, adhesive or coating units; 10.8(2)"b" Emissions From Fuel-Burning Equipment; Emission Limitation; 10.8(3) Emissions From Fuel-Burning Equipment; Exemptions for Residential Heaters Burning Solid Fuels; 10.8(4) Emissions from Fuel-Burning Equipment; Nuisance Conditions for Fuel Burning Equipment; 10.9(2), NSPS; 10.9(3), Emission Standards for HAPs; 10.9(4), Emission Standards for HAPs for Source Categories; 10.10(4) Variance from rules; 10.11, Emission of Objectionable Odors; 10.15, Variances, 10.17(13) Continuous Emissions Monitoring from Acid Rain Program, and 10.24, Penalty.
*	*	*	*	*

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[FR Doc. 2015-18346 Filed 7-27-15; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Parts 52 and 81****[EPA-R04-OAR-2015-0275; FRL-9931-28-Region 4]****Approval and Promulgation of Implementation Plans and Designation of Areas; North Carolina; Redesignation of the Charlotte-Rock Hill, 2008 8-Hour Ozone Nonattainment Area to Attainment****AGENCY:** Environmental Protection Agency.**ACTION:** Final rule.**SUMMARY:** The Environmental Protection Agency (EPA) is taking three separate final actions related to a state implementation plan (SIP) revision

submitted by the State of North Carolina, through the North Carolina Department of Environment and Natural Resources, Department of Air Quality (NC DAQ), on April 16, 2015. These final actions are for the North Carolina portion of the bi-state Charlotte-Rock Hill, North Carolina-South Carolina 2008 8-hour ozone nonattainment area (hereinafter referred to as the "bi-state Charlotte Area" or "Area"). The bi-state Charlotte Area consists of Mecklenburg County in its entirety and portions of Cabarrus, Gaston, Iredell, Lincoln, Rowan and Union Counties, North Carolina; and a portion of York County, South Carolina. Regarding South Carolina's request to redesignate the South Carolina portion of the Area and its maintenance plan for the 2008 8-hour ozone NAAQS, EPA will address this in a separate action. In the three actions for the North Carolina bi-state Charlotte Area, EPA determines that the bi-state Charlotte Area is attaining the 2008 8-hour ozone National Ambient

Air Quality Standards (NAAQS); approves and incorporates the State's plan for maintaining attainment of the 2008 8-hour ozone standard in the Area, including the 2014 and 2026 sub-area motor vehicle emission budgets (MVEBs) for nitrogen oxides (NO_x) and volatile organic compounds (VOC) for the North Carolina portion of this Area into the SIP; and redesignates the North Carolina portion of the bi-state Charlotte Area to attainment for the 2008 8-hour ozone NAAQS. Additionally, EPA finds the 2014 and 2026 sub-area MVEBs for the North Carolina portion of the bi-state Charlotte Area adequate for the purposes of transportation conformity.

DATES: This rule will be effective August 27, 2015.**ADDRESSES:** EPA has established a docket for this action under Docket Identification No. EPA-R04-OAR-2015-0275. All documents in the docket are listed on the www.regulations.gov Web site. Although listed in the index, some information may not be publicly

available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form.

Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Air Regulatory Management Section (formerly the Regulatory Development Section), Air Planning and Implementation Branch (formerly the Air Planning Branch), Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW., Atlanta, Georgia 30303-8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday, 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT: Sean Lakeman of the Air Regulatory Management Section, Air Planning and Implementation Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW., Atlanta, Georgia 30303-8960. Mr. Lakeman may be reached by phone at (404) 562-9043 or via electronic mail at lakeman.sean@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background for Final Actions

On May 21, 2012, EPA designated areas as unclassifiable/attainment or nonattainment for the 2008 8-hour ozone NAAQS that was promulgated on March 27, 2008. *See* 77 FR 30088. The bi-state Charlotte Area was designated as nonattainment for the 2008 8-hour ozone NAAQS and classified as a marginal nonattainment area. On April 16, 2015, NC DAQ requested that EPA redesignate the North Carolina portion of the Area to attainment for the 2008 8-hour ozone NAAQS and submitted a SIP revision containing the State's plan for maintaining attainment of the 2008 8-hour ozone standard in the Area, including the 2014 and 2026 MVEBs for NO_x and VOC for the North Carolina portion of the bi-state Charlotte Area. In a notice of proposed rulemaking (NPR) published on May 21, 2015, EPA proposed to determine that the bi-state Charlotte Area is attaining the 2008 8-hour ozone NAAQS; to approve and incorporate into the North Carolina SIP the State's plan for maintaining attainment of the 2008 8-hour ozone standard in the Area, including the 2014

and 2026 MVEBs for NO_x and VOC for the North Carolina portion of the bi-state Charlotte Area; and to redesignate the North Carolina portion of the Area to attainment for the 2008 8-hour ozone NAAQS. *See* 80 FR 29250. In that document, EPA also notified the public of the status of the Agency's adequacy determination for the subarea NO_x and VOC MVEBs for the North Carolina portion of the bi-state Charlotte Area. The details of North Carolina's submittal and the rationale for EPA's actions are further explained in the NPR. *See* 80 FR 29250 (May 21, 2015).

II. EPA's Responses to Comments

EPA received two sets of comments on its May 21, 2015, proposed rulemaking actions. Specifically, EPA received adverse comments from the Sierra Club ("Commenter") and comments supporting the proposed actions from one member of the general public.¹ Full sets of these comments are provided in the docket for this final action. *See* Docket number EPA-R04-OAR-2015-0275. A summary of the adverse comments and EPA's responses are provided below.

Comment 1: The Commenter asserts that North Carolina experienced "abnormally cool weather" during the summers of 2013 and 2014 "that reduced the likelihood of ozone formation" and that the design values for the Area would have exceeded the 2008 8-hour ozone standard "but for the uncharacteristically cool summers in 2013 and 2014." Therefore, the Commenter believes that EPA "should decline to issue the requested attainment determination for the Area."

Response 1: EPA disagrees with the Commenter's position that weather should impact EPA's determination that the area has attained the NAAQS pursuant to CAA section 107(d)(3)(E)(i). That factual determination is based solely on air quality monitoring data and on the Agency's evaluation of that data's compliance with 40 CFR part 50, appendix P. Therefore, weather conditions, including any alleged resulting changes in energy demand, are irrelevant in determining whether an area is factually attaining a NAAQS.

Under EPA regulations at 40 CFR part 50, the 2008 8-hour ozone NAAQS is determined by calculating the three-year average of the annual fourth-highest daily maximum 8-hour average ozone

concentrations at an ozone monitor, also known as a monitor's design value. *See* 40 CFR part 50, appendix P. When the design value is less than or equal to 0.075 parts per million (ppm) at each monitor within the area, then the area is attaining the NAAQS. The data completeness requirement for evaluating monitoring data for NAAQS attainment is met at each monitor when the average percent of days with valid ambient monitoring data is greater than or equal to 90 percent and no single year has less than 75 percent data completeness as defined in appendix P of 40 CFR part 50. Monitoring data must also be collected and quality-assured in accordance with 40 CFR part 58 and recorded in the EPA's Air Quality System (AQS).

EPA's analysis of monitoring data in the bi-state Charlotte Area supports its determination under section 107(d)(3)(E)(i) that the Area has attained the 2008 8-hour ozone NAAQS. The design values for each monitor in the Area for the years 2012-2014 are less than or equal to 0.075 ppm, and the data from these monitors during this time period meet the data quality and completeness requirements and are recorded in AQS. Therefore, the bi-state Charlotte Area has attained the 2008 8-hour ozone NAAQS in accordance with 40 CFR part 50, appendix P requirements.

Comment 2: The Commenter believes that EPA should disapprove North Carolina's redesignation request because "neither EPA nor DAQ has demonstrated that the recording of a design value below 75 ppb [parts per billion] for the years 2012-2014 is 'due to permanent and enforceable reductions' " as required by CAA section 107(d)(3)(E)(iii). According to the Commenter, EPA and NC DAQ cannot make this demonstration because "but for the uncharacteristically cool summers in 2013 and 2014, a design value above 75 ppb would have been recorded." The Commenter also contends that the "uncharacteristically cool summers in 2013 and 2014" resulted in "unusually low monthly total consumption of electric power" and "starkly lower capacity factors" from Duke Energy's GG Allen and Marshall power plants during those summers and notes that "operation of these plants significantly impacts total NO_x emissions and, thus, overall ozone levels."² Despite the alleged decrease in

¹ The supporting comments state that the 2012-2014 three-year average "support[s] attainment" and that the "[p]rojected NO_x shows decreases in all categories over the next decade, so even if the predicted large projected decreases in on-road NO_x are not met the area should still see an overall decrease in ozone levels."

² The GG Allen plant is located in the portion of Gaston County that is included in the nonattainment area. The Marshall plant is located in Catawba County and is not located within the nonattainment area. During the nonattainment designation in 2012, sources in Catawba County

the capacity factors at these two EGUs, the Commenter states that “the plants still tend to run at a significantly higher capacity factor on peak ozone days.”

Response 2: Weather effects are not controllable, and weather is just one of the parameters that allow for ozone formation. EPA does not disagree with the Commenter that ozone season temperatures and precipitation are two readily available parameters that can be used to evaluate the potential weather impacts on ozone concentrations. Ozone is more readily formed on warm, sunny days when the air is stagnant. Conversely, ozone production is generally more limited when it is cloudy, cool, rainy, or windy.³ However, although EPA agrees that the Area experienced cooler and wetter weather during some of the relevant time period, EPA disagrees with the Commenter that the improvement in air quality in the bi-state Charlotte Area was solely the result of “aberrant weather.” EPA has examined the weather data presented by the Commenter, and has determined, after conducting its own analysis of the meteorological conditions and the emission reductions occurring during the relevant time period, that the

improvement in air quality in the Area was due to those emissions reductions in accordance with CAA section 107(d)(3)(E)(iii).

As noted above, Federal regulations require EPA to use a three-year average to determine attainment of the 2008 8-hour ozone NAAQS. The averaging of values over three years serves to account for some variation in meteorology from year to year. While EPA agrees that 2013 was cooler than the long-term average temperature and may have been less conducive to the formation of ozone, the Agency also notes that the weather conditions in the 2012 ozone season (a season included in the three-year average forming the basis for the attainment determination) were warmer than the long-term average and were more conducive to ozone formation. See Table 1, below.⁴ Furthermore, temperatures in the summer of 2014 are close to the long-term average temperatures. Given the higher than long-term average 2012 temperatures and the near normal⁵ temperatures in 2014, EPA does not agree with the Commenter’s conclusion that meteorological conditions during the relevant time period were so unusual or abnormal such that those conditions

alone “provide sufficient justification for EPA to reject DAQ’s request for the redesignation of the Area from nonattainment to attainment.” To the contrary, the certified data show that the Area attained the 2008 8-hour ozone NAAQS from 2012 to 2014, a time period with varying meteorological conditions. Preliminary monitoring data from 2015 also indicates that the bi-state Charlotte Area continues to attain the 2008 8-hour ozone NAAQS.⁶

Table 1 provides temperature and precipitation data for the bi-state Charlotte Area for the ozone seasons (May 1–September 30) from 2010–2014 obtained from the National Oceanic and Atmospheric Administration’s National Centers for Environmental Information (NOAA NCEI).⁷ Specifically, Table 1 provides overall average and average maximum ozone season temperatures and total ozone season precipitation; deviation from the 74-year average ozone season temperature and precipitation (termed the “anomaly”); and the rank of the given year on the 74-year (1940–2014) recorded history list. A rank of 74 is given to the hottest or wettest year.

TABLE 1—CHARLOTTE, NORTH CAROLINA TEMPERATURE AND PRECIPITATION OZONE SEASON (MAY–SEPTEMBER) DATA⁸

Year	Average May–September temperature [degrees F] (anomaly from the long-term average [74.7 degrees F])	Rank [since 1940, scale of 1–74]	Average maximum May–September temperature [degrees F] (anomaly from the long-term average [84.9 degrees F])	Rank [since 1940, scale of 1–74]	Precipitation [inches] (anomaly from the long-term average [18.17 inches])	Rank [since 1940, scale of 1–74]
2010	78.0 (+3.3)	73	88.8 (+3.9)	73	17.67 (–0.5)	36
2011	76.2 (+1.5)	64	87.3 (+2.4)	67	22.1 (+3.93)	58
2012	75.3 (+0.6)	52	86.3 (+1.4)	54	18.87 (+0.7)	44
2013	73.9 (–0.8)	21	83.3 (–1.6)	12	22.63 (+4.46)	61
2014	74.5 (–0.2)	32	84.5 (–0.4)	32	19.01 (+0.84)	46

The data in Table 1 show that both average temperature and precipitation varied significantly from 2010–2014. The rank and anomaly data in Table 1 show that average ozone season temperatures and precipitation were slightly above normal for the year 2012, temperatures were below normal and precipitation was above normal in 2013, and temperatures were near normal and precipitation slightly above normal in

2014. The year 2012 was one of the hottest in the recent past across the Southeast. In fact, a record-setting heat wave occurred in late June through early July 2012, which resulted in high ozone levels measured across the Southeast. Based upon the meteorology analysis, 2012 was hotter, 2013 was cooler, and 2014 was near normal when compared to the long-term average. Therefore, the 2012–2014 period does not appear to be

abnormally conducive to low ozone formation and does not undermine EPA’s analysis that the attainment in the bi-state Charlotte Area was due to permanent and enforceable reductions.

EPA also evaluated preliminary ozone data and meteorology for May 2015, which is the beginning of the ozone season in the Area. The Commenter provided data to show that the average maximum temperature in May 2015 is

were not found to contribute to violations of the 2008 8-hour ozone NAAQS in the bi-state Charlotte Area. See http://www.epa.gov/ozonedsignations/2008standards/documents/R4_Charlotte_TSD_Final.pdf.

³ <http://www.epa.gov/airtrends/weather.html>.

⁴ EPA’s use of the phrase “long-term average” refers to the 74-year averages identified in Table 1.

⁵ EPA’s analysis is based on weather data from the National Oceanic and Atmospheric Administration (see below). NOAA defines “normal” as the “long-term average value of a meteorological element for a certain area. For example, ‘temperatures are normal for this time of year[.]’ Usually averaged over 30 years.” See <http://www.erh.noaa.gov/er/box/glossary.htm>.

⁶ This preliminary data is available at EPA’s air data Web site: <http://aqsd1.epa.gov/aqswb/>

aqstmp/airdata/download_files.html#Daily. The list of monitors in the bi-state Charlotte Area is available under the Designated Area field in Table 5 of the Ozone detailed information file at <http://www.epa.gov/airtrends/values.html>.

⁷ Ozone is monitored from April 1 through October 31 in the bi-state Charlotte Area.

⁸ EPA obtained this weather data from the NOAA NCEI Web site at <http://www.ncdc.noaa.gov/cag/>.

higher than the average maximum May temperature over the previous ten years. EPA agrees that the average maximum temperature in May 2015 was above average; in fact, the average maximum temperature was 84 degrees Fahrenheit, which is 4.2 degrees above average and it ranks 67 out of 75 years of recorded data in the bi-state Charlotte Area. However, even with this abnormally warm month, the May 2015 preliminary ozone data indicates that no exceedances of the 75 ppb ozone standard occurred and that the highest 8-hour average was 72 ppb. This data also indicates that although meteorological conditions were conducive to ozone formation, emissions in the Area were low enough not to support the formation of ozone above a level that would exceed the 2008 8-hour ozone NAAQS. Additionally, preliminary ozone season

data available through June 28, 2015, indicate that the 4th Highest Maximum Daily 8-hour Average value for the bi-state Charlotte area monitors from March 1, 2015 through June 28, 2015 is 72 ppb.⁹

The Commenter's focus on meteorological conditions is inconsistent with EPA's analysis of the permanent and enforceable emission reductions that did occur in the area during the relevant time period. Consistent with EPA's longstanding practice and policy, a comparison of nonattainment period emissions with attainment period emissions is a relevant in demonstrating permanent and enforceable emissions reductions. EPA evaluated the ozone precursor emissions data in the Area and found that there were significant reductions in these emissions in multiple source categories from 2011 (a nonattainment year) to 2014 (an attainment year). The

emissions data show that from 2011 to 2014, non-road NO_x and VOC emissions decreased, point source NO_x emissions decreased, and on-road mobile NO_x and VOC emissions have decreased substantially. During this time period, mobile source NO_x emissions decreased by approximately 54.5 tons per summer day (tpsd) (equating to 79 percent of the total NO_x emissions reductions) and mobile source VOC emissions decreased by approximately 26.5 tpsd (equating to 100 percent of the total VOC emissions reductions). It is not necessary for every change in emissions between the nonattainment year and the attainment year to be permanent and enforceable. Rather, the CAA requires that improvement in air quality necessary for the area to attain the relevant NAAQS must be reasonably attributable to permanent and enforceable emission reductions in emissions.

TABLE 2—NO_x EMISSIONS FOR THE CHARLOTTE 2008 OZONE NAAQS NONATTAINMENT AREA
[Tons per summer day]

Year	Point source	Area source	On-road	Non-road	Total
2011	47.17	6.68	112.13	28.75	194.73
2014	32.38	11.40	60.15	26.26	130.18

TABLE 3—VOC EMISSIONS FOR THE CHARLOTTE 2008 OZONE NAAQS NONATTAINMENT AREA
[Tons per summer day]

Year	Point source	Area source	On-road	Non-road	Total
2011	11.37	46.69	55.35	24.4	137.81
2014	12.03	47.88	34.32	18.89	113.12

The emissions reductions identified in Tables 2 and 3, above, are attributable to numerous measures implemented during this period, including the permanent and enforceable mobile source measures discussed in the NPR such as the Tier 2 vehicle and fuel standards, the large non-road diesel engines rule,¹⁰ heavy-duty gasoline and diesel highway vehicle standards,¹¹ medium and heavy duty vehicle fuel consumption and GHG standards,¹² non-road spark-ignitions and recreational standards,¹³ and the national program for GHG emissions and fuel economy standards. These

mobile source measures have resulted in, and continue to result in, large reductions in NO_x emissions over time due to fleet turnover (*i.e.*, the replacement of older vehicles that predate the standards with newer vehicles that meet the standards). For example, implementation of the Tier 2 standards began in 2004, and as newer, cleaner cars enter the national fleet, these standards continue to significantly reduce NO_x emissions. EPA expects that these standards will reduce NO_x emissions from vehicles by approximately 74 percent by 2030, translating to nearly 3 million tons

annually by 2030.¹⁴ Implementation of the heavy-duty gasoline and diesel highway vehicle standards rule also began in 2004. EPA projects a 2.6 million ton reduction in NO_x emissions by 2030 when the heavy-duty vehicle fleet is completely replaced with newer heavy-duty vehicles that comply with these emission standards.¹⁵

The State calculated the on-road and non-road mobile source emissions contained in Tables 2 and 3 using EPA-approved models and procedures that account for the Federal mobile source measures identified above, fleet turnover, and increased population.^{16 17}

⁹ This preliminary data is available at EPA's air data Web site: http://aqsd1.epa.gov/aqswb/aqstmp/airdata/download_files.html#Daily. The list of monitors in the bi-state Charlotte Area is available under the Designated Area field in Table 5 of the Ozone detailed information file at <http://www.epa.gov/airtrends/values.html>.

¹⁰ EPA estimated that compliance with this rule will cut NO_x emissions from non-road diesel engines by up to 90 percent nationwide.

¹¹ Implementation of this rule is expected to achieve a 95 percent reduction in NO_x emissions from diesel trucks and buses.

¹² When fully implemented in 2018, this rule is expected to reduce NO_x emissions from the covered vehicles by 20 percent.

¹³ When fully implemented, the standards will result in an 80 percent reduction in NO_x by 2020.

¹⁴ EPA, Regulatory Announcement, EPA420-F-99-051 (December 1999), available at: <http://www.epa.gov/tier2/documents/f99051.pdf>.

¹⁵ 66 FR 5002, 5012 (January 18, 2001).

¹⁶ North Carolina used EPA's MOVES2014 model to calculate on-road emissions factors and EPA's NONROAD 2008a model to quantify off-road emissions.

¹⁷ North Carolina used the interagency consultation process required by 40 CFR part 93 (known as the Transportation Conformity Rule)

Because the model does not include any additional mobile source measures, the large reductions in mobile source emissions quantified in the Area between 2011 and 2014 are the result of the permanent and enforceable mobile source measures listed above and discussed in the NPR.

Regarding the Commenter's discussion of capacity factors at the GG Allen and Marshall power plants and cooling degree days, the Commenter does not attempt to quantify how any decreases in these parameters translate to decreases in NO_x emissions or ozone concentrations; therefore, it is unclear how the changes in capacity factors and cooling degree days support the Commenter's position that EPA cannot redesignate the bi-state Charlotte Area. The data in Table 2, above, demonstrates that the decreases in mobile source NO_x emissions from 2011–2014 are much greater than the decreases in point-source NO_x emissions.

In addition, EPA does not believe that the cooling degree and capacity factor data supports the conclusions reached by the Commenter. The Commenter presents data showing cooling degree days for North Carolina for the past ten years and concludes that the cooler summers in 2013 and 2014 have resulted in a lower demand for air conditioning and thus a lower demand for electric power. EPA acknowledges that the number of cooling degree days in 2013 and 2014 and the total consumption of electricity in North Carolina were lower in 2013 and 2014 than during 2010, 2011, and 2012. However, the Commenter ignores the fact that the numbers of cooling degree days in 2010, 2011, and 2012 were significantly above average. In fact, the number of cooling degree days in 2010 ranks the highest in the 120 years of data available for North Carolina and 2011 ranks the third highest out of those 120 years. In contrast, the number of cooling degree days in 2013 and 2014 were close to the 120-year average—2013 is slightly below the average, but the 2014 cooling degree days are actually above the long-term 120-year average. Also, even within the ten years

of data presented by the Commenter, the number of cooling degree days in 2014 is on par with the number of cooling degree days in 2006, 2008, and 2009. EPA therefore does not agree with the Commenter that the number of cooling degree days in 2013 and 2014 undermines the Agency's conclusion about the causes of the attainment air quality in the Area.

EPA also disagrees with the Commenter's characterization of the capacity factor and electric power usage data presented in its comments. For example, the Commenter provides a figure showing total consumption of electric power in North Carolina for each ozone season for only the last five years (2010 through 2014) and concludes that the electric power consumption in 2013 and 2014 was "unusually low" using this limited time period as its reference point. However, as demonstrated by the meteorological analysis provided in Table 1 of this final action, 2010, 2011, and 2012 are warmer than long-term average years. Therefore, it is not appropriate to conclude that levels in 2013 and 2014 were "unusually low" without evaluating consumption data from a larger time period. EPA also notes that the Commenter's conclusion that ozone season capacity factors in 2012–2014 at the GG Allen and Marshall power plants are "starkly lower than preceding years" that "can be attributed, in part to the aberrantly mild summer weather and the resulting decrease in energy demand" ignores the fact that 2012 had warmer than average summer temperatures and still had capacity factors at those same units that were lower than or comparable to 2014. The Commenter's assertion is also based on the limited 2010–2014 time period that is not representative of long-term meteorological conditions. Therefore, the Commenter has not established a causal connection between differences in ozone season meteorological conditions and capacity factors for these EGUs.

For the reasons discussed above, EPA does not agree with the Commenter that the meteorological data from the relevant time period undermines its analysis and conclusion that the improvement in air quality in the bi-State Charlotte Area is reasonably attributable to the permanent and enforceable emission reductions identified by the State and EPA.

Comment 3: The Commenter states that "as EPA has acknowledged, global climate change likely will lead to significantly higher summer temperatures in the years to come and hotter summers, in turn, will lead to

increased ozone formation." The Commenter therefore believes that it is "irrational" for EPA to approve the redesignation request based on data from "two outlying uncharacteristically cool summers" that "Charlotte may not experience again."

Response 3: EPA agrees that climate change is a serious environmental issue; however, EPA does not agree that the redesignation and maintenance plan at issue are flawed because temperatures may increase in the future. Given the potential wide-ranging impacts of climate change on air quality planning, EPA is developing climate adaptation implementation plans to assess the key vulnerabilities to our programs (including how climate change might affect attainment of national ambient air quality standards) and to identify priority actions to minimize these vulnerabilities.

With respect to climate impacts on future ozone levels, EPA's Office of Air and Radiation has identified as a priority action the need to adjust air quality modeling tools and guidance as necessary to account for climate-driven changes in meteorological conditions and meteorologically-dependent emissions. However, EPA has not yet made those changes. The broad range of potential future climate outcomes and variability of projected response to these outcomes limits EPA's ability, at this time, to translate a general expectation that average ozone levels will increase with rising temperatures to specific "actionable" SIP policies at any specific location, including the bi-state Charlotte Area. Thus, EPA believes that it is appropriate to rely upon the existing air quality modeling tools and guidance and applicable CAA provisions to ensure that ozone maintenance areas do not violate the NAAQS (as a result of climate change or any other cause).

As noted above, EPA is currently unable to fully account for the potential impact of climate change on ozone concentrations in the Area. However, there is nothing in the record to suggest that the large emissions reductions of NO_x and VOC projected for the Area over the next 10 years would be outpaced by the potential increase in ozone concentrations caused by climate change over the same time period.

Comment 4: The Commenter contends that EPA should not approve the State's maintenance plan because "DAQ selected 2014 as the base year for the purpose of its maintenance demonstration, which year is not representative of air quality conditions given aberrant weather, and, thus, inappropriately skewed the analysis of future air quality toward an

which requires EPA, the United States Department of Transportation, metropolitan planning organizations, state departments of transportation, and State and local air quality agencies to work together to develop applicable implementation plans. The on-road emissions were generated by an aggregate of the vehicle activity (generated from the travel demand model) on individual roadways multiplied by the appropriate emissions factor from MOVES2014. The assumptions which are included in the travel demand model, such as population, were reviewed through the interagency consultation process.

underestimation of future emissions.” According to the Commenter, EPA should “require DAQ to reevaluate the Area’s ability to attain and maintain the ozone NAAQS using emissions data from a year (or years) in which summer weather conditions were more typical.”

Response 4: As discussed in Response 2, EPA does not agree with the Commenter’s assertion that the weather in summer 2014 was “unusually cool” when the conditions from that year are viewed in comparison to a larger data set, and therefore does not agree that NC DAQ selected an inappropriate base year for a maintenance demonstration. Furthermore, it is unclear how the Commenter concludes that EPA should disapprove the maintenance plan even if the Agency accepted the Commenter’s assertion that the weather in 2014 was “aberrant.” The maintenance demonstration compares base year emissions to future year emissions. If total future year emissions are above total base year emissions, maintenance is not demonstrated. For some source categories, future year emissions are projected using base year emissions; however, for other source categories, future year emissions projections are independent of base year emissions. Projected emissions for source categories that rely on base year emissions will be proportional to base year emissions in the same degree regardless of the base year emissions used. It is therefore more likely that an area will fail to demonstrate maintenance using a comparison of total emissions if the baseline is artificially low. In addition, while emissions from some source categories may vary as a result of weather conditions, the overall NO_x and VOC emissions released from year to year across source categories is generally not weather-dependent; therefore, weather does not play a determinative role in the base year to future year emissions comparison.

Comment 5: The Commenter claims that EPA must disapprove the State’s maintenance plan because “it fails to specify emissions reductions that are permanent and enforceable. The proposed plan identifies various state and Federal requirements that may apply to the major stationary sources of air pollution located in and in close proximity to the Charlotte Area, however, it fails to present any assurance that such requirements will result in any reduction in emissions.” In support, the Commenter references three requirements—North Carolina’s Clean Smokestacks Act and EPA’s Clean Air Interstate Rule (CAIR) and Cross State Air Pollution Rule (CSAPR). As to these three measures, the Commenter

states its belief that they are not permanent and enforceable because they are cap and trade programs that could allow for increased NO_x emissions at Duke Energy’s GG Allen and Marshall power plants. The Commenter further states that “DAQ should impose enforceable limits on NO_x emissions from all EGUs [electricity generating units] that are based on available and demonstrated control technology.”

Response 5: EPA disagrees with the Commenter. Consistent with EPA guidance, the State’s maintenance plan identifies a number of permanent and enforceable requirements, including measures that regulate area, on-road, and off-road sources, and discusses the emissions reductions associated with each measure.¹⁸ See 80 FR 29250. In discussing the emissions reductions and status of these measures, the State has provided assurance that these requirements will result in emissions reductions.¹⁹

EPA also disagrees with the Commenter’s belief that emission reductions associated with the CSA, CAIR, and CSAPR are not permanent and enforceable simply because the underlying program is an emissions trading program. Cap-and-trade programs provide economic incentives for early reductions in emissions and encourage sources to install controls earlier than required for compliance with future caps on emissions. The flexibility under a cap-and-trade system is not about whether to reduce emissions; rather, it is about how to reduce them at the lowest possible cost. Trading programs require total mass emission reductions by establishing mandatory caps on total emissions to permanently reduce the total mass emissions allowed by sources subject to the programs, validated through rigorous continuous emission monitoring and reporting regimens. The emission caps and associated controls are enforced through the associated SIP rules or federal implementation plans. Any purchase of allowances and increase in emissions by one source necessitates a corresponding sale of allowances and either reduction in emissions or use of banked allowances by another covered source.

Given the regional nature of ozone, the corresponding NO_x emission and/or allowance reduction in one affected area

will have an air quality benefit that will compensate, at least in part, for the impact of any emission increase in another affected area. EPA disagrees with any suggestion that only specific emission limits on units can be considered “reductions.” In fact, the information that EPA has evaluated in order to conclude that the bi-State Charlotte Area has met the criteria for redesignation shows that power plant emissions in both the Area and the surrounding region have substantially decreased as a result of cap-and-trade programs, including CAIR. The facts contradict the theoretical concerns raised by the Commenter and show that the emission trading programs, combined with other controls, have improved air quality in the Area.

Moreover, experience has demonstrated that cap and trade programs do successfully generate lasting emission reductions. For example, the NO_x SIP Call and CAIR have successfully reduced transported emissions contributing to ozone nonattainment in areas across the country. Data collected from long-term national air quality monitoring networks demonstrate that these regional cap-and-trade programs have resulted in substantial achievements in air quality caused by emission reductions from power sector sources.²⁰ In 2004, EPA designated 91 areas in the Eastern half of the United States as nonattainment for the 8-hour ozone standard adopted in 1997, using data from 2001–2003. Based on data gathered from 2009–2011, 90 of these original Eastern nonattainment areas show concentrations below the 1997 ozone standard.²¹

Many states have sought and continue to seek redesignation of their nonattainment areas relying in part on the reductions attributable to these cap-and-trade programs. See, e.g., 76 FR 59600, 59607 (September 27, 2011) (proposing to redesignate a portion of the Chicago area for the 1997 8-hour ozone NAAQS), finalized at 76 FR 76302 (December 7, 2011); and 74 FR 63995 (December 7, 2009) (redesignation of Great Smoky Mountain National Park for the 1997 8-hour ozone NAAQS). The Commenter’s contention that EPA and North Carolina may not rely on the substantial emission reductions that have already occurred

¹⁸ See, e.g., Memorandum from John Calcagni, Director, Air Quality Management Division, to Regional Air Directors entitled “Procedures for Processing Requests to Redesignate Areas to Attainment” (September 4, 1992).

¹⁹ See Response 2, above, for further discussion of these permanent and enforceable emissions reductions.

²⁰ See, e.g., EPA, Progress Report 2011—Clean Air Interstate Rule, Acid Rain Program, and Former NO_x Budget Trading Program—Environmental and Health Results Report (March 2013), available at: http://www.epa.gov/airmarkets/documents/progressreports/ARPCAIR11_environmental_health.pdf.

²¹ Id. at 12.

from these rules is based on a faulty and rigid interpretation of the CAA would impose a major obstacle for nonattainment areas across the country that have achieved attainment air quality because of the reductions required by the rules. This would unnecessarily undermine a reasonable, proven, and cost-effective approach to combating regional pollution problems.

Of the Federally-enforceable rules relied upon by North Carolina in its redesignation request, the Commenter singles out cap-and-trade programs as insufficiently permanent and enforceable to meet the requirements for redesignation. However, as discussed above, a number of other permanent and enforceable measures have helped contribute to the Area's attainment of the 2008 8-hour ozone standard and ensure maintenance of that standard. There is inherent flexibility in nearly all of these measures, including Federal transportation control measures and SIP emission rate limits, also known as "command-and-control" regulations. For example, the rules do not and cannot account for when and where people drive their cars, nor do they dictate that consumers in a certain area invest in newer, lower-emitting cars. Similarly, emission rate limits limit the rate of emissions per unit of fuel consumed, or parts per million of emissions in the exhaust but do not regulate throughput or hours of operation of the regulated sources. It would be unworkable for EPA to disqualify a requirement as "permanent and enforceable" for the purposes of redesignation simply because the requirement did not require the exact same pollutant emission reduction every hour of every day of every year. North Carolina relied on a suite of requirements that, while inherently allowing for some flexibility, has collectively served to bring the Area into, and to maintain, attainment of the NAAQS.

EPA's position that cap-and-trade programs are permanent and enforceable measures under section 107(d)(3)(E)(iii) was recently upheld by two Federal appellate courts. In the most recent decision, the United States Court of Appeals for the Sixth Circuit rejected Sierra Club's argument that EPA improperly relied on emissions reductions from cap-and-trade programs such as the NO_x SIP Call, CAIR, and CSAPR in redesignating the Cincinnati-Hamilton nonattainment area for the 1997 PM_{2.5} NAAQS. *Sierra Club v. EPA*, 781 F.3d 299 (6th Cir. 2015). This decision is consistent with the opinion of the United States Court of Appeals for the Seventh Circuit in *Sierra Club v.*

EPA, 774 F.3d 383 (7th Cir. 2014) that EPA could rely on the NO_x SIP Call cap-and-trade program as a permanent and enforceable measure in redesignating the Milwaukee-Racine, Greater Chicago, and St. Louis (Illinois portion) nonattainment areas to attainment for the 1997 8-hour ozone NAAQS.

EPA also notes that North Carolina's maintenance plan provides for verification of continued attainment by performing future reviews of triennial emissions inventories and also for contingency measures to ensure that the NAAQS is maintained into the future if monitored increases in ambient ozone concentrations occur. *See* 80 FR 29250. For this and the above reasons, EPA disagrees with the Commenter's position that the State failed to identify permanent and enforceable emissions reductions in its maintenance plan.

Regarding the need for additional controls at the GG Allen and Marshall power plants, EPA has concluded that the Area has attained, and will maintain, the 2008 8-hour ozone NAAQS with the permanent and enforceable measures identified in the State's submission and in EPA's NPR. EPA also notes that the Marshall Steam Plant is not located within the bi-state Charlotte Area nonattainment boundary, and is therefore not included in the emissions comparison portion of the maintenance demonstration. Furthermore, continued nonattainment status for this Area would not require any further emissions controls for either power plant under their current configurations.

Comment 6: The Commenter believes that redesignating the bi-state Charlotte Area would "eliminate needed additional air quality planning requirements and jeopardize public health by delaying permanent attainment for the area." According to the Commenter, the Area "consistently records higher asthma rates than the entire state. Moreover, the impacts of ozone pollution have significant environmental justice implications as African Americans carry a disproportionate asthma burden compared with whites in North Carolina." The Commenter therefore concludes that EPA should not redesignate the Area and that "[b]efore making a final decision on whether or not to approve DAQ's redesignation request, EPA must evaluate the environmental justice implications of such action and, if it still determines that redesignation is justified, must allow for additional public comment on any proposed action."

Response 6: As noted in EPA's May 21, 2015 NPR, Executive Order 12898

establishes Federal executive policy on environmental justice. Its main provision directs Federal agencies, to the greatest extent practicable and permitted by law, to make environmental justice part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations in the United States. These final actions do not relax control measures on existing sources and therefore will not cause emissions increases from those sources. Thus, these actions will not have an adverse human health or environmental effect on any individuals, including minority or low-income populations. As discussed above and in EPA's May 21, 2015 NPR, the Area has attained the 2008 8-hour NAAQS through permanent and enforceable measures, emissions in the Area are projected to decline following the redesignation, and the maintenance plan demonstrates that the Area will continue to meet the NAAQS for the next ten years and includes contingency measures to quickly address any NAAQS violations. While the Commenter has expressed a general concern that this action will "eliminate needed additional air quality planning requirements and jeopardize public health by delaying permanent attainment," the Commenter has not identified any specific requirements of concern or any specific information on the potential emissions impact that would arise if those requirements were not in place. Such future emission impacts are speculative, and to the extent that emissions in fact increase in the future to levels that would impact NAAQS maintenance—which EPA does not think will happen—the Agency could take future action to address actual emissions in the Area.

III. What are the effects of these actions?

Approval of North Carolina's redesignation request changes the legal designation of Mecklenburg County in its entirety and portions of Cabarrus, Gaston, Iredell, Lincoln, Rowan and Union Counties in the North Carolina portion of the bi-state Charlotte Area, found at 40 CFR 81.334, from nonattainment to attainment for the 2008 8-hour ozone NAAQS. Approval of North Carolina's associated SIP revision also incorporates a plan for maintaining the 2008 8-hour ozone NAAQS in the bi-state Charlotte Area through 2026. The maintenance plan establishes NO_x and VOC MVEBs for 2014 and 2026 for

the North Carolina portion of the bi-state Charlotte Area and includes contingency measures to remedy any future violations of the 2008 8-hour

ozone NAAQS and procedures for evaluation of potential violations. The sub-area MVEBs for the North Carolina portion of the bi-state Charlotte Area

along with the allocations from the safety margin are provided in the tables below.²²

TABLE 4—CABARRUS ROWAN METROPOLITAN PLANNING ORGANIZATION SUB-AREA MVEBS
[kg/day]

	2014		2026	
	NO _x	VOC	NO _x	VOC
Base Emissions	11,814	7,173	3,124	3,135
Safety Margin Allocated to MVEB .....	.....	.....	625	627
Conformity MVEB	11,814	7,173	3,749	3,762

TABLE 5—GASTON-CLEVELAND-LINCOLN METROPOLITAN PLANNING ORGANIZATION SUB-AREA MVEBS
[kg/day]

	2014		2026	
	NO _x	VOC	NO _x	VOC
Base Emissions	10,079	5,916	2,482	2,278
Safety Margin Allocated to MVEB .....	.....	.....	510	470
Conformity MVEB	10,079	5,916	2,992	2,748

TABLE 6—CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION—ROCKY RIVER RURAL PLANNING ORGANIZATION SUB-AREA MVEBS
[kg/day]

	2014		2026	
	NO _x	VOC	NO _x	VOC
Base Emissions	32,679	18,038	8,426	8,189
Safety Margin Allocated to MVEB .....	.....	.....	1,515	1,472
Conformity MVEB	32,679	18,038	9,941	9,661

IV. Final Actions

EPA is taking three separate final actions regarding the bi-state Charlotte Area's redesignation to attainment and maintenance of the 2008 8-hour ozone NAAQS. First, EPA is determining that the bi-state Charlotte Area is attaining the 2008 8-hour ozone NAAQS based on complete, quality-assured and certified monitoring data for the 2012–2014 monitoring period.

Second, EPA is approving and incorporating the maintenance plan for the bi-state Charlotte Area, including the sub-area NO_x and VOC MVEBs for 2014 and 2026, into the North Carolina SIP. The maintenance plan demonstrates that the Area will continue to maintain the 2008 8-hour ozone NAAQS, and the sub-area budgets meet all of the adequacy criteria contained in 40 CFR 93.118(e)(4) and (5).

Third, EPA is determining that North Carolina has met the criteria under CAA

section 107(d)(3)(E) for the North Carolina portion of the bi-state Charlotte Area for redesignation from nonattainment to attainment for the 2008 8-hour ozone NAAQS. On this basis, EPA is approving North Carolina's redesignation request for the 2008 8-hour ozone NAAQS for the North Carolina portion of the bi-state Charlotte Area. As mentioned above, approval of the redesignation request changes the official designation of Mecklenburg County in its entirety and portions of Cabarrus, Gaston, Iredell, Lincoln, Rowan and Union Counties in the North Carolina portion of the bi-state Charlotte Area for the 2008 8-hour ozone NAAQS from nonattainment to attainment, as found at 40 CFR part 81.

EPA is also notifying the public that EPA finds the newly-established sub-area NO_x and VOC MVEBs for the bi-state Charlotte Area adequate for the purpose of transportation conformity. Within 24 months from this final rule, the transportation partners will need to

demonstrate conformity to the new sub-area NO_x and VOC MVEBs pursuant to 40 CFR 93.104(e).

V. Statutory and Executive Order Reviews

Under the CAA, redesignation of an area to attainment and the accompanying approval of the maintenance plan under CAA section 107(d)(3)(E) are actions that affect the status of geographical area and do not impose any additional regulatory requirements on sources beyond those required by state law. A redesignation to attainment does not in and of itself impose any new requirements, but rather results in the application of requirements contained in the CAA for areas that have been redesignated to attainment. Moreover, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. See 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions,

²² North Carolina has chosen to allocate a portion of the available safety margin to the NO_x and VOC MVEBs for 2026. NC DAQ has allocated 2.93 tpd

(2650 kg/day) to the 2026 NO_x MVEB and 2.83 tpd (2,569 kg/day) to the 2026 VOC MVEB. After allocation of the available safety margin, the

remaining safety margin was calculated as 59.72 tpd for NO_x and 10.15 tpd for VOC.

EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, these actions merely approve state law as meeting Federal requirements and do not impose additional requirements beyond those imposed by state or Federal law. For these reasons, these actions:

- Are not a significant regulatory actions subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);

- Do not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);

- Are certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);

- Do not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);

- Do not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);

- Are not economically significant regulatory actions based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);

- Are not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);

- Are not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and

- Will not have disproportionate human health or environmental effects under Executive Order 12898 (59 FR 7629, February 16, 1994).

The SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), nor will it impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by September 28, 2015. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition

for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. *See* section 307(b)(2).

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

40 CFR Part 81

Environmental protection, Air pollution control.

Dated: July 17, 2015.

Heather McTeer Toney,
Regional Administrator, Region 4.

40 CFR parts 52 and 81 are amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart II—North Carolina

■ 2. In § 52.1770, the table in paragraph (e) is amended by adding a new entry "2008 8-hour ozone Maintenance Plan for the North Carolina portion of the bi-state Charlotte Area" at the end of the table to read as follows:

§ 52.1770 Identification of plan.

* * * * *

(e) * * *

EPA-APPROVED NORTH CAROLINA NON-REGULATORY PROVISIONS

Provision	State effective date	EPA approval date	Federal Register citation	Explanation
* * *	*	*	*	*
2008 8-hour ozone Maintenance Plan for the North Carolina portion of the bi-state Charlotte Area.	4/16/2015	7/28/2015	[insert Federal Register citation]	

PART 81—DESIGNATION OF AREAS FOR AIR QUALITY PLANNING PURPOSES

■ 3. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

■ 4. In § 81.334, the table entitled "North Carolina—2008 8-Hour Ozone NAAQS (Primary and secondary)" is amended by revising the entries for "Charlotte-Rock Hill, NC-SC," "Cabarrus County (part)," "Gaston County (part)," "Iredell County (part),"

"Lincoln County (part)," "Mecklenburg County," "Rowan County (part)," and "Union County (part)" to read as follows:

§ 81.334 North Carolina.

* * * * *

NORTH CAROLINA—2008 8-HOUR OZONE NAAQS

[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Charlotte-Rock Hill, NC—SC ²	This action is effective 7/28/2015.	Attainment		
Cabarrus County (part)				
Central Cabarrus Township, Concord Township, Georgeville Township, Harrisburg Township, Kannapolis Township, Midland Township, Mount Pleasant Township, New Gilead Township, Odell Township, Poplar Tent Township, Rimertown Township				
Gaston County (part)				
Crowders Mountain Township, Dallas Township, Gastonia Township, Riverbend Township, South Point Township				
Iredell County (part)				
Davidson Township, Coddle Creek Township				
Lincoln County (part)				
Catawba Springs Township, Ironton Township, Lincoln Township				
Mecklenburg County				
Rowan County (part)				
Atwell Township, China Grove Township, Franklin Township, Gold Hill Township, Litaker Township, Locke Township, Providence Township, Salisbury Township, Steele Township, Unity Township				
Union County (part)				
Goose Creek Township, Marshville Township, Monroe Township, Sandy Ridge Township, Vance Township				
* * *				
* * *				
* * *				

¹ This date is July 20, 2012, unless otherwise noted.² Excludes Indian country located in each area, unless otherwise noted.

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[FR Doc. 2015-18345 Filed 7-27-15; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 97****[FRL-9931-40-OAR]****Allocations of Cross-State Air Pollution Rule Allowances From New Unit Set-Asides for the 2015 Compliance Year****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Final rule; notice of data availability (NODA).

SUMMARY: The Environmental Protection Agency (EPA) is providing notice of emission allowance allocations to certain units under the new unit set-aside (NUSA) provisions of the Cross-State Air Pollution Rule (CSAPR) federal implementation plans (FIPs) and is responding to objections to preliminary calculations. EPA has completed final calculations for the first

round of NUSA allowance allocations for the 2015 compliance year and has posted spreadsheets containing the calculations on EPA's Web site. The final allocations are unchanged from the preliminary calculations. EPA will record the allocated allowances in sources' Allowance Management System (AMS) accounts by August 1, 2015.

DATES: July 28, 2015.**FOR FURTHER INFORMATION CONTACT:**

Questions concerning this action should be addressed to Robert Miller at (202) 343-9077 or miller.robertl@epa.gov or to Kenon Smith at (202) 343-9164 or smith.kenon@epa.gov.

SUPPLEMENTARY INFORMATION: Under the CSAPR FIPs, a portion of each state budget for each of the four CSAPR emissions trading programs is reserved as a NUSA from which allowances are allocated to eligible units through an annual one- or two-round process. In a NODA published in the **Federal Register** on June 1, 2015 (80 FR 30988), EPA described the allocation process and provided notice of preliminary calculations for the first-round 2015 NUSA allowance allocations. EPA also

described the process for submitting any objections to the preliminary calculations.

In response to the June 1 NODA, EPA received three timely written objections, two late written objections, and several telephone inquiries. The objections and inquiries all concerned the question of whether EPA is correct to exclude emissions that occurred before a unit's monitor certification deadline from the emissions data used to calculate the NUSA allowance allocations. As explained below, under the regulations such emissions are properly excluded because they are not emissions during a "control period."

Under the CSAPR FIPs, an eligible unit's first-round NUSA allowance allocation for a given compliance year is generally based on the unit's emissions "during the immediately preceding control period" (that is, the control period in the year before the compliance year).¹ An eligible unit's second-round NUSA allowance allocation for a given

¹ 40 CFR 97.412(a)(4)(i), 97.512(a)(4)(i), 97.612(a)(4)(i), and 97.712(a)(4)(i). First-round NUSA allocations may be affected by first-round NUSA over-subscription and rounding.

medications, and regular health screenings as determined necessary by a licensed veterinarian consistent with local veterinary practice standards. Proof of compliance with these requirements must be documented and accessible in the VA CLC or MHR RTP.

(F) Animals may be present on NCA property for ceremonial purposes during committal services, interments, and other memorials, if the presence of such animals would not compromise public safety, facilities and grounds care, and maintenance control standards.

(x) For purposes of this section, a disability means, with respect to an individual, a physical or mental impairment that substantially limits one or more major life activities of the individual; a record of such an impairment; or being regarded as having such an impairment.

(OMB has approved the information collection requirements in this section under control number XXXX-XXXX.)

* * * * *
(Authority: 38 U.S.C. 901, 40 U.S.C. 3103)
[FR Doc. 2015-20182 Filed 8-14-15; 8:45 am]
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ENVIRONMENTAL PROTECTION AGENCY
40 CFR Part 80
[EPA-HQ-OAR-2015-0208; FRL-9931-94-OAR]
RIN 2060-AS64
Approval of North Carolina's Request To Relax the Federal Reid Vapor Pressure Gasoline Volatility Standard for Mecklenburg and Gaston Counties
AGENCY: Environmental Protection Agency (EPA).
ACTION: Direct final rule.

SUMMARY: The Environmental Protection Agency (EPA) is taking direct final action to approve a request from the state of North Carolina for the EPA to relax the Reid Vapor Pressure (RVP) standard applicable to gasoline introduced into commerce from June 1 to September 15 of each year for Mecklenburg and Gaston counties. Specifically, the EPA is approving amendments to the regulations to allow the RVP standard for the two counties to rise from 7.8 pounds per square inch (psi) to 9.0 psi for gasoline. The EPA has determined that this change to the federal RVP regulation is consistent with the applicable provisions of the Clean Air Act (CAA). This action is being taken without prior proposal because the EPA believes that this

rulemaking is noncontroversial for the reasons set forth in this preamble, and due to the limited scope of this action.
DATES: This rule is effective on October 16, 2015 without further notice, unless EPA receives adverse comment by September 16, 2015. If EPA receives adverse comment, we will publish a timely withdrawal in the **Federal Register** informing the public that the rule will not take effect.
ADDRESSES: Submit your comments, identified by Docket ID No. EPA-HQ-OAR-2015-0208, to the Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the online instructions for submitting comments. Once submitted, comments cannot be edited or withdrawn. The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (i.e., on the web, cloud, or other file sharing system). For additional submission methods, the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <http://www2.epa.gov/dockets/commenting-epa-dockets>.
FOR FURTHER INFORMATION CONTACT: Patty Klavon, Office of Transportation and Air Quality, Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, Michigan, 48105; telephone number: (734) 214-4476; fax number: (734) 214-4052; email address: klavon.patty@epa.gov.
SUPPLEMENTARY INFORMATION:
The contents of this preamble are listed in the following outline:
I. General Information
II. Action Being Taken
III. History of the Gasoline Volatility Requirement
IV. The EPA's Policy Regarding Relaxation of Gasoline Volatility Standards in Ozone Nonattainment Areas That Are Redesignated as Attainment Areas
V. North Carolina's Request to Relax the Federal Gasoline RVP Requirement for Mecklenburg and Gaston Counties
VI. Final Action
VII. Statutory and Executive Order Reviews
VIII. Legal Authority and Statutory Provisions

I. General Information
A. Why is the EPA issuing a direct final rule?
The EPA is making this revision as a direct final rule without prior proposal because the EPA views this revision as noncontroversial and anticipates no adverse comment. The rationale for this rulemaking is described in detail below. In the Proposed Rules section of this **Federal Register**, the EPA is publishing a separate document that will serve as the proposal to approve this revision to the RVP gasoline standard that applies in Mecklenburg and Gaston counties should adverse comments be filed. If the EPA receives no adverse comment, the EPA will not take further action on the proposed rule. If the EPA receives adverse comment on this rule or any portion of this rule, the EPA will withdraw the direct final rule or the portion of the rule that received adverse comment. All public comments received will then be addressed in a subsequent final rule based on the proposed rule. The EPA will not institute a second comment period on this rulemaking. Any parties interested in commenting must do so at this time.
B. Does this action apply to me?
Entities potentially affected by this rule are fuel producers and distributors who do business in North Carolina.

Examples of potentially regulated entities	NAICS ¹ codes
Petroleum refineries	324110
Gasoline Marketers and Distributors	424710 424720
Gasoline Retail Stations	447110
Gasoline Transporters	484220 484230

The above table is not intended to be exhaustive, but rather provides a guide for readers regarding entities likely to be regulated by this action. The table lists the types of entities of which the EPA is aware that potentially could be affected by this rule. Other types of entities not listed on the table could also be affected by this rule. To determine whether your organization could be affected by this rule, you should carefully examine the regulations in 40 CFR 80.27. If you have questions regarding the applicability of this action to a particular entity, call the person listed in the **FOR FURTHER INFORMATION CONTACT** section of this preamble.

¹ North American Industry Classification System.

C. What should I consider as I prepare my comments?

1. Submitting CBI

Do not submit CBI to the EPA through www.regulations.gov or email. Clearly mark the part or all of the information that you claim to be CBI. For CBI information in a disk or CD-ROM that you mail to the EPA, mark the outside of the disk or CD-ROM as CBI and then identify electronically within the disk or CD-ROM the specific information that is claimed as CBI. In addition to one complete version of the comment that includes information claimed as CBI, a copy of the comment that does not contain the information claimed as CBI must be submitted for inclusion in the public docket. Information so marked will not be disclosed except in accordance with procedures set forth in 40 CFR part 2.

2. Tips for Preparing Your Comments

When submitting comments, remember to:

- Identify the rulemaking by docket number and other identifying information (subject heading, **Federal Register** date and page number).
- Follow directions—The EPA may ask you to respond to specific questions or organize comments by referencing a Code of Federal Regulations (CFR) part or section number.
- Explain why you agree or disagree, suggest alternatives, and substitute language for your requested changes.
- Describe any assumptions and provide any technical information and/or data that you used.
- If you estimate potential costs or burdens, explain how you arrived at your estimate in sufficient detail to allow for it to be reproduced.
- Provide specific examples to illustrate your concerns, and suggest alternatives.
- Explain your views as clearly as possible, avoiding the use of profanity or personal threats.
- Make sure to submit your comments by the comment period deadline identified.

3. Docket Copying Costs

You may be required to pay a reasonable fee for copying docket materials.

II. Action Being Taken

This direct final rule approves a request from the state of North Carolina to change the summertime gasoline RVP standard for Mecklenburg and Gaston counties from 7.8 psi to 9.0 psi by amending the EPA's regulations at 40 CFR 80.27(a)(2). In a previous

rulemaking, the EPA approved a redesignation request and maintenance plan for the Charlotte-Gastonia-Salisbury, North Carolina 2008 ozone area ("the Charlotte area") and a CAA section 110(l) non-interference demonstration that relaxing the federal RVP gasoline requirement from 7.8 psi to 9.0 psi for gasoline sold from June 1 to September 15 of each year in Mecklenburg and Gaston counties would not interfere with maintenance of the national ambient air quality standards (NAAQS) in the Charlotte area. Mecklenburg and Gaston counties are part of the Charlotte area. For more information on North Carolina's redesignation request and maintenance plan for the Charlotte area, please refer to Docket ID. No. EPA-R04-OAR-2015-0275 for the rulemaking that was signed on July 17, 2015. The preamble for this rulemaking is organized as follows: Section III. provides the history of the federal gasoline volatility regulation. Section IV. describes the policy regarding relaxation of volatility standards in ozone nonattainment areas that are redesignated as attainment areas. Section V. provides information specific to North Carolina's request for Mecklenburg and Gaston counties. Finally, Section VI. presents the final action in response to North Carolina's request.

III. History of the Gasoline Volatility Requirement

On August 19, 1987 (52 FR 31274), the EPA determined that gasoline nationwide was becoming increasingly volatile, causing an increase in evaporative emissions from gasoline-powered vehicles and equipment. Evaporative emissions from gasoline, referred to as volatile organic compounds (VOC), are precursors to the formation of tropospheric ozone and contribute to the nation's ground-level ozone problem. Exposure to ground-level ozone can reduce lung function, thereby aggravating asthma and other respiratory conditions, increase susceptibility to respiratory infection, and may contribute to premature death in people with heart and lung disease.

The most common measure of fuel volatility that is useful in evaluating gasoline evaporative emissions is RVP. Under CAA section 211(c), the EPA promulgated regulations on March 22, 1989 (54 FR 11868) that set maximum limits for the RVP of gasoline sold during the regulatory control periods that were established on a state-by-state basis in the final rule. The regulatory control periods addressed the portion of the year when peak ozone concentrations were expected. These

regulations constituted Phase I of a two-phase nationwide program, which was designed to reduce the volatility of gasoline during the high ozone season. On June 11, 1990 (55 FR 23658), the EPA promulgated more stringent volatility controls as Phase II of the volatility control program. These requirements established maximum gasoline RVP standards of 9.0 psi or 7.8 psi (depending on the state, the month, and the area's initial ozone attainment designation with respect to the 1-hour ozone NAAQS.)

The 1990 CAA Amendments established a new section 211(h) to address fuel volatility. CAA section 211(h) requires the EPA to promulgate regulations making it unlawful to sell, offer for sale, dispense, supply, offer for supply, transport, or introduce into commerce gasoline with an RVP level in excess of 9.0 psi during the high ozone season. CAA section 211(h) also prohibits the EPA from establishing a volatility standard more stringent than 9.0 psi in an attainment area, except that the EPA may impose a lower (more stringent) standard in any former ozone nonattainment area redesignated to attainment.

On December 12, 1991 (56 FR 64704), the EPA modified the Phase II volatility regulations to be consistent with CAA section 211(h). The modified regulations prohibited the sale of gasoline with an RVP above 9.0 psi in all areas designated attainment for ozone, effective January 13, 1992. For areas designated as nonattainment, the regulations retained the original Phase II standards published on June 11, 1990 (55 FR 23658), which included the 7.8 psi ozone season limitation for certain areas. As stated in the preamble to the Phase II volatility controls and reiterated in the proposed change to the volatility standards published in 1991, the EPA will rely on states to initiate changes to their respective volatility programs. The EPA's policy for approving such changes is described below in Section IV. of this action.

The state of North Carolina has initiated this change by requesting that the EPA relax the 7.8 psi gasoline RVP standard to 9.0 psi for Mecklenburg and Gaston counties, which are subject to the 7.8 gasoline RVP requirement during the summertime ozone season. Accordingly, the state of North Carolina provided a technical demonstration showing that relaxing the federal gasoline RVP requirements in the two counties from 7.8 psi to 9.0 psi would not interfere with maintenance of the NAAQS in the Charlotte area or with any other applicable CAA requirement.

IV. The EPA's Policy Regarding Relaxation of Gasoline Volatility Standards in Ozone Nonattainment Areas That Are Redesignated as Attainment Areas

As stated in the preamble for the EPA's amended Phase II volatility standards (56 FR 64706), any change in the volatility standard for a nonattainment area that was subsequently redesignated as an attainment area must be accomplished through a separate rulemaking that revises the applicable standard for that area. Thus, for former 1-hour ozone nonattainment areas where the EPA mandated a Phase II volatility standard of 7.8 psi RVP in the December 12, 1991 rulemaking, the federal 7.8 psi RVP gasoline requirement remains in effect, even after such an area is redesignated to attainment, until a separate rulemaking is completed that relaxes the federal RVP gasoline standard in that area from 7.8 psi to 9.0 psi.

As explained in the December 12, 1991 rulemaking, the EPA believes that relaxation of an applicable gasoline RVP standard is best accomplished in conjunction with the redesignation process. In order for an ozone nonattainment area to be redesignated as an attainment area, CAA section 107(d)(3) requires the state to make a showing, pursuant to CAA section 175A, that the area is capable of maintaining attainment for the ozone NAAQS for ten years. Depending on the area's circumstances, this maintenance plan will either demonstrate that the area is capable of maintaining attainment for ten years without the more stringent gasoline volatility standard or that the more stringent gasoline volatility standard may be necessary for the area to maintain its attainment with the ozone NAAQS. Therefore, in the context of a request for redesignation, the EPA will not relax the gasoline volatility standard unless the state requests a relaxation and the maintenance plan demonstrates to the satisfaction of the EPA that the area will maintain attainment for ten years without the need for the more stringent volatility standard.

North Carolina requested relaxation of the federal RVP gasoline standard from 7.8 psi to 9.0 psi for Mecklenburg and Gaston counties concurrent with its request that the EPA approve a redesignation request and maintenance plan for the Charlotte area for the 2008 ozone NAAQS.

V. North Carolina's Request To Relax the Federal Gasoline RVP Requirement for Mecklenburg and Gaston Counties

On March 11, 2015, the state of North Carolina, through the North Carolina Department of Environment and Natural Resources (NCDENR), submitted a redesignation request and maintenance plan for the Charlotte area, which was classified as Marginal for the 2008 ozone NAAQS. Mecklenburg and Gaston counties are part of the Charlotte area. Additionally, the state submitted a CAA section 110(l) non-interference demonstration that removal of the federal RVP requirement of 7.8 psi for gasoline during the summertime ozone season in Mecklenburg and Gaston counties would not interfere with maintenance of any NAAQS, including the 2008 ozone NAAQS. Specifically, the state provided a technical demonstration showing that relaxing the federal gasoline RVP requirement in the two counties from 7.8 psi to 9.0 psi would not interfere with maintenance of the ozone NAAQS in the Charlotte area or with any other applicable requirement of the CAA.

In a rulemaking that was signed on July 17, 2015, the EPA evaluated and approved North Carolina's March 11, 2015 redesignation request and maintenance plan for the Charlotte area. See Docket ID. No. EPA-R04-OAR-2015-0275. In a separate rulemaking signed on July 17, 2015, the EPA approved North Carolina's non-interference demonstration for Mecklenburg and Gaston counties. See Docket ID. No. EPA-R04-OAR-2015-0260.²

Both rulemakings were subject to public notice-and-comment. The EPA received two comments on the redesignation request and maintenance plan rulemaking, and those comments were addressed in the final rule for that rulemaking. The comments received can be found in the docket for that rulemaking (Docket ID. No. EPA-R04-OAR-2015-0275). No comments were received on the non-interference demonstration for Mecklenburg and Gaston counties (Docket ID. No. EPA-R04-OAR-2015-0260).

In this action, the EPA is taking the second and final step in the process to approve North Carolina's request to relax the summertime ozone season gasoline RVP standard for Mecklenburg and Gaston counties from 7.8 psi to 9.0 psi. Specifically, the EPA is amending the applicable gasoline RVP standard from 7.8 psi to 9.0 psi provided at 40

CFR 80.27(a)(2) for the two counties. This action to approve North Carolina's request to relax the summertime ozone season RVP standard for Mecklenburg and Gaston counties from 7.8 psi to 9.0 psi is based on the EPA's previous approval of North Carolina's March 11, 2015 redesignation request and maintenance plan for the Charlotte area, as well as the non-interference demonstration. This approval is also based on the fact that the Charlotte area is currently in attainment for both the 1997 ozone NAAQS and the 2008 ozone NAAQS.

VI. Final Action

The EPA is taking direct final action to approve the request from North Carolina for the EPA to relax the RVP applicable to gasoline introduced into commerce from June 1 to September 15 of each year in Mecklenburg and Gaston counties. Specifically, this action amends the applicable gasoline RVP standard from 7.8 psi to 9.0 psi provided at 40 CFR 80.27(a)(2) for Mecklenburg and Gaston counties.

The EPA is making this revision without prior proposal because the EPA views the revision as noncontroversial and anticipates no adverse comment. However, in the Proposed Rules section of this **Federal Register**, the EPA is publishing a separate document that will serve as the proposal to approve this revision to the gasoline RVP standard that applies in Mecklenburg and Gaston counties should adverse comments be filed. This rule will become effective October 16, 2015 without further notice unless the EPA receives adverse comments by September 16, 2015.

If the EPA receives adverse comments on the rule or any portion of the rule, the EPA will withdraw the direct final rule or the portion of the rule that received adverse comment. The EPA will publish a timely withdrawal in the **Federal Register** indicating which provisions will become effective and which provisions are being withdrawn. All public comments received will then be addressed in a subsequent final rule based on the proposed rule. The EPA will not institute a second comment period on the subsequent final action. Any parties interested in commenting must do so at this time. If no such comments are received, the public is advised that this rule will become effective on October 16, 2015 and no further action will be taken on the proposed rule.

² On March 11, 2015, the NCDENR requested that the EPA parallel process the approval of the submission.

VII. Statutory and Executive Order Reviews

A. Executive Order 12866: Regulatory Planning and Review and Executive Order 13563: Improving Regulation and Regulatory Review

This action is not a “significant regulatory action” under the terms of Executive Order 12866 (58 FR 51735, October 4, 1993) and is therefore not subject to review under Executive Orders 12866 and 13563. (76 FR 3821, January 21, 2011).

B. Paperwork Reduction Act

This action does not impose any new information collection burden under the provisions of the *Paperwork Reduction Act*, 44 U.S.C. 3501 *et seq.*, and therefore is not subject to these requirements.

C. Regulatory Flexibility Act (RFA)

I certify that this action will not have a significant economic impact on a substantial number of small entities under the RFA. In making this determination, the impact of concern is any significant adverse economic impact on small entities. An agency may certify that a rule will not have a significant economic impact on a substantial number of small entities if the rule relieves regulatory burden, has no net burden or otherwise has a positive economic effect on the small entities subject to the rule. The small entities subject to the requirements of this action are refiners, importers or blenders of gasoline that choose to produce or import low RVP gasoline for sale in North Carolina and gasoline distributors and retail stations in North Carolina. This action relaxes the federal RVP standard for gasoline sold in Mecklenburg and Gaston counties during the summertime ozone season (June 1 to September 15 of each year) to allow the RVP for gasoline sold in Mecklenburg and Gaston counties to rise from 7.8 psi to 9.0 psi. This rule does not impose any requirements or create impacts on small entities beyond those, if any, already required by or resulting from the CAA section 211(h) Volatility Control program. We have therefore concluded that this action will have no net regulatory burden for all directly regulated small entities.

D. Unfunded Mandates Reform Act (UMRA)

This final rule does not contain an unfunded mandate of \$100 million or more as described in UMRA, 2 U.S.C. 1531–1538, and does not significantly or uniquely affect small governments. The action implements mandates

specifically and explicitly set forth in CAA section 211(h) without the exercise of any policy discretion by the EPA.

E. Executive Order 13132 (Federalism)

This action does not have federalism implications. It will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government.

F. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments

This action does not have tribal implications, as specified in Executive Order 13175 (65 FR 67249, November 9, 2000). This final rule affects only those refiners, importers or blenders of gasoline that choose to produce or import low RVP gasoline for sale in the Birmingham area and gasoline distributors and retail stations in the Birmingham area. Thus, Executive Order 13175 does not apply to this action.

G. Executive Order 13045: Protection of Children From Environmental Health and Safety Risks

The EPA interprets Executive Order 13045 as applying only to those regulatory actions that concern environmental health or safety risks that the EPA has reason to believe may disproportionately affect children, per the definition of “covered regulatory action” in section 2–202 of the Executive Order. This action is not subject to Executive Order 13045 because it approves a state program.

H. Executive Order 13211: Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use

This action is not subject to Executive Order 13211 because it is not a significant regulatory action under Executive Order 12866.

I. National Technology Transfer Advancement Act

This action does not involve technical standards.

J. Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

The EPA believes the human health or environmental risk addressed by this action will not have potential disproportionately high and adverse human health or environmental effects on minority, low-income or indigenous

populations because it does not affect the applicable ozone NAAQS which establish the level of protection provided to human health or the environment. This rule will relax the applicable volatility standard of gasoline during the summer, possibly resulting in slightly higher mobile source emissions. However, the state of North Carolina has demonstrated in its non-interference demonstration that this action will not interfere with maintenance of the ozone NAAQS in the Charlotte-Gastonia-Salisbury, North Carolina 2008 ozone area, or with any other applicable requirement of the CAA. Mecklenburg and Gaston counties are part of the Charlotte-Gastonia-Salisbury, North Carolina 2008 ozone area. Therefore, disproportionately high and adverse human health or environmental effects on minority or low-income populations are not an anticipated result. The results of this evaluation are contained in Section V. of this direct final rule. A copy of North Carolina’s March 11, 2015 letter requesting that the EPA relax the gasoline RVP standard, including the technical analysis demonstrating that the less stringent gasoline RVP in the Mecklenburg and Gaston counties would not interfere with continued maintenance of the 2008 ozone NAAQS in the Charlotte-Gastonia-Salisbury, North Carolina ozone area, or with any other applicable CAA requirement, has been placed in the public docket for this action.

K. Congressional Review Act (CRA)

This action is subject to the CRA, and the EPA will submit a rule report to each House of the Congress and to the Comptroller General of the United States. This action is not a “major rule” as defined by 5 U.S.C. 804(2).

L. Petitions for Judicial Review

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by September 16, 2015. Filing a petition for reconsideration by the Administrator of this direct final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. Parties with objections to this direct final rule are encouraged to file a comment in response to the parallel document of proposed rulemaking for this action published in the Proposed Rules section of this **Federal Register**, rather than file an immediate petition

for judicial review of this direct final rule, so that the EPA can withdraw this direct final rule and address the comment in the proposed rulemaking. This action may not be challenged later in proceedings to enforce its requirements. See CAA section 307(b)(2).

VIII. Legal Authority and Statutory Provisions

The statutory authority for this action is granted to the EPA by Sections 211(h) and 301(a) of the Clean Air Act, as amended; 42 U.S.C. 7545(h) and 7601(a).

List of Subjects in 40 CFR Part 80

Environmental protection, Administrative practice and procedures,

Air pollution control, Fuel additives, Gasoline, Motor vehicle and motor vehicle engines, Motor vehicle pollution, Penalties, Reporting and recordkeeping requirements.

Dated: August 5, 2015.

Gina McCarthy, Administrator.

For the reasons discussed in the preamble, the Environmental Protection Agency is amending 40 CFR part 80 as follows:

PART 80—REGULATION OF FUELS AND FUEL ADDITIVES

■ 1. The authority citation for part 80 continues to read as follows:

Authority: 42 U.S.C. 7414, 7521, 7542, 7545, and 7601(a).

- 2. In § 80.27(a)(2)(ii), the table is amended by:
 - a. Removing the entry for North Carolina and footnotes 6 and 7;
 - b. Redesignating footnote 8 as footnote 6;
 - c. Adding a new entry in alphabetical order for North Carolina and a new footnote 7.

The additions read as follows:

§ 80.27 Controls and prohibitions on gasoline volatility.

- (a) * * *
- (2) * * *
- (ii) * * *

APPLICABLE STANDARDS ¹ 1992 AND SUBSEQUENT YEARS

State	May	June	July	August	September
* * *					
North Carolina ⁷	9.0	9.0	9.0	9.0	9.0
* * *					

¹ Standards are expressed in pounds per square inch (psi).

⁷ The standard for Mecklenburg and Gaston Counties from June 1 until September 15 in 1992 through October 16, 2015 was 7.8 psi.

[FR Doc. 2015–20243 Filed 8–14–15; 8:45 am]
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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 180

[EPA–HQ–OPP–2015–0017; FRL–9930–16]

Lavandulyl Senecioate; Exemption From the Requirement of a Tolerance

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: This regulation establishes an exemption from the requirement of a tolerance for residues of the arthropod pheromone, lavandulyl senecioate, in or on all raw agricultural commodities when applied or used in microbeads/dispensers at a rate not to exceed 150 grams active ingredient/acre/year in accordance with good agricultural practices. Suterra, LLC submitted a petition to EPA under the Federal Food, Drug, and Cosmetic Act (FFDCA), requesting an exemption from the requirement of a tolerance. This regulation eliminates the need to establish a maximum permissible level for residues of lavandulyl senecioate.

DATES: This regulation is effective August 17, 2015. Objections and requests for hearings must be received on or before October 16, 2015, and must be filed in accordance with the instructions provided in 40 CFR part 178 (see also Unit I.C. of the SUPPLEMENTARY INFORMATION).

ADDRESSES: The docket for this action, identified by docket identification (ID) number EPA–HQ–OPP–2015–0017, is available at <http://www.regulations.gov> or at the Office of Pesticide Programs Regulatory Public Docket (OPP Docket) in the Environmental Protection Agency Docket Center (EPA/DC), West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW., Washington, DC 20460–0001. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the OPP Docket is (703) 305–5805. Please review the visitor instructions and additional information about the docket available at <http://www.epa.gov/dockets>.

FOR FURTHER INFORMATION CONTACT: Robert McNally, Biopesticides and Pollution Prevention Division (7511P), Office of Pesticide Programs, Environmental Protection Agency, 1200

Pennsylvania Ave. NW., Washington, DC 20460–0001; main telephone number: (703) 305–7090; email address: BPPDFRNotices@epa.gov.

SUPPLEMENTARY INFORMATION:

I. General Information

A. Does this action apply to me?

You may be potentially affected by this action if you are an agricultural producer, food manufacturer, or pesticide manufacturer. The following list of North American Industrial Classification System (NAICS) codes is not intended to be exhaustive, but rather provides a guide to help readers determine whether this document applies to them. Potentially affected entities may include:

- Crop production (NAICS code 111).
- Animal production (NAICS code 112).
- Food manufacturing (NAICS code 311).
- Pesticide manufacturing (NAICS code 32532).

B. How can I get electronic access to other related information?

You may access a frequently updated electronic version of 40 CFR part 180 through the Government Printing Office’s e-CFR site at <http://>

that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. The EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a “major rule” as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by November 12, 2019. Filing a petition for

reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Volatile Organic Compounds.

Dated: September 4, 2019.

Gregory Sopkin,

Regional Administrator, Region 8.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority for citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart QQ—South Dakota

■ 2. In § 52.2170, paragraph (c) is amended by revising the table entries for “74:36:01:01” and “74:36:09:02” to read as follows:

§ 52.2170 Identification of plan.

* * * * *

(c) * * *

Rule No.	Rule title	State effective date	EPA effective date	Final rule citation, date	Comments
74:36:01:01	Definitions	10/15/2015	10/11/2019	9/11/2019, [insert Federal Register citation].	
74:36:09:02	Prevention of Significant Deterioration.	10/15/2015	10/11/2019	9/11/2019, [insert Federal Register citation].	

* * * * *

[FR Doc. 2019–19571 Filed 9–10–19; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R04–OAR–2018–0598; FRL–9999–55–Region 4]

Air Plan Approval; NC: Revision to I/M Program & Update to Charlotte Maintenance Plan for the 2008 8-Hour Ozone NAAQS

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is taking final action to approve a State Implementation Plan (SIP) revision submitted by the North Carolina Department of Environmental Quality, Division of Air Quality (DAQ), on July 25, 2018, which revises the model year coverage for vehicles in the 22 counties subject to North Carolina’s

expanded inspection and maintenance (I/M) program. The SIP revision also includes a demonstration that the requested revision to the vehicle model year coverage will not interfere with attainment or maintenance of any national ambient air quality standards (NAAQS) or with any other applicable requirements of the Clean Air Act (CAA or Act). In addition, North Carolina’s July 25, 2018, SIP revision updates the State’s maintenance plan and associated motor vehicle emissions budgets (MVEBs) used in transportation conformity for the North Carolina portion of the Charlotte-Rock Hill, NC–SC 2008 8-hour ozone nonattainment area (hereafter also referred to as the “Area” or the “Charlotte Area”) to reflect the change in vehicle model year coverage for the I/M program. EPA has determined that North Carolina’s July 25, 2018, SIP revision will not interfere with and is consistent with the applicable provisions of the Clean Air Act (CAA or Act).

DATES: This rule will be effective October 11, 2019.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA–R04–OAR–2018–0598. All documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information is not publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. EPA requests that if possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office’s official hours of business are Monday

through Friday 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Kelly Sheckler, Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, Region 4, U.S. Environmental Protection Agency, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. The telephone number is (404) 562–9992. Ms. Sheckler can also be reached via electronic mail at sheckler.kelly@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

In response to a North Carolina legislative act signed by the Governor on May 4, 2017, which changed the State's I/M requirements for the 22 counties subject to the State's expanded I/M program,¹ DAQ provided a SIP revision through a letter dated July 25, 2018,² seeking to have several of these changes incorporated into the North Carolina SIP. Primarily, North Carolina's July 25, 2018, SIP revision makes substantive changes to the applicability section of North Carolina's SIP-approved expanded I/M program found within 15A North Carolina Administrative Code (NCAC) 02D .1000 *Motor Vehicle Emission Control Standard*.³ Specifically, the July 25, 2018, SIP revision modifies Section .1002 *Applicability*, by changing, for applicability purposes, the vehicle model year coverage for the 22 counties subject to the expanded I/M program from a specific year-based timeframe for coverage (*i.e.*, beginning in 1996) to a rolling 20-year timeframe for coverage.⁴

¹ Under provisions of the State legislation, Session Law 2017–10, Senate Bill 131, the changes to North Carolina's I/M requirements for the 22 counties is not effective until the later of the following dates: October 1, 2017, or the first day of a month that is 60 days after the Secretary of the Department of Environmental Quality certifies that EPA has approved the SIP revision. The 22 counties are: Alamance, Buncombe, Cabarrus, Cumberland, Davidson, Durham, Forsyth, Franklin, Gaston, Guilford, Iredell, Johnston, Lee, Lincoln, Mecklenburg, New Hanover, Onslow, Randolph, Rockingham, Rowan, Union and Wake. See clarification letter dated August 31, 2018, from North Carolina in the docket for the proposed rulemaking.

² EPA received North Carolina's SIP submittal on July 31, 2018.

³ In the table of North Carolina regulations federally-approved into the SIP at 40 CFR 52.1770(c), 15A NCAC 02D is referred to as "Subchapter 2D Air Pollution Control Requirements."

⁴ By its terms, Section .1002(d) makes the 22 counties identified in North Carolina General Statute 143–215.107A subject to the I/M program's emission control standards. These same 22 counties are the counties currently subject to North Carolina's SIP-approved I/M program which was expanded from 9 counties to 48 counties in 2002 (and is referred to as the "expanded" I/M program).

More precisely, the revision being approved changes the applicability of the expanded I/M program to: (i) A vehicle with a model year within 20 years of the current year and older than the three most recent model years; or (ii) a vehicle with a model year within 20 years of the current year and has 70,000 miles or more on its odometer.

Previously, the program applied to: (i) A 1996 or later model year vehicle and older than the three most recent model years; or (ii) a 1996 or later model year vehicle and has 70,000 miles or more on its odometer. It is estimated that this change will result in a small increase (less than one percent) in nitrogen oxides (NO_x) and volatile organic compound (VOC) emissions.

Additionally, the July 25, 2018, SIP revision makes formatting or other minor clarifying changes to several related SIP-approved I/M sections: .1001 *Purpose*, .1003 *Definitions*, and .1005 *On-Board Diagnostic Standards*.⁵

In addition, North Carolina's SIP revision evaluates the impact that the change to the vehicle model year coverage for the 22 counties would have on the State's ability to attain and maintain the NAAQS. The SIP revision contains a technical demonstration with revised emissions calculations showing that the change to Section .1002 for vehicle model year coverage for the expanded I/M program in the 22 counties will not interfere with North Carolina's attainment or maintenance of any NAAQS or with any other applicable requirement of the CAA. Based on this demonstration, EPA is taking final action to find that North Carolina's revised emissions calculations demonstrate that the change to the expanded I/M program for the 22 counties meets the requirements of CAA section 110(l) and will not interfere with State's ability to attain or maintain any NAAQS. In addition, EPA is taking final action to find that North Carolina's July 25, 2018, SIP revision to change the vehicle model year coverage for the 22 counties subject to the expanded I/M program contained in its SIP (which results in a small increase in

See 83 FR 48383 (September 25, 2018) (removing 26 of the 48 counties from North Carolina's SIP-approved expanded I/M program and leaving the 22 counties identified in footnote 1 above as remaining). In addition, changes to Section .1002 also include language making the effective date of the change to the vehicle model year coverage correspond to the effective date set out in North Carolina Session Law 2017–10 referred to in footnote 1 above (*i.e.*, on the first day of the month that is 60 days after EPA approves the change into the SIP).

⁵ As noted in the notice of proposed rulemaking, North Carolina did not request EPA to act—and EPA is not acting—on sections .1006 and .1008.

NO_x emissions and consequentially a small decrease in the amount of emissions reduction credits generated and available for use in the State's NO_x emissions budget) will not interfere with the State's obligations under the NO_x SIP Call to meet its Statewide NO_x emissions budget. With regard to the related expanded I/M program provisions at Sections .1001, .1002, and .1003, EPA is taking final action to approve the changes to those Sections, which are formatting or clarifying in nature, do not alter the meaning of the Sections, and are thus approvable.

Finally, for 7 of the 22 counties in North Carolina's expanded I/M program, I/M emissions from those counties have been relied on by North Carolina for maintenance of the ozone NAAQS for the Charlotte Area, and the MVEBs with respect to the Area for transportation conformity purposes. Through the July 25, 2018, SIP revision (the subject of this rulemaking), North Carolina provided a maintenance demonstration for the Area that takes into account the small increase in NO_x and VOC emissions estimated to result from the change to the vehicle model year coverage for the expanded I/M program for these counties. EPA is taking final action to approve the updated emissions for the 2008 8-hour ozone maintenance plan for the North Carolina portion of the Charlotte Area because it demonstrates that the projected emissions inventories for 2026 (the final year of the maintenance plan), 10 years beyond the re-designation year, as well as the interim years, are all less than the base year emissions inventory. Further, EPA is approving the updated sub-area MVEBs for the Charlotte Area because EPA has determined that the Area maintains the 2008 8-hour ozone NAAQS with the emissions at the levels of the budgets, and that the budgets meet the adequacy criteria (see 40 CFR 93.118(e)(4)) because they are consistent with maintenance of the 2008 8-hour ozone NAAQS through 2026.⁶

In a notice of proposed rulemaking (NPRM) published on May 20, 2019 (84 FR 22774), EPA proposed approval of the North Carolina July 25, 2018, SIP revision to amend the I/M program for North Carolina, in addition to other associated changes as described above and in the NPRM. The details of North Carolina's submission and the rationale for EPA's actions are explained in the NPRM. EPA received one significant, adverse comment on the proposed

⁶ Once the sub-area MVEBs for the North Carolina portion of the Charlotte Area are approved or found adequate (whichever is completed first), they must be used for future conformity determinations.

action during the comment period for this action and offers a response below.

II. Response to Comments

Comment: The Commenter claims EPA must disapprove the changes to North Carolina I/M SIP because the Commenter explains that North Carolina failed to do performance standard modeling as the Commenter asserts is required by EPA's February 2014 guidance document titled "Performance Standard Modeling for New and Existing Vehicle Inspection and Maintenance (I/M) Programs Using the MOVES Mobile Source Emissions Model" (hereafter referred to as the February 2014 Guidance Document), available in the docket for this action. In the Commenter's opinion EPA must require states to do performance standard modeling when states revise their I/M programs to ensure the programs meet EPA's baseline requirements contained in 40 CFR part 51.

Response: The February 2014 Guidance Document provides clarification of 40 CFR part 51, subpart S, regarding how to quantify I/M emission reductions for planning purposes using the MOVES generation of mobile source emission factor models. The February 2014 Guidance Document clarifies that maintenance areas do not need to include I/M performance standard modeling as part of an I/M SIP revision. Specifically, the February 2014 Guidance Document includes the following question and response: *"4.0 Can an I/M Program be Changed Without Doing Performance Standard Modeling? States can change their I/M programs without doing performance standard modeling if the I/M program area in question has been redesignated to attainment for the pollutant(s) that originally triggered the I/M requirement and the I/M program is being continued as part of the area's maintenance plan. In this case, the state must simply demonstrate that the revisions to the I/M program will not interfere with the area's ability to attain or maintain any NAAQS, or with any other applicable CAA requirement."* As discussed in the May 20, 2019 (84 FR 22774) NPRM, North Carolina's I/M program for nine counties was required due to nonattainment areas for the 1979 1-hour ozone NAAQS,⁷ and North Carolina is currently in attainment statewide for all the ozone NAAQS.⁸ As

further discussed in the NPRM, the program was expanded to additional counties related to the NO_x SIP Call, however the State was not required to adopt the I/M requirements for the NO_x SIP Call. Therefore, the option to change the I/M program without performance standard modeling under 40 CFR part 51, subpart S, was available to North Carolina if the State could demonstrate continued attainment. North Carolina provided a non-interference section 110(l) demonstration, as well as an update for modeling for the Charlotte Area maintenance plan including MVEBs that demonstrate the Area will continue to maintain the standard for the duration of the plan. In addition, EPA analyzed the effects on the NO_x SIP call and found that the change will not interfere with the State's obligations under the NO_x SIP Call. A detailed analysis of this modeling and demonstration of continued attainment is provided in the May 20, 2019 (84 FR 22774) NPRM.

III. Incorporation by Reference

In this document, EPA is finalizing regulatory text that includes incorporation by reference. In accordance with the requirements of 1 CFR 51.5, EPA is finalizing the incorporation by reference the following air quality rules in Subchapter 2D Air Pollution Control Requirements, Section .1001 *Purpose*, Section .1002 *Applicability*, Section .1003 *Definitions*, and Section .1005 *On-Board Diagnostic Standards*, effective July 1, 2018, which makes changes that are formatting or clarifying in nature and modify the vehicle model year coverage requirements for the 22 counties in

attainment for the 2008 8-hour ozone standard on July 28, 2015 (80 FR 44873). In addition, on December 26, 2007, EPA approved the Redesignation to attainment of the Raleigh-Durham-Chapel Hill Area (comprised of a portion of Chatham County, and the entire counties of Durham, Franklin, Granville, Johnston, Orange, Person, and Wake) for the 1997 8-hour ozone standard. See 72 FR 72948. This approval included approval of a 10-year maintenance plan which demonstrated that the Area would maintain the standard through the year 2017. The Raleigh-Durham-Chapel Hill Area has continued to maintain the 1997 8-hour ozone standard and subsequently was designated as unclassifiable/attainment for the 2008 8-hour ozone standard on May 21, 2012 (77 FR 30088). Further, counties in the Raleigh Area and Greensboro Area were redesignated to attainment for the 1-hour ozone standard on April 18, 1994 (59 FR 18300) and on September 9, 1993 (58 FR 47391), respectively. With regard to the 1997 8-hour ozone standard, the Great Smoky National Park Area was redesignated to attainment on December 7, 2009 (74 FR 63995), and the Rocky Mount Area was redesignated to attainment on November 6, 2006 (71 FR 64891). Recently, on November 6, 2017 (82 FR 54232), EPA designated the entire state of North Carolina attainment/unclassifiable for the 2015 8-hour ozone NAAQS.

North Carolina's expanded I/M program. EPA has made, and will continue to make, these materials generally available through www.regulations.gov and/or at the EPA Region 4 office (please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this preamble for more information). Therefore, these materials have been approved by EPA for inclusion in the State implementation plan, have been incorporated by reference by EPA into that plan, are fully federally enforceable under sections 110 and 113 of the CAA as of the effective date of the final rulemaking of EPA's approval, and will be incorporated by reference in the next update to the SIP compilation.⁹

IV. Final Action

EPA is taking final action to approve North Carolina's July 25, 2018, SIP revision. Specifically, EPA is approving the formatting and clarifying changes to Subchapter 2D, Sections .1001, .1003 and .1005. EPA is also finalizing approval of changes to Section .1002 relating to the vehicle model year coverage for the 22 counties in North Carolina's expanded I/M program (Alamance, Buncombe, Cabarrus, Cumberland, Davidson, Durham, Forsyth, Franklin, Gaston, Guilford, Iredell, Johnston, Lee, Lincoln, Mecklenburg, New Hanover, Onslow, Randolph, Rockingham, Rowan, Union and Wake). Additionally, EPA finds that the changes to the vehicle model year coverage for the 22 counties in North Carolina's expanded I/M program will not interfere with the State's obligations under the NO_x SIP Call to meet its Statewide NO_x emissions budget and will not interfere with continued attainment or maintenance of any applicable NAAQS or with any other applicable requirement of the CAA, and that North Carolina has satisfied the requirements of section 110(l) of the CAA. Finally, EPA is approving the updated emissions for the 2008 8-hour ozone maintenance plan, including the updated MVEBs, for the Charlotte Area.

V. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. See 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, if they meet the criteria of the CAA. These actions merely approve state law as meeting Federal requirements and do

⁷ See 60 FR 28720 (June 2, 1995).

⁸ The Charlotte Area was redesignated to attainment for the 1-hour ozone standard on July 5, 1995 (60 FR 34859); redesignated to attainment for the 1997 8-hour ozone standard on December 2, 2013 (78 FR 72036); and was designated to

⁹ See 62 FR 27968 (May 22, 1997).

not impose additional requirements beyond those imposed by state law. For that reason, these actions:

- Are not significant regulatory actions subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Are not Executive Order 13771 (82 FR 9339, February 2, 2017) regulatory actions because SIP approvals are exempted under Executive Order 12866;
- Do not impose information collection burdens under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Are certified as not having significant economic impacts on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Do not contain any unfunded mandates or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);
- Do not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Are not economically significant regulatory actions based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Are not significant regulatory actions subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Are not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- Do not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible

methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

The SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, these rules do not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), nor will they impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing these actions and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. These actions are not “major rules” as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of these actions must be filed in the United States Court of Appeals for the appropriate circuit by November 12, 2019. Filing a petition for reconsideration by the Administrator of these final rules does not affect the finality of these actions for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule

or action. These actions may not be challenged later in proceedings to enforce their requirements. *See* section 307(b)(2).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur dioxide, Volatile organic compounds.

Dated: August 28, 2019.

Mary S. Walker,

Regional Administrator, Region 4.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

- 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart II—North Carolina

- 2. Section 52.1770 is amended:
 - a. In paragraph (c), in Table (1), under “Subchapter 2D Air Pollution Control” by revising the heading for “Section .1000” and the entries for “Section .1001”, “Section 1002”, “Section .1003”, and “Section .1005”; and
 - b. In paragraph (e), by adding an entry for “2008 8-hour Ozone Maintenance Plan for the North Carolina portion of the bi-state Charlotte Area” at the end of the table.

The revisions read as follows:

§ 52.1770 Identification of plan.

* * * * *

(c) * * *

(1) EPA APPROVED NORTH CAROLINA REGULATIONS

State citation	Title/subject	State effective date	EPA approval date	Explanation
Subchapter 2D Air Pollution Control Requirements				
*	*	*	*	*
Section .1000 Motor Vehicle Emission Control Standard				
Section .1001	Purpose	7/1/2018	9/11/2019, [Insert citation of publication].	
Section .1002	Applicability	7/1/2018	9/11/2019, [Insert citation of publication].	
Section .1003	Definitions	7/1/2018	9/11/2019, [Insert citation of publication].	
Section .1005	On-Board Diagnostic Standards ..	7/1/2018	9/11/2019, [Insert citation of publication].	
*	*	*	*	*

* * * * *

(e) * * *

EPA-APPROVED NORTH CAROLINA NON-REGULATORY PROVISIONS

Provision	State effective date	EPA approval date	Federal Register citation	Explanation
* * *	*	*	*	*
2008 8-hour ozone Maintenance Plan for the North Carolina portion of the bi-state Charlotte Area.	7/25/2018	9/11/2019	[Insert citation of publication].	

[FR Doc. 2019-19574 Filed 9-10-19; 8:45 am]
 BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52**

[EPA-R08-OAR-2019-0180; FRL-9999-15—Region 8]

Approval and Promulgation of Implementation Plans; Utah; Interstate Transport Requirements for Nitrogen Dioxide, Sulfur Dioxide, and Fine Particulate Matter

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving five State Implementation Plan (SIP) submissions from the State of Utah regarding certain interstate transport requirements of the Clean Air Act (CAA or “Act”). These submissions respond to the EPA’s promulgation of the 2010 nitrogen dioxide (NO₂) national ambient air quality standards (NAAQS), the 2010 sulfur dioxide (SO₂) NAAQS, and the 2012 fine particulate matter (PM_{2.5}) NAAQS. The submissions address the requirement that each SIP contain

adequate provisions prohibiting air emissions that will significantly contribute to nonattainment or interfere with maintenance of these NAAQS in any other state. The EPA is taking this action pursuant to section 110 of the Clean Air Act (CAA).

DATES: This rule is effective on October 11, 2019.

ADDRESSES: The EPA has established a docket for this action under Docket ID No. EPA-R08-OAR-2019-0180. All documents in the docket are listed on the <http://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available through <http://www.regulations.gov>, or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information.

FOR FURTHER INFORMATION CONTACT: Adam Clark, Air and Radiation Division, EPA, Region 8, Mailcode 8ARD-IO, 1595 Wynkoop Street, Denver, Colorado, 80202-1129, (303) 312-7104, clark.adam@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document “we,” “us,” and “our” means the EPA.

I. Background

The background for this action is discussed in detail in our June 20, 2019 proposed rulemaking (84 FR 28776). In that document we proposed to approve the CAA section 110(a)(2)(D)(i)(I) portion of Utah’s January 31, 2013, June 2, 2013, December 22, 2015 and two May 8, 2018 infrastructure submissions based on our determination that emissions from Utah will not significantly contribute to nonattainment, or interfere with maintenance, of the 2010 NO₂, 2010 SO₂, and 2012 PM_{2.5} NAAQS in any other state.

We received one anonymous comment letter on our proposal. Our responses to this comment letter are provided below.

II. Response to Comments

Comment: The commenter stated that the EPA should review all sources of SO₂ in Utah located within 50 km of another state’s border, rather than focus our analysis on sources in this area emitting greater than 100 tons per year (tpy) of SO₂. The commenter stated that “the EPA does not appear to support the

Government-Furnished Headstones, Markers, and Medallions; Unmarked Graves to fix technical errors and dropped amendments, published on August 6, 2021, in the **Federal Register** at 86 FR 43091.

In FR Rule Doc. No. 2021–16660, beginning on page 43091 in the August 6, 2021 issue, make the following corrections.

Corrections

■ 1. On page 43092 in the regulatory framework chart, in the column titled “Location of applicable provisions in the final regulation,” line 3, remove “§ 38.600(a)(1)–(a)(9)” and add “38.600(a)” in its place.

§ 38.600 [Corrected]

■ 2. On page 43098, column 1, line 10, in § 38.600(b), remove “paragraphs (a)(1) through (9)” and add “paragraph (a)” in its place.

§ 38.630 [Corrected]

■ 3. On page 43100, column 1, line 16, in § 38.630(c)(1)(ii), remove “§ 38.600(a)(8)” and add § 38.600(a)” in its place.

Dated: August 20, 2021

Jeffrey M. Martin,

Assistant Director, Office of Regulation Policy & Management, Office of the Secretary, Department of Veterans Affairs.

[FR Doc. 2021–18285 Filed 8–24–21; 8:45 am]

BILLING CODE 8320–01–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R04–OAR–2020–0515; FRL–8852–02–R4]

Air Plan Approval; North Carolina; Revision to Approved Motor Vehicle Emissions Budgets

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving a revision to the North Carolina State Implementation Plan (SIP), submitted on July 16, 2020, by the State of North Carolina, through the North Carolina Department of Environment and Natural Resources, Division of Air Quality (NCDAQ) for the purpose of allocating a portion of the available 2026 safety margin in the 2008 8-hour Ozone Maintenance Plan to the 2026 nitrogen oxides (NO_x) and volatile organic compounds (VOC) motor vehicle emissions budgets (“MVEBs” or

“budgets”) for the North Carolina portion of the Charlotte-Rock Hill, NC-SC bi-state Area (hereinafter referred to as the “North Carolina portion of the Charlotte Maintenance Area”) to account for uncertainty associated with the mobile emissions model and unanticipated growth in vehicle miles traveled for the North Carolina portion of the Charlotte Maintenance Area. The revision also updates the 2026 MVEBs which are used for transportation conformity. NCDAQ’s July 16, 2020, submission supplements the revised 2008 8-hour Ozone Maintenance Plan submitted by NCDAQ on July 25, 2018, and approved by EPA on September 11, 2019. EPA is approving North Carolina’s July 16, 2020, supplemental SIP revision pursuant to the Clean Air Act (CAA or Act) and deeming the MVEBs adequate for transportation conformity purposes because the SIP meets all the statutory and regulatory requirements.

DATES: This rule is effective September 24, 2021.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA–R04–OAR–2020–0515. All documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information is not publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office’s official hours of business are Monday through Friday 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT: Dianna Myers, Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, Region 4, U.S. Environmental Protection Agency, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. The telephone number is (404) 562–9207. Ms. Dianna Myers can also be reached via electronic mail at Myers.Dianna@epa.gov.

SUPPLEMENTARY INFORMATION:

I. This Action

EPA is approving NCDAQ’s July 16, 2020, SIP revision allocating a portion of the available safety margin to revise the 2026 NO_x and VOC budgets for the North Carolina portion of Charlotte 2008 8-hour Ozone Maintenance Area for transportation conformity purposes. NCDAQ requested approval of the July 16, 2020, SIP revision in order to account for unanticipated changes in the travel demand model, such as unanticipated growth in vehicle miles traveled, changes and uncertainty in vehicle mix assumptions, and uncertainty associated with mobile emissions modeling.

Upon approval, the revised 2026 budgets from NCDAQ’s July 16, 2020, SIP revision will replace the existing budgets in the State’s 2008 8-hour Ozone Maintenance Plan revision approved on September 11, 2019. *See* 84 FR 47889. These newly revised NO_x and VOC 2026 budgets must be used in future transportation conformity analyses for the Area according to the transportation conformity rule. *See* 40 CFR 93.118. Also, all emissions inventories (on-road, point, area, and nonroad) from NCDAQ’s September 11, 2019, SIP revision remain the same. This action only approves the allocation of a portion of the available safety margin to the 2026 NO_x and VOC MVEBs. EPA is approving North Carolina’s July 16, 2020, SIP revision because it continues to demonstrate maintenance for the Charlotte Maintenance Area.

II. Background

Effective July 20, 2012, EPA designated the Charlotte-Rock Hill, NC-SC Area as Marginal nonattainment for the 2008 8-hour ozone national ambient air quality standard (hereinafter referred to as NAAQS or standard). The North Carolina portion of the Charlotte 2008 Maintenance Area includes Mecklenburg in its entirety and portions of Cabarrus, Gaston, Iredell, Lincoln, Rowan, and Union counties. The Charlotte Maintenance Area also includes a portion of York County located in Rock Hill, South Carolina. *See* 77 FR 30088. The North Carolina portion of the Charlotte Maintenance Area is comprised of three metropolitan planning organizations (MPOs): The Charlotte Regional Transportation Planning Organization (CRTPO) which covers Iredell, Mecklenburg, and Union counties; the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) which covers Cabarrus and Rowan counties; and the Gaston-Cleveland-Lincoln Metropolitan

Planning Organization (GCLMPO) which covers Gaston, Cleveland, and Lincoln counties. Although Cleveland County is included in the GCLMPO planning boundary, it was not included in the North Carolina portion of the Charlotte Maintenance Area. Each MPO has its own budget referred to as a “sub-area budget or sub-area MVEBs.” The York County, South Carolina portion of this maintenance area has a separate MPO and budgets. The South Carolina portion of the maintenance area implements transportation conformity independent of the North Carolina portion.

EPA originally approved NCDAQ’s 2008 8-hour ozone redesignation request and maintenance SIP for the North Carolina portion of the Charlotte Maintenance Area on July 28, 2015 (80 FR 44873), with base year NO_x and VOC actual emissions inventories for 2014; projected, future, interim year inventories for 2015, 2018, and 2022; and projected final year emission

inventory for 2026. On August 17, 2015 (80 FR 49164), EPA approved North Carolina’s section 110(l) noninterference demonstration requesting relaxation of the Federal Reid Vapor Pressure from 7.8 pounds per square inch (psi) to 9.0 psi and a revision to the 2026 NO_x and VOC sub-area MVEBs for Mecklenburg and Gaston Counties only. *See* 80 FR 44868.

On September 11, 2019 (84 FR 47889), EPA approved NCDAQ’s July 25, 2018, SIP revision related to North Carolina’s I/M Program. The September 11, 2019, SIP approval updated the on-road mobile source inventory and revised the 2026 sub-area VOC and NO_x budgets; these remain the current SIP-approved MVEBs and inventories. The revised 2026 MVEBs became effective on October 11, 2019.

EPA’s analysis of North Carolina’s July 16, 2020, SIP submittal indicates that maintenance will continue to be demonstrated for the Charlotte Maintenance Area after allocation of a

portion of the safety margin to the 2026 MVEBs because the total level of emissions from all source categories remains equal to or less than the attainment level of emissions.

In a notice of proposed rulemaking (NPRM), published in the **Federal Register** on June 23, 2021 (86 FR 32850), EPA proposed to approve the July 16, 2020, SIP revision. The details of North Carolina’s submittal and the rationale for EPA’s action are further explained in the NPRM. Comments on the June 23, 2021, NPRM were due on or before July 23, 2021. EPA did not receive any comments.

Tables 1 through 3, below, provide the newly revised 2026 NO_x and VOC sub-area MVEBs with the new safety margin¹ allocations in kilograms per day (kg/day) for transportation conformity purposes (2014 is only shown for illustration because no changes are being made to the MVEBs for that year).

TABLE 1—CABARRUS ROWAN METROPOLITAN PLANNING ORGANIZATION (CRMPO) MVEBS IN 2014 AND 2026
[kg/day]*

	2014 NO _x	2014 VOC	2026 NO _x	2026 VOC
Base On-road Emissions	11,814	7,173	3,381	3,371
Safety margin allocated to MVEB .....	.....	.....	1,522	1,517
Conformity MVEB	11,814	7,173	4,903	4,888

* Includes the portion of Cabarrus and Rowan Counties in the maintenance area.

TABLE 2—GASTON-CLEVELAND-LINCOLN METROPOLITAN PLANNING ORGANIZATION (GCLMPO) MVEBS IN 2014 AND 2026
[kg/day]*

	2014 NO _x	2014 VOC	2026 NO _x	2026 VOC
Base On-road Emissions	10,079	5,916	2,681	2,468
Safety margin allocated to MVEB .....	.....	.....	1,087	1,004
Conformity MVEB	10,079	5,916	3,768	3,472

* Includes the portion of Gaston and Lincoln counties in the maintenance area. Although Cleveland County is included in the MPO, it is not included in the Charlotte ozone maintenance area.

TABLE 3—CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION (CRTPO)—ROCKY RIVER RURAL PLANNING ORGANIZATION (RRRPO) MVEBS IN 2014 AND 2026
[kg/day]*

	2014 NO _x	2014 VOC	2026 NO _x	2026 VOC
Base On-road Emissions	32,679	18,038	8,870	8,655
Safety margin allocated to MVEB .....	.....	.....	3,371	3,288
Conformity MVEB	32,679	18,038	12,241	11,943

* Includes all of Mecklenburg County and a portion of Iredell and Union Counties in the maintenance area.

The remaining safety margin after the allocation to the 2026 MVEBs is 63.31 tons per day (tons/day) and 13.73 tons/

day for NO_x and VOC, respectively is provided below in Table 4.

¹ A safety margin is the difference between the attainment level of emissions from all source

categories (*i.e.*, point, area, on-road, and nonroad)

and the projected level of emissions in the maintenance year from all source categories.

TABLE 4—NEW SAFETY MARGINS FOR THE NORTH CAROLINA PORTION OF THE CHARLOTTE MAINTENANCE AREA

Year	NO _x (tons/day)	VOC (tons/day)
2014	N/A	N/A
2015	– 5.99	– 2.03
2018	– 45.49	– 13.30
2022	– 63.74	– 15.84
2026	– 63.31	– 10.73

III. Final Action

EPA has evaluated North Carolina's submittal and has determined that it meets the applicable requirements of the CAA and EPA regulations, and is consistent with EPA policy.

Therefore, EPA is approving NCDQA's July 16, 2020 SIP revision requesting to revise the Charlotte 2008 8-hr Ozone Maintenance Plan in order to allocate a portion of the available safety margin to the 2026 NO_x and VOC MVEBs. The revised MVEBs ensure continued attainment of the 2008 8-hour ozone NAAQS through the maintenance year 2026. In addition, EPA is deeming the MVEBs adequate for transportation conformity purposes because the budgets meet the adequacy criteria in the conformity rule at 40 CFR 93.118(e)(4). Within 24 months from the effective date of this approval, the transportation partners are required to demonstrate conformity to the revised NO_x and VOC MVEBs pursuant to 40 CFR 93.104(e).

IV. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. *See* 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided they meet the criteria of the CAA. This action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);

- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);

- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);

- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);

- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);

- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and

- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994). The SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), nor will it impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it

is published in the **Federal Register**. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by October 25, 2021. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. *See* section 307(b)(2).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

Dated: August 18, 2021.

John Blevins,

Acting Regional Administrator, Region 4.

For the reasons stated in the preamble, EPA amends 40 CFR part 52 as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart II—North Carolina

■ 2. In section 52.1770 in paragraph (e) amend the table by adding a new entry for "MVEB Revision to the 2008 8-hour ozone Maintenance Plan for the North Carolina portion of the bi-state Charlotte Area" at the end of the table to read as follows:

§ 52.1770 Identification of plan.

*	*	*	*	*
(e)	*	*	*	*

EPA-APPROVED NORTH CAROLINA NON-REGULATORY PROVISIONS

Provision	State effective date	EPA approval date	Federal Register citation	Explanation
* * * * *				
MVEB Revision to the 2008 8-hour ozone Maintenance Plan for the North Carolina portion of the bi-state Charlotte Area.	7/16/2020	8/25/2021	[Insert citation of publication]	.....

[FR Doc. 2021-18247 Filed 8-24-21; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52****[EPA-R05-OAR-2020-0602; FRL-8833-02-R5]****Air Plan Approval; Ohio; Ohio Permit Fee Rule Removal****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving under the Clean Air Act (CAA), a revision to Ohio's State Implementation Plan (SIP), submitted by the Ohio Environmental Protection Agency (OEPA) on November 12, 2020, and supplemented on February 11, 2021. OEPA requested to remove the Ohio Administrative Code (OAC) Permit Fees rule provisions from the Ohio SIP because they no longer exist at the state level and have been superseded by the fee system in Ohio's Title V permitting program and the Ohio Revised Code (ORC). OEPA rescinded the permit fee rules at the state level in 2003. EPA proposed to approve this action on April 13, 2021, and received no comments.

DATES: This final rule is effective on September 24, 2021.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA-R05-OAR-2020-0602. All documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information is not publicly available, *i.e.*, Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available either through www.regulations.gov or at the Environmental Protection Agency,

Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604. This facility is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding Federal holidays and facility closures due to COVID-19. We recommend that you telephone Richard Angelbeck, Environmental Scientist, at (312) 886-9698 before visiting the Region 5 office.

FOR FURTHER INFORMATION CONTACT: Richard Angelbeck, Environmental Scientist, Air Permits Section, Air Programs Branch (AR-18J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 886-9698, angelbeck.richard@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document whenever "we," "us," or "our" is used, we mean EPA.

I. Background Information

On April 13, 2021, EPA proposed to approve the removal of all OAC Chapter 3745-45 provisions from the Ohio SIP (86 FR 19174). An explanation of the CAA requirements, a detailed analysis of the revisions, and EPA's reasons for proposing approval were provided in the notice of proposed rulemaking, and will not be restated here. The public comment period for this proposed rule ended on May 13, 2021. EPA received no comments on the proposal. Therefore, we are finalizing our action as proposed.

II. Final Action

EPA is approving the removal of Ohio's OAC Chapter 3745-45 Permit Fee rule from the Ohio SIP. Removing OAC Chapter 3745-45 from the Ohio SIP is consistent with Federal regulations governing state permitting programs and would not interfere with reasonable further progress or attainment of any national ambient air quality standards.

III. Incorporation by Reference

In this rule, EPA is amending regulatory text that includes incorporation by reference. As described in the amendments to 40 CFR part 52 set

forth below, EPA is removing provisions of the EPA-Approved Ohio Regulations from the Ohio SIP, which is incorporated by reference in accordance with the requirements of 1 CFR part 51. EPA has made, and will continue to make the SIP generally available through www.regulations.gov and at the EPA Region 5 Office (please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this preamble for more information).

IV. Statutory and Executive Order Reviews.

Under the CAA the Administrator is required to approve a SIP submission that complies with the provisions of the CAA and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, this action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);
- Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);

Subpart II—North Carolina

■ 2. In § 52.1770(c), amend table (1) by removing the entries for “Section .1401,” “Section .1402,” “Section .1403,” “Section .1404,” “Section .1407,” “Section .1408,” “Section .1409,” “Section .1410,” “Section

.1411,” “Section .1412,” “Section .1413,” “Section .1414,” “Section .1415,” and “Section .1418;” and adding in their place entries for “Rule .1401,” “Rule .1402,” “Rule .1403,” “Rule .1404,” “Rule .1407,” “Rule .1408,” “Rule .1409,” “Rule .1410,” “Rule

.1411,” “Rule .1412,” “Rule .1413,” “Rule .1414,” “Rule .1415,” and “Rule .1418” to read as follows:

§ 52.1770 Identification of plan.

* * * * *

(c) * * *

(1) EPA APPROVED NORTH CAROLINA REGULATIONS

State citation	Title/subject	State effective date	EPA approval date	Explanation
*	*	*	*	*
Section .1400 Nitrogen Oxides				
Rule .1401	Definitions	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1402	Applicability	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1403	Compliance Schedules	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1404	Recordkeeping: Reporting: Monitoring.	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1407	Boilers and Indirect-Fired Process Heaters.	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1408	Stationary Combustion Turbines.	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1409	Stationary Internal Combustion Engines.	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1410	Emissions Averaging	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1411	Seasonal Fuel Switching	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1412	Petition for Alternative Limitations.	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1413	Sources Not Otherwise Listed in This Section.	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1414	Tune-Up Requirements	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1415	Test Methods and Procedures.	10/1/2020	1/13/2023, [Insert citation of publication].	
Rule .1418	New Electric Generating Units, Large Boilers, and Large I/C Engines.	10/1/2020	1/13/2023, [Insert citation of publication].	
*	*	*	*	*

* * * * *

[FR Doc. 2022–28658 Filed 1–12–23; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52**

[EPA–R04–OAR–2022–0265; FRL–9781–02–R4]

Air Plan Approval; North Carolina; Charlotte-Gastonia-Rock Hill Area Limited Maintenance Plan for the 1997 8-Hour Ozone NAAQS

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is finalizing approval of a state implementation plan (SIP) revision submitted by the State of North Carolina, through the North Carolina Department of Environment Quality,

Division of Air Quality (DAQ), via a letter dated December 9, 2021. The SIP revision includes the 1997 8-hour ozone National Ambient Air Quality Standards (NAAQS) Limited Maintenance Plan (LMP) for the North Carolina portion (hereinafter referred to as the Metrolina Area) of the Charlotte-Gastonia-Rock Hill NC–SC 1997 8-hour ozone maintenance area (hereinafter referred to as the “Charlotte NC–SC 1997 8-hour NAAQS Area” or “bi-state Charlotte Area”). The Charlotte NC–SC 1997 8-hour NAAQS Area is comprised of Cabarrus, Gaston, Lincoln, Mecklenburg, Rowan and Union Counties and a portion of Iredell County (*i.e.*, Davidson and Coddle Creek Townships) in North Carolina; and the Rock Hill Metropolitan Planning Organization boundary in York County, South Carolina. EPA is finalizing approval because the LMP provides for the maintenance of the 1997 8-hour ozone NAAQS within the Metrolina Area through the end of the second 10-

year portion of the maintenance period. This action makes certain commitments related to maintenance of the 1997 8-hour ozone NAAQS in the Metrolina Area federally enforceable as part of the North Carolina SIP.

DATES: This rule is effective February 13, 2023.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA–R04–OAR–2022–0265. All documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information may not be publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at

the Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Sarah LaRocca, Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. The telephone number is (404) 562–8994. Ms. LaRocca can also be reached via electronic mail at larocca.sarah@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

In accordance with the Clean Air Act (CAA or Act), EPA is approving the Metrolina Area's LMP for the 1997 8-hour ozone NAAQS, adopted and submitted by DAQ as a revision to the North Carolina SIP on December 9, 2021. In 2004, the Charlotte NC–SC 1997 8-hour NAAQS Area, which includes the Metrolina Area, was designated as nonattainment for the 1997 8-hour ozone NAAQS. Subsequently, in 2013, after a clean data determination¹ and EPA's approval of a maintenance plan, the North Carolina portion of the Charlotte NC–SC 1997 8-hour NAAQS Area, which includes the Metrolina Area, was redesignated to attainment for the 1997 8-hour ozone NAAQS. See 78 FR 72036 (December 2, 2013).

The Metrolina Area LMP is designed to maintain the 1997 8-hour ozone NAAQS within the Metrolina Area through the end of the second 10-year portion of the maintenance period beyond redesignation. EPA is finalizing the approval of the plan because it meets all applicable requirements under CAA sections 110 and 175A. As a general matter, the Metrolina Area LMP relies on the same control measures and contingency provisions to maintain the 1997 8-hour ozone NAAQS during the second 10-year portion of the maintenance period as the maintenance plan submitted by DAQ for the first 10-year period.

In a notice of proposed rulemaking (NPRM), published on November 21,

2022 (87 FR 70758), EPA proposed to approve the Area's LMP because the State made a showing, consistent with EPA's prior LMP guidance, that the Charlotte NC–SC 1997 8-hour NAAQS Area's ozone concentrations are well below the 1997 8-hour ozone NAAQS, have been historically stable, and that it has met all other maintenance plan requirements. The details of North Carolina's submission and the rationale for EPA's action are explained further in the November 21, 2022, NPRM. Comments on the November 21, 2022, NPRM were due on or before December 21, 2022. No comments were received on the November 21, 2022, NPRM, adverse or otherwise.

II. Final Action

In accordance with sections 110(k) and 175A of the CAA, and for the reasons set forth in the November 21, 2022, NPRM, EPA is finalizing the Metrolina Area LMP for the 1997 8-hour ozone NAAQS, as submitted by NCDAQ on December 9, 2021. EPA is finalizing the approval of the Metrolina Area LMP because it includes an acceptable update of various elements of the 1997 8-hour ozone NAAQS Maintenance Plan approved by EPA for the first 10-year period (including emissions inventory, assurance of adequate monitoring and verification of continued attainment, and contingency provisions), and retains the relevant provisions of the SIP. EPA also finds that the Metrolina Area qualifies for the LMP option and that, therefore, the Metrolina Area's LMP adequately demonstrates maintenance of the 1997 8-hour ozone NAAQS through documentation of monitoring data showing maximum 1997 8-hour ozone levels well below the NAAQS and continuation of existing control measures. EPA believes that the Metrolina Area's 1997 8-Hour Ozone LMP is sufficient to provide for maintenance of the 1997 8-hour ozone NAAQS in the Metrolina Area over the second 10-year maintenance period, through 2034, and thereby satisfies the requirements for such a plan under CAA section 175A(b).

III. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. See 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. This action merely approves state law as meeting Federal requirements and does not impose

additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose information collection burdens under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having significant economic impacts on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandates or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);
- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

This SIP revision is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), nor will it impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other

¹ See 76 FR 70656 (November 15, 2011).

required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a “major rule” as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by March 14, 2023. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed and

shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. *See* section 307(b)(2).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Nitrogen oxides, Ozone, Reporting and recordkeeping Requirements, Volatile organic compounds.

Dated: December 30, 2022.

Daniel Blackman,

Regional Administrator, Region 4.

For the reasons stated in the preamble, EPA amends 40 CFR part 52 as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart II—North Carolina

■ 2. In § 52.1770, amend the table in paragraph (e) by adding an entry for “1997 8-hour Ozone 2nd Maintenance Plan (Limited Maintenance Plan) for the North Carolina portion of the bi-state Charlotte Area” at the end of the table to read as follows:

§ 52.1770 Identification of plan.

* * * * *
(e) * * *

EPA-APPROVED NORTH CAROLINA NON-REGULATORY PROVISIONS

Provision	State effective date	EPA approval date	Federal Register citation	Explanation
* * * * *				
1997 8-hour Ozone 2nd Maintenance Plan (Limited Maintenance Plan) for the North Carolina portion of the bi-state Charlotte Area.	12/9/2021	1/13/2023	[Insert Federal Register citation].	

[FR Doc. 2022–28664 Filed 1–12–23; 8:45 am]

BILLING CODE 6560–50–P

GENERAL SERVICES ADMINISTRATION

41 CFR Part 105–70

[FPMR Case 2023–01; Docket No. GSA–FPMR–2023–0005; Sequence No. 1]

RIN 3090–AK68

Civil Monetary Penalties Inflation Adjustment

AGENCY: The Office of the General Counsel, General Services Administration.

ACTION: Final rule.

SUMMARY: In accordance with the Federal Civil Penalties Inflation Adjustment Act of 1990, as amended by the Debt Collection Improvement Act of 1996, and further amended by the Federal Civil Penalties Inflation Adjustment Act Improvement Act of 2015, this final rule applies the inflation adjustments for GSA’s civil monetary penalties.

DATES: Effective January 15, 2023.

FOR FURTHER INFORMATION CONTACT: Mr. Aaron Pound, Assistant General Counsel, General Law Division (LG), General Services Administration, 1800 F

Street NW, Washington, DC 20405.
Telephone Number 202–501–1460.

SUPPLEMENTARY INFORMATION:

I. The Debt Collection Improvement Act of 1996

To maintain the remedial impact of civil monetary penalties (CMPs) and to promote compliance with the law, the Federal Civil Penalties Inflation Adjustment Act of 1990 (Pub. L. 101–410) was amended by the Debt Collection Improvement Act of 1996 (Pub. L. 104–134) and the Federal Civil Penalties Inflation Adjustment Act Improvement Act of 2015 (Sec. 701 of Pub. L. 114–74) to require Federal agencies to regularly adjust certain CMPs for inflation. As amended, the law requires each agency to make an initial inflationary adjustment for all applicable CMPs, and to make further adjustments at least once every year thereafter for these penalty amounts. The Debt Collection Improvement Act of 1996 further stipulates that any resulting increases in a CMP due to the calculated inflation adjustments shall apply only to violations which occur after the date the increase takes effect, *i.e.*, thirty (30) days after date of publication in the **Federal Register**. Pursuant to the 2015 Act, agencies are required to adjust the level of the CMP with an initial “fix”, and make

subsequent annual adjustments for inflation. Catch up adjustments are based on the percent change between the Consumer Price Index for Urban Consumers (CPI–U) for the month of October for the year of the previous adjustment, and the October 2015 CPI–U. Annual inflation adjustments will be based on the percent change between the October CPI–U preceding the date of adjustment and the prior year’s October CPI–U.

II. The Program Fraud Civil Remedies Act of 1986

Sections 6103 and 6104 of the Omnibus Budget Reconciliation Act of 1986 (Pub. L. 99–509) set forth the Program Fraud Civil Remedies Act of 1986 (PFCRA).

Specifically, this statute imposes a CMP and an assessment against any person who, with knowledge or reason to know, makes, submits, or presents a false, fictitious, or fraudulent claim or statement to the Government. The General Services Administration’s regulations, published in the **Federal Register** (61 FR 246, December 20, 1996) and codified at 41 CFR part 105–70, currently set forth a CMP of up to \$12,100 for each false claim or statement made to the agency. Based on the penalty amount inflation factor calculation, derived from originally dividing the October 2021 CPI by the

**Appendix B: N. Carolina's Non-interference Demonstration for
the Federal Low RVP Submittal**

*EPA's Final Rule's Approving North Carolina's Non-interference
Demonstration for Federal Low-RVP*

*North Carolina's Non-interference Demonstration for the Federal
Low RVP Submittal*

STATE OF OREGON AIR QUALITY CONTROL PROGRAM—Continued

SIP citation	Title/subject	State effective date	EPA approval date	Explanation
*	*	*	*	*
	Grants Pass Second 10-Year Carbon Monoxide Limited Maintenance Plan.	4/16/2015	7/28/2015, [Insert Federal Register citation].	
*	*	*	*	*

* * * * *

[FR Doc. 2015-18220 Filed 7-27-15; 8:45 am]

BILLING CODE P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R04-OAR-2015-0260; FRL-9931-27-Region 4]

Approval and Promulgation of Implementation Plans; North Carolina: Non-Interference Demonstration for Federal Low-Reid Vapor Pressure Requirement for Gaston and Mecklenburg Counties

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving the State of North Carolina's April 16, 2015, revision to its State Implementation Plan (SIP), submitted through the North Carolina Department of Environment and Natural Resources, Division of Air Quality (DAQ), in support of the State's request that EPA change the Federal Reid Vapor Pressure (RVP) requirements for Gaston and Mecklenburg Counties. This RVP-related SIP revision evaluates whether changing the Federal RVP requirements in these counties would interfere with the requirements of the Clean Air Act (CAA or Act). North Carolina's April 16, 2015, RVP-related SIP revision also updates the State's maintenance plan and the associated motor vehicle emissions budgets (MVEBs) related to its redesignation request for the North Carolina portion of the Charlotte-Rock Hill 2008 8-hour ozone nonattainment area (Charlotte Area) to reflect the requested change in the Federal RVP requirements. EPA has determined that North Carolina's April 16, 2015, RVP-related SIP revision is consistent with the applicable provisions of the CAA.

DATES: This rule is effective July 28, 2015.

ADDRESSES: EPA has established a docket for this action under Docket

Identification No. EPA-R04-OAR-2015-0260. All documents in the docket are listed on the www.regulations.gov Web site. Although listed in the index, some information may not be publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Air Regulatory Management Section (formerly the Regulatory Development Section), Air Planning and Implementation Branch (formerly the Air Planning Branch), Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW., Atlanta, Georgia 30303-8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday, 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT: Richard Wong of the Air Regulatory Management Section, in the Air Planning and Implementation Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW., Atlanta, Georgia 30303-8960. Mr. Wong may be reached by phone at (404) 562-8726 or via electronic mail at wong.richard@epa.gov.

SUPPLEMENTARY INFORMATION:**I. What is the background for this final action?**

On May 21, 2012, EPA designated and classified areas for the 2008 8-hour ozone NAAQS that was promulgated on March 27, 2008, as unclassifiable/attainment or nonattainment for the new 8-hour ozone NAAQS. *See* 77 FR 30088. The Charlotte Area was designated as nonattainment for the 2008 8-hour ozone NAAQS with a design value of 0.079 ppm. On April 16, 2015, DAQ submitted a redesignation request and

maintenance plan for the North Carolina portion of the Charlotte Area for EPA's approval. In that submittal, the State included a maintenance demonstration that estimates emissions using a 7.8 psi RVP requirement for Gaston and Mecklenburg Counties for the 2008 8-hour ozone redesignation request and maintenance plan. EPA proposed action on the aforementioned redesignation request and maintenance plan in a **Federal Register** document published on May 21, 2015. *See* 80 FR 29250. The final rule approving the State's redesignation request and maintenance plan was signed on July 17, 2015. The State, in conjunction with its request to redesignate the North Carolina portion of the Charlotte Area to attainment, is also requesting a change of the Federal RVP requirement from 7.8 psi to 9.0 psi.

On April 16, 2015, to support its request for EPA to change the Federal RVP requirement for Gaston and Mecklenburg Counties, DAQ submitted a SIP revision that contains a noninterference demonstration that included modeling assuming 9.0 psi for RVP for Gaston and Mecklenburg Counties and that updates the maintenance plan submission and associated MVEBs for the North Carolina portion of the Charlotte Area. In a notice of proposed rulemaking (NPR) published on May 21, 2015, EPA proposed to approve the State's noninterference demonstration and the updates to its maintenance plan and the associated MVEBs related to the State's redesignation request for the North Carolina portion of the Charlotte Area, contingent upon EPA approval of North Carolina's redesignation request and maintenance plan for the North Carolina portion of the Charlotte Area. *See* 80 FR 29230. The details of North Carolina's submittal and the rationale for EPA's actions are explained in the NPR. EPA did not receive any comments on the proposed action.

II. Final Action

EPA is taking final action to approve the State of North Carolina's noninterference demonstration, submitted on April 16, 2015, in support of the State's request that EPA change

the Federal RVP requirements for Gaston and Mecklenburg Counties from 7.8 psi to 9.0 psi. Specifically, EPA has determined that the change in the RVP requirements for Gaston and Mecklenburg Counties will not interfere with attainment or maintenance of any NAAQS or with any other applicable requirement of the CAA. North Carolina's April 16, 2015, SIP revision also updates its maintenance plan and the associated MVEBs related to the State's redesignation request for the North Carolina portion of the Charlotte Area to reflect emissions changes for the requested change to the Federal RVP requirements. EPA is approving those changes to update the maintenance plan and the MVEBs.

EPA has determined that North Carolina's April 16, 2015, RVP-related SIP revision is consistent with the applicable provisions of the CAA for the reasons provided in the NPR. EPA is not taking action today to remove the Federal 7.8 psi RVP requirement for Gaston and Mecklenburg Counties. Any such action would occur in a separate and subsequent rulemaking.

In accordance with 5 U.S.C. 553(d), EPA finds that there is good cause for this action to become effective immediately upon publication. This is because a delayed effective date is unnecessary because this action approves a noninterference demonstration that will serve as the basis of a subsequent action to relieve the Area from certain CAA requirements that would otherwise apply to it. The immediate effective date for this action is authorized under both 5 U.S.C. 553(d)(1), which provides that rulemaking actions may become effective less than 30 days after publication if the rule grants or recognizes an exemption or relieves a restriction, and section 553(d)(3), which allows an effective date less than 30 days after publication as otherwise provided by the agency for good cause found and published with the rule. The purpose of the 30-day waiting period prescribed in section 553(d) is to give affected parties a reasonable time to adjust their behavior and prepare before the final rule takes effect. This rule, however, does not create any new regulatory requirements such that affected parties would need time to prepare before the rule takes effect. Rather, this rule will serve as a basis for a subsequent action to relieve the Area from certain CAA requirements. For these reasons, EPA finds good cause under 5 U.S.C. 553(d)(3) for this action to become effective on the date of publication of this action.

III. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submittal that complies with the provisions of the Act and applicable federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, this action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);
- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, October 7, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

In addition, the SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249,

November 9, 2000) nor will it impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by September 28, 2015. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. *See* section 307(b)(2).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Volatile organic compounds.

Dated: July 17, 2015.

Heather McTeer Toney,
Regional Administrator, Region 4.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

- 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart II—North Carolina

- 2. In § 52.1770, the table in paragraph (e) is amended by adding a new entry "Supplement Maintenance Plan for the Charlotte Area, NC 2008 8-hour Ozone Maintenance Area and RVP Standard" at the end of the table to read as follows:

§ 52.1770 Identification of plan.

(e) * * *

* * * * *

EPA-APPROVED NORTH CAROLINA NON-REGULATORY PROVISIONS

Provision	State effective date	EPA Approval date	Federal Register citation	Explanation
* * * * *	*	*	*	*
Supplement Maintenance Plan for the Charlotte Area, NC 2008 8-hour Ozone Maintenance Area and RVP Standard.	4/16/2015	7/28/2015	[insert Federal Register citation].	Provides the non-interference demonstration for revising the Federal Low-Reid Vapor Pressure requirement for the Charlotte Area, NC.

[FR Doc. 2015-18343 Filed 7-27-15; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52****[EPA-R07-OAR-2015-0357; FRL-9931-33-Region 7]****Approval and Promulgation of Air Quality Implementation Plans; State of Iowa; Revisions to Linn County Air Quality Ordinance****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Direct final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving revisions to the State Implementation Plan (SIP) for the State of Iowa. The purpose of these revisions is to update the Linn County Air Quality Ordinance, Chapter 10. These revisions reflect updates to the Iowa statewide rules previously approved by EPA and will ensure consistency between the applicable local agency rules and Federally-approved rules.

DATES: This direct final rule will be effective September 28, 2015, without further notice, unless EPA receives adverse comment by August 27, 2015. If EPA receives adverse comment, we will publish a timely withdrawal of the direct final rule in the **Federal Register** informing the public that the rule will not take effect.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA-R07-OAR-2015-0357, by one of the following methods:

1. *www.regulations.gov*. Follow the on-line instructions for submitting comments.
2. *Email:* Hamilton.heather@epa.gov.
3. *Mail or Hand Delivery:* Heather Hamilton, Environmental Protection Agency, Air Planning and Development Branch, 11201 Renner Boulevard, Lenexa, Kansas 66219.

Instructions: Direct your comments to Docket ID No. EPA-R07-OAR-2015-0357. EPA's policy is that all comments received will be included in the public docket without change and may be made available online at *www.regulations.gov*, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit through *www.regulations.gov* or email information that you consider to be CBI or otherwise protected. The *www.regulations.gov* Web site is an "anonymous access" system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an email comment directly to EPA without going through *www.regulations.gov*, your email address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

Docket: All documents in the docket are listed in the *www.regulations.gov* index. Although listed in the index, some information is not publicly available, *i.e.*, CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, will be publicly available only in hard copy form. Publicly available docket materials are available either electronically in *www.regulations.gov* or in hard copy at

the Environmental Protection Agency, Air Planning and Development Branch, 11201 Renner Boulevard, Lenexa, Kansas 66219. The Regional Office's official hours of business are Monday through Friday, 8:00 a.m. to 4:30 p.m. excluding legal holidays. The interested persons wanting to examine these documents should make an appointment with the office at least 24 hours in advance.

FOR FURTHER INFORMATION CONTACT: Heather Hamilton, Environmental Protection Agency, Air Planning and Development Branch, 11201 Renner Boulevard, Lenexa, Kansas 66219, at 913-551-7039, or by email at Hamilton.heather@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document "we," "us," or "our" refer to EPA. This section provides additional information by addressing the following:

- I. What is being addressed in this document?
- II. Have the requirements for approval of a SIP Revision been met?
- III. What action is EPA taking?
- IV. Statutory and Executive Order Reviews

I. What is being addressed in this document?

The State of Iowa has requested EPA approval of revisions to the local agency's rules and regulations, Linn County Air Quality Ordinance, Chapter 10, as a revision to the SIP. In order for the local program's "Air Quality Ordinance" to be incorporated into the Federally-enforceable SIP, on behalf of the local agency, the state must submit the formally adopted regulations and control strategies, which are consistent with the state and Federal requirements, to EPA for inclusion in the SIP. The regulation adoption process generally includes public notice, a public comment period and a public hearing, and formal adoption of the rule by the state authorized rulemaking body. In this case, that rulemaking body is the local agency. After the local agency formally adopts the rule, the local agency submits the rulemaking to the

**Clean Air Act Section 110(l) Non-
Interference Demonstration to Support the
Gasoline Reid Vapor Pressure (RVP)
Standard Relaxation in Gaston and
Mecklenburg Counties**

for

**The Charlotte-Gastonia-Salisbury, NC
2008 8-Hour Ozone Maintenance Area**

**Prepared by
North Carolina Department of Environment and Natural Resources
Division of Air Quality**

April 16, 2015

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1.0 OVERVIEW

In addition to requesting the Charlotte marginal nonattainment area be redesignated as attaining the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS), the North Carolina Division of Air Quality (DAQ) is requesting a relaxation of the federal summertime Reid vapor pressure (RVP) gasoline standard for Mecklenburg and Gaston Counties from 7.8 to 9.0 pounds per square inch (psi). The lower RVP requirement is effective in these two counties from June 1 through September 15 each year. This request is a stand-alone analysis separate from the “Redesignation Demonstration and Maintenance Plan for the Charlotte-Gastonia-Salisbury, North Carolina 2008 8-Hour Ozone Marginal Nonattainment Area” State Implementation Plan (SIP).

The DAQ has examined both the man-made and natural sources of volatile organic compound (VOC) emissions and their contribution to ozone formation in North Carolina. Because of the generally warm and moist climate of North Carolina, vegetation abounds in many forms, and forested lands naturally cover much of the state. As a result, the biogenic sector is the most abundant source of VOCs in North Carolina and accounts for approximately 90% of the total VOC emissions statewide. The overwhelming abundance of biogenic VOCs makes the majority of North Carolina a nitrogen oxide (NO_x) limited environment for the formation of ozone. Since reductions in man-made VOC emissions do not reduce ozone levels, having a lower RVP standard during the summer months is not an effective control measure for ozone. In addition, it results in higher fuel costs, which places additional costs on businesses and consumers.

Our analysis conducted to support the non-interference demonstration under Section 110(l) of the Clean Air Act (CAA) indicates that increasing the RVP from 7.8 to 9.0 psi in Gaston and Mecklenburg Counties would not negatively impact the redesignation demonstration and maintenance plan for the Charlotte area. The emissions inventory comparison between the 7.8 and 9.0 psi RVP standards indicates that the estimated future year emissions are slightly higher for NO_x and VOC. By 2026, relaxing the RVP standard is estimated to increase emissions by only 0.01 ton/day of NO_x and 0.32 ton/day of VOC from all man-made emissions sources. This is equivalent to a 0.01% and 0.32% increase in total man-made emissions of NO_x and VOC, respectively. When biogenic VOC emissions from natural sources (average of 183.90 tons/day from April through October using the EPA’s 2011 National Emissions Inventory) are added to the man-made emissions (100.46 tons/day), the actual VOC emissions increase is only 0.11% ($0.32/284.36 \text{ tons/day} \times 100$).

Despite this small increase, the safety margin for the Charlotte maintenance area remains relatively unchanged. From 2014 through 2026, under the current RVP standard of 7.8 psi, summer day NO_x emissions decrease by 62.64 tons/day and VOC emissions decrease by 12.66 tons/day which demonstrates that relaxing the RVP standard in Gaston and Mecklenburg Counties will not interfere with maintaining the overall downward trend in the emissions for the Charlotte area. The DAQ believes these small increases are within the uncertainty of the emissions inventory modeling analyses.

The DAQ concludes that relaxation of the federal RVP standard would not interfere with the attainment and maintenance of the NAAQS. The DAQ has developed a contingency plan based on a number of triggers and tracking mechanisms that will ensure that the Charlotte nonattainment area continues to maintain compliance with the 2008 8-hour ozone NAAQS. In addition, based on the DAQ's review of emissions and ambient monitoring data, it is very unlikely that relaxing the RVP standard in Gaston and Mecklenburg Counties will result in a violation of the NAAQS for carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and particulate matter with an aerodynamic diameter less than 2.5 micrometers (PM_{2.5}). Therefore, with this submission, the DAQ believes the requirements of the CAA Section 110(1) have been met.

2.0 REQUEST FOR A UNIFORM REID VAPOR PRESSURE STANDARD IN THE CHARLOTTE OZONE MAINTENANCE/MARGINAL NONATTAINMENT AREA

The RVP is a federal control measure intended to lower air emissions of VOCs, a precursor to ozone formation. In the mid-to-late 1990s, the discovery that a significant amount of VOC emissions comes from natural sources began to change the understanding of the atmospheric chemistry, particularly in the Southeastern United States. Statewide, natural sources account for 90% of total VOC emissions. Today, we know that controlling ozone throughout North Carolina and much of the Southeast is more effectively done through emissions reductions of NO_x. With this scientific understanding in mind, the DAQ is requesting the relaxation of the 7.8 psi RVP requirement in Gaston and Mecklenburg Counties.

This analysis shows that North Carolina can implement the 9.0 psi gasoline standard without interfering with the attainment of the NAAQS. The DAQ's analysis indicates that increasing the RVP from 7.8 to 9.0 psi would not negatively impact the redesignation request and maintenance plan. Therefore, the DAQ requests that the U.S. Environmental Protection Agency (EPA) relax the 7.8 psi RVP requirement and specify 9.0 psi as the applicable gasoline volatility standard for the entire maintenance area year round. This action would provide significant economic relief to

North Carolina consumers and businesses because it will (1) provide for a uniform gasoline standard throughout North Carolina, (2) lower summertime (June 1 – Sept. 15) gasoline prices at the pump for consumers and (3) simplify the gasoline distribution process for fuel distributors while not impacting the state's ability to maintain the 2008 ozone standard or any of the other NAAQs.

2.1 CURRENT EPA-APPROVED MAINTENANCE PLAN

Section 110(a)(1) of the CAA requires that each state adopt and submit to the EPA a plan which provides for implementation, maintenance and enforcement of primary and secondary standards for all areas within the state. The EPA stated that a 110(a)(1) maintenance plan is required for those areas that are designated as attainment/unclassifiable for the 2008 8-hour ozone standard and are designated as attainment for the 1997 8-hour and 1979 1-hour ozone standards with an approved maintenance plan. The three fundamental building blocks to this plan are:

- A foundation control program that contains all of the necessary federal and state control measures to maintain the 2008 8-hour ozone standard.
- A maintenance demonstration which shows the projected decreases in ozone-precursor emissions from all sectors (e.g., point, area, on-road and nonroad) from the effective start through the last year of the plan (i.e., 2014 through 2026). The demonstration shows that NO_x and VOC emissions are expected to decrease substantially during this time: NO_x emissions are expected to decrease by 62.64 tons/day and VOC emissions are expected to decrease by 12.66 tons/day from 2014 through 2026.
- A contingency plan which details actions that will be taken should the design value of any monitor within the maintenance area violate the 2008 8-hour standard.

The EPA-approved maintenance plan for the Charlotte marginal nonattainment area will be the document to which the proposed relaxation of the gasoline RVP standard will be made. The proposed and related revisions to the maintenance plan are described herein.

3.0 NON-INTERFERENCE DEMONSTRATION

3.1 EMISSIONS INVENTORIES

The 110(a)(1) maintenance plan requires the development of an attainment inventory and a future year inventory for VOC and NO_x emissions for those areas that must maintain the 2008 8-hour ozone NAAQS. The Charlotte 8-hour ozone maintenance area; consisting all of Mecklenburg County and a part of Gaston, Cabarrus, Lincoln, Rowan, Union and Iredell Counties; meets the 110(a)(1) maintenance plan conditions as follows:

- The attainment inventory year must be one of the three years on which the 8-hour ozone attainment designation was based. The base year of 2014 was chosen since it is a year that falls within the attaining design value period of 2012-2014.
- The future inventory year is at least 10 years after the date that the EPA approves the redesignation request and maintenance plan. For this reason, 2026 was selected as the last year of the future inventory year is 2026.
- Finally, to be consistent with the EPA guidance, emissions inventories were prepared for the interim years of 2015, 2018 and 2022 that demonstrate a consistent, downward trend in emissions.

The emissions inventories are comprised of four major types of sources: point, area, on-road and nonroad. The projected emissions inventories have been estimated using projected rates of growth in population, traffic, economic activity, and other parameters. Naturally occurring, or biogenic, emissions are not included in the emissions inventory comparison, as these emissions are outside the state's span of control.

Relaxation of the RVP standard for Gaston and Mecklenburg Counties results in a slight increase in NO_x and VOC emissions for on-road sources, and a slight increase in VOC emissions for nonroad and area sources. The remainder of this section provides a summary of the results. Appendix B to the redesignation request and maintenance plan SIP provides a detailed discussion on how the base and future year emission inventories were developed for each source category. For the applicable source categories, Appendix B presents emissions for Gaston and Mecklenburg Counties for the current summertime RVP standard of 7.8 psi and emissions for a 9.0 psi standard.

For point sources, Table 3.1 and Table 3.2 provide a summary of NO_x and VOC emissions with the current 7.8 psi and proposed 9.0 psi gasoline standard, respectively. The table also shows a comparison of emissions associated with the two standards in terms of net absolute difference and percent change. No changes to point source emissions occur due to the relaxation of the RVP standard because the gasoline standard would not affect the air pollution sources reported in the point source inventory.

For area sources, relaxation of the RVP standard only affects VOC emissions associated with the gasoline service station unloading - stage I controls source category. A summary of the area source NO_x and VOC emissions is presented in Table 3.3 and Table 3.4, respectively. Total area source VOC emissions are estimated to increase by 0.04 to 0.05 ton/day depending on the year.

A summary of the on-road mobile source NO_x and VOC emissions is presented in Table 3.5 and Table 3.6, respectively. The MOVES2014 model estimates a NO_x increase of 0.11 ton/day and VOC increase of 0.18 ton/day in year 2015 due to RVP relaxation. For 2026, MOVES2014 model estimates a NO_x increase of 0.01 ton/day and VOC increase of 0.04 ton/day due to RVP relaxation. The net change in emissions associated with the RVP relaxation decline from 2015 through 2026 because of the benefits of the RVP standard on cleaner vehicle fleets is less than those for older fleets. Note that the DAQ is uncertain of the technical reason behind the model-predicted NO_x emissions increases associated with relaxing the RVP standard for a given year. A discussion of the dependency between NO_x emissions changes and gasoline RVP was not found in the model documentation, and a specific correlation equation could not be identified. For detailed discussion on how the on-road mobile emission inventory was developed, see Appendix B.3.

A summary of the nonroad mobile source NO_x and VOC emissions is presented in Table 3.7 and Table 3.8, respectively. The relaxation of the RVP standard only affects VOC emissions from nonroad mobile sources as shown in the Table 3.8. The EPA's nonroad model estimates a VOC increase of 0.20 ton/day in 2015 and 0.24 ton/day in 2026 due to RVP relaxation. The nonroad model estimates no increase in NO_x emissions from 2015 through 2026.

The sum totals of the man-made emissions for the North Carolina portion of the Charlotte nonattainment area are tabulated in Table 3.9 and Table 3.10. Overall, total NO_x emissions are estimated to increase by 0.11 ton/day in 2015 and 0.01 ton/day in 2026. For VOC, total emissions are estimated to increase by 0.42 ton/day in 2015 and 0.32 ton/day in 2026 due to RVP relaxation. As explained later in Sections 3.2 through 3.4 of this analysis, these increases are not expected to impact ozone levels in the Charlotte area.

Table 3.1 Point Source NOx Emissions (tons/day)

County	Current 7.8 psi RVP				
	2014	2015	2018	2022	2026
Cabarrus ¹	1.72	1.80	1.94	2.07	2.20
Gaston ^{1, 2}	16.50	17.25	10.72	16.16	5.29
Iredell ¹	2.02	2.03	2.04	2.04	2.05
Lincoln ¹	0.18	0.84	0.95	1.20	0.73
Mecklenburg ²	8.56	8.77	9.46	10.45	12.00
Rowan ¹	2.80	3.16	3.51	3.71	3.76
Union ¹	0.59	0.62	0.66	0.70	0.72
Total	32.38	34.47	29.28	36.33	26.75
	Proposed 9.0 psi RVP				
		2015	2018	2022	2026
Cabarrus ¹		1.80	1.94	2.07	2.20
Gaston ^{1, 2}		17.25	10.72	16.16	5.29
Iredell ¹		2.03	2.04	2.04	2.05
Lincoln ¹		0.84	0.95	1.20	0.73
Mecklenburg ²		8.77	9.46	10.45	12.00
Rowan ¹		3.16	3.51	3.71	3.76
Union ¹		0.62	0.66	0.70	0.72
Total		34.47	29.28	36.33	26.75
Net Change in ton/day emissions			0.00	0.00	0.00
% Change in ton/day emissions			0.00%	0.00%	0.00%

¹ Emissions for portion of county included in nonattainment area.

² 7.8 psi RVP requirement applies to Mecklenburg and Gaston Counties only. Proposed RVP relaxation only affects these two counties. The remaining counties already allow 9.0 psi gasoline.

Table 3.2 Point Source VOC Emissions (tons/day)

County	Current 7.8 psi RVP				
	2014	2015	2018	2022	2026
Cabarrus ¹	0.99	1.03	1.15	1.17	1.24
Gaston ^{1, 2}	1.82	1.90	2.06	2.16	2.22
Iredell ¹	0.68	0.68	0.69	0.69	0.69
Lincoln ¹	1.50	1.54	1.72	1.83	1.94
Mecklenburg ²	3.36	3.45	3.73	4.02	4.36
Rowan ¹	2.30	2.40	2.70	2.85	3.14
Union ¹	1.38	1.42	1.57	1.64	1.74
Total	12.03	12.42	13.62	14.36	15.33
	Proposed 9.0 psi RVP				
		2015	2018	2022	2026
Cabarrus ¹		1.03	1.15	1.17	1.24
Gaston ^{1, 2}		1.90	2.06	2.16	2.22
Iredell ¹		0.68	0.69	0.69	0.69
Lincoln ¹		1.54	1.72	1.83	1.94
Mecklenburg ²		3.45	3.73	4.02	4.36
Rowan ¹		2.40	2.70	2.85	3.14
Union ¹		1.42	1.57	1.64	1.74
Total		12.42	13.62	14.36	15.33
Net Change in ton/day emissions			0.00	0.00	0.00
% Change in ton/day emissions			0.00%	0.00%	0.00%

¹ Emissions for portion of county included in nonattainment area.

² 7.8 psi RVP requirement applies to Mecklenburg and Gaston Counties only. Proposed RVP relaxation only affects these two counties. The remaining counties already allow 9.0 psi gasoline.

Table 3.3 Area Source NOx Emissions (tons/day)

County	Current 7.8 psi RVP				
	2014	2015	2018	2022	2026
Cabarrus ¹	0.97	0.96	0.96	0.96	0.96
Gaston ^{1, 2}	1.30	1.28	1.28	1.29	1.29
Iredell ¹	0.54	0.53	0.54	0.56	0.55
Lincoln ¹	0.40	0.40	0.40	0.40	0.40
Mecklenburg ²	6.07	6.01	6.01	6.01	6.00
Rowan ¹	0.87	0.86	0.85	0.85	0.85
Union ¹	1.25	1.24	1.24	1.24	1.23
Total	11.40	11.28	11.28	11.31	11.28
	Proposed 9.0 psi RVP				
		2015	2018	2022	2026
Cabarrus ¹		0.96	0.96	0.96	0.96
Gaston ^{1, 2}		1.28	1.28	1.29	1.29
Iredell ¹		0.53	0.54	0.56	0.55
Lincoln ¹		0.40	0.40	0.40	0.40
Mecklenburg ²		6.01	6.01	6.01	6.00
Rowan ¹		0.86	0.85	0.85	0.85
Union ¹		1.24	1.24	1.24	1.23
Total		11.28	11.28	11.31	11.28
Net Change in ton/day emissions			0.00	0.00	0.00
% Change in ton/day emissions			0.00%	0.00%	0.00%

¹ Emissions for portion of county included in nonattainment area.

² 7.8 psi RVP requirement applies to Mecklenburg and Gaston Counties only. Proposed RVP relaxation only affects these two counties. The remaining counties already allow 9.0 psi gasoline.

Table 3.4 Area Source VOC Emissions (tons/day)

County	Current 7.8 psi RVP				
	2014	2015	2018	2022	2026
Cabarrus ¹	5.09	5.13	5.26	5.42	5.59
Gaston ^{1, 2}	5.24	5.30	5.42	5.59	5.75
Iredell ¹	3.08	3.13	3.26	3.43	3.58
Lincoln ¹	2.56	2.57	2.64	2.74	2.82
Mecklenburg ²	20.59	20.73	21.15	21.70	22.22
Rowan ¹	5.23	5.28	5.40	5.56	5.72
Union ¹	6.09	6.12	6.26	6.43	6.60
Total	47.88	48.26	49.39	50.87	52.28
	Proposed 9.0 psi RVP				
		2015	2018	2022	2026
Cabarrus ¹		5.13	5.26	5.42	5.59
Gaston ^{1, 2}		5.30	5.43	5.60	5.75
Iredell ¹		3.13	3.26	3.43	3.58
Lincoln ¹		2.57	2.64	2.74	2.82
Mecklenburg ²		20.77	21.19	21.73	22.26
Rowan ¹		5.28	5.40	5.56	5.72
Union ¹		6.12	6.26	6.43	6.60
Total		48.30	49.44	50.91	52.32
Net Change in ton/day emissions					
			0.04	0.05	0.04
% Change in ton/day emissions			0.08%	0.10%	0.08%

¹ Emissions for portion of county included in nonattainment area.

² 7.8 psi RVP requirement applies to Mecklenburg and Gaston Counties only. Proposed RVP relaxation only affects these two counties. The remaining counties already allow 9.0 psi gasoline.

Table 3.5 On-road Mobile Source NOx Emissions (tons/day)

County	Current 7.8 psi RVP				
	2014	2015	2018	2022	2026
Cabarrus ¹	6.60	5.93	3.94	2.79	1.86
Gaston ^{1, 2}	8.11	7.23	4.60	3.04	1.97
Iredell ¹	3.36	3.05	2.05	1.41	0.93
Lincoln ¹	3.00	2.75	1.84	1.23	0.76
Mecklenburg ²	26.99	24.12	14.35	9.63	6.85
Rowan ¹	6.42	5.75	3.73	2.56	1.59
Union ¹	5.67	5.14	3.41	2.28	1.51
Total	60.15	53.97	33.92	22.94	15.47
	Proposed 9.0 psi RVP				
		2015	2018	2022	2026
Cabarrus ¹		5.93	3.94	2.79	1.86
Gaston ^{1, 2}		7.26	4.62	3.04	1.98
Iredell ¹		3.05	2.05	1.41	0.93
Lincoln ¹		2.75	1.84	1.23	0.76
Mecklenburg ²		24.20	14.39	9.65	6.85
Rowan ¹		5.75	3.73	2.56	1.59
Union ¹		5.14	3.41	2.28	1.51
Total		54.08	33.98	22.96	15.48
Net Change in ton/day emissions					
			0.11	0.06	0.02
% Change in ton/day emissions			0.20%	0.18%	0.09%
				0.02	0.01
				0.09%	0.06%

¹ Emissions for portion of county included in nonattainment area.

² 7.8 psi RVP requirement applies to Mecklenburg and Gaston Counties only. Proposed RVP relaxation only affects these two counties. The remaining counties already allow 9.0 psi gasoline.

Table 3.6 On-road Mobile Source VOC Emissions (tons/day)

County	Current 7.8 psi RVP				
	2014	2015	2018	2022	2026
Cabarrus ¹	4.15	3.89	3.01	2.53	2.04
Gaston ^{1, 2}	4.61	4.24	3.05	2.31	1.72
Iredell ¹	1.95	1.82	1.40	1.10	0.82
Lincoln ¹	1.91	1.81	1.37	1.07	0.79
Mecklenburg ²	14.40	13.28	10.00	8.18	6.64
Rowan ¹	3.76	3.48	2.57	1.93	1.41
Union ¹	3.54	3.30	2.54	2.04	1.56
Total	34.32	31.82	23.94	19.16	14.98
	Proposed 9.0 psi RVP				
		2015	2018	2022	2026
Cabarrus ¹		3.89	3.01	2.53	2.04
Gaston ^{1, 2}		4.29	3.08	2.32	1.73
Iredell ¹		1.82	1.40	1.10	0.82
Lincoln ¹		1.81	1.37	1.07	0.79
Mecklenburg ²		13.41	10.09	8.22	6.67
Rowan ¹		3.48	2.57	1.93	1.41
Union ¹		3.30	2.54	2.04	1.56
Total		32.00	24.06	19.21	15.02
Net Change in ton/day emissions					
			0.18	0.12	0.05
% Change in ton/day emissions			0.57%	0.50%	0.26%
				0.05	0.04
				0.26%	0.27%

¹ Emissions for portion of county included in nonattainment area.

² 7.8 psi RVP requirement applies to Mecklenburg and Gaston Counties only. Proposed RVP relaxation only affects these two counties. The remaining counties already allow 9.0 psi gasoline.

Table 3.7 Nonroad Mobile Source NOx Emissions (tons/day)

	Current 7.8 psi RVP				
	2014	2015	2018	2022	2026
Cabarrus ¹	2.20	2.04	1.65	1.34	1.16
Gaston ^{1, 2}	1.98	1.83	1.49	1.23	1.08
Iredell ¹	0.94	0.88	0.72	0.58	0.51
Lincoln ¹	0.78	0.72	0.59	0.49	0.42
Mecklenburg ²	15.09	13.99	11.36	9.20	8.11
Rowan ¹	1.65	1.53	1.26	1.04	0.89
Union ¹	3.62	3.36	2.72	2.19	1.86
Total	26.26	24.35	19.79	16.07	14.03
	Proposed 9.0 psi RVP				
		2015	2018	2022	2026
Cabarrus ¹		2.04	1.65	1.34	1.16
Gaston ^{1, 2}		1.83	1.49	1.23	1.08
Iredell ¹		0.88	0.72	0.58	0.51
Lincoln ¹		0.72	0.59	0.49	0.42
Mecklenburg ²		13.99	11.36	9.20	8.11
Rowan ¹		1.53	1.26	1.04	0.89
Union ¹		3.36	2.72	2.19	1.86
Total		24.35	19.79	16.07	14.03
Net Change in ton/day emissions		0.00	0.00	0.00	0.00
% Change in ton/day emissions		0.00%	0.00%	0.00%	0.00%

¹ Emissions for portion of county included in nonattainment area.

² 7.8 psi RVP requirement applies to Mecklenburg and Gaston Counties only. Proposed RVP relaxation only affects these two counties. The remaining counties already allow 9.0 psi gasoline.

Table 3.8 Nonroad Mobile Source VOC Emissions (tons/day)

	Current 7.8 psi RVP				
	2014	2015	2018	2022	2026
Cabarrus ¹	1.27	1.22	1.17	1.19	1.24
Gaston ^{1, 2}	1.29	1.23	1.12	1.10	1.12
Iredell ¹	0.62	0.59	0.52	0.49	0.49
Lincoln ¹	0.58	0.55	0.48	0.46	0.46
Mecklenburg ²	11.75	11.35	10.82	10.91	11.30
Rowan ¹	1.30	1.22	1.05	0.96	0.94
Union ¹	2.08	2.01	1.92	1.93	2.00
Total	18.89	18.17	17.08	17.04	17.55
	Proposed 9.0 psi RVP				
		2015	2018	2022	2026
Cabarrus ¹		1.22	1.17	1.19	1.24
Gaston ^{1, 2}		1.25	1.14	1.12	1.15
Iredell ¹		0.59	0.52	0.49	0.49
Lincoln ¹		0.55	0.48	0.46	0.46
Mecklenburg ²		11.53	11.01	11.11	11.51
Rowan ¹		1.22	1.05	0.96	0.94
Union ¹		2.01	1.92	1.93	2.00
Total		18.37	17.29	17.26	17.79
Net Change in ton/day emissions					
			0.20	0.21	0.22
% Change in ton/day emissions			1.10%	1.23%	1.29%
				1.29%	1.37%

¹ Emissions for portion of county included in nonattainment area.

² 7.8 psi RVP requirement applies to Mecklenburg and Gaston Counties only. Proposed RVP relaxation only affects these two counties. The remaining counties already allow 9.0 psi gasoline.

Table 3.9 Total Anthropogenic NO_x Emissions (tons/day)

County	Current 7.8 psi RVP				
	2014	2015	2018	2022	2026
Cabarrus ¹	11.49	10.73	8.49	7.16	6.18
Gaston ^{1, 2}	27.89	27.59	18.09	21.72	9.63
Iredell ¹	6.86	6.49	5.35	4.59	4.04
Lincoln ¹	4.37	4.71	3.78	3.32	2.32
Mecklenburg ²	56.71	52.89	41.18	35.29	32.96
Rowan ¹	11.74	11.30	9.35	8.16	7.09
Union ¹	11.13	10.36	8.03	6.41	5.32
Total	130.19	124.07	94.27	86.65	67.54
	Proposed 9.0 psi RVP				
		2015	2018	2022	2026
Cabarrus ¹		10.73	8.49	7.16	6.18
Gaston ^{1, 2}		27.62	18.11	21.72	9.64
Iredell ¹		6.49	5.35	4.59	4.04
Lincoln ¹		4.71	3.78	3.32	2.31
Mecklenburg ²		52.97	41.22	35.31	32.96
Rowan ¹		11.30	9.35	8.16	7.09
Union ¹		10.36	8.03	6.41	5.32
Total		124.18	94.33	86.67	67.54
Net Change in ton/day emissions			0.11	0.06	0.02
% Change in ton/day emissions			0.09%	0.06%	0.01%

¹ Emissions for portion of county included in nonattainment area.

² 7.8 psi RVP requirement applies to Mecklenburg and Gaston Counties only. Proposed RVP relaxation only affects these two counties. The remaining counties already allow 9.0 psi gasoline.

Table 3.10 Total Anthropogenic VOC Emissions (tons/day)

County	Current 7.8 psi RVP				
	2014	2015	2018	2022	2026
Cabarrus ¹	11.50	11.27	10.59	10.31	10.11
Gaston ^{1, 2}	12.96	12.67	11.65	11.16	10.81
Iredell ¹	6.33	6.22	5.87	5.71	5.58
Lincoln ¹	6.55	6.47	6.21	6.10	6.01
Mecklenburg ²	50.10	48.81	45.70	44.81	44.52
Rowan ¹	12.59	12.38	11.72	11.30	11.21
Union ¹	13.09	12.85	12.29	12.04	11.90
Total	113.12	110.67	104.03	101.43	100.14
	Proposed 9.0 psi RVP				
		2015	2018	2022	2026
Cabarrus ¹		11.27	10.59	10.31	10.11
Gaston ^{1, 2}		12.74	11.71	11.20	10.85
Iredell ¹		6.22	5.87	5.71	5.58
Lincoln ¹		6.47	6.21	6.10	6.01
Mecklenburg ²		49.16	46.02	45.08	44.80
Rowan ¹		12.38	11.72	11.30	11.21
Union ¹		12.85	12.29	12.04	11.90
Total		111.09	104.41	101.74	100.46
Net Change in ton/day emissions					
			0.42	0.38	0.31
% Change in ton/day emissions			0.38%	0.37%	0.31%
				0.31%	0.32%

¹ Emissions for portion of county included in nonattainment area.

² 7.8 psi RVP requirement applies to Mecklenburg and Gaston Counties only. Proposed RVP relaxation only affects these two counties. The remaining counties already allow 9.0 psi gasoline.

3.2 OZONE SENSITIVITY IN NORTH CAROLINA

A study published in the Journal of Environmental Management concluded that the sensitivity of ozone to anthropogenic VOC emissions in the Southeastern United States is 2-3 orders of magnitude smaller than the sensitivity of ozone to NO_x emissions, primarily due to the abundance of biogenic VOC emissions in this region.¹ As a result, controlling anthropogenic VOC emissions in the Southeast is far less effective than controlling NO_x emissions for purposes of reducing ozone levels. In fact, the study evaluates the change in ozone concentrations resulting from decreases in anthropogenic VOC emissions and indicates that the change in ozone concentrations resulting from a 30% decrease in anthropogenic VOC emissions is virtually zero in most cases. The virtual non-impact to ozone concentrations due to a change in anthropogenic VOC emissions in the Southeast supports the DAQ's conclusion that VOC emissions changes occurring in Gaston and Mecklenburg Counties due to RVP relaxation will not interfere with the Charlotte maintenance area's ability to maintain compliance with the 2008 8-hour ozone NAAQS.

The RVP relaxation results in the highest increase in VOC emissions in year 2026 (0.32 ton/day or 0.32% of total man-made emissions). When biogenic VOC emissions from natural sources (average of 183.9 tons/day from April through October using the EPA's 2011 National Emissions Inventory) are added to the man-made emissions (100.46 tons/day), the actual VOC emissions increase is only 0.11% ($0.32/284.36 \text{ tons/day} \times 100$). For the reasons cited above, the DAQ does not believe that the very small changes to VOC emissions will translate into measurable ground-level ozone concentrations changes in the Charlotte area. Consequently, maintenance of the 2008 8-hour ozone NAAQS is expected to be preserved.

3.3 NON-INTERFERENCE WITH OZONE NAAQS

There are currently six ozone monitors located throughout the Charlotte marginal nonattainment area and one monitor located in York County, South Carolina, just outside of the nonattainment area. The latest design value for the nonattainment area is 0.073 parts per million (ppm) based on the data from 2012-2014, and, therefore, is in attainment of the 2008 8-hour ozone NAAQS and the nonattainment area is eligible to be considered for redesignation to attainment.

¹ Odman, M Talat et al., *Quantifying the sources of ozone, fine particulate matter, and regional haze in the Southeastern United States*, 90 Journal of Environmental Management 3155-3168 (2009).

In addition, the emissions inventory comparison between the 7.8 and 9.0 psi RVP standards indicates that the estimated future year emissions are slightly higher for NOx and VOC emissions. The highest NOx increase occurs in the first year the standard is relaxed at 0.11 ton/day which is equivalent to a 0.09% increase in total man-made emissions. By 2026, relaxing the RVP results in an emissions increase of only 0.01 ton/day of NOx or 0.01% increase in total man-made NOx emissions. Despite this small increase in NOx emissions, which is the primary ozone precursor, the Charlotte area continues to demonstrate a downward trend in NOx and VOC emissions through all future years. A large safety margin remains between 2014 and 2026 to ensure that the area continues to attain the 2008 8-hour ozone NAAQS. Table 3.11 shows the difference between the base year emissions and the final year emissions with the proposed RVP relaxation request. Table 3.12 shows the corresponding safety margins with the proposed RVP standard.

Table 3.11 Maintenance Demonstration for North Carolina Portion of the Charlotte Nonattainment Area

Year	NOx (tons/day)	VOC (tons/day)
2014	130.18	113.12
2015	124.18	111.09
2018	94.33	104.41
2022	86.67	101.74
2026	67.54	100.46
Difference from 2014 to 2026	-62.64	-12.66

Table 3.12 Safety Margin for North Carolina Portion of the Charlotte Nonattainment Area

Year	NOx (tons/day)	VOC (tons/day)
2014	N/A	N/A
2015	-6.00	-2.03
2018	-35.85	-8.71
2022	-43.51	-11.38
2026	-62.64	-12.66

The data show that future years' total man-made emissions continue to follow a declining trend with the proposed RVP standard. The 2014 to 2015 safety margin for NO_x contains the largest impact before and after the RFP relaxation: -6.11 tons/day of NO_x with 7.8 psi compared to -6.00 tons/day of NO_x with 9.0 psi. Based on emissions and air quality modeling studies conducted on previous RVP relaxation requests, the DAQ does not believe that the resulting difference of 0.11 tons/day of NO_x (0.09% of total man-made emissions) will have a measureable impact on ground-level ozone formation. Subsequently, maintenance of the 2008 8-hour ozone NAAQS is expected to continue with the proposed 9.0 psi RVP standard. The conclusion is further supported by reviewing the safety margin in the final maintenance year. By 2026, the safety margin with the 7.8 psi RVP is 62.65 tons/day of NO_x and 62.64 tons/day of NO_x with 9.0 psi RVP. The 0.01 ton/day change in the safety margin in year 2026 is expected to have no impact on ground-level ozone concentrations. In summary, there is no expectation or concern that the small change in emissions due to the relaxation of the RVP standard will affect the attainment and maintenance stats of the Charlotte area for the ozone NAAQS.

3.4 NON-INTERFERENCE WITH THE NAAQS FOR CARBON MONOXIDE, PARTICULATE MATTER, SULFUR DIOXIDE, AND NITROGEN DIOXIDE

The current ambient air quality levels for CO are less than 20% of the CO standards. One of the two current NAAQS established by EPA for CO is an 8-hour standard of 9 ppm, measured using the annual second-highest maximum 8-hour concentration for two consecutive years as the design value. The other standard is a 1-hour average of 35 ppm, using the second-highest 1-hour average within a given year. Ambient monitoring data for the Charlotte area in the years 2012 and 2013 show an 8-hour design value of 1.2 ppm, or about 13% of the CO NAAQS. Additionally, years 2012 and 2013 ambient monitoring data show maximum 1-hour values of 2.3 and 1.7 ppm, respectively, within the Charlotte region. Both of these values are well below the 35 ppm standard set forth in the CO NAAQS. On-road mobile emissions are known to be a large component of overall CO emissions. However, for the Charlotte maintenance area, relaxation of the RVP standard is estimated to increase CO emissions by approximately 2.78 tons/day or 0.71% of total on-road mobile source CO emissions in 2015. For 2026, CO emissions are estimated to increase by approximately 1.44 tons/day or 0.60% of total on-road mobile source CO emissions due to relaxation of the RVP standard. This projected increase in CO emissions is comparatively minimal and it is expected that the effect on ambient concentrations of CO will be correspondingly minimal as well. Therefore, there is no expectation or concern that this change in CO emissions due to the relaxation of the RVP standard will affect the attainment status of the Charlotte area CO NAAQS. Nonroad and area sources are not large contributors to CO emissions.

The EPA revised the NO₂ standard on February 9, 2010 to establish a new 1-hour standard at a level of 100 parts per billion (ppb), based on the 3-year average of the 98th percentile of the yearly distribution of 1-hour daily maximum concentrations, to supplement the existing annual standard of 53 ppb based on the annual mean concentration. The annual mean NO₂ concentration in the Charlotte area was 8 ppb in 2013 or 15% of the annual NO₂ NAAQS. For the 1-hour standard, the monitoring requirements are focused on near-road monitoring; therefore, one focus of this standard is on-road mobile sources. To date, two near-road NO₂ monitors have been established in North Carolina, one in the Triangle area in January 2014 and the other in the Charlotte area in June 2014. The maximum 1-hour NO₂ concentration measured at the Triangle area near road site in 2014 was 41.2 ppb in March 2014. The maximum 1-hour NO₂ concentration measured in the Charlotte area was 43.6 ppb recorded on November 12, 2014. Since sufficient data has not yet been collected to determine if North Carolina is violating or close to exceeding this 1-hour standard, it is difficult to unequivocally determine whether relaxing the RVP standard will result in a violation of the NO₂ standard. However, on-road mobile sources are a large contributor of NO_x emissions and NO₂ is a component of NO_x. MOVES mobile emissions modeling results show that relaxing the RVP standard results in only slight increases in NO_x emissions for the region (0.20% in 2015 and 0.05% in 2026). Based upon these estimates, it can be assumed that the RVP relaxation would likewise only slightly increase NO₂ emissions and therefore would not greatly affect attainment of the 1-hour NO₂ standard.

On-road, nonroad and area sources are not believed to be large contributors to directly emitted PM_{2.5} or indirectly formed PM_{2.5} concentrations. In North Carolina, directly emitted PM_{2.5} is a very small component of the overall PM_{2.5} ambient concentrations. The primary species impacting PM_{2.5} concentrations are the secondarily formed sulfates and organic carbons. In 2013 the Charlotte area PM_{2.5} design values were 9.8 micrograms per cubic meter for the annual standard or 82% of the annual PM_{2.5} NAAQS and 22 microgram per cubic meter for the 24-hour standard or 63% of the daily PM_{2.5} NAAQS. MOVES modeling results indicate that the RVP relaxation would lead to slight reductions of direct PM_{2.5} emissions (0.23% in 2015 and 0.61% in 2026) and would have no effect on SO₂ and ammonia emissions. Based on this, it is concluded that the RVP relaxation will not affect the attainment of the PM_{2.5} standard.

Sulfates are formed through the chemical reaction of SO₂ and ammonia and the majority of the organic carbons come from natural sources like trees. A 2009 analysis of SO₂ emissions, which is a primary contributor to the formation of PM_{2.5} within North Carolina, found about 3.3% of total SO₂ emissions came from on-road, nonroad and area sources combined, while the remaining 96.7% came from point sources (see “Redesignation Demonstration and Maintenance

Plan for the Hickory (Catawba County) and Greensboro/Winston-Salem/High Point (Davidson and Guilford Counties) Fine Particulate Matter Nonattainment Areas”, submitted to the EPA on December 18, 2009, Figure 4-2, p. 4-4). The SO₂ design value in 2013 for the Charlotte area was 10 ppb or 13% of the hourly SO₂ NAAQS.

For the reasons outlined above, it is unlikely that relaxing the RVP standard in Gaston and Mecklenburg Counties will result in a violation of the CO, SO₂, NO₂, and PM_{2.5} NAAQS.

4.0 CONCLUSIONS

The most recent three years of ozone monitoring data for the Charlotte maintenance area demonstrate compliance with the 2008 8-hour ozone NAAQS. None of the six ozone monitors in the area show any violations of the 2008 8-hour ozone NAAQS. Since the 1990’s, there have been many major programs enacted in North Carolina that have led to significant actual, enforceable emissions reductions which have led to air quality improvements in the Charlotte area. The closing (Riverbend) or conversion (Buck) of coal-fired power plants in the Charlotte nonattainment area from 2011 through 2013 has also helped to improve air quality in the Charlotte maintenance area. In addition, the decline in utilization of the Allen power plant in Gaston County has also contributed to air quality improvements in the Charlotte maintenance area. The capacity factor for the Allen plant dropped from 30% to 14% from 2011 to 2013, and is expected to continue to decline during the forecast period for the maintenance plan.

The maintenance plan demonstrates that the projected emissions inventory for 2026 is less than the base year emissions inventory when the RVP requirement of 7.8 psi is relaxed to 9.0 psi. The lower RVP requirement was implemented as a control measure to reduce VOC emissions. Since VOC emissions from biogenic sources dominate in the Southeast, controlling ozone in North Carolina is most effectively done through reduction in NO_x emissions. The non-interference demonstration shows that the slight increase in NO_x emissions from 2014 through 2026 would not affect the declining trends in emissions, and is not expected to result in measurable ozone impacts. The safety margin for NO_x remains relatively unchanged with the 9.0 psi RVP standard, and, therefore, will not interfere with maintenance of the ozone NAAQS. The relaxation of the RVP standard is also not expected to interfere with the maintenance of the other NAAQS.

5.0 REVISED SECTIONS OF REDESIGNATION REQUEST AND MAINTENANCE PLAN

Following is the complete Pre-hearing Draft of the Redesignation Request and Maintenance Plan for the Charlotte-Gastonia-Salisbury, NC 8-hour Ozone Maintenance Area that has been revised to reflect changes to NO_x and VOC emissions should the EPA approve both the redesignation request and maintenance plan as well as the DAQ's request to relax the RVP standard from 7.8 psi to 9.0 psi in Gaston and Mecklenburg Counties. The following identifies the sections of the redesignation request and maintenance plan that have been revised. For the area, onroad, and nonroad source categories for which emissions change due to relaxation of the RVP standard from 7.8 to 9.0 psi, Appendix B.2, Appendix B.3 and Appendix B.4 present emissions for both the current and proposed RVP standards, respectively.

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**Redesignation Demonstration
And Maintenance Plan
and
Clean Air Act Section 110(l) Non-Interference
Demonstration to Support the Gasoline Reid
Vapor Pressure (RVP) Standard Relaxation in
Gaston and Mecklenburg Counties
for
The Charlotte-Gastonia-Salisbury, North
Carolina 2008 8-Hour Ozone Marginal
Nonattainment Area**



**Prepared by
North Carolina Department of Environment and Natural Resources
Division of Air Quality**

April 16, 2015

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Preface: This document contains the technical support for North Carolina's Division of Air Quality to request the Charlotte-Gastonia-Salisbury 2008 8-hour ozone nonattainment area be redesignated as attainment for the 2008 8-hour ozone national ambient air quality standard pursuant to §§107(d)(3)(D) and (E) of the Clean Air Act, as amended.

EXECUTIVE SUMMARY

Introduction

Ozone is formed by a complex set of chemical reactions involving volatile organic compounds (VOCs), nitrogen oxides (NO_x) and to a lesser extent carbon monoxide (CO). These gases are generated by utilities, combustion processes, certain industrial processes and even by natural sources such as trees. Tailpipe emissions from mobile sources (vehicles) are also significant sources of these pollutants. Emissions from smaller sources such as boat engines, lawn mowers and construction equipment also contribute to the formation of ozone. Ozone formation is promoted by strong sunlight, warm temperatures and light winds and is hence a problem predominantly during the hot summer months.

The 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS) is 0.075 parts per million (ppm). An exceedance of the 2008 8-hour ozone NAAQS occurs when a monitor measures ozone above 0.075 ppm on average for an 8-hour period. A violation of this NAAQS occurs when the average of the annual fourth highest daily maximum 8-hour ozone values over three consecutive years is greater than or equal to 0.076 ppm. This three-year average is termed the “design value” for the monitor. The design value for a nonattainment area is the highest monitor design value in the area.

Charlotte-Gastonia-Salisbury Nonattainment Designation

The area surrounding Charlotte-Gastonia-Salisbury, North Carolina, called the Charlotte nonattainment area, was designated as marginal nonattainment for the 2008 8-hour ozone NAAQS on May 21, 2012 (77 Federal Register (FR) 30088). The nonattainment designation was an action taken by the U. S. Environmental Protection Agency (EPA) under Section 107(d) of the Clean Air Act (CAA). The CAA requires that some area be designated as nonattainment if a monitor is found to be in violation of a NAAQS. For the 2008 8-hour ozone NAAQS, the EPA took designation action in 2012 based on 2009-2011 design values. At that time, the design value for the Charlotte area was 0.079 ppm.

The Charlotte nonattainment area includes the entire county of Mecklenburg and parts of Cabarrus, Gaston, Iredell, Lincoln, Rowan and Union Counties (see Figure 1). The partial counties include the townships listed in Table 1. Note that the EPA also designated the portion of York County, South Carolina that is adjacent to the Charlotte nonattainment area for the 2008 8-hour ozone NAAQS. The South Carolina Department of Health & Environmental Control (SCDHEC) has developed a redesignation request and maintenance plan for the South Carolina portion of the Charlotte nonattainment area which is available upon request.

Charlotte Nonattainment Area Boundary

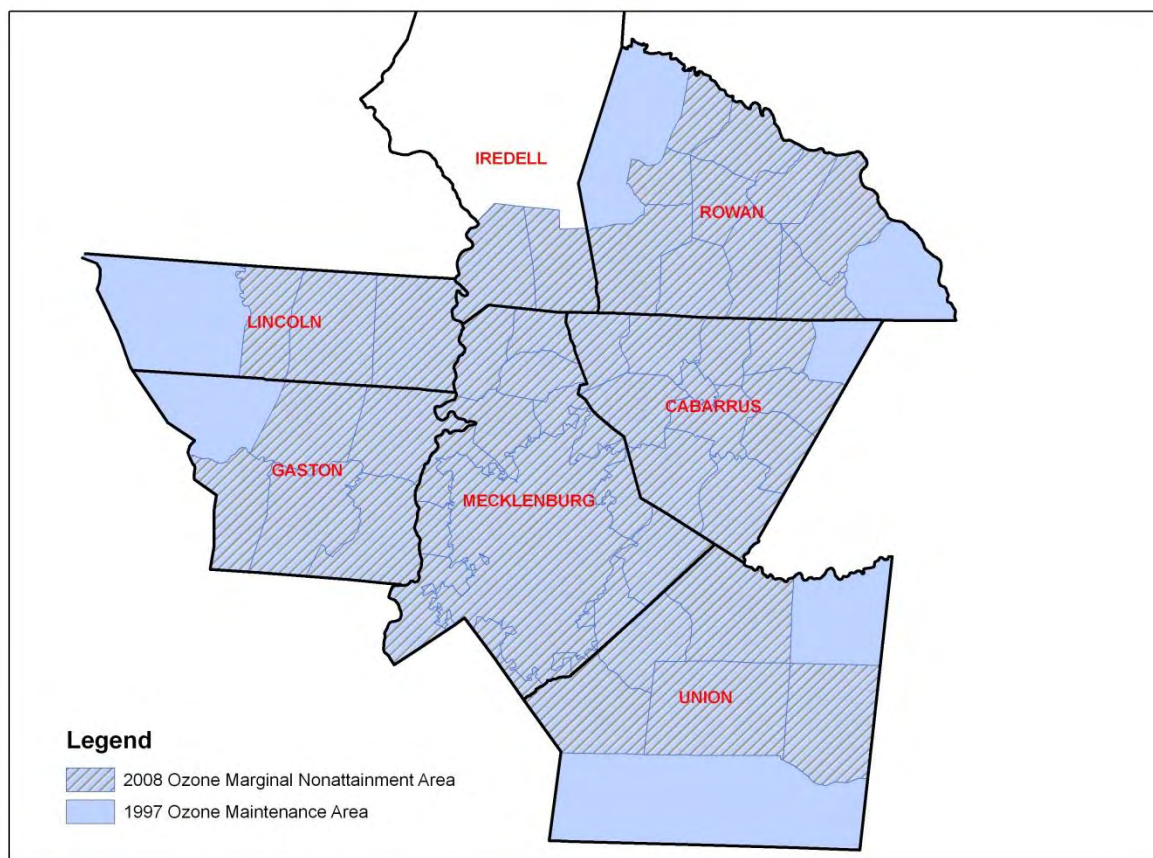


Table 1 Counties and Townships within the Charlotte Nonattainment Area

Cabarrus County Townships					
Central Cabarrus	Concord*	Georgeville	Harrisburg	Kannapolis	Midland
Mount Pleasant	Odell	Poplar Tent	New Gilead	Rimertown	
Gaston County Townships					
Dallas	Crowders Mountain	Gastonia	Riverbend	South Point	
Iredell County Townships					
Coddle Creek	Davidson				
Lincoln County Townships					
Catawba Springs	Lincolnton	Ironton			
Mecklenburg County – All Townships					
Rowan County Townships					
Atwell	China Grove	Franklin	Gold Hill*	Litaker	Locke
Providence	Salisbury	Steele	Unity		
Union County Townships					
Goose Creek	Marshville	Monroe	Sandy Ridge	Vance	

*Note: Concord Township in Cabarrus County and Gold Hill Township in Rowan County were inadvertently left out of North Carolina's recommendation and EPA's final designations. In a letter dated January 28, 2014, the DAQ requested the EPA to add the missing townships in the state's 2008 marginal ozone nonattainment area definition.

Current Air Quality

There are currently six ozone monitors located throughout the Charlotte nonattainment area and one monitor located in York County, South Carolina, just outside of the nonattainment area. The latest design value for the nonattainment area is 0.073 ppm based on the data from 2012-2014. The 2014 8-hour ozone monitoring data for the Charlotte nonattainment area was fully quality assured and officially submitted to the EPA for certification approval on December 12, 2014. The EPA concurred with the North Carolina Division of Air Quality (DAQ) and Mecklenburg County Air Quality (MCAQ) certification on December 15, 2014. A detailed discussion of air quality levels in the region is provided in Section 2.0.

Maintenance Plan Requirements

The state of North Carolina has implemented permanent and enforceable state and federal actions to reduce ozone precursor emissions in the North Carolina portion of the Charlotte nonattainment area. In addition, MCAQ has implemented actions to reduce ozone precursor emissions. This combination of state, federal, and local actions has resulted in cleaner air in the Charlotte nonattainment area, and the anticipated future benefits from these programs are expected to result in continued maintenance of the 2008 8-hour ozone NAAQS in this region. State actions include the Clean Smokestacks Act; the on-board diagnostic (OBDII) vehicle inspection and maintenance (I/M) program that began on July 1, 2002; and voluntary programs to reduce emissions from diesel engines. Local actions implemented by MCAQ include a prohibition on open burning and a very effective voluntary program called Grants to Replace Aging Diesel Engines (GRADE).¹ The GRADE program is designed to reduce NO_x emissions by providing businesses and organizations funding incentives to replace or repower heavy-duty non-road equipment with newer, cleaner, less polluting engines.

Several federal actions have resulted in lower emissions throughout the eastern portion of the country. For on-road and nonroad vehicles, federal actions include the Tier 2 engine standards for light- and medium-duty vehicles, heavy-duty engine standards, the low-sulfur gasoline and diesel requirements, and off-road engine standards. For stationary sources, federal actions include the Mercury and Air Toxics (MATS) rule for electricity generating units (EGUs) and the National Emissions Standards for Hazardous Air Pollutants (NESHAP) for industrial, commercial and institutional boilers and reciprocating internal combustion engines (RICE). In addition, there are several federal actions that will be implemented starting in 2015. These actions will provide for additional NO_x emissions reductions in and near the Charlotte nonattainment area. For EGUs, the future federal actions include compliance with the Cross State Air Pollution Rule (CSAPR)

¹ <http://charmec.org/mecklenburg/county/LUESA/AirQuality/MobileSources/Pages/GRADE.aspx>.

and the Tennessee Valley Authority (TVA) consent decree. For on-road vehicles, the future federal actions include compliance with the Tier 3 vehicle emissions and fuel standards and corporate average fuel economy standards for on-road vehicles.

Emissions

A base year inventory for NO_x and VOC emissions was developed for 2014 since the design value for the 2012-2014 period shows attainment of the 2008 8-hour ozone NAAQS. Future year emissions inventories were also developed for the interim years 2015, 2018, 2022, and a final year emission inventory was developed for 2026. For each future year, the total NO_x and VOC emissions is lower than the 2014 base year emissions. Furthermore, emissions modeling and air quality modeling for 2018 and 2030 performed by the EPA for the new Tier 3 engine and fuel standards and modeling performed by the Southeastern states for 2018 indicate that the area will be in attainment of the 2008 ozone NAAQS.^{2, 3} The emission inventory comparison demonstrates that the Charlotte area is expected to maintain the 2008 8-hour ozone NAAQS through 2026 since in no future year are the emissions expected to be greater than they were in the base year. The area is also in compliance with Section 110 and Part D requirements of the CAA.

Conclusion and Request for Redesignation

Based on the information provided in this State Implementation Plan (SIP) and criteria established in Section 107(d)(3)(E) of the CAA, North Carolina is requesting that the EPA redesignate the Charlotte-Gastonia-Salisbury nonattainment area to attainment. North Carolina is also requesting that the EPA relax the 7.8 pounds per square inch (psi) Reid vapor pressure (RVP) requirement for Gaston and Mecklenburg Counties and specify 9.0 psi as the applicable gasoline volatility standard for the entire maintenance area year round. The monitoring data clearly show that the region has attained the 2008 8-hour ozone standard, and the maintenance demonstration shows that the future emission inventories are expected to be lower than the attainment year inventory through the implementation of the various federal and state control measures. The CAA Section 110(l) non-interference demonstration analysis indicates that increasing the RVP from 7.8 to 9.0 psi in Gaston and Mecklenburg Counties would not negatively impact the redesignation demonstration and maintenance plan for the Charlotte area.

² US EPA, <http://www.epa.gov/otaq/documents/tier3/454r14002.pdf>.

³ Southeastern States Air Resource Managers (SESARM); Southeastern Modeling, Analysis and Planning (SEMAP) study, <http://semap.ce.gatech.edu/sites/default/files/files/projections/base2018b-O3-DVFs-DDVFs-for-4configs.xls>.

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APPENDIX B.3: ON-ROAD MOBILE SOURCE INVENTORY DOCUMENTATION

APPENDIX B.4: NONROAD MOBILE SOURCE INVENTORY DOCUMENTATION

LIST OF ACRONYMS

Acronym	Definition
AADVMT	Average annual daily vehicle miles traveled
AEO	Annual Energy Outlook
AERR	Air Emission Reporting Rule
AMPD	Air Markets Program Data
APU	Auxiliary Power Units
ARRA	American Recovery and Reinvestment Act
AvGas	Aviation gasoline
BTU	British Thermal Unit
CAA	Clean Air Act
CAIR	Clean Air Interstate Rule
CAMD	Clean Air Markets Division
CDOT	Charlotte Department of Transportation
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CRMPO	Cabarrus Rowan Metropolitan Planning Organization
CRTPO	Charlotte Regional Transportation Planning Organization
CSAPR	Cross State Air Pollution Rule
DAQ	North Carolina Division of Air Quality
DERA	Diesel Emissions Reduction Act
DOC	Diesel Oxidation Catalyst
DPF	Diesel Particulate Filter
EDMS	Emissions and Dispersion Modeling System
EF	Emission factor
EGU	Electricity Generating Units
EIA	Energy Information Administration
EIIP	Emissions Inventory Improvement Program
EIS	Emissions Information System
EMP	Emissions Modeling Platform
EPA	United States Environmental Protection Agency
ERTAC	Eastern Regional Technical Advisory Committee
°F	Degrees Fahrenheit
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide and Rodenticide Act
FIP	Federal Implementation Plan
FR	Federal Register

Acronym	Definition
FTR	Federal Transport Rule
GACT	Generally Available Control Technology
GCLMPO	Gaston-Cleveland-Lincoln Metropolitan Planning Organization
GHG	Greenhouse Gas
GIS	Geographic Information System
GRADE	Grants to Replace Aging Diesel Engines
GSE	Ground Support Equipment
HAP	Hazardous Air Pollutant
HC	Hydrocarbons
HDDV	Heavy duty diesel vehicles
HDGV	Heavy duty gas vehicles
HPMS	High performance monitoring system
I/M	Inspection and Maintenance
ICI	Industrial and commercial/institutional
KCLT	Charlotte Douglas International Airport
kg/day	Kilograms/Day
lbs	Pounds
LDDT1	Light duty diesel trucks 1
LDDT1	Light duty diesel trucks 2
LDDV	Light duty diesel vehicles
LDGT1	Light duty gas trucks 1
LDGT2	Light duty gas trucks 2
LDGV	Light duty gas vehicles
LPG	Liquid petroleum gas
LTO	Landing and takeoff
MACT	Maximum Achievable Control Technology
MATS	Mercury Air Toxics rule
MC	Motorcycles
MCAQ	Mecklenburg County Air Quality
MOA	Memorandum of Agreement
MOVES	Motor Vehicle Emissions Simulator
mpg	miles per gallon
MPO	Metropolitan Planning Organization
MRM	Metrolina Regional Model
MTP	Metropolitan Transportation Plan
MVEB	Motor Vehicle Emission Budget
NAAQS	National Ambient Air Quality Standard
NAICS	North American Industrial Classification System
NCAA	North Carolina Air Awareness
NCAC	North Carolina Administrative Code

Acronym	Definition
NCDAQ	North Carolina Division of Air Quality
NCDOT	North Carolina Department of Transportation
NCFS	North Carolina Forest Service
NCPCM	North Carolina Petroleum and Convenience Marketers
NEI	National Emissions Inventory
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NG	Natural Gas
NHTSA	National Highway Traffic Safety Administration
NMOG	Non-methane Organic Gases
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NSPS	New Source Performance Standard
OBD	Onboard Diagnostic
PAD	Petroleum Administration for Defense
PFC	Portable fuel container
PM	Particulate Matter
PM ₁₀	Particulate matter with an aerodynamic diameter less than or equal to 10 micrometers
PM _{2.5}	Particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers
ppb	Parts per billion
ppm	Parts per million
psi	pounds per square inch
QA	Quality Assurance
QAPP	Quality Assurance Project Plan
RICE	Reciprocating Internal Combustion Engines
RPO	Rural Planning Organization
RRRPO	Rock River Rural Planning Organization
RT	Road type
RVP	Reid Vapor Pressure
SCDHEC	South Carolina Department of Health and Environmental Control
SEMAP	Southeastern Modeling, Analysis and Planning
SESARM	Southeastern States Air Resource Managers
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
SUV	Sport Utility Vehicle
TAF	Terminal Area Forecast
TDM	Transportation Demand Model
TIP	Transportation Improvement Program
TVA	Tennessee Valley Authority
UI	Urban interstate

Acronym	Definition
UF	Urban freeway
USCBP	United States Census Bureau, County Business Patterns
USDA	United States Department of Agriculture
UST	Underground storage tank
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

1.0 INTRODUCTION

1.1 WHAT IS TROPOSPHERIC OZONE?

Ozone, a strong chemical oxidant, adversely impacts human health through effects on respiratory function and can also damage forests and crops. Ozone is not emitted directly by the electric utilities, industrial sources or motor vehicles but instead, is formed in the lower atmosphere, the troposphere, by a complex series of chemical reactions involving nitrogen oxides (NO_x), resulting from the utilities, combustion processes and motor vehicles, and reactive volatile organic compounds (VOCs). VOCs include many industrial solvents, toluene, xylene and hexane as well as the various hydrocarbons (HC) that are evaporated from the gasoline used by motor vehicles or emitted through the tailpipe following combustion.

Ozone formation is promoted by strong sunlight, warm temperatures, and light winds. High concentrations tend to be a problem in the eastern United States only during the hot summer months when these conditions frequently occur. Therefore, the U. S. Environmental Protection Agency (EPA) mandates seasonal monitoring of ambient ozone concentrations in North Carolina from April 1 through October 31 (40 CFR 58 App. D, 2.5).⁴ The DAQ has examined both the man-made and natural sources of VOC emissions and their contribution to ozone formation in North Carolina. Because of the generally warm and moist climate of North Carolina, vegetation abounds in many forms, and forested lands naturally cover much of the state. As a result, the biogenic sector is the most abundant source of VOCs in North Carolina and accounts for approximately 90% of the total VOC emissions statewide. The overwhelming abundance of biogenic VOCs makes the majority of North Carolina a NO_x limited environment for the formation of ozone. This is supported by a study published in the Journal of Environmental Management that concludes that the sensitivity of ozone to anthropogenic VOC emissions in the Southeastern United States is 2-3 orders of magnitude smaller than the sensitivity of ozone to NO_x emissions, primarily due to the abundance of biogenic VOC emissions in this region.⁵ As a result, controlling anthropogenic VOC emissions in the Southeast is far less effective than controlling NO_x emissions for purposes of reducing ozone levels.

On March 12, 2008, the EPA revised the primary (health) and secondary (welfare) National Ambient Air Quality Standards (NAAQS) for ozone to a level of 0.075 parts per million (ppm). An exceedance of the 2008 8-hour ozone NAAQS occurs when a monitor measures ozone above 0.075 ppm on average for an 8-hour period. A violation of this NAAQS occurs when the average of the annual fourth highest daily maximum 8-hour ozone values over three consecutive

⁴ 40 CFR 58 App. D, 2.5.

⁵ Odman, M Talat et al., *Quantifying the sources of ozone, fine particulate matter, and regional haze in the Southeastern United States*, 90 Journal of Environmental Management 3155-3168 (2009).

years is greater than or equal to 0.076 ppm. This three-year average is termed the “design value” for the monitor. The design value for a nonattainment area is the highest monitor’s design value in the area.

1.2 CLEAN AIR ACT OF 1990

Since the 1977 amendments to the Clean Air Act (CAA), areas of the country that had not attained the ambient standard for a particular pollutant were formally designated as nonattainment for that pollutant. This formal designation concept was retained in the 1990 CAA Amendments.

1.3 AIR QUALITY HISTORY

The area surrounding Charlotte-Gastonia-Rock Hill, North Carolina-South Carolina, called the Metrolina area (see Figure 1.1), was designated nonattainment for the 1997 8-hour ozone NAAQS on April 30, 2004.⁶ The 1997 8-hour ozone NAAQS was set at 0.085 ppm. The Metrolina nonattainment area includes the North Carolina counties of Cabarrus, Gaston, Lincoln, Mecklenburg, Rowan and Union; Coddle Creek and Davidson Townships in Iredell County, North Carolina; and the Rock Hill Metropolitan Planning Organization boundary in York County, South Carolina. On December 2, 2013, the EPA approved North Carolina’s redesignation demonstration and maintenance plan for the 1997 8-hour ozone NAAQS for the Charlotte-Gastonia-Rock Hill, North Carolina area.⁷

On July 20, 2012, the EPA designated the Charlotte-Gastonia-Salisbury, North Carolina nonattainment area (referred to as the Charlotte nonattainment area) as “marginal” nonattainment for the 2008 8-hour ozone standard (Figure 1.1) based on the ambient data from 2009-2011. The nonattainment area includes all of Mecklenburg County and portions of Cabarrus, Gaston, Iredell, Lincoln, Rowan, and Union Counties. Table 1.1 identifies the townships in each county that are included in the Charlotte nonattainment area. At that time, the design value for the Charlotte area was 0.079 ppm. The official designation and classification was published in the Federal Register (FR) on May 21, 2012.⁸ The designation became effective on July 20, 2012.

⁶ 69 FR 23858.

⁷ 78 FR 72036.

⁸ 77 FR 30088.

Figure 1.1 Charlotte Nonattainment Area Boundary

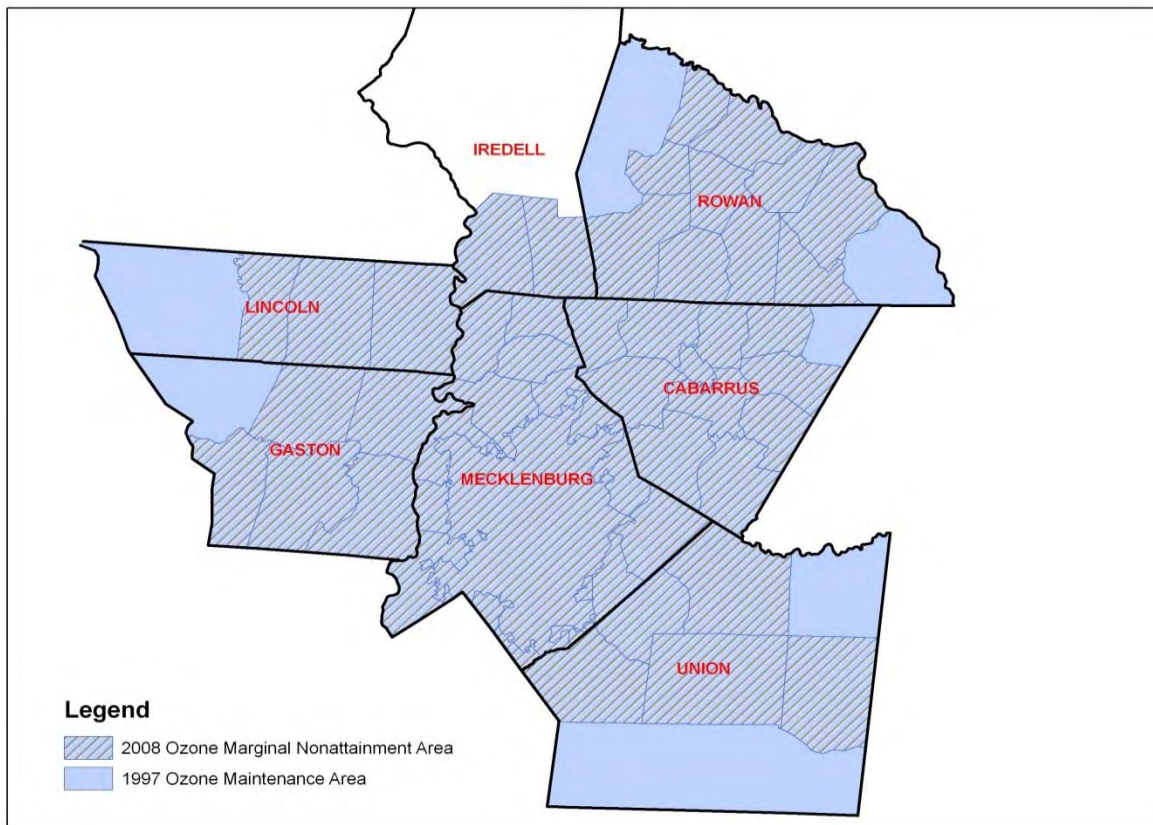


Table 1.1 Counties and Townships within the Charlotte Nonattainment Area

Cabarrus County Townships					
Central Cabarrus	Concord*	Georgeville	Harrisburg	Kannapolis	Midland
Mount Pleasant	Odell	Poplar Tent	New Gilead	Rimertown	
Gaston County Townships					
Dallas	Crowders Mountain	Gastonia	Riverbend	South Point	
Iredell County Townships					
Coddle Creek	Davidson				
Lincoln County Townships					
Catawba Springs	Lincolnton	Ironton			
Mecklenburg County – All Townships					
Rowan County Townships					
Atwell	China Grove	Franklin	Gold Hill*	Litaker	Locke
Providence	Salisbury	Steele	Unity		
Union County Townships					
Goose Creek	Marshville	Monroe	Sandy Ridge	Vance	

*Note: Concord Township in Cabarrus County and Gold Hill Township in Rowan County were inadvertently left out of North Carolina's recommendation and EPA's final designations. In a letter dated January 28, 2014, the North Carolina Division of Air Quality (DAQ) requested EPA to add the missing townships in the state's 2008 marginal ozone nonattainment area definition.

There are currently six ozone monitors located throughout the Charlotte nonattainment area and one monitor located in York County, South Carolina. The North Carolina Division of Air Quality (DAQ) operates three of the monitors in the Charlotte area, the Mecklenburg County Air Quality (MCAQ) operates three of the monitors in the Mecklenburg County, and South Carolina Department of Health and Environmental Control (SCDHEC) operates the York County monitor.

In 2013, all but two monitors, Garinger and County Line located in Mecklenburg County, came into attainment of the 2008 8-hour ozone NAAQS. With the completion of the 2014 ozone season, the Garinger and County Line monitors attained the standard as well. The 2012-2014 design value for Charlotte nonattainment area is 0.073 ppm.

1.4 CLEAN AIR ACT REDESIGNATION CRITERIA

Section 107(d)(3)(E) of the CAA, as amended, states an area can be redesignated to attainment if the following conditions are met:

1. The EPA has determined that the NAAQS have been attained. For ozone, the areas must show that the average of the fourth highest 8-hour ozone values from three (3) complete, consecutive calendar years of quality-assured air quality monitoring data must be below 0.076 ppm.
2. The applicable implementation plan has been fully approved by the EPA under Section 110(k).
3. The EPA has determined that the improvement in air quality is due to permanent and enforceable reductions in emissions. To demonstrate this, the state should estimate the percent reduction (from the year used to determine the design value for designation and classification) achieved from federal, state, and local measures.
4. The state has met all applicable requirements for the area under Section 110 and Part D.
5. The EPA has fully approved a maintenance plan, including a contingency plan, for the areas under Section 175A.

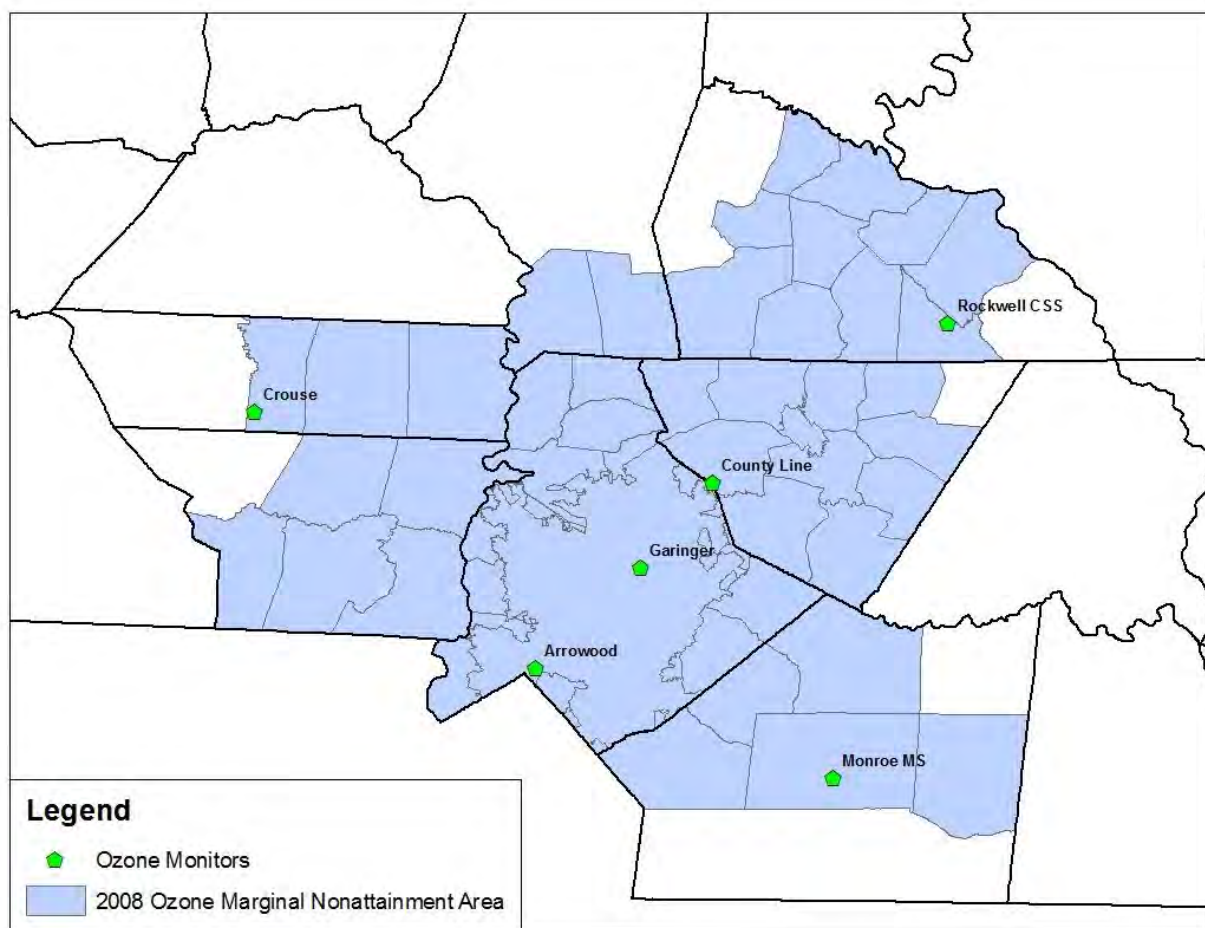
In the following sections, the DAQ provides the technical data necessary to show that the Charlotte-Gastonia-Salisbury nonattainment area has attained and is expected to maintain the 2008 8-hour ozone standard, and has met the requirements for redesignation set forth above.

2.0 AIR QUALITY

2.1 HISTORIC AIR QUALITY (2003 – 2011)

The DAQ and MCAQ have collected ambient monitoring data for the Charlotte area since the late seventies. Figure 2.1 shows the location of the six ozone monitors throughout the Charlotte nonattainment area. In addition, one additional ozone monitor is located in York County, South Carolina (not shown in Figure 2.1). These monitors were installed in accordance with the Code of Federal Regulations (CFR) 40 CFR 58.

Figure 2.1 Ozone Monitor Locations in the Charlotte Nonattainment Area



Tables 2.1 and 2.2 show the air quality data and corresponding design values for the monitors in the Charlotte region, respectively, from 2003 to 2014. As shown in Table 2.2, the design values for most of the monitors near and downwind of Charlotte have been declining rapidly in the past several years.

Table 2.1 Charlotte Area's Historic 4th Highest 8-hour Ozone Values (2003-2014)

Monitor	4 th Highest 8-hour Ozone Values (ppm)											
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Crouse AIRS ID #37-109-0004 Lincoln County	0.089	0.074	0.082	0.082	0.085	0.079	0.065	0.072	0.077	0.076	0.064	0.064
Garinger AIRS ID #37-119-0041 Mecklenburg County	0.086	0.085	0.088	0.091	0.093	0.085	0.069	0.082	0.088	0.080	0.067	0.065
Arrowood AIRS ID #37-119-1005 Mecklenburg County	0.073	0.077	0.085	0.078	0.087	0.073	0.068	0.078	0.082	0.073	0.062	0.063
County Line AIRS ID #37-119-1009 Mecklenburg County	0.088	0.083	0.090	0.093	0.096	0.093	0.071	0.082	0.083	0.085	0.066	0.068
Rockwell AIRS ID #37-159-0021 Rowan County	0.098	0.080	0.086	0.085	0.096	0.084	0.071	0.077	0.077	0.080	0.062	0.064
Enochville ¹ AIRS ID #37-159-0022 Rowan County	0.087	0.080	0.088	0.089	0.095	0.082	0.073	0.078	0.078	0.077	0.063	-----
Monroe AIRS ID #37-179-0003 Union County	0.083	0.074	0.082	0.080	0.082	0.080	0.067	0.071	0.073	0.075	0.062	0.067
York AIRS ID #45-091-0006 York County	0.076	0.071	0.079	0.078	0.080	0.075	0.062	0.065	0.065	0.065	0.061	0.056

¹ Monitoring data for 2014 are not available for this monitor because it was shut down in 2014.

Table 2.2 Charlotte Area's Historic Design Values (2003 - 2014)

Monitor	Design Value (ppm)									
	03-05	04-06	05-07	06-08	07-09	08-10	09-11	10-12	11-13	12-14
Crouse AIRS ID #37-109-0004 Lincoln County	0.081	0.079	0.083	0.082	0.076	0.072	0.071	0.075	0.072	0.068
Garinger AIRS ID #37-119-0041 Mecklenburg County	0.086	0.088	0.090	0.089	0.082	0.078	0.079	0.083	0.078	0.070
Arrowood AIRS ID #37-119-1005 Mecklenburg County	0.078	0.080	0.083	0.079	0.076	0.073	0.076	0.077	0.072	0.066
County Line AIRS ID #37-119-1009 Mecklenburg County	0.087	0.088	0.093	0.094	0.086	0.082	0.078	0.083	0.078	0.073
Rockwell AIRS ID #37-159-0021 Rowan County	0.088	0.083	0.089	0.088	0.083	0.077	0.075	0.078	0.073	0.068
Enochville ¹ AIRS ID #37-159-0022 Rowan County	0.085	0.085	0.090	0.088	0.083	0.077	0.076	0.077	0.072	----
Monroe AIRS ID #37-179-0003 Union County	0.079	0.078	0.081	0.080	0.076	0.072	0.070	0.073	0.070	0.068
York AIRS ID #45-091-0006 York County	0.075	0.076	0.079	0.077	0.072	0.067	0.064	0.065	0.063	0.060

Note: Bolded values represent violations of the 2008 8-hour ozone standard.

¹ 2012-2014 design value for this monitor is not available because it was shut down in 2014.

2.2 RECENT AIR QUALITY VALUES (2012 –2014)

Under the CAA, a marginal classification for the 2008 8-hour ozone NAAQS requires North Carolina to attain the standard within three years of designation, or July 20, 2015. However, in the 2008 Ozone Implementation Rule, the EPA extended the compliance date to December 31,

2015.⁹ In a recent ruling by the U.S. Court of Appeals for the District of Columbia Circuit, the extension deadline was vacated, among other decisions.¹⁰

The most recent three years of ozone monitoring data (2012-2014) for the Charlotte nonattainment area demonstrate compliance with the 2008 8-hour ozone NAAQS. Table 2.3 is a summary of the fourth highest 8-hour average ozone concentration and the design value at each of the monitors in the Charlotte region for 2012-2014.

Table 2.3 Charlotte Area's Current Air Quality Data (2012 -2014)

Monitor	Year	4 th Highest 8-hour ozone values (ppm)	Design Value (ppm) 2012-2014
Crouse AIRS ID #37-109-0004 Lincoln County	2012	0.076	0.068
	2013	0.064	
	2014	0.064	
Garinger AIRS ID #37-119-0041 Mecklenburg County	2012	0.080	0.070
	2013	0.067	
	2014	0.065	
Arrowood AIRS ID #37-119-1005 Mecklenburg County	2012	0.073	0.066
	2013	0.062	
	2014	0.063	
County Line AIRS ID #37-119-1009 Mecklenburg County	2012	0.085	0.073
	2013	0.066	
	2014	0.068	
Rockwell AIRS ID #37-159-0021 Rowan County	2012	0.080	0.068
	2013	0.062	
	2014	0.064	
Monroe AIRS ID #37-179-0003 Union County	2012	0.075	0.068
	2013	0.062	
	2014	0.067	
York AIRS ID #45-091-0006 York County	2012	0.065	0.060
	2013	0.061	
	2014	0.055	

The 2014 8-hour ozone monitoring data for the Charlotte nonattainment area was fully quality assured and officially submitted to the EPA for certification approval on December 12, 2014.

⁹ 78 FR 34178.

¹⁰ [http://www.cadc.uscourts.gov/internet/opinions.nsf/E97A64FFBFE4DC1D85257DB70054D5EE/\\$file/12-1321-1528834.pdf](http://www.cadc.uscourts.gov/internet/opinions.nsf/E97A64FFBFE4DC1D85257DB70054D5EE/$file/12-1321-1528834.pdf).

The EPA concurred with the DAQ and MCAQ certification on December 15, 2014. The Enochville site in Rowan County was shut down in 2014, but the most recent design value for that site was 0.072 ppm in 2011-2013 and it was not the highest value in Rowan County or the greater Charlotte area at the time of its shutdown.

The monitoring data shown above demonstrates that the Charlotte area is attaining the 2008 8-hour ozone standard, and is on schedule with the compliance date mandated in the CAA and upheld by the D.C. Circuit Court.

2.3 PERMANENT AND ENFORCEABLE EMISSIONS REDUCTIONS

There are several state and federal measures that have been enacted in recent years that have ensured permanent and enforceable emissions reductions. A list of those measures that contributed to the permanent and enforceable emission reductions are summarized here and are more fully described in Section 3.2.

The federal measures that have been implemented include:

- Tier 2 vehicle and fuel standards: Implementation began in 2004 and requires all passenger vehicles in each manufacturer's fleet to meet an average standard of 0.07 grams of NO_x per mile. Additionally, in January 2006 the sulfur content of gasoline was required to be on average 30 ppm which assists in lowering NO_x emissions. Most gasoline sold in North Carolina prior to January 2006 had a sulfur content of about 300 ppm. These emission reductions are federally enforceable.
- Tier 3 vehicle and fuel standards: Implementation begins in 2017 with full compliance required by 2025. Tier 3 requires all passenger vehicles to meet an average standard of 0.03 gram/mile of NO_x. Compared to Tier 2, the Tier 3 tailpipe standards for light-duty vehicles are expected to reduce NO_x and VOC emissions by approximately 80%. Tier 3 vehicle standards also include evaporative standards using onboard diagnostics (OBD) that will result in a 50% reduction in VOC emissions over Tier 2. The rule reduces the sulfur content of gasoline to 10 ppm starting in January 2017. These emission reductions will be federally enforceable.
- National program for greenhouse gas (GHG) emissions and fuel economy standards: The federal GHG and fuel economy standards apply to light-duty cars and trucks in model years 2012-2016 (phase 1) and 2017-2025 (phase 2). The final standards are projected to result in an average industry fleet-wide level of 163 grams/mile of carbon

dioxide (CO₂) which is equivalent to 54.5 miles per gallon (mpg) if achieved exclusively through fuel economy improvements. The fuel economy standards will result in less fuel being consumed, and therefore less NO_x emissions released. These emission reductions will be federally enforceable.

- Heavy-duty gasoline and diesel highway vehicle standards: Implementation of the program began in 2004 with full implementation in 2010. The program was estimated to reduce NO_x emissions by 95% and required that the sulfur content of fuel be reduced to 15 ppm. These emission reductions are federally enforceable.
- Medium- and heavy-duty vehicle fuel consumption and GHG standards: Began implementation in 2014 and requires on-road vehicles to achieve from a 7% to 20% reduction in CO₂ emissions and fuel consumption by 2018. The decrease in fuel consumption will result in a 7% to 20% decrease in NO_x emissions. These emission reductions will be federally enforceable.
- Large nonroad diesel engine standards: Phased in between 2008 through 2014, the combined engine and fuel requirements are expected to reduce NO_x emissions by 90% and reduce the sulfur content in the nonroad diesel fuel to 15 ppm. These emission reductions are federally enforceable.
- Nonroad spark-ignition engine and recreational engine standards: Tier 1 of these standards was implemented in 2004 and Tier 2 started in 2007. These standards reduce NO_x emissions by 80%. These emission reductions are federally enforceable.
- Clean Air Interstate Rule (CAIR) and Cross State Air Pollution Rule (CSAPR): In May 2005, the EPA promulgated CAIR to reduce NO_x and SO₂ emissions from electricity generating units (EGUs). After court challenges to CAIR, the EPA issued CSAPR in July 2011. CSAPR will take effect starting January 1, 2015 for SO₂ and annual NO_x, and May 1, 2015 for ozone season NO_x. Combined with other final state and EPA actions, the CSAPR will reduce power plant SO₂ emissions by 73% and NO_x emissions by 54% from 2005 levels. The emission reductions will be federally enforceable.
- Tennessee Valley Authority (TVA) Consent Decree: In January 2009, a federal court required TVA coal-fired EGUs to install modern pollution controls for SO₂ and NO_x. After an appeals court reversed the decision, North Carolina, TVA, and several other parties agreed to a settlement. The settlement caps NO_x and SO₂ emissions at all of

TVA's coal-fired facilities to permanent levels of 52,000 tons of NO_x in 2018 and 110,000 tons of SO₂ in 2019. These emission reductions are federally enforceable.

- **Boiler and Reciprocating Internal Combustion Engine (RICE) National Emissions Standards for Hazardous Air Pollutants (NESHAP):** The NESHAPs for industrial, commercial and institutional boilers and RICE are expected to result in a small decrease in VOC emissions. Boilers must comply with the NESHAP by January 31, 2016 for all states except North Carolina which has a compliance date in May 2019 (see following discussion under state measures). RICE owners and operators had to comply with the NESHAP by May 3, 2013. These emission reductions are federally enforceable.
- **Utility Mercury Air Toxics Standards (MATS) and New Source Performance Standards (NSPS):** On February 16, 2012, the EPA published final rules for both the (1) MATS for new and existing coal- and oil-fired EGUs and (2) NSPS for fossil-fuel fired electric utility, industrial-commercial-institutional and small industrial-commercial-institutional steam generating units.¹¹ The MATS reduce emissions of toxic air pollutants from EGUs larger than 25 megawatts that burn coal or oil for the purpose of generating electricity for sale and distribution through the national electric grid to the public. For the NSPS, the EPA revised the standards that new coal- and oil-fired power plants must meet for NO_x, SO₂, and particulate matter (PM). While MATS is still under court review, and portions of it may be overturned, the rule can be expected to result in the reduction of both NO_x and SO₂ emissions in addition to the reduction in mercury and other air toxic emissions. The emission reductions associated with the MATS and revised NSPS are federally enforceable.

The state measures that have been implemented include:

- **Vehicle Emissions Inspection and Maintenance (I/M) Program:** In 1999, the North Carolina State Legislation passed the Clean Air Bill that expanded the on-road vehicle I/M program from 9 to 48 counties. It was phased-in in the Charlotte nonattainment area from July 1, 2002 through January 1, 2004. This program reduces NO_x, VOC and CO emissions. The rule for the I/M program was submitted to the EPA for adoption into the State Implementation Plan (SIP) in August 2002 and was federally approved in October 2002. Therefore, these emission reductions are both state and federally enforceable.

¹¹ 77 FR 9304.

On February 5, 2015, the EPA approved a change to North Carolina's I/M rules triggered by a state law which exempted plug-in vehicles and the three newest model year vehicles with less than 70,000 miles on their odometers from emission inspection in all areas in North Carolina where I/M is required.¹² In North Carolina's Section 110(l) demonstration, the state showed that the change in the compliance rate from 95% to 96% more than compensates for the NO_x and VOC emissions increase. The EPA-approved change to the I/M rules was effective March 9, 2015, and are state and federally enforceable. See Section 3.2.2 of this SIP for a more detailed discussion of this change.

- **Clean Smokestacks Act:** This state law requires coal-fired power plants to reduce annual NO_x emissions by 77% by 2009, and to reduce annual SO₂ emissions by 49% by 2009 and 73% by 2013. This law set a NO_x emissions cap of 56,000 tons/year for 2009 and SO₂ emissions caps of 250,000 tons/year and 130,000 tons/year for 2009 and 2013, respectively. The public utilities cannot meet these emission caps by purchasing emission credits. The EPA approved the statewide emissions caps as part of the Charlotte SIP on September 26, 2011. In 2013, the power plants subject to this law had combined NO_x emissions of 38,857 tons/year, well below the 56,000 tons/year cap. The emissions cap has been met in all subsequent years as well. These emissions limits are enforceable at both the federal and state level.
- **Boiler NESHAP:** Because of delays associated with the EPA's promulgation of the boiler NESHAP, North Carolina adopted and implemented equivalent emission limitations by permit under Section 112(j) of the CAA.¹³ These limitations apply to owners and operators of industrial, commercial and institutional boilers and process heaters burning natural gas, coal, oil or biomass beginning in 2013. These emissions limits are enforceable at both the federal and state level.
- **Transportation Conformity Memorandum of Agreements (MOAs):** The Conformity MOAs are signed by federal and state transportation agencies and local air quality organizations and the MPOs subject to transportation conformity requirements for applicable transportation-related NAAQs and satisfies the requirement in the CAA Section 176(c). The DAQ chose through rulemaking to develop Conformity MOAs to ensure that interagency consultation procedures for transportation conformity are followed in each of the nonattainment or maintenance areas in the state.

¹² Approval and Promulgation of Implementation Plans; North Carolina; Inspection and Maintenance Program Updates, 80 FR, 6455.

¹³ 15A NCAC 02D .1109 - 112(j) Case-by-Case Maximum Achievable Control Technology.

2.4 ADDITIONAL PROGRAMS SUPPORTING MAINTENANCE

This section provides a brief summary of state and local programs that have been implemented in the Charlotte area to maintain compliance with the NAAQS. Although these are important programs that help to ensure compliance with the NAAQS, they have not been relied upon as federally enforceable measures. These state and local programs are more fully described in Section 3.3.

State programs that have been implemented include:

- **Air awareness program:** The North Carolina Air Awareness Program is a public outreach and education program of the DAQ. The goal of the program is to reduce air pollution through voluntary actions by individuals and organizations. The program seeks to educate individuals about (1) the sources of air pollution; (2) the health effects of air pollution and how these effects can be mitigated by modification of outdoor activities on ozone action days; and (3) simple "action tips", such as carpooling, vehicle maintenance and energy conservation that reduce individual contributions to air pollution. One of the major program components is the daily air quality forecast. The DAQ produces the 8-hour ozone forecasts and corresponding air quality index for the Charlotte forecast area from April 1 through October 31 of each year.¹⁴ Additionally, the DAQ produces daily PM forecasts for the Charlotte area.
- **Grant Program:** The DAQ has offered multiple forms of grant funding from state and federal funds to help cover the costs associated with emission reduction projects across the state. These projects include diesel engine replacements, diesel oxidation catalyst retrofits, marine diesel repowers, replacing gasoline vehicles with electric vehicles, vehicle replacement and many more. Grant projects that have been awarded have helped to reduce PM, NO_x, CO and VOC emissions from mobile sources.
- **Open burning rule:** This rule prohibits open burning of man-made materials throughout the state. Additionally, the rule prohibits open burning of yard waste in areas that the DAQ forecasts air quality action days. The open burning regulation reduces NO_x, VOC, and CO emissions as well as PM with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀) and 2.5 micrometers (PM_{2.5}).

¹⁴ See N.C. DAQ <http://www.ncair.org/airaware/>.

- **Idle Reduction Regulation:** The North Carolina Environmental Management Commission adopted the Heavy-Duty Vehicle Idling Restrictions rule to reduce unnecessary idling of heavy-duty trucks on July 9, 2009 and the rule became effective on July 10, 2010. This rule generally prevents any person who operates a heavy-duty vehicle to cause, let, permit, suffer or allow idling for a period of time in excess of 5 consecutive minutes in any 60 minute period. This rule is state enforceable.

Local program that have been implemented include:

- **Open Burning Prohibition:** Mecklenburg County prohibits open burning of any kind year round, except under extenuating circumstances with an approved burn permit. This prohibition is more stringent than the state's open burning rule and therefore enhances this control measure's overall benefit to the region. The open burning rule reduces NO_x, VOC, CO, PM₁₀ and PM_{2.5}. These emission reductions are enforceable at the local level.
- **GRADE Program:** In 2007, MCAQ initiated an air pollution control program called GRADE designed to reduce NO_x emissions in the Charlotte nonattainment area. Funded by federal, state and local county grant money, GRADE provides businesses and organizations financial incentives to replace or repower heavy-duty non-road equipment with newer, cleaner, less polluting engines. GRADE has funded cost effective emission reduction projects operating in multiple segments of the economy including construction, landfills, timber logging operations, open pit mining, freight transportation, and commercial aviation. As of July 31, 2014, GRADE projects have reduced over 350 tons of NO_x region-wide.
- **Mobile Source Emissions Reduction Grants:** This program reduces NO_x, PM, and VOC emissions. MCAQ has also received DERA funding as well as American Recovery and Reinvestment Act (ARRA) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funding. These funds have been used to repower or replace existing diesel engines from on-road vehicles and nonroad equipment. Even though these emission reductions are voluntary and not enforceable, they are still considered permanent reductions.

2.5 EFFECT NOX CONTROL PROGRAMS ON OZONE LEVELS

The foundation control program for stationary and mobile sources for the Charlotte area has significantly reduced NO_x emissions enabling the area to demonstrate attainment with the 2008

ozone NAAQS. As an example, historically EGUs have been a significant source of NO_x emissions contributing to ozone formation during the summer months in the Charlotte area as well as statewide. A recent review of the NO_x emissions in the EPA's Air Markets Program Data database shows a reduction in over 96,641 tons of NO_x from the reporting sources in North Carolina between 2002 and 2013. The trend in decreasing NO_x emissions from these facilities are attributable to a combination of state (Clean Smoke Stacks Act) and federal (CAIR / CSAPR) measures and market forces (switching from coal to natural gas due to favorable natural gas prices). Table 2.4 presents the annual emissions for the North Carolina sources obtained from the EPA's Air Markets Program Data database.

Table 2.5 shows trends in NO_x emissions from 2002 through 2013 from North Carolina power plants in the Charlotte nonattainment area, as well as the power plants located directly north and west of the Charlotte region that may impact the nonattainment area. There are four facilities located within Gaston, Lincoln and Rowan Counties. The facility west of the Charlotte nonattainment area is Cliffside, located in Cleveland County and the facility north of the

Table 2.4 NO_x Emissions from NC Sources in EPA's Air Markets Program Database

Year	Annual NO_x Emissions from NC Sources (tons)
2002	145,706
2003	135,879
2004	124,079
2005	114,300
2006	108,584
2007	64,770
2008	61,669
2009	44,506
2010	57,305
2011	48,889
2012	51,057
2013	49,065

Charlotte nonattainment area is Marshall located in Catawba County. These data are taken from the EPA Clean Air Markets Division's (CAMD) Air Markets Program Data and represent the second and third quarters of the year (April through September), the period during which ozone levels are the highest. The emissions from these facilities have significantly decreased during the ozone season since 2002, with over 12,000 tons of NO_x reduction in the 2013 ozone season compared to 2002. In addition, two coal-fired power plants (Buck and Riverbend) were retired in April 2013, which resulted in additional emissions reductions.

**Table 2.5 April 1 through September 30 NOx Emissions for Electric Utilities Near
Charlotte Area (tons/period)**

Facility	County	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Allen*	Gaston	5,011	3,643	4,002	3,589	3,001	3,053	3,082	2,188	2,925	2,738	1,676	1,906
Riverbend*	Gaston	2,556	2,703	1,844	1,379	1,417	1,296	1,256	304	1,063	884	109	0
Lincoln*	Lincoln	44	20	50	20	52	81	33	6	40	46	10	22
Buck*	Rowan	1,084	1,468	1,089	1,286	1,262	870	832	197	783	477	196	61
Marshall	Catawba	9,283	9,101	8,243	7,558	6,370	7,253	7,151	4,481	4,861	5,443	5,128	4,777
Cliffside	Cleveland	1,944	2,149	1,738	1,782	1,540	1,311	1,173	561	357	469	267	673
Total	-----	19,922	19,084	16,966	15,614	13,642	13,864	13,527	7,737	10,029	10,057	7,386	7,439

*Facility is located within the Charlotte nonattainment area boundary.

Temperature is a key meteorological factor that determines the ozone production potential of a given day. In North Carolina, many exceedances occur when the maximum daily temperature is 90 degrees Fahrenheit (°F) or greater. In recent years, however, foundation control program measures have reduced NOx emissions in the Charlotte area to the extent that recent trends are showing that ozone levels are lower than the NAAQS even when the daily temperature is 90 °F or greater. Figure 2.2 shows the relationship of exceedance days to high temperature days from 2000 through 2014 for the Charlotte region monitors. The relationship between the maximum 4th highest ozone value to high temperature days from 2000 through 2014 is displayed in Figure 2.3.

It is important to see how the ozone levels have changed over the last decade in response to lower NOx emissions in the state. The worst summer in terms of the number of exceedance days and observed 4th highest ozone concentrations was 2002, with 61 exceedance days in the Charlotte region and a maximum 4th highest daily average 8-hour concentration of 0.108 ppm. That summer there were 49 days when the temperature was 90 °F or greater in the Charlotte region. The next highest number of exceedance days occurred in 2007 with 56 days and 74 days with temperatures at or above 90 °F, yet the maximum 4th highest daily average 8-hour concentration was significantly lower than 2002 at 0.096 ppm. More recently, in the year 2010, the Charlotte area experienced the hottest summer of the 21st century with 86 days at or above 90 °F. However, the Charlotte area only observed 17 exceedance days and the maximum 4th highest daily average concentration was only 0.082 ppm. In subsequent years, the 4th-highest values have generally decreased as the number of very hot days over 90 degrees has moderated. In 2014, there were a total of 37 days with a high temperature over 90 degrees, but no exceedances of the 2008 8-hour ozone standard and a peak 4th highest daily average value of 0.068 ppm. The steady decrease of ozone values over the last 15 years regardless of summertime temperature regime illustrates the progress that North Carolina has made and the positive effects of the control strategies put in place by North Carolina, Mecklenburg County and the EPA to regulate NOx emissions.

Figure 2.2 Relationship between high temperature days and number of exceedance days in the Charlotte area

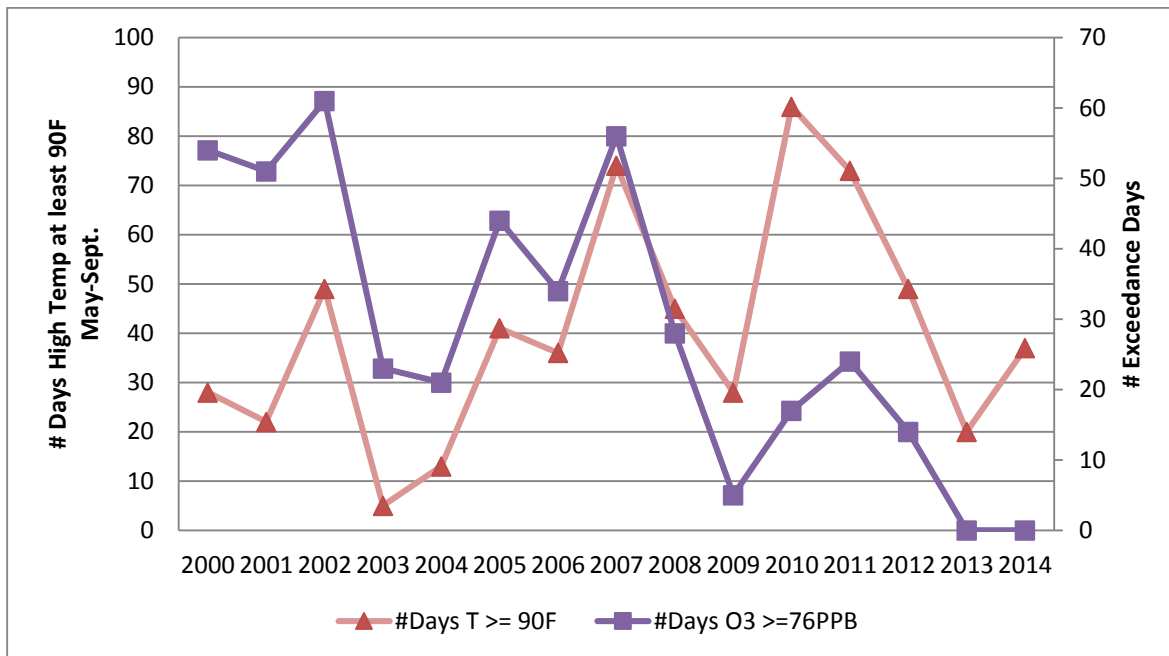
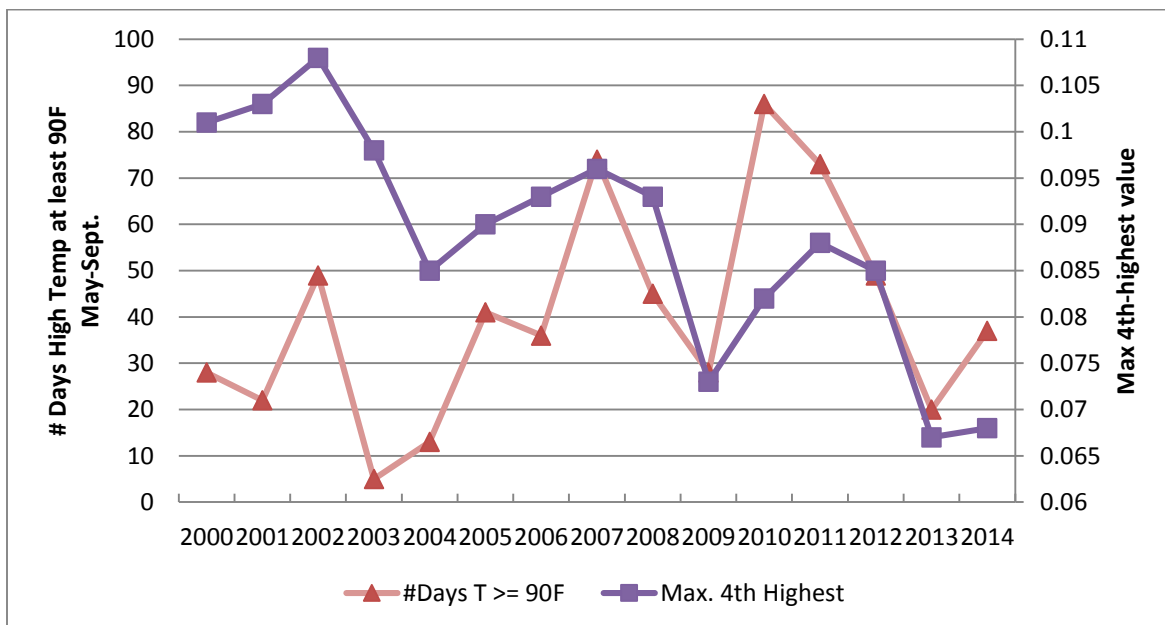


Figure 2.3 Relationship between high temperature days and maximum 4th highest ozone value in the Charlotte Area



3.0 MAINTENANCE PLAN

3.1 CONCEPT OF NORTH CAROLINA'S MAINTENANCE PLAN

The state's plan for maintaining compliance with the ambient air quality standard for the 2008 8-hour ozone in the Charlotte-Gastonia-Salisbury nonattainment area consists of three major parts: a foundation control program, a maintenance demonstration, and a contingency plan. The foundation control program consists of the current federal and state control measures already in effect, as well as the future benefits of the federal actions. For EGUs, the future federal actions include implementation of the MATS, CSAPR, and carbon rules and the TVA consent decree. Additionally, North Carolina will continue to implement and enforce the Clean Smokestacks Act. For on-road vehicles, the future federal actions include compliance with the Tier 3 vehicle emissions and fuel standards and corporate average fuel economy standards for on-road vehicles. Although North Carolina did not rely on the emission reductions from CSAPR or the TVA consent decree for maintenance of the 2008 8-hour ozone standard, these actions will result in additional reductions in NO_x emissions regionally.

The foundation control program includes federally and state enforceable control programs that have been adopted and implemented by the DAQ. These programs will remain enforceable and ensure that maintenance of the 2008 8-hour ozone standard will continue. Sources are prohibited from reducing or removing emission controls (anti-backsliding) following the redesignation of the area unless such a change is first approved by the EPA as a revision to the North Carolina SIP that is consistent with Section 110(l) of the CAA.

For the maintenance demonstration, the base year of 2014 was chosen since it is a year that falls within the attaining design value period of 2012-2014. The interim years 2015, 2018 and 2022 were chosen based on consultation with the EPA. The final year of the maintenance demonstration is 2026, since the CAA requires maintenance for at least 10 years after the EPA approves the redesignation demonstration and maintenance plan. The maintenance demonstration consists of a comparison between the 2014 baseline emissions inventory and the projected emissions inventories (for 2015, 2018, 2022, and 2026), which consider economic and population growth. The comparison shows that the total emissions in each of the interim years and the final year is estimated to be lower than in the base year, which demonstrates maintenance of the 2008 8-hour ozone standard. The reductions in emissions are due to the foundation control programs outlined below.

The North Carolina contingency plan involves tracking and triggering mechanisms to determine when contingency measures are needed and a process of implementing appropriate control measures. The primary trigger of the contingency plan will be a violation of the ambient air

quality standard for 2008 8-hour ozone standard. The secondary trigger will be a monitored air quality pattern that suggests an actual 2008 8-hour ozone NAAQS violation may be imminent.

The SCDHEC has developed a redesignation demonstration and maintenance plan for the South Carolina portion of the nonattainment area. Contact the SCDHEC for a copy of the South Carolina redesignation demonstration and maintenance plan.

3.2 FOUNDATION CONTROL PROGRAM

The main element of the maintenance plan is the foundation control program. The foundation control program consists of a combination of federal and state control measures necessary to maintain the ambient air quality standards. The purpose of the foundation control program is to prevent the ambient air quality standards from being violated and thereby eliminate the need for more costly controls being imposed on industry and the general public. Each component of the foundation control program is essential in demonstrating maintenance of the air quality standards. The following provides a summary of each federal and state control measure included in the foundation control program for the Charlotte nonattainment area. All of these programs have already been implemented or are in the process of being implemented.

3.2.1 Federal Control Measures

Tier 2 Vehicle and Fuel Standards

Federal Tier 2 vehicle standards require all passenger vehicles in a manufacturer's fleet, including light-duty trucks and sport utility vehicles (SUVs), to meet an average standard of 0.07 gram/per mile of NO_x. Implementation began in 2004, with full compliance required by 2007. The Tier 2 standards also cover passenger vehicles over 8,500 pounds gross vehicle weight rating (the larger pickup trucks and SUVs), which are not covered by the Tier 1 regulations. For these vehicles, the standards were phased in beginning in 2008, with full compliance required by 2009. The Tier 2 standards require vehicles to be 77% to 95% cleaner. The Tier 2 rule also reduced the sulfur content of gasoline to 30 ppm starting in January of 2006. Most gasoline sold in North Carolina prior to January 2006 had a sulfur content of about 300 ppm. Sulfur occurs naturally in gasoline and interferes with the operation of catalytic converters on vehicles, which results in higher NO_x emissions. Lower-sulfur gasoline is necessary to achieve the Tier 2 vehicle emission standards.¹⁵ These emission reductions are federally enforceable.

¹⁵ Fact Sheet, Office of Mobile Sources, EPA-420-F-99-051, December 1999.

Tier 3 Vehicle and Fuel Standards

Federal Tier 3 vehicle standards require all passenger vehicles in a manufacturer's fleet, including light-duty trucks and SUVs, to meet an average standard of 0.03 gram/per mile of NO_x. Heavy-duty passenger vehicles must meet average standards of 0.178 to 0.247 gram/per mile of NO_x depending on vehicle classification. Implementation begins in 2017, with full compliance required by 2025. Compared to current standards in 2014, the Tier 3 tailpipe standards for light-duty vehicles are expected to reduce non-methane organic gases (NMOG) and NO_x by approximately 80%. The Tier 3 program is expected to reduce per-vehicle PM standards by approximately 70%. The heavy-duty tailpipe standards represent about a 60% reduction in both fleet average NMOG+NO_x and per vehicle PM standards. Tier 3 vehicle standards also require evaporative standards including OBD that will result in a 50% reduction in VOC emissions from Tier 2 for all 2017 and later light-duty and on-road gasoline-powered heavy-duty vehicles. The Tier 3 rule also reduced the sulfur content of gasoline to 10 ppm starting in January 2017. Tier 2 standards had limited the sulfur content to 30 ppm. Sulfur occurs naturally in gasoline and interferes with the operation of catalytic converters on vehicles, which results in higher NO_x emissions.¹⁶ These emission reductions are federally enforceable.¹⁷

National Program for GHG Emissions and Fuel Economy Standards

The EPA and the National Highway Traffic Safety Administration (NHTSA) jointly developed the federal GHG and fuel economy standards for light-duty cars and trucks in model years 2012-2016 (phase 1) and 2017-2025 (phase 2). The EPA also aligned implementation of the Tier 3 program with the second phase of the EPA and NHTSA federal GHG and fuel economy standards program. Together, phases 1 and 2 of the final standards are projected to result in an average industry fleet-wide level of 163 grams/mile of CO₂ in model year 2025, which is equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements.¹⁸ The fuel economy standards will result in less fuel being consumed, and therefore less NO_x emissions released. These emission reductions will be federally enforceable.

Heavy-Duty Gasoline and Diesel Highway Vehicles Standards

The EPA standards designed to reduce NO_x and VOC emissions from heavy-duty gasoline and diesel highway vehicles began to take effect in 2004. A second phase of standards and testing procedures that began in 2007 reduced PM from heavy-duty highway engines and also reduced highway diesel fuel sulfur content to 15 ppm since the sulfur damages emission control devices. The total program is expected to achieve a 90% reduction in PM emissions and a 95% reduction

¹⁶ Fact Sheets, Office of Transportation and Air Quality, EPA-420-F-14-008 and EPA-420-F-14-009, March 2014.

¹⁷ See U.S. EPA, <http://www.epa.gov/otaq/tier3.htm>.

¹⁸ See U.S. EPA, <http://www.epa.gov/otaq/climate/regs-light-duty.htm>.

in NOx emissions for these new engines using low-sulfur diesel, compared to engines using higher-content sulfur diesel. These emission reductions are federally enforceable.

Large Nonroad Diesel Engines Rule

In May 2004, the EPA promulgated new rules for large nonroad diesel engines, such as those used in construction, agricultural and industrial equipment, to be phased in between 2008 and 2014. The nonroad diesel rules also reduced the allowable sulfur in nonroad diesel fuel to 15 ppm. Prior to the fuel standard change, nonroad diesel fuel averaged about 3,400 ppm sulfur. The combined engine and fuel rules are expected to reduce NOx and PM emissions from large nonroad diesel engines by over 90%.¹⁹ These emission reductions are federally enforceable.

Medium- and Heavy-Duty Vehicle Fuel Consumption and GHG Standards

In September 2011, the EPA and the NHTSA promulgated joint rules to reduce GHG emissions and improve fuel efficiency of combination tractor trucks, heavy-duty pickups and vans, and vocational trucks beginning with model year 2014 and applying to all model years by 2018. Depending on truck type, the on-road vehicles must achieve from a 7% to 20% reduction in CO₂ emissions and fuel consumption from the 2010 base year. The decrease in fuel consumption will result in a 7% to 20% decrease in NOx emissions.²⁰ These emission reductions are federally enforceable.

Nonroad Spark-Ignition Engines and Recreational Engines Standard

The nonroad spark-ignition and recreational engine standards, effective in July 2003, regulates NOx, hydrocarbons and CO for groups of previously unregulated nonroad engines. These engine standards apply to all new engines sold in the United States and imported after these standards began and applies to large spark-ignition engines (forklifts and airport ground service equipment), recreational vehicles (off-highway motorcycles and all-terrain-vehicles), and recreational marine diesel engines. The regulation varies based upon the type of engine or vehicle.

The large spark-ignition engines contribute to ozone formation and ambient CO and PM levels in urban areas. Tier 1 of this standard was implemented in 2004 and Tier 2 started in 2007. Like the large spark-ignition, recreational vehicles contribute to ozone formation and ambient CO and PM levels. For the off-highway motorcycles and all-terrain-vehicles, the exhaust emissions standard was phased-in. Fifty percent of model year 2006 engines had to meet the standard and for model years 2007 and later, all engines must meet the standard. Recreational marine diesel

¹⁹ See U.S. EPA http://transportpolicy.net/index.php?title=US: Heavy-duty: Fuel_Consumption_and_GHG

²⁰ Fact Sheet, Office of Transport and Air Quality, EOA-420-F-11-031, August 2011.

engines over 37 kilowatts are used in yachts, cruisers, and other types of pleasure craft. Recreational marine engines contribute to ozone formation and PM levels, especially in marinas. Depending on the size of the engine, the standard began phasing-in in 2006.

When the nonroad spark-ignition and recreational engine standards are fully implemented in 2020, an overall 72% reduction in hydrocarbons, 80% reduction in NO_x, and 56% reduction in CO emissions are expected. These controls will help reduce ambient concentrations of ozone, CO, and fine PM.²¹ These emission reductions are federally enforceable.

CAIR and CSAPR

On May 12, 2005, the EPA promulgated the CAIR which required reductions in emissions of NO_x and SO₂ from large fossil fuel fired EGUs. CAIR also allowed non-EGU industrial boilers to participate in the program to meet their NO_x SIP Call requirements.²² The U.S. Court of Appeals for the D.C. Circuit ruled on petitions for review of CAIR and CAIR Federal Implementation Plans (FIPs), including their provisions establishing the CAIR NO_x annual and ozone season and SO₂ trading programs. On July 11, 2008, the Court issued an opinion vacating and remanding these rules. However, parties to the litigation requested rehearing of aspects of the Court's decision, including the vacatur of the rules. On December 23, 2008, the Court remanded the rules to the EPA without vacating them. The December 23, 2008 ruling left CAIR in place until the EPA issued a new rule to replace CAIR in accordance with the July 11, 2008 decision.

The EPA issued CSAPR in July 2011 to address CAA requirements concerning interstate transport of air pollution and to replace the previous CAIR which the D.C. Circuit remanded to the EPA for replacement. Following the original rulemaking, CSAPR was amended by three further rules known as the Supplemental Rule, the First Revisions Rule, and the Second Revisions Rule. As amended, CSAPR requires 28 states to limit their state-wide emissions of SO₂ and/or NO_x in order to reduce or eliminate the states' contributions to fine PM and/or ground-level ozone pollution in other states. The emissions limitations are defined in terms of maximum state-wide "budgets" for emissions of annual SO₂, annual NO_x, and/or ozone-season NO_x by each state's large EGUs.

As the mechanism for achieving compliance with the emissions limitations, CSAPR establishes FIPs that require large EGUs in each affected state to participate in one or more new emissions trading programs that supersede the existing CAIR emissions trading programs. Non-EGU

²¹ Final Rule: Control of Emissions from Nonroad Large Spark-Ignition Engines, and Recreational Engines (Marine and Land-Based), 67 FR 68242.

²² In 2009, the NO_x SIP Call program was replaced by CAIR.

boilers are not able to participate in CSAPR, resulting in a group of “orphaned” industrial units that are still subject to the NO_x SIP Call. Interstate trading of CSAPR’s emission allowances is permitted, but the rule includes “assurance provisions” designed to ensure that individual states’ emissions do not exceed the states’ respective emissions budgets. CSAPR allows states to elect to revise their SIPs to modify or replace the FIPs while continuing to rely on the rule’s trading programs for compliance with the emissions limitations, and establishes certain requirements and deadlines related to those optional SIP revisions. The rule also contains provisions that sunset CAIR compliance requirements on a schedule coordinated with the implementation of CSAPR compliance requirements.

Certain industry and state and local government petitioners challenged CSAPR in the D.C. Circuit and filed motions seeking a stay of the rule pending judicial review. On December 30, 2011, the Court granted a stay of the rule, ordering the EPA to continue administering CAIR on an interim basis. In a subsequent decision on the merits, the Court vacated CSAPR based on a subset of petitioners’ claims, but on April 29, 2014, the U.S. Supreme Court reversed that decision and remanded the case to the D.C. Circuit for further proceedings. Throughout the initial round of D.C. Circuit proceedings and the ensuing Supreme Court proceedings, the stay remained in place and the EPA has continued to implement CAIR. Following the Supreme Court decision, in order to allow CSAPR to replace CAIR in an equitable and orderly manner while further D.C. Circuit proceedings are held to resolve petitioners’ remaining claims, the EPA filed a motion asking the D.C. Circuit to lift the stay and to toll by three years all CSAPR compliance deadlines that had not passed as of the date of the stay order. On October 23, 2014, the Court granted the EPA’s motion.

CSAPR will take effect starting January 1, 2015 for SO₂ and annual NO_x, and May 1, 2015 for ozone season NO_x. Combined with other final state and EPA actions, the CSAPR will reduce power plant SO₂ emissions by 73% and NO_x emissions by 54% from 2005 levels in the CSAPR region.²³ The emission reductions will be federally enforceable.

TVA Consent Decree

In January 2009 a federal court found that four TVA coal-fired generating stations were creating a public nuisance in North Carolina. The judge ordered that each unit of each facility install modern pollution controls for SO₂ and NO_x and meet emission limits that are consistent with the continuous operation of such controls. The court ordered that TVA meet these limits on a staggered schedule ending in 2013. In July 2010 an appeals court reversed the decision.

²³ Interim Final Rule: Rulemaking To Amend Dates in Federal Implementation Plans Addressing Interstate Transport of Ozone and Fine Particulate Matter, 79 FR 71663.

In April 2011 North Carolina, TVA, and several other parties agreed to a comprehensive settlement of a variety of air pollution allegations. The detailed settlement would (1) subject SO₂ and NO_x emissions at all of TVA's coal-fired facilities to system-wide caps that decline on an annual basis to permanent levels of 110,000 tons of SO₂ in 2019 and 52,000 tons of NO_x in 2018; (2) require TVA to install modern pollution controls on or shutdown the majority of its coal-fired units; and (3) require TVA to pay North Carolina \$11.2 million to fund mitigation projects in North Carolina. The settlement is being successfully implemented, including the provision of funds directly to North Carolina for approved projects.²⁴ These emission reductions are federally enforceable.

Boiler NESHAP

The NESHAP for the industrial, commercial and institutional boiler source category is applicable to boilers and process heaters burning natural gas, coal, oil or biomass. Boilers must comply with the NESHAP by January 31, 2016 for all states except North Carolina (see state control measure Section 3.2.2 below for further discussion) and by May 2019 for boilers in North Carolina. The NESHAP contains work practice standards such as annual boiler tune ups for most boilers. There are also emissions standards for the largest emitting boilers (<1% of all boilers) including a CO standard that is a surrogate for gas-phase hazardous air pollutants (HAPs) and VOC. There is estimated to be a small reduction in VOC emissions due to the NESHAP.²⁵ These new emission reductions are federally enforceable.

RICE NESHAP

The RICE NESHAP applies to stationary engines burning natural gas and diesel fuels that generate electricity and power equipment at industrial, agricultural, oil and gas production, power generation and other facilities. RICE owners and operators had to comply with the NESHAP by May 3, 2013. The NESHAP contains work practice standards such as engine maintenance, requires ultralow-sulfur diesel fuel for some engines, and requires the use of catalytic converters on larger engines. There is estimated to be a slight reduction in VOC emissions due to the NESHAP.²⁶ These emission reductions are federally enforceable.

Utility MATS and NSPS Rules

On February 16, 2012, the EPA published final rules for both the (1) MATS for new and existing coal- and oil-fired EGUs and (2) NSPS for fossil-fuel fired electric utility, industrial-

²⁴ <http://www.ncdoj.gov/getdoc/bdf66401-8137-4be2-bd20-57e89b570c1a/TVA-signed-consent-decree.aspx>.

²⁵ See U.S. EPA <http://www.epa.gov/ttn/atw/boiler/boilerpg.html>.

²⁶ See U.S. EPA <http://www.epa.gov/ttn/atw/icengines/>.

commercial-institutional and small industrial-commercial-institutional steam generating units.²⁷ The MATS reduce emissions of toxic air pollutants from EGUs larger than 25 megawatts that burn coal or oil for the purpose of generating electricity for sale and distribution through the national electric grid to the public. For the NSPS, the EPA revised the standards that new coal- and oil-fired power plants must meet for NO_x, SO₂, and PM.

Following promulgation of the final rules, the EPA received petitions for reconsideration of various provisions of both rules, including requests to reconsider the work practice standards applicable during startup periods and shutdown periods that were included in the final rule. The EPA granted reconsideration of the startup and shutdown provisions because the public was not provided an opportunity to comment on the work practice requirements contained in the final rule. On November 30, 2012, the EPA published a proposed rule reconsidering certain new source standards issued in MATS and the startup and shutdown provisions in MATS and the Utility NSPS.²⁸ The EPA proposed certain minor changes to the startup and shutdown provisions contained in the 2012 final rule based on information obtained in the petitions for reconsideration. On April 24, 2013, the EPA took final action on the new source standards that were reconsidered and also the technical corrections contained in the November 30, 2012, proposed action.²⁹ The EPA did not take final action on the startup and shutdown provisions, and, on June 25, 2013, the EPA added new information and analysis to the docket and reopened the public comment period for the proposed revisions to the startup and shutdown provisions in MATS and the startup and shutdown provisions related to the PM standard in the Utility NSPS.³⁰ The EPA took final action on the remaining topics of the reconsideration on November 19, 2014.³¹ The compliance date for existing sources is April 16, 2015, while the compliance date for new sources is April 16, 2012.

On November 25, 2014, The U.S. Supreme Court accepted several challenges to the rules brought by the utility industry and a coalition of nearly two dozen states. The court will hear arguments in the case in the spring and is likely to rule in June 2015.³² While MATS is still under court review, and portions of it may be overturned, the rule can be expected to result in the reduction of both NO_x and SO₂ emissions in addition to the reduction in mercury and other air toxic emissions. The emission reductions are federally enforceable.

²⁷ 77 FR 9304.

²⁸ 77 FR 71323.

²⁹ 78 FR 24073.

³⁰ 78 FR 38001.

³¹ 79 FR 68777.

³² Wall Street Journal, Nov. 25, 2014, Supreme Court to Review EPA Rule on Power Plant Emissions, http://www.wsj.com/articles/supreme-court-to-review-epa-rule-on-power-plant-emissions-1416942022?mod=WSJ_newsreel_6.

3.2.2 State Control Measures

North Carolina has adopted a number of regulations, legislation and voluntary programs to address pollution issues across the state. These are summarized below.

Vehicle Emissions Inspection and Maintenance (I/M) Program

The 1999 Clean Air Bill expanded the vehicle emissions I/M program in North Carolina from 9 counties to 48 counties from July 1, 2002 through January 1, 2006. Vehicles are tested using the OBDII, an improved method of testing, which ensures proper emission system operation for vehicles and light trucks during their lifetime by monitoring emission-related components and systems for malfunction and/or deterioration. An important aspect of OBDII is its ability to notify the driver of malfunction and/or deterioration by illuminating the "check engine light". If the vehicle is taken to a repair shop in a timely fashion, it can be properly repaired before any significant and prolonged emission increase occurs. The previously used tailpipe test (i.e., idle test) did not measure NO_x emissions; it only tested for VOC and CO emissions. By utilizing the OBDII test method, the NO_x emissions as well as other pollutants from motor vehicles are reduced. The effective dates for the counties in the North Carolina portion of the Charlotte nonattainment area are July 1, 2002 for Cabarrus, Gaston, Mecklenburg and Union Counties; July 1, 2003 for Iredell and Rowan Counties; and January 1, 2004 for Lincoln County.

The I/M program rule was submitted to the EPA for adoption into the SIP in August 2002 and was federally approved in October 2002. Therefore, these emission reductions are both state and federally enforceable.

On February 5, 2015, the EPA approved a change to North Carolina's I/M rules triggered by a state law which exempted plug-in vehicles and the three newest model year vehicles with less than 70,000 miles on their odometers from emission inspection in all areas in North Carolina where I/M is required.³³ In North Carolina's Section 110(l) demonstration, the state showed that the change in the compliance rate from 95% to 96% more than compensates for the NO_x and VOC emissions increase from exempting the newest model year vehicles with less than 70,000 miles. Based on recent modeling the DAQ completed using the EPA's MOVES2014 model, North Carolina's current I/M program with the the three newest model year vehicle exemption is expected to yield annual I/M emission reduction benefits ranging from 5% to 8% for NO_x and 6% to 8.5% for VOC. The EPA-approved change to the I/M rules was effective March 9, 2015. The emissions reductions are state and federally enforceable.

³³ Approval and Promulgation of Implementation Plans; North Carolina; Inspection and Maintenance Program Updates, 80 FR, 6455.

Clean Smokestacks Act

In June 2002, the North Carolina General Assembly enacted the North Carolina Clean Smokestacks Act, which required coal-fired power plants in North Carolina to reduce annual NOx emissions by 77% by 2009.³⁴ These power plants were also required to reduce annual SO₂ emissions by 49% by 2009 and 74% by 2013. The utilities have reduced NOx emissions by 83% and SO₂ emissions by 89% relative to 1998 emissions levels.

With the requirement to meet annual emissions caps and disallowing the purchase of NOx credits to meet the caps, the Clean Smokestacks Act reduces NOx emissions beyond the requirements of the NOx SIP Call Rule. The CSA emissions caps were submitted to the EPA for adoption into the SIP in August 2009 and were approved in September 2011. These regulations are both state and federally enforceable.

Boiler NESHAP

Because of delays associated with the EPA's promulgation of the boiler NESHAP, North Carolina adopted and implemented equivalent emission limitations by permit under Section 112(j) of the CAA.³⁵ These limitations apply to owners and operators of industrial, commercial and institutional boiler boilers and process heaters burning natural gas, coal, oil or biomass beginning in 2013. This rule reduced uncertainty for owners and operators of affected emission units while the EPA resolved legal challenges to the federal rule, reduced emissions from affected units three years earlier than the federal rule, and provided the time needed for owners and operators to transition to the federal rule requirements beginning in May 2019.³⁶ Although the rule establishes limits for reducing HAPs from boilers and process heaters, VOC emissions will also be controlled. In the Charlotte area, natural gas fired boilers are the only types of emission units affected by this rule. For natural gas fired boilers, VOC emissions are estimated to be reduced by 4%. The emission limits associated with this rule are state and federally enforceable.

Transportation Conformity MOAs

Transportation conformity MOAs establish criteria and procedures related to interagency consultation, conflict resolution, public participation and enforceability of certain transportation related control measures and mitigation measures in the State of North Carolina and its SIP.

³⁴ Air Quality/Electric Utilities Bill (SB 1078), <http://daq.state.nc.us/news/leg/>.

³⁵ 15A NCAC 02D .1109 - 112(j) Case-by-Case Maximum Achievable Control Technology.

³⁶ See U.S. EPA <http://www.epa.gov/ttn/atw/boiler/boilerpg.html>.

Transportation conformity is required under section 176(c) of the CAA for nonattainment and maintenance areas to ensure that federally supported highway projects, transit projects, and other activities are consistent with (conform to) the purpose of the SIP, which is to eliminate or reduce the severity and number of violations of the NAAQS and to achieve expeditiously the attainment of such standards. In compliance with Section 176(c) of the CAA, North Carolina Department of Environment and Natural Resources, Division of Air Quality chose, through rulemaking as referenced in 15A North Carolina Administrative Code (NCAC) 02D.2005, to develop Conformity MOAs to ensure that interagency consultation procedures for transportation conformity are followed.³⁷ The Conformity MOAs were submitted to the EPA on July 12, 2013. The USEPA, through direct final rule action, approved a revision to the North Carolina SIP with the effective date of February 24, 2014.³⁸

3.3 ADDITIONAL PROGRAMS SUPPORTING MAINTENANCE

This section provides a summary of state and local programs that have been implemented in the Charlotte area to maintain compliance with the NAAQS. Although these are important programs that help to ensure compliance with the NAAQS, they have not been relied upon as federally enforceable measures.

3.3.1 State Programs Supporting Maintenance

Air Awareness Program

The DAQ has found that the most effective outreach programs are performed by locally-based personnel who can work closely with members of the local community. The DAQ has contracted with MCAQ to manage the Charlotte area North Carolina Air Awareness (NCAA) program since its inception in 1997. Charlotte area NCAA has conducted educational outreach with the general public, built strong working relationships with regional interest groups, and developed communication resources for business coalition members. Coalition activities are designed to communicate air quality information, including the forecast, and promote voluntary emissions reduction programs. The business coalition includes partnerships with private businesses and civic organizations. These efforts are important for maintaining compliance with the NAAQS. Under MCAQ's management, Charlotte area NCAA has established itself as a leader in advocating for voluntary pollution reduction efforts throughout the state's only ozone nonattainment region.

³⁷ <http://www.ncair.org/rules/rules/D2005.pdf>.

³⁸ 78 FR 73266-78272.

Grant Program

Since 1995, the DAQ has offered multiple forms of grant funding to help cover the costs associated with emission reduction projects. These projects include diesel engine replacements, diesel oxidation catalyst retrofits, marine diesel repowers, replacing gasoline vehicles with electric vehicles and many more. One source of funding is the North Carolina Mobile Source Emissions Reduction Grants funded by gasoline tax receipts. The Mobile Source Emissions Reduction Grant program has awarded grants to a number of businesses, cities, counties and school districts that have ranged from the installation of Diesel Oxidation Catalysts (DOCs) or Diesel Particulate Filters (DPFs) on their diesel equipment to non-diesel emission reduction projects like purchase of electric vehicles. The DAQ has also received federal funds from the Diesel Emissions Reduction Act (DERA) and the American Recovery and Reinvestment Act (ARRA) to fund diesel emission reducing projects. The DERA and ARRA funds that the DAQ has received have been used to retrofit, repower or replace existing diesel engines from on-road and nonroad mobile source vehicles/equipment. Even though these emission reductions are voluntary and not enforceable, they are still considered permanent reductions.

Open Burning Rule

The North Carolina open burning rule prohibits the burning of man-made materials statewide. The rule also prohibits open burning of yard waste and land clearing debris on forecasted code orange or higher "air quality action days" for those counties for which the DAQ or local air programs forecast ozone or fine PM.³⁹ The open burning rule reduces PM, SO₂, CO, NO_x, and VOC emissions. This rule is state enforceable.

Idle Reduction Regulation

The North Carolina Environmental Management Commission adopted the Heavy-Duty Vehicle Idling Restrictions rule to reduce unnecessary idling of heavy-duty trucks on July 9, 2009 and the rule became effective on July 10, 2010. This rule generally prevents any person who operates a heavy-duty vehicle to cause, let, permit, suffer or allow idling for a period of time in excess of 5 consecutive minutes in any 60 minute period. This rule is state enforceable.

3.3.2 Local Programs Supporting Maintenance

Mobile Source Emissions Reduction Grants

In the Charlotte area, between 2011 and 2013, with funding from a settlement, a nonroad equipment repower was funded. This project resulted in significant fuel savings and reductions in NO_x and PM_{2.5} emissions.

³⁹ 15A NCAC 02Q.1900 – Open Burning.

GRADE Program

In 2007, MCAQ initiated an air pollution control program called GRADE designed to reduce NO_x emissions in the Charlotte nonattainment area. Funded by federal, state and local county grant money, GRADE provides businesses and organizations financial incentives to replace or repower heavy-duty non-road equipment with newer, cleaner, less polluting engines.

GRADE has funded cost effective emission reduction projects operating in multiple segments of the economy including construction, landfills, timber logging operations, open pit mining, freight transportation, and commercial aviation. As of July 31, 2014, GRADE projects have reduced over 350 tons of NO_x region-wide.

Open Burning Prohibitions

Mecklenburg County prohibits open burning of any kind year round except under extenuating circumstances with an approved burn permit. This prohibition is more stringent than the state's open burning rule and therefore enhances this control measure's overall benefit to the region. The open burning rule reduces emissions of NO_x, VOC, CO, PM₁₀ and PM_{2.5}. These emission reductions are enforced at the local level.

3.4 EMISSIONS INVENTORIES AND MAINTENANCE DEMONSTRATION

3.4.1 Theory of Approach

There are two basic approaches used to demonstrate continued maintenance. The first is the comparison of a projected emissions inventory with a baseline emissions inventory. The second approach involves complex analysis using gridded photochemical modeling. The approach used by the DAQ is the comparison of emissions inventories for the years 2014 and 2026.

For the maintenance demonstration, the base year of 2014 was chosen since it is a year that falls within the attaining design value period of 2012-2014. The maintenance demonstration is made by comparing the 2014 baseline summer day emissions inventory to the 2026 projected summer day emissions inventory. The baseline summer day emissions inventory represents an emission level for a period when the ambient air quality standard was not violated, 2012-2014. If the projected emissions remain at or below the baseline emissions, continued maintenance is demonstrated and it then follows, if the projected emissions remain at or below the baseline emissions, then the ambient air quality standard should not be violated in the future. In addition to comparing the final year of the plan, all of the interim years are compared to the 2014 baseline to demonstrate that these years are also expected to show continued maintenance of the 2008 8-hour ozone standard.

The emissions inventories are comprised of four major types of sources: point, area, on-road mobile and nonroad mobile. The projected summer day emission inventories have been estimated using projected rates of growth in population, traffic, economic activity and other parameters. Naturally occurring, or biogenic, emissions are not included in the emissions inventory comparison, as these emissions are outside the state's span of control.

The SCDHEC has developed a redesignation demonstration and maintenance plan for the South Carolina portion of the nonattainment area. Contact the SCDHEC for a copy of the South Carolina redesignation demonstration and maintenance plan.

3.4.2 Emission Inventories

The base year and future year emissions inventory for this SIP includes the emissions associated with all emission sources in Mecklenburg County and the portion of the other six counties that is included in the nonattainment area. For point sources, the location coordinates for each facility were mapped using Geographic Information System (GIS) software to identify the facilities located within the nonattainment portion of each county. For the on-road mobile, nonroad mobile, and area source sectors, total county emissions were multiplied by the population percentages for the townships within the nonattainment area to calculate the emissions for the nonattainment portion for each county. Table 3.1 shows the population percentages that were used to determine emissions contributions for the nonattainment portion of each partial county (except for Mecklenburg County). The population percentages were obtained from transportation demand modeling (TDM) that the Charlotte Department of Transportation completed to develop vehicle miles traveled (VMT) and vehicle speed data used as inputs to the on-road model for the base year and each of the future years.

The following provides a brief discussion on the four different man-made emission inventory source classifications: (1) stationary point, (2) area, (3) on-road mobile and (4) nonroad mobile.

Table 3.1 Population Percentages Used to Allocate Partial County Emissions

County	Population Percentage				
	2014	2015	2018	2022	2026
Cabarrus	99.4	99.4	99.5	99.5	99.5
Gaston	92.2	92.4	92.5	92.7	92.9
Iredell	44.2	44.5	45.3	46.1	46.6
Lincoln	83.3	83.3	83.6	83.8	84.1
Rowan	93.9	93.9	93.9	94.0	94.0
Union	87.6	87.5	87.5	87.6	87.6

Point sources are those stationary sources that require an air permit to operate. In general, these sources have a potential-to-emit more than five tons per year of a criteria air pollutant or its precursors from a single facility. The source emissions are tabulated from data collected by direct on-site measurements of emissions or mass balance calculations utilizing emission factors from the EPA's AP-42 or stack test results. There are usually several emission sources for each facility. Emission data are collected for each point source at a facility and reported to the DAQ through its on-line system.

Airports and rail yards are not required to have air quality permits for construction and operation (although they could have equipment such as a boiler or generator that requires a permit). They do have fixed and known locations and their emissions quantities can be comparable to industrial sources so, for purposes of the EPA's National Emission Inventory (NEI), they are included in the point source inventory even though they are traditionally considered nonroad sources.

For EGUs, base year 2014 average July day emissions were obtained from the EPA's CAMD for the three Duke Energy Carolinas EGU facilities located in the Charlotte area (i.e., Allen in Gaston County, Lincoln in Lincoln County, and Buck in Rowan County). For the remaining Title V sources, the latest data available were the 2013 emissions data that the sources submitted to the DAQ, and, for these sources, 2013 emissions were used to represent 2014 base year emission. For sources that emit less than 25 tons per year of NO_x or VOC and are subject to emissions statements requirements, the latest data available were the 2013 emissions data that the sources submitted to the DAQ, and, for these sources, 2013 emissions were used to represent 2014 base year emission. The Charlotte nonattainment area includes some small sources that report emissions to the DAQ once every five years and, for these sources, the most recently reported data was used and assumed to be equivalent to 2014 since the emissions from these small sources do not vary much from year to year.⁴⁰ The DAQ reviewed recent historical emissions data (i.e., 2010 - 2013) for non-EGU Title V and emissions sources subject to the emissions statements requirements. Based on this review, the DAQ decided that 2013 emissions should be used to represent 2014 emissions due to the uncertainty associated with applying regional growth factors to forecast emissions for one year.

For each of the three EGU facilities located in the Charlotte area, Duke Energy Carolinas provided the DAQ with the projected emissions for July for each facility for each future year. Projected emissions for July were divided by the number of operating days during July to estimate the average summer July day emissions. The forecast reflects compliance with the North Carolina Clean Smokestacks Act and the MATS rule; however, it does not reflect any

⁴⁰ North Carolina permit renewal intervals for small sources changed from every five years to every eight years, effective 2014.

additional controls to comply with CSAPR. Therefore, if additional controls are installed to comply with CSAPR the emissions forecast may be lower than reflected in the forecast for the three EGU facilities.

Non-EGU point sources future year emission were adjusted by growth factors based on North American Industry Classification System (NAICS) codes generated using growth patterns obtained from the Annual Energy Outlook 2014 reference case and state employment forecasts.⁴¹ However, for EGUs, the estimated projected future year emissions were based on forecast data provided by the utility company.

The inventory includes 20 natural gas fired boilers that, beginning in 2014, are subject to equivalent emission limitations by permit that North Carolina established per Section 112(j) of the CAA. Because the base year inventory for these boilers did not include the effects of controls installed to comply with the NESHAP, a VOC control factor was applied to future year emissions to account for the effects of the controls. A NO_x control factor was not applied to the future year emissions for the boilers because the NESHAP is not expected to significantly affect NO_x emissions. No other control factors were applied to point source emissions for the future year inventories.

Aircraft future year emissions were generated by using growth factors produced by running the Federal Aviation Administration's (FAA) Terminal Area Forecast (TAF) model. For each aircraft category, the 2011 operations estimate was divided into the operations estimate of later years to calculate the growth factor.

Rail yard future year emissions were estimated by using growth factors calculated using national fuel use estimates for freight and for intercity passenger service found on Table 46 of the Energy Information Administration's (EIA) *Annual Energy Outlook, 2014*. Rail yard future year emission were also adjusted by control factors calculated using recommended emission factors for NO_x and hydrocarbons (virtually the same as VOC) from Emission Factors for Locomotives, EPA-420-F-09-025.

For detailed discussion on how the point sources emission inventory was developed, see Appendix B.1. A summary of the point source emissions is presented in Table 3.2 and Table 3.3. The emissions are presented in a ton per summer day basis.

⁴¹ Annual Energy Outlook 2014, released May 7, 2014, <http://www.eia.gov/forecasts/aeo/>.

Table 3.2 Point Source NOx Emissions (tons/day)

County	2014	2015	2018	2022	2026
Cabarrus*	1.72	1.80	1.94	2.07	2.20
Gaston*¥	16.50	17.25	10.72	16.16	5.29
Iredell*	2.02	2.03	2.04	2.04	2.05
Lincoln*	0.18	0.84	0.95	1.20	0.73
Mecklenburg	8.56	8.77	9.46	10.45	12.00
Rowan*	2.80	3.16	3.51	3.71	3.76
Union*	0.59	0.62	0.66	0.70	0.72
Total	32.38	34.47	29.28	36.33	26.75

* Emissions for portion of county included in nonattainment area. Totals include emissions associated with stationary point sources, aircraft, and rail yards.

¥ For Gaston County, the fluctuation in NOx emissions from 2014 through 2026 are primarily associated with the emissions forecast that Duke Energy Carolinas provided for the G.G. Allen power plant.

Table 3.3 Point Source VOC Emissions (tons/day)

County	2014	2015	2018	2022	2026
Cabarrus*	0.99	1.03	1.15	1.17	1.24
Gaston*	1.82	1.90	2.06	2.16	2.22
Iredell*	0.68	0.68	0.69	0.69	0.69
Lincoln*	1.50	1.54	1.72	1.83	1.94
Mecklenburg	3.36	3.45	3.73	4.02	4.36
Rowan*	2.30	2.40	2.70	2.85	3.14
Union*	1.38	1.42	1.57	1.64	1.74
Total	12.03	12.42	13.62	14.36	15.33

* Emissions for portion of county included in nonattainment area. Totals include emissions associated with stationary point sources, aircraft, and rail yards.

Area sources are those stationary sources whose emissions are relatively small but due to the large number of these sources, the collective emissions could be significant (i.e., dry cleaners, service stations, etc.). For area sources, emissions are estimated by multiplying an emission factor by some known indicator of collective activity such as production, number of employees, or population. These types of emissions are estimated on the county level. For the future year inventory, base year area source emissions are changed by projected population or employment growth. For detailed discussion on how the area source emission inventory was developed, see Appendix B.2. A summary of the area source emissions is presented in Table 3.4 and Table 3.5. The emissions are presented in a ton per summer day basis.

Table 3.4 Area Source NOx Emissions (tons/day)

County	2014	2015	2018	2022	2026
Cabarrus*	0.97	0.96	0.96	0.96	0.96
Gaston*	1.30	1.28	1.28	1.29	1.29
Iredell*	0.54	0.53	0.54	0.56	0.55
Lincoln*	0.40	0.40	0.40	0.40	0.40
Mecklenburg	6.07	6.01	6.01	6.01	6.00
Rowan*	0.87	0.86	0.85	0.85	0.85
Union*	1.25	1.24	1.24	1.24	1.23
Total	11.40	11.28	11.28	11.31	11.28

* Emissions for portion of county included in nonattainment area.

Table 3.5 Area Source VOC Emissions (tons/day)

County	2014	2015	2018	2022	2026
Cabarrus*	5.09	5.13	5.26	5.42	5.59
Gaston*	5.24	5.30	5.43	5.60	5.75
Iredell*	3.08	3.13	3.26	3.43	3.58
Lincoln*	2.56	2.57	2.64	2.74	2.82
Mecklenburg	20.59	20.77	21.19	21.73	22.26
Rowan*	5.23	5.28	5.40	5.56	5.72
Union*	6.09	6.12	6.26	6.43	6.60
Total	47.88	48.30	49.44	50.91	52.32

* Emissions for portion of county included in nonattainment area.

For highway mobile sources, the EPA's Motor Vehicle Emission Simulator (MOVES2014) mobile model was run to generate emissions. The MOVES2014 model includes the road class VMT as an input file and can directly output the estimated emissions. For the projected years' inventories, the highway mobile sources emissions are calculated by running the MOVES mobile model for the future year with the projected VMT to generate emissions that take into consideration expected federal tailpipe standards, fleet turnover and new fuels. For detailed discussion on how the on-road mobile emission inventory was developed, see Appendix B.3. A summary of the on-road mobile source emissions is presented in Table 3.6 and Table 3.7. The emissions are presented in a ton per summer day basis.

Nonroad mobile sources, also referred to as off-road mobile sources, are equipment that can move but do not use the roadways (i.e., lawn mowers, construction equipment, railroad locomotives, etc.). The emissions from this category are calculated using the EPA's NONROAD2008a model, with the exception of the railroad locomotives. The railroad locomotive emissions are estimated by taking activity and multiply by an emission factor. These emissions are also estimated at the county level. For the projected years' inventories, the

emissions are estimated using the EPA's NONROAD2008a model. For detailed discussion on how the nonroad mobile emission inventory was developed, see Appendix B.4. A summary of the nonroad mobile source emissions is presented in Table 3.8 and Table 3.9. The emissions are presented in a ton per summer day basis.

Table 3.6 On-road Mobile Source NO_x Emissions (tons/day)

County	2014	2015	2018	2022	2026
Cabarrus*	6.60	5.93	3.94	2.79	1.86
Gaston*	8.11	7.26	4.62	3.04	1.98
Iredell*	3.36	3.05	2.05	1.41	0.93
Lincoln*	3.00	2.75	1.84	1.23	0.76
Mecklenburg	26.99	24.20	14.39	9.65	6.85
Rowan*	6.42	5.75	3.73	2.56	1.59
Union*	5.67	5.14	3.41	2.28	1.51
Total	60.15	54.08	33.98	22.96	15.48

* Emissions for portion of county included in nonattainment area.

Table 3.7 On-road Mobile Source VOC Emissions (tons/day)

County	2014	2015	2018	2022	2026
Cabarrus*	4.15	3.89	3.01	2.53	2.04
Gaston*	4.61	4.29	3.08	2.32	1.73
Iredell*	1.95	1.82	1.40	1.10	0.82
Lincoln*	1.91	1.81	1.37	1.07	0.79
Mecklenburg	14.40	13.41	10.09	8.22	6.67
Rowan*	3.76	3.48	2.57	1.93	1.41
Union*	3.54	3.30	2.54	2.04	1.56
Total	34.32	32.00	24.06	19.21	15.02

* Emissions for portion of county included in nonattainment area.

Table 3.8 Nonroad Mobile Source NO_x Emissions (tons/day)

County	2014	2015	2018	2022	2026
Cabarrus*	2.20	2.04	1.65	1.34	1.16
Gaston*	1.98	1.83	1.49	1.23	1.08
Iredell*	0.94	0.88	0.72	0.58	0.51
Lincoln*	0.78	0.72	0.59	0.49	0.42
Mecklenburg	15.09	13.99	11.36	9.20	8.11
Rowan*	1.65	1.53	1.26	1.04	0.89
Union*	3.62	3.36	2.72	2.19	1.86
Total	26.26	24.35	19.79	16.07	14.03

* Emissions for portion of county included in nonattainment area.

Table 3.9 Nonroad Mobile Source VOC Emissions (tons/day)

County	2014	2015	2018	2022	2026
Cabarrus*	1.27	1.22	1.17	1.19	1.24
Gaston*	1.29	1.25	1.14	1.12	1.15
Iredell*	0.62	0.59	0.52	0.49	0.49
Lincoln*	0.58	0.55	0.48	0.46	0.46
Mecklenburg	11.75	11.53	11.01	11.11	11.51
Rowan*	1.30	1.22	1.05	0.96	0.94
Union*	2.08	2.01	1.92	1.93	2.00
Total	18.89	18.37	17.29	17.26	17.79

* Emissions for portion of county included in nonattainment area.

3.4.3 Summary of Emissions

The sum totals of the man-made emissions for the North Carolina portion of the Charlotte nonattainment area are tabulated in Table 3.10 and Table 3.11.

Table 3.10 Total Man-Made NO_x Emissions for the North Carolina Portion of the Charlotte Nonattainment Area (tons/day)

County	2014	2015	2018	2022	2026
Cabarrus*	11.49	10.73	8.49	7.16	6.18
Gaston*	27.89	27.62	18.11	21.72	9.64
Iredell*	6.86	6.49	5.35	4.59	4.04
Lincoln*	4.36	4.71	3.78	3.32	2.31
Mecklenburg	56.71	52.97	41.22	35.31	32.96
Rowan*	11.74	11.30	9.35	8.16	7.09
Union*	11.13	10.36	8.03	6.41	5.32
Total	130.18	124.18	94.33	86.67	67.54

* Emissions for portion of county included in nonattainment area.

Table 3.11 Total Man-Made VOC Emissions for the North Carolina Portion of the Charlotte Nonattainment Area (tons/day)

County	2014	2015	2018	2022	2026
Cabarrus*	11.50	11.27	10.59	10.31	10.11
Gaston*	12.96	12.74	11.71	11.20	10.85
Iredell*	6.33	6.22	5.87	5.71	5.58
Lincoln*	6.55	6.47	6.21	6.10	6.01
Mecklenburg	50.10	49.16	46.02	45.08	44.80
Rowan*	12.59	12.38	11.72	11.30	11.21
Union*	13.09	12.85	12.29	12.04	11.90
Total	113.12	111.09	104.41	101.74	100.46

* Emissions for portion of county included in nonattainment area.

3.4.4 Maintenance Demonstration

As discussed above, maintenance is demonstrated when the future year's total man-made emissions are less than the 2014 baseline emissions. Table 3.12 summarizes the NO_x and VOC emissions for the North Carolina portion of the Charlotte nonattainment area. The difference between the base year and the final year illustrates that the continued maintenance of the 2008 8-hour ozone NAAQS is expected. This is further supported by two modeling studies summarized in the following section.

Table 3.12 Maintenance Demonstration for North Carolina Portion of the Charlotte Nonattainment Area

Year	NO_x (tons/day)	VOC (tons/day)
2014	130.18	113.12
2015	124.18	111.09
2018	94.33	104.41
2022	86.67	101.74
2026	67.54	100.46
Difference from 2014 to 2026	-62.64	-12.66

The difference between the attainment level of emissions (2014) from all man-made sources and the projected level of emissions (2026) from all man-made sources in the nonattainment area is considered the “safety margin”. The safety margin for the North Carolina portion of the nonattainment area is summarized in Table 3.13.

Table 3.13 Safety Margin for North Carolina Portion of the Charlotte Nonattainment Area

Year	NO_x (tons/day)	VOC (tons/day)
2014	N/A	N/A
2015	-6.00	-2.03
2018	-35.85	-8.71
2022	-43.51	-11.38
2026	-62.64	-12.66

3.4.5 National and Regional Air Quality Assessments in Future Years

The Southeastern States Air Resource Managers (SESARM) conducted a Southeastern Modeling, Analysis and Planning (SEMAP) project to produce technical analyses to assist member states in developing SIPs for ozone and PM_{2.5}, and in the demonstration of reasonable progress for the regional haze rule. Photochemical modeling predicts that ozone in the Charlotte nonattainment area will be well below 0.075 ppm in 2018. Base and future design values are shown in Table 3.14. It should be noted that the benefits of Tier 3 engine and fuel standards were not included in these results.

Table 3.14 Eight-hour Design Values from SEMAP Photochemical Modeling

Monitor	County	2007 Base Design Value, ppm	2018 Future Design Value, ppm	Relative Reduction Factor ¹
371090004	Lincoln	0.080	0.064	0.7977
371190041	Mecklenburg	0.087	0.070	0.8149
371191005	Mecklenburg	0.079	0.065	0.8224
371191009	Mecklenburg	0.091	0.072	0.7927
371590021	Rowan	0.086	0.067	0.781
371590022	Rowan	0.087	0.068	0.7888
371790003	Union	0.079	0.062	0.7869

Source: Southeastern States Air Resource Managers (SESARM); Southeastern Modeling, Analysis and Planning (SEMAP) study, <http://semap.ce.gatech.edu/sites/default/files/files/projections/base2018b-O3-DVFs-DDVFs-for-4configs.xls>.

¹ The Relative Reduction Factor is the ratio of the future modeled ozone concentration divided by the base modeled ozone concentration. The future design value is computed by multiplying the Relative Reduction Factor and the base design value.

The EPA used photochemical modeling to assess the impacts of the federal Tier 3 rule. Ozone design values in 2018 within the Charlotte nonattainment area are predicted to be below 0.075 ppm in the reference case, and even lower when Tier 3 controls are included. The downward trend in ozone continues out to 2030. The EPA Tier 3 ozone modeling results are shown in Table 3.15.

Table 3.15 Eight-hour Design Values Scenarios from EPA Tier 3 Photochemical Modeling

County	2007 Baseline Design Value, ppm	2018 Reference Design Value, ppm	2018 Tier 3 Control Design Value, ppm	2030 Reference Design Value, ppm	2030 Tier 3 Control Design Value, ppm
Lincoln	0.080	0.064	0.063	0.060	0.058
Mecklenburg	0.091	0.073	0.072	0.069	0.067
Rowan	0.087	0.069	0.068	0.065	0.063
Union	0.079	0.062	0.061	0.058	0.056

Source: US EPA <http://www.epa.gov/otaq/documents/tier3/454r14002.pdf>.

3.5 CONTINGENCY PLAN

3.5.1 Overview

The two main elements of the North Carolina contingency plan are tracking and triggering mechanisms to determine when contingency control measures are needed and a process of developing and adopting appropriate control measures. There will be three potential triggers for the contingency plan. The primary trigger of the contingency plan will be a violation of the 2008 8-hour ozone NAAQS at any of the Charlotte area monitors. The secondary trigger will be a monitored air quality pattern that suggests an actual 2008 8-hour ozone NAAQS violation may be imminent. The tertiary trigger will be a monitored fourth highest exceedance of the NAAQS. Upon either the primary or secondary triggers being activated, the DAQ, working in consultation with the SCDHEC and the MCAQ local program, will commence analyses to determine what additional measures, if any, will be necessary to attain or maintain the 2008 8-hour ozone standard. If activation of either the primary or secondary triggers occurs, this plan provides a regulatory adoption process for revising emission control strategies. Activation of the tertiary trigger will result in an analysis to understand the cause of the exceedance and to identify voluntary measures if needed.

In addition, there will be a tracking mechanism that requires a comparison of the actual emissions inventory submitted under the Air Emission Reporting Rule (AERR) to the projected inventory, and to the attainment year inventory contained in this maintenance plan. The AERR reporting years coincide with the base year (2014) and final year (2026) for this maintenance demonstration. In addition, the AERR reporting years will occur at 3-year intervals, thus enabling the comparison of actual emissions developed for the AERR to the projected emissions for the interim years presented in this maintenance demonstration.

3.5.2 Contingency Plan Triggers

The primary trigger of the contingency plan will be a violation of the 2008 8-hour ozone standard, or when the three-year average of the 4th highest values is equal to or greater than 0.076 ppm at a monitor in the Charlotte nonattainment area. The trigger date will be 60 days from the date that the state observes a 4th highest value that, when averaged with the two previous ozone seasons' fourth highest values, would result in a three-year average equal to or greater than 0.076 ppm.

The secondary trigger will apply where no actual violation of the 2008 8-hour ozone standard has occurred, but where the state finds monitored ozone levels indicating that an actual ozone NAAQS violation may be imminent. A pattern will be deemed to exist when there are two consecutive ozone seasons in which the 4th highest values are 0.076 ppm or greater at a single

monitor within the Charlotte nonattainment area. The trigger date will be 60 days from the date that the state observes a 4th highest value of 0.076 ppm or greater at a monitor for which the previous season had a 4th highest value of 0.076 ppm or greater.

Similarly, the tertiary trigger will not be an actual violation of the 2008 8-hour ozone standard. This trigger will be a first alert as to a potential air quality problem on the horizon. The trigger will be activated when a monitor in the Charlotte nonattainment area has a 4th highest value of 0.076 ppm or greater, starting the first year after the maintenance plan has been approved. The trigger date will be 60 days from the date that the state observes a 4th highest value of 0.076 ppm or greater at any monitor.

3.5.3 Action Resulting From Trigger Activation

Once the primary or secondary trigger is activated, the Planning Section of the DAQ, in consultation with the SCDHEC and MCAQ, shall commence analyses including trajectory analyses of high ozone days, and emissions inventory assessment to determine those emission control measures that will be required for attaining or maintaining the 2008 8-hour ozone standard. By May 1 of the year following the ozone season in which the primary or secondary trigger has been activated, North Carolina will complete sufficient analyses to begin adoption of necessary rules for ensuring attainment and maintenance of the 2008 8-hour ozone NAAQS. The rules would become state effective by the following January 1, unless legislative review is required.

The measures that will be considered for adoption upon a trigger of the contingency plan include: NO_x Reasonably Available Control Technology on stationary sources with a potential to emit less than 100 tons per year in the North Carolina portion of the Charlotte nonattainment area, diesel I/M program, implementation of diesel retrofit programs, including incentives for performing retrofits, and additional controls in upwind areas.

The DAQ commits to implement within 24 months of a primary or secondary trigger, or as expeditiously as practicable, at least one of the control measures listed above or other contingency measures that may be determined to be more appropriate based on the analyses performed.

Once the tertiary trigger is activated, the Planning Section of the DAQ, in consultation with the SCDHEC and MCAQ, shall commence analyses including meteorological evaluation, trajectory analyses of high ozone days, and emissions inventory assessment to understand why a 4th highest exceedance of the standard has occurred. Once the analyses are completed, the DAQ will work with SCDHEC, MCAQ and the local air awareness program to develop an outreach plan

identifying any additional voluntary measures that can be implemented. If the 4th highest exceedance occurs early in the season, the DAQ will work with entities identified in the outreach plan to determine if the measures can be implemented during the current season, otherwise, DAQ will work with SCDHEC, MCAQ and the local air awareness coordinator to implement the plan for the following ozone season.

3.5.4 Tracking Program for Ongoing Maintenance

In addition to the measures listed above, emissions inventory comparisons will be carried out. The large stationary sources are required to submit an emissions inventory annually to the DAQ or MCAQ. The DAQ will commit to review these emissions inventories to determine if an unexpected growth in NO_x emissions in the Charlotte area may endanger the maintenance of the 2008 8-hour ozone standard. Additionally, as new VMT data are provided by the NCDOT, the DAQ commits to review these data and determine if any unexpected growth in VMT may endanger the maintenance of the 2008 8-hour ozone standard.

Additionally, under the AERR the DAQ is required to develop a comprehensive, annual, statewide emissions inventory every three years and is due 12 to 18 months after the completion of the inventory year. The AERR inventory years match the base year and final year of the inventory for the maintenance plan, and are within one or two years of the interim inventory years of the maintenance plan. Therefore, the DAQ commits to compare the AERR inventories as they are developed with the maintenance plan to determine if additional steps are necessary for continued maintenance of the 2008 8-hour ozone standard in this area.

4.0 MOTOR VEHICLE EMISSIONS BUDGET FOR CONFORMITY

4.1 TRANSPORTATION CONFORMITY

The purpose of transportation conformity is to ensure that federal transportation actions occurring in nonattainment and maintenance areas do not hinder the area from attaining and maintaining the 2008 8-hour ozone standard. This means that the level of emissions estimated by the NCDOT or the metropolitan planning organizations for the TIP and Metropolitan Transportation Plan (MTP) must not exceed the motor vehicle emissions budgets (MVEBs) as defined in this maintenance plan.

The DAQ held three conference calls with the Charlotte Regional Transportation Planning Organization (CRTPO) - Rocky River Rural Planning Organization (RRRPO), Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO), and Cabarrus Rowan Metropolitan Planning Organization (CRMPO) to determine what years to set MVEBs for the Charlotte maintenance plan. According to Section 93.118 of the transportation conformity rule, a maintenance plan must establish MVEBs for the last year of the maintenance plan (in this case, 2026). The consensus formed during the interagency consultation process was that another MVEB should be set for the Charlotte maintenance plan base year of 2014.

4.2 SAFETY MARGIN

As stated in Section 3.3.4, a safety margin is the difference between the attainment level of emissions from all source categories (i.e., point, area, on-road and nonroad) and the projected level of emissions from all source categories. The safety margins for the North Carolina portion of the Charlotte nonattainment area are listed in Table 3.12. The state may choose to allocate some of the safety margin to the MVEB, for transportation conformity purposes, so long as the total level of emissions from all source categories remains below the attainment level of emissions.

The DAQ has decided to allocate a portion of the safety margin to the MVEB to allow for unanticipated growth in VMT, changes and uncertainty in vehicle mix assumptions, and uncertainty associated with mobile modeling that will influence the future year emission estimations. The DAQ has developed and implemented a five-step approach for determining a factor to use to calculate the amount of safety margin to apply to the MVEB for 2026 (see the following Section 4.3 and Appendix B.3). The percent increase to the MVEBs for the North Carolina counties in the Charlotte nonattainment area are listed in the Table 4.1. Note that because the initial MVEB year of 2014 is also the base year for the maintenance plan inventory, there is no safety margin and, therefore, no adjustments were made to the MVEB for 2014.

Table 4.1 Percent Increase to Mobile Vehicle Emissions Budget

County	2026
Cabarrus	20%
Gaston	20%
Iredell	22%
Lincoln	22%
Mecklenburg	17%
Rowan	20%
Union	20%

4.3 MOTOR VEHICLE EMISSION BUDGETS

Although the emissions up to this point have been expressed in terms of tons/day, for conformity purposes the MVEBs are expressed in kilograms/day (kg/day). Note that, for this reason, kg/day was selected as the specified units for all MOVES2014 model outputs. Emissions values in kg/day were divided by 907.1847 to convert them to units of tons/day.

Table 4.2 shows the counties with their highway mobile NO_x and VOC emissions, respectively, expressed in tons/day and the corresponding kg/day values for 2014 and 2026.

Table 4.2 Highway Mobile Source NO_x and VOC Emissions in 2014 and 2026 for North Carolina Portion of the Charlotte Nonattainment Area

County	2014 NO_x		2014 VOC		2026 NO_x		2026 VOC	
	tons/day	kg/day	tons/day	kg/day	tons/day	kg/day	tons/day	kg/day
Cabarrus*	6.60	5,989	4.15	3,765	1.86	1,685	2.04	1,854
Gaston*	8.14	7,389	4.66	4,228	1.98	1,793	1.73	1,571
Iredell*	3.36	3,045	1.95	1,768	0.93	841	0.82	742
Lincoln*	3.00	2,723	1.91	1,737	0.76	692	0.79	713
Mecklenburg	27.09	24,574	14.55	13,201	6.85	6,219	6.67	6,052
Rowan*	6.42	5,825	3.76	3,408	1.59	1,439	1.41	1,281
Union*	5.67	5,146	3.54	3,210	1.51	1,370	1.56	1,420
Total	60.28	54,691	34.52	31,317	15.48	14,039	15.02	13,633

* Emissions for portion of county included in nonattainment area.

As part of the consultation process on developing MVEBs, the DAQ coordinated three interagency conference calls with local and state transportation partners and the EPA's Region IV staff to establish the framework and process for developing MVEBs. Based on these

conference calls, the participants in the consultation process unanimously agreed to the following:

Emissions Inventory and Forecast

- Use 2014 as the base year for the emissions inventory and include emissions estimates for 2018, 2022, and 2026 (4-year increments) from the base year.
- The Charlotte DOT runs the local transportation demand model based on inputs from the local transportation planning organizations to generate inputs (VMT, and speeds for daily travel periods, and human population to forecast VMT) needed to run MOVES2014 to estimate emissions for each year

Geographic Extent of MVEBs

- Prepare separate MVEBs based on the latest MPO jurisdictional boundaries such that MVEBs are established for the CRMPO (Cabarrus and Rowan Counties), for the CRTPO-RRRPO (Iredell, Mecklenburg and Union Counties), and for the GCLMPO (Gaston and Lincoln Counties). Although Cleveland County is included in the GCLMPO, it is not included in the Charlotte ozone nonattainment area.

MVEB Years

- In addition to developing a MVEB for 2026 (required by EPA guidance), the group agreed to develop a MVEB for the base year 2014.

Adjustment to MVEBs

- Allocate a portion of the safety margin to increase the MVEB for each county grouping following the process used to develop the MVEBs for the previous “Redesignation Demonstration and Maintenance Plan for the Charlotte-Gastonia-Rock Hill, NC-SC 1997 8-Hour Ozone Nonattainment Area.” This process, which includes the following five steps, was used to adjust the MVEB for 2026. Because 2014 is the base year for the emissions inventory there is no safety margin; consequently, the MVEB for 2014 was not adjusted.

Step 1 - Percentage below the standard

- All counties get 2% of their emissions allocated to MVEB in 2026

Step 2 - Account for unanticipated model input data changes

- All counties get an additional 5% of their emissions allocated to MVEB in 2026

Step 3 - Provide flexibility and account for rapid growth for counties that are determined to be medium to small contributors to the on-road mobile NO_x emissions inventory

- Counties with <8% of total on-road mobile source NO_x emissions received an additional 5% of their emissions allocated to MVEB in 2026 (Iredell and Lincoln)
- Counties with 8% to 25% of total on-road mobile source NO_x emissions received an additional 3% of their emissions allocated to MVEB in 2026 (Cabarrus, Gaston, Rowan and Union)

Step 4 - Account for input uncertainty in final year of the maintenance plan:

- All counties get 10% additional of their emissions allocated to MVEB in 2026 to account for potential changes in VMT, vehicle mix and vehicle age distribution
- Additional percentage is added to the current percentages outlined in the steps above

Step 5 - Ensure the sum of the safety margins applied to the MVEB does not exceed 50% of the total safety margin available. For 2026, Steps 1-4 accounted for:

- 5% of the total NO_x safety margin
- 22% of the total VOC safety margin

Tables 4.3 through 4.5 provide the NO_x and VOC MVEBs in kg/day, for transportation conformity purposes, for 2014 and 2026. Upon the EPA's affirmative adequacy finding for these sub-area MVEBs, they will become the applicable MVEBs for transportation conformity.

**Table 4.3 Cabarrus Rowan Metropolitan Planning Organization (CRMPO)
MVEB in 2014 and 2026 (kg/day)***

	2014		2026	
	NO _x	VOC	NO _x	VOC
Base Emissions	11,814	7,173	3,124	3,135
Safety Margin Allocated to MVEB	-	-	625	627
Conformity MVEB	11,814	7,173	3,749	3,762

* Includes the portion of Cabarrus and Rowan Counties in the nonattainment area.

**Table 4.4 Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO)
MVEB in 2014 and 2026 (kg/day)***

	2014		2026	
	NO _x	VOC	NO _x	VOC
Base Emissions	10,079	5,916	2,485	2,284
Safety Margin Allocated to MVEB	-	-	511	471
Conformity MVEB	10,079	5,916	2,996	2,755

* Includes the portion of Gaston and Lincoln Counties in the nonattainment area. Although Cleveland County is included in the MPO it is not included in the Charlotte ozone nonattainment area.

**Table 4.5 Charlotte Regional Transportation Planning Organization (CRTPO) -
Rocky River Rural Planning Organization (RRRPO) MVEB in 2014 and
2026 (kg/day)***

	2014		2026	
	NO _x	VOC	NO _x	VOC
Base Emissions	32,679	18,038	8,430	8,214
Safety Margin Allocated to MVEB	-	-	1,516	1,476
Conformity MVEB	32,679	18,038	9,946	9,690

* Includes all of Mecklenburg County and the portion of Iredell and Union Counties in the nonattainment area.

New Safety Margins

A total of 2,650 kg/day (2.92 tons/day) of 2026 NO_x safety margin were added to the MVEB for the Charlotte area. A total of 2,569 kg/day (2.83 tons/day) of 2026 VOC safety margin were added to the MVEB for the Charlotte area. The revised safety margins, which take into consideration the portion of the safety margin applied to the MVEB, for each projected year is listed below in Table 4.6.

**Table 4.6 New Safety Margins for the North Carolina Portion of the
Charlotte Nonattainment Area (tons/day)**

Year	NO _x	VOC
2014	N/A *	N/A
2015	-6.00	-2.03
2018	-35.85	-8.71
2022	-43.51	-11.38
2026	-59.72	-9.82

* N/A = not applicable.

5.0 STATE IMPLEMENTATION PLAN APPROVAL

5.1 INTRODUCTION

For an area to be redesignated and have an approved maintenance plan, the SIP must include evidence of compliance with the rules relied on to show maintenance of the standard. This section provides the evidence of compliance with such rules for the Charlotte-Gastonia-Salisbury 2008 8-hour ozone nonattainment area.

5.2 EVIDENCE OF COMPLIANCE

Two counties in the Charlotte area (Gaston and Mecklenburg Counties) were designated as moderate nonattainment for 1-hour ozone effective January 1992. Since a redesignation demonstration and maintenance plan was submitted for this area prior to November 15, 1992, the CAA requirements for moderate areas were not required with the exception of the I/M program. An I/M program was established in the Charlotte area as prescribed by the 1990 CAA. Therefore, North Carolina has a fully approved SIP for this area.

For the 1997 8-hour ozone standard, the DAQ submitted to the EPA for approval the Metrolina Attainment Demonstration SIP on June 15, 2007, and a Supplement to the Attainment Demonstration SIP on April 5, 2010. The North Carolina portion of the Metrolina nonattainment area includes the counties of Cabarrus, Gaston, Lincoln, Mecklenburg, Rowan and Union and Coddle Creek and Davidson Townships in Iredell County. The Reasonable Further Progress SIP was submitted to the EPA for approval on June 15, 2007 and a Revised Reasonable Further Progress SIP was submitted on November 30, 2009. The EPA approved the Revised Reasonable Further Progress SIP on October 12, 2012.⁴² On November 2, 2011 the DAQ submitted to the EPA a Redesignation Demonstration and Maintenance Plan for 1997 8-hour Ozone standard; and submitted a supplement to this SIP on March 28, 2013. The EPA approved the redesignation request and maintenance plan on December 2, 2013.⁴³

For the 2008 8-hour ozone standard for the Charlotte nonattainment area, the DAQ submitted to the EPA for approval the Base Year (2011) Emissions Inventory and Emissions Statements SIP on July 7, 2014, to fulfill the requirements of Sections 182(a)(1) and 182(a)(3)(B) of the CAA.⁴⁴

⁴² 77 FR 62159-62166.

⁴³ 78 FR 72036-72040.

⁴⁴ http://ncair.org/planning/metrolina/metrolina_area_sip_plans.shtml.

Additionally, the following rules regulating emissions of VOCs and/or NO_x in the Charlotte nonattainment area counties have been approved, or have been submitted with a request to be approved, as part of the SIP:

- 15A NCAC 2D .0958, Work Practices For Sources of Volatile Organic Compounds,
- 15A NCAC 2D .0530, Prevention of Significant Deterioration,
- 15A NCAC 2D .0925, Petroleum Liquid Storage in Fixed Roof Tanks,
- 15A NCAC 2D .0926, Bulk Gasoline Plants,
- 15A NCAC 2D .0927, Bulk Gasoline Terminals,
- 15A NCAC 2D .0928, Gasoline Service Stations Stage I,
- 15A NCAC 2D .0932, Gasoline Truck Tanks and Vapor Collection Systems,
- 15A NCAC 2D .0933 Petroleum Liquid Storage in External Floating Roof Tanks
- 15A NCAC 2D .1000, Motor Vehicle Emission Control Standards.
- 15A NCAC 2D .1200, Control and Emissions from Incinerators
- 15A NCAC 2D .1409(b), Stationary Internal Combustion Engines
- 15A NCAC 2D .1416 - .1423, NO_x SIP rules
- 15A NCAC 2D .1600, General Conformity
- 15A NCAC 2D .1700, Municipal Solid Waste Landfills, and
- 15A NCAC 2D .1900, Open Burning
- 15A NCAC 2D .2000, Transportation Conformity
- 15A NCAC 2D .2400 Clean Air Interstate Rules

Rules 15A NCAC 2D .0925, .0926, .0927, .0928, .0932, .0933, .0948, .0949, and .0958 have been approved as part of the SIP and are applicable across the state regardless of the size of the source.

Section 15A NCAC 2D .1000 also regulates emissions from motor vehicles in the North Carolina counties in and around the Charlotte nonattainment area and requires the use of the OBDII system, which provides an indication of NO_x emissions as well as other pollutants.

Section 15A NCAC 2D .1200 regulates the controls and emissions from incinerators. Part of this rule has been submitted as part of the SIP, while .1205, .1206 and .1210 are part of the CAA Section 111(d) plans.

Two rules are conformity related, 15A NCAC 2D .1600 and .2000. General conformity related projects are covered under Section .1600, while transportation conformity related projects are covered under Section .2000. Although neither of these rules requires reduction in emissions, they do ensure that federal actions do not hinder attainment or maintenance of the NAAQS.

North Carolina has adopted an open burning rule, 15A NCAC 2D .1900 that prohibits open burning of vegetative material during Air Quality Action Days of Code Orange or higher in

forecasted areas of the state. Ozone forecasts are issued for the Charlotte area from May 1st through September 30th, therefore this area is covered by this rule.

Section 15A NCAC 2D .2400 regulates nitrogen oxide emissions from electric generating units with a nameplate capacity of 25 megawatts or more producing electricity for sale. Section 15A NCAC 2D .2400 also covers industrial boilers that are covered under the NO_x SIP rules. This Section replaces the NO_x SIP rules beginning January 1, 2009. Although North Carolina did not rely on the emission reductions from CAIR for maintenance of the 2008 8-hour ozone standard, these regulations will result in additional reductions in NO_x emissions regionally.

Another important set of rules that control volatile organic compound emissions in these counties is Section 15A NCAC 2D .1100, Control of Toxic Air Pollutants. These rules, however, have not been submitted to the EPA to be approved as part of the SIP.

There are two other rules that control emissions of volatile organic compounds in these areas. They are 15A NCAC 2D .0524, New Source Performance Standards, and 2D.1110, National Emission Standards for Hazardous Air Pollutants. Also, rule 2D.1111, Maximum Achievable Control Technology applies to control of emissions of volatile organic compounds. They are not part of the SIP, but the EPA has delegated the state enforcement authority for standards that have been adopted by the state. (The standards adopted by the state are state-enforceable regardless of the EPA delegation.)

6.0 STATE COMPLIANCE WITH CLEAN AIR ACT REQUIREMENTS

Section 107(d)(3)(E)(v) of the CAA requires that the provisions of Section 110 (State Implementation Plans for the Primary and Secondary NAAQS) and Part D (Plan Requirements for Nonattainment Areas) of the CAA be met within the area to be redesignated. This means that North Carolina must meet all requirements, if any, that had come due as of the date of the redesignation request.

The EPA, in its latest guidance on redesignation requirements (as contained in a memorandum from John Calcagni, Director, Air Quality Management Division, Office of Air Quality Planning and Standards to the EPA Regional Offices dated September 4, 1992, see Appendix A), states that "For the purposes of redesignation, a state must meet all requirements of Section 110 and Part D that were applicable prior to submittal of the complete redesignation request. When evaluating a redesignation request, Regions should not consider whether the state has met requirements that come due under the Act after submittal of a complete redesignation request."

Monitoring is one of the requirements of Section 110. The DAQ commits to continue operating the current ozone monitors in the North Carolina portion of the Charlotte 2008 8-hour ozone nonattainment area, providing sufficient funding is available for continued operation. Any monitor shutdowns or relocations will only be made with the approval of EPA. No plans are underway to discontinue operation, relocation or otherwise affect the integrity of the ambient monitoring network in place. The current monitors are operated consistent with 40 CFR Part 58 and any changes will only be made if they are consistent with 40 CFR Part 58.

For the 2008 8-hour ozone standard for the Charlotte marginal nonattainment area, the DAQ submitted to the EPA for approval the Base Year (2011) Emissions Inventory and Emissions Statements SIP on July 7, 2014, to fulfill the requirements of Part D, Sections 182(a)(1) and 182(a)(3)(B) of the CAA.⁴⁵ The DAQ believes that North Carolina has met all of the requirements of Section 110 and Part D.

⁴⁵ http://ncair.org/planning/metrolina/metrolina_area_sip_plans.shtml.

7.0 CONCLUSION

The most recent three years of ozone monitoring data (2012-2014) for the Charlotte-Gastonia-Salisbury nonattainment area demonstrate compliance with the NAAQS for 2008 8-hour ozone. Since the 1990's, there have been many major programs enacted in North Carolina that have led to significant actual, enforceable emissions reductions, which have led to improvements in the air quality in the Charlotte area. Additionally, the maintenance plan demonstrates that the projected emissions inventories for 2026, the final year of the maintenance plan and 10 years beyond the expected redesignation year, as well as the interim years, are all less than the base year emissions inventory. In addition, the CAA Section 110(l) non-interference demonstration analysis indicates that increasing the RVP from 7.8 to 9.0 psi in Gaston and Mecklenburg Counties would not negatively impact the redesignation demonstration and maintenance plan for the Charlotte area. Therefore, maintenance of the 2008 8-hour ozone NAAQS has also been demonstrated.

This redesignation demonstration and maintenance plan has been prepared to meet the requirements of the 1990 CAA Amendments.

Final

**Supplement to the
Revised Maintenance Plan
for
The Charlotte-Gastonia-Salisbury, North
Carolina 2008 8-Hour Ozone Marginal
Nonattainment Area**



**Prepared by
North Carolina Department of Environmental Quality
Division of Air Quality**

**Revised: July 25, 2018
Proposed Supplement: July 16, 2020**

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Preface: In this supplement, North Carolina is proposing to revise the 2026 motor vehicle emission budgets (MVEBs) for oxides of nitrogen (NO_x) and volatile organic compound (VOC) emissions in the Charlotte-Gastonia-Salisbury area by increasing the allocations of safety margin emissions. The MVEB revisions are proposed to accommodate recent updates to the travel demand model used to calculate vehicle miles traveled in the affected area. The proposed revisions to the MVEBs for 2026 do not change the overall maintenance plan emissions upon which the safety margins are based. In addition, the revisions do not exceed 50 percent of the total available safety margin.

EXECUTIVE SUMMARY

Introduction

Ozone is formed by a complex set of chemical reactions involving volatile organic compounds (VOCs), nitrogen oxides (NO_x) and to a lesser extent carbon monoxide (CO). These gases are generated by utilities, combustion processes, certain industrial processes and even by natural sources such as trees. Tailpipe emissions from mobile sources (vehicles) are also significant sources of these pollutants. Emissions from smaller sources such as boat engines, lawn mowers and construction equipment also contribute to the formation of ozone. Ozone formation is promoted by strong sunlight, warm temperatures and light winds and is hence a problem predominantly during the hot summer months.

The 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS) is 0.075 parts per million (ppm). An exceedance of the 2008 8-hour ozone NAAQS occurs when a monitor measures ozone above 0.075 ppm on average for an 8-hour period. A violation of this NAAQS occurs when the average of the annual fourth highest daily maximum 8-hour ozone values over three consecutive years is greater than or equal to 0.076 ppm. This three-year average is termed the “design value” for the monitor. The design value for a nonattainment area is the highest monitor design value in the area.

On July 28, 2015, the U. S. Environmental Protection Agency (EPA) published its final rule (80 FR 44873) in which it (1) determined that the Charlotte-Gastonia-Salisbury, North Carolina 2008 8-Hour Ozone Marginal Nonattainment Area (hereinafter referred to as the “Charlotte area” or “maintenance area”) was attaining the 2008 8-hour ozone NAAQS, (2) redesignated the North Carolina portion of the Charlotte area to attainment for the 2008 8-hour ozone NAAQS, (3) approved and incorporated North Carolina’s maintenance plan for maintaining attainment of the 2008 8-hour ozone standard for the North Carolina portion of the Charlotte area into the State Implementation Plan (SIP), and (4) determined that the 2014 and 2026 sub-area NO_x and VOC motor vehicle emissions budgets (MVEBs) for 2026 for the North Carolina portion of the Charlotte area were adequate for the purposes of transportation conformity. The final rule became effective August 27, 2015.

On the same day, EPA also published its final rule (80 FR 44868) approving of North Carolina’s Clean Air Act (CAA) Section 110(l) noninterference demonstration for relaxing the Federal Reid vapor pressure (RVP) requirement from 7.8 pound per square inch (psi) to 9.0 psi applicable to gasoline introduced into commerce from June 1 to September 15 of each year in Mecklenburg and Gaston Counties. The EPA subsequently issued a direct final rule (80 FR 49164) on August 17,

2015, approving revisions to the rule (effective on October 16, 2015) to relax the summertime RVP requirement in the two counties.

In 2017, the North Carolina General Assembly enacted Session Law 2017-10, Senate Bill 131 (An Act to Provide Further Regulatory Relief to the Citizens of North Carolina) which revised the state's emissions inspection and maintenance (I/M) program. Section 3.5.(b) of the Act amended *North Carolina General Statute (NCGS) §143-215.107A(c) §20-183.2(b)* by changing the vehicle model year coverage from 1996 and newer vehicles to the most recent 20 model years (excluding the three most recent model year vehicles with less than 70,000 miles on the odometer).

On July 25, 2018, the DAQ submitted a revision to the maintenance plan for the Charlotte area to update the emissions forecast and MVEBs for 2026 to account for the small increase in NO_x and VOC emissions associated with the change in vehicle model year coverage as proposed by Section 3.5.(b) of the Act. The DAQ also submitted an accompanying I/M SIP revision, CAA Section 110(l) noninterference demonstration, and revisions to North Carolina's air quality rule 15A North Carolina Administrative Code (NCAC) 02D .1002 (Applicability). On September 11, 2019, EPA published a final rule (84 FR 47889) approving the revisions (effective on October 11, 2019).

In accordance with Section 3.5.(d) of the Act, on September 17, 2019, the Secretary of the Department of Environmental Quality submitted official certification to North Carolina's Revisor of Statutes that EPA published its final approval of the SIP revisions. The Section also required the changes to become effective on the first day of a month that is 60 days after the Secretary's official certification was submitted. As a result, the effective date for implementing the changes to the vehicle model year coverage was on December 1, 2019.

The DAQ prepared this supplement to revise the motor vehicle emission budgets (MVEBs) for the Charlotte-Gastonia-Salisbury area by increasing the safety margin emissions allocated to the MVEBs of each of the three budget regions in the area. Transportation conformity in the Charlotte-Gastonia-Salisbury, North Carolina 2008 8-Hour Marginal Nonattainment Area ensures that federal transportation actions do not interfere with maintaining compliance with the 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS). As such, the level of emissions estimated for Transportation Improvement Programs and Metropolitan Transportation Plans must not exceed the MVEBs as defined in the area's maintenance plan. Historically, the North Carolina Division of Air Quality (DAQ) has limited the allocation of nitrogen oxides (NO_x) and volatile organic compounds (VOC) safety margin emissions to MVEBs so that less than 50% of the safety margin of each pollutant is allocated. In this submittal, North Carolina is proposing to increase the amount of the total safety margin allocated to the 2026 MVEBs from 4.7% to 9.4%

for NO_x and from 18.7% to 37.4% for VOC. The MVEB revisions are proposed to accommodate recent updates to the travel demand model used to calculate vehicle miles traveled for the Charlotte area.

The proposed revisions to the MVEBs were agreed upon at the March 27, 2020, interagency consultation meeting and do not change the overall maintenance plan emissions upon which the safety margins are based. In addition, the Charlotte-Gastonia-Salisbury area is currently attaining the 2008 and 2015 8-hour ozone NAAQS based on certified ambient monitoring data. Therefore, the DAQ concludes that the proposed revisions to the 2026 MVEBs will not interfere with any applicable requirement concerning the attainment and maintenance of the NAAQS.

Charlotte-Gastonia-Salisbury Nonattainment Designation

The area surrounding Charlotte-Gastonia-Salisbury, North Carolina, called the Charlotte area, was designated as marginal nonattainment for the 2008 8-hour ozone NAAQS on May 21, 2012 (77 Federal Register (FR) 30088). The nonattainment designation was an action taken by EPA under Section 107(d) of the CAA. The CAA requires that some area be designated as nonattainment if a monitor is found to be in violation of a NAAQS. For the 2008 8-hour ozone NAAQS, the EPA took designation action in 2012 based on 2009-2011 design values. At that time, the design value for the Charlotte area was 0.079 ppm.

The Charlotte area includes the entire county of Mecklenburg and parts of Cabarrus, Gaston, Iredell, Lincoln, Rowan and Union Counties (see Figure 1). The partial counties include the townships listed in Table 1. Note that the EPA also designated the portion of York County, South Carolina that is adjacent to the Charlotte area nonattainment for the 2008 8-hour ozone NAAQS. On April 17, 2015, the South Carolina Department of Health & Environmental Control (SCDHEC) submitted to EPA a SIP package request to redesignate the York County portion of the Charlotte nonattainment area to attainment. On December 11, 2015, EPA approved the SCDHEC's request and the redesignation to attainment became effective on January 11, 2016 (80 FR 76865).

Charlotte Nonattainment Area Boundary

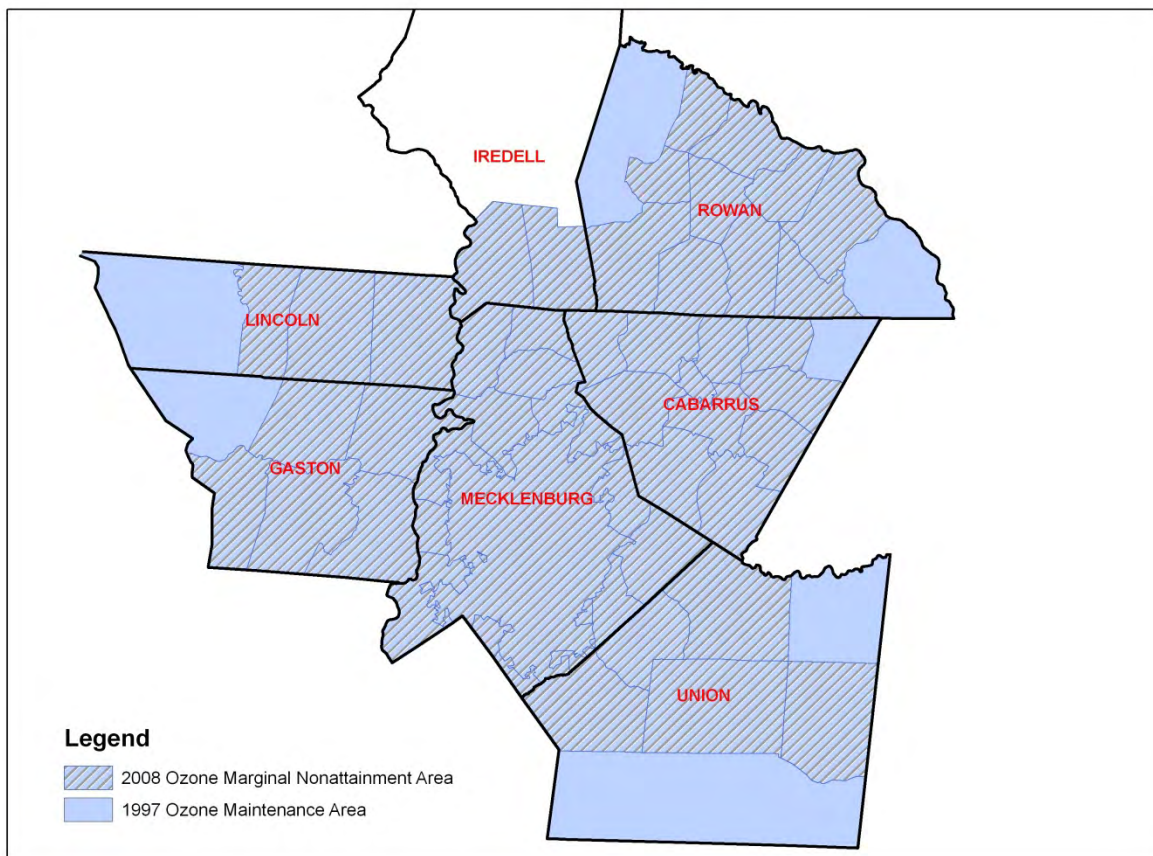


Table 1 Counties and Townships within the Charlotte Nonattainment Area

Cabarrus County Townships					
Central Cabarrus	Concord*	Georgeville	Harrisburg	Kannapolis	Midland
Mount Pleasant	Odell	Poplar Tent	New Gilead	Rimertown	
Gaston County Townships					
Dallas	Crowders Mountain	Gastonia	Riverbend	South Point	
Iredell County Townships					
Coddle Creek	Davidson				
Lincoln County Townships					
Catawba Springs	Lincolnton	Ironton			
Mecklenburg County – All Townships					
Rowan County Townships					
Atwell	China Grove	Franklin	Gold Hill*	Litaker	Locke
Providence	Salisbury	Steele	Unity		
Union County Townships					
Goose Creek	Marshville	Monroe	Sandy Ridge	Vance	

*Note: Concord Township in Cabarrus County and Gold Hill Township in Rowan County were inadvertently left out of North Carolina's recommendation and EPA's final designations. In a letter dated January 28, 2014, the DAQ requested the EPA to add the missing townships in the state's 2008 marginal ozone nonattainment area definition.

Current Air Quality

There are currently six ozone monitors located throughout the Charlotte area and one monitor located in York County, South Carolina, just outside of the area. The design value for the nonattainment area is 0.073 ppm based on the data from 2012-2014. The 2014 8-hour ozone monitoring data for the Charlotte area was fully quality assured and officially submitted to the EPA for certification approval on December 12, 2014. The EPA concurred with the North Carolina Division of Air Quality (DAQ) and Mecklenburg County Air Quality (MCAQ) certification on December 15, 2014. A detailed discussion of air quality levels in the region is provided in Section 2.0.

Maintenance Plan Requirements

The state of North Carolina has implemented permanent and enforceable state and federal actions to reduce ozone precursor emissions in the North Carolina portion of the Charlotte area. In addition, MCAQ has implemented actions to reduce ozone precursor emissions. This combination of state, federal, and local actions has resulted in cleaner air in the Charlotte area, and the anticipated future benefits from these programs are expected to result in continued maintenance of the 2008 8-hour ozone NAAQS in this region. State actions include the Clean Smokestacks Act; the on-board diagnostic (OBDII) vehicle I/M program that began on July 1, 2002; and voluntary programs to reduce emissions from diesel engines. Local actions implemented by MCAQ include a prohibition on open burning and a very effective voluntary program called Grants to Replace Aging Diesel Engines (GRADE).¹ The GRADE program is designed to reduce NO_x emissions by providing businesses and organizations funding incentives to replace or repower heavy-duty non-road equipment with newer, cleaner, less polluting engines.

Several federal actions have resulted in lower emissions throughout the eastern portion of the country. For on-road and nonroad vehicles, federal actions include the Tier 2 engine standards for light- and medium-duty vehicles, heavy-duty engine standards, the low-sulfur gasoline and diesel requirements, and off-road engine standards. For stationary sources, federal actions include the Mercury and Air Toxics (MATS) rule for electricity generating units (EGUs) and the National Emissions Standards for Hazardous Air Pollutants (NESHAP) for industrial, commercial and institutional boilers and reciprocating internal combustion engines (RICE). In addition, there are several federal actions that will be implemented starting in 2015. These actions will provide for additional NO_x emissions reductions in and near the Charlotte area. For EGUs, the future federal actions include compliance with the Cross State Air Pollution Rule (CSAPR) and the Tennessee Valley Authority (TVA) consent decree. For on-road vehicles, the future federal actions include

¹ <http://charmeck.org/mecklenburg/county/LUESA/AirQuality/MobileSources/Pages/GRADE.aspx>.

compliance with the Tier 3 vehicle emissions and fuel standards and corporate average fuel economy standards for on-road vehicles.

Emissions

A base year inventory for NO_x and VOC emissions was developed for 2014 since the design value for the 2012-2014 period shows attainment of the 2008 8-hour ozone NAAQS. Future year emissions inventories were also developed for the interim years 2015, 2018, 2022, and a final year emission inventory was developed for 2026. For each future year, the total NO_x and VOC emissions is lower than the 2014 base year emissions. Furthermore, emissions modeling and air quality modeling for 2018 and 2030 performed by the EPA for the new Tier 3 engine and fuel standards and modeling performed by the Southeastern states for 2018 indicate that the area will be in attainment of the 2008 ozone NAAQS.^{2, 3} The emission inventory comparison demonstrates that the Charlotte area is expected to maintain the 2008 8-hour ozone NAAQS through 2026 since in no future year are the emissions expected to be greater than they were in the base year. The area is also in compliance with Section 110 and Part D requirements of the CAA.

Conclusion and Request for Approval of Revised Maintenance Plan

Based on the information provided in this supplement to the revised SIP and criteria established in Section 107(d)(3)(E) of the CAA, North Carolina is requesting that EPA approve this supplement to the revised maintenance plan for the Charlotte-Gastonia-Salisbury maintenance area. The proposed revisions entail only increases to MVEBs, and do not affect the projected emissions inventories for 2026. The current approved maintenance plan demonstrates that the projected emissions inventories for 2026, the final year of the maintenance plan and 10 years beyond the redesignation year, as well as the interim years, are all less than the base year emissions inventory. Therefore, continued maintenance of the 2008 8-hour ozone NAAQS will not be affected by the proposed revisions.

² US EPA, <http://www.epa.gov/otaq/documents/tier3/454r14002.pdf>.

³ Southeastern States Air Resource Managers (SESARM); Southeastern Modeling, Analysis and Planning (SEMAP) study, <http://semap.ce.gatech.edu/sites/default/files/files/projections/base2018b-O3-DVFs-DDVFs-for-4configs.xls>.

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- Appendix A: On-road Mobile Source Inventory Documentation
- Appendix B: Public Notice and U.S. EPA No-Comment Letter

LIST OF ACRONYMS

Acronym	Definition
AADVMT	Average annual daily vehicle miles traveled
AERR	Air Emission Reporting Rule
ARRA	American Recovery and Reinvestment Act
CAA	Clean Air Act
CAIR	Clean Air Interstate Rule
CAMD	Clean Air Markets Division
CDOT	Charlotte Department of Transportation
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CRMPO	Cabarrus Rowan Metropolitan Planning Organization
CRTPO	Charlotte Regional Transportation Planning Organization
CSAPR	Cross State Air Pollution Rule
DAQ	North Carolina Division of Air Quality
DERA	Diesel Emissions Reduction Act
DOC	Diesel Oxidation Catalyst
DPF	Diesel Particulate Filter
EF	Emission factor
EGU	Electricity Generating Units
EPA	United States Environmental Protection Agency
°F	Degrees Fahrenheit
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
FR	Federal Register
GCLMPO	Gaston-Cleveland-Lincoln Metropolitan Planning Organization
GHG	Greenhouse Gas
GIS	Geographic Information System
GRADE	Grants to Replace Aging Diesel Engines
HAP	Hazardous Air Pollutant
HC	Hydrocarbons
HDDV	Heavy duty diesel vehicles
HDGV	Heavy duty gas vehicles
HPMS	Highway performance monitoring system
I/M	Inspection and Maintenance
ICI	Industrial and commercial/institutional

Acronym	Definition
KCLT	Charlotte Douglas International Airport
kg/day	Kilograms/Day
lbs	Pounds
LDDT1	Light duty diesel trucks 1
LDDT2	Light duty diesel trucks 2
LDDV	Light duty diesel vehicles
LDGT1	Light duty gas trucks 1
LDGT2	Light duty gas trucks 2
LDGV	Light duty gas vehicles
MATS	Mercury Air Toxics Standards
MC	Motorcycles
MCAQ	Mecklenburg County Air Quality
MOA	Memorandum of Agreement
MOVES	Motor Vehicle Emissions Simulator
mpg	miles per gallon
MPO	Metropolitan Planning Organization
MRM	Metrolina Regional Model
MTP	Metropolitan Transportation Plan
MVEB	Motor Vehicle Emission Budget
NAAQS	National Ambient Air Quality Standard
NCAA	North Carolina Air Awareness
NCAC	North Carolina Administrative Code
NCDOT	North Carolina Department of Transportation
NEI	National Emissions Inventory
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NHTSA	National Highway Traffic Safety Administration
NMOG	Non-methane Organic Gases
NO _x	Nitrogen Oxides
NSPS	New Source Performance Standard
OBD	Onboard Diagnostic
PM	Particulate Matter
PM ₁₀	Particulate matter with an aerodynamic diameter less than or equal to 10 micrometers
PM _{2.5}	Particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers
ppb	Parts per billion
ppm	Parts per million
psi	pounds per square inch
QA	Quality Assurance
QAPP	Quality Assurance Project Plan
RICE	Reciprocating Internal Combustion Engines

Acronym	Definition
RPO	Rural Planning Organization
RRRPO	Rock River Rural Planning Organization
RT	Road type
RVP	Reid Vapor Pressure
SCDHEC	South Carolina Department of Health and Environmental Control
SEMAP	Southeastern Modeling, Analysis and Planning
SESARM	Southeastern States Air Resource Managers
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
SUV	Sport Utility Vehicle
TDM	Transportation Demand Model
TIP	Transportation Improvement Program
TVA	Tennessee Valley Authority
UI	Urban interstate
UF	Urban freeway
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

1.0 INTRODUCTION

1.1 WHAT IS TROPOSPHERIC OZONE?

Ozone, a strong chemical oxidant, adversely impacts human health through effects on respiratory function and can also damage forests and crops. Ozone is not emitted directly by the electric utilities, industrial sources or motor vehicles but instead, is formed in the lower atmosphere, the troposphere, by a complex series of chemical reactions involving nitrogen oxides (NO_x), resulting from the utilities, combustion processes and motor vehicles, and reactive volatile organic compounds (VOCs). VOCs include many industrial solvents, toluene, xylene and hexane as well as the various hydrocarbons (HC) that are evaporated from the gasoline used by motor vehicles or emitted through the tailpipe following combustion.

Ozone formation is promoted by strong sunlight, warm temperatures, and light winds. High concentrations tend to be a problem in the eastern United States only during the hot summer months when these conditions frequently occur. Therefore, the U. S. Environmental Protection Agency (EPA) mandates seasonal monitoring of ambient ozone concentrations in North Carolina from April 1 through October 31 (40 CFR 58 App. D, 2.5).⁴ The DAQ has examined both the man-made and natural sources of VOC emissions and their contribution to ozone formation in North Carolina. Because of the generally warm and moist climate of North Carolina, vegetation abounds in many forms, and forested lands naturally cover much of the state. As a result, the biogenic sector is the most abundant source of VOCs in North Carolina and accounts for approximately 90% of the total VOC emissions statewide. The overwhelming abundance of biogenic VOCs makes the majority of North Carolina a NO_x limited environment for the formation of ozone. This is supported by a study published in the Journal of Environmental Management that concludes that the sensitivity of ozone to anthropogenic VOC emissions in the Southeastern United States is 2-3 orders of magnitude smaller than the sensitivity of ozone to NO_x emissions, primarily due to the abundance of biogenic VOC emissions in this region.⁵ As a result, controlling anthropogenic VOC emissions in the Southeast is far less effective than controlling NO_x emissions for purposes of reducing ozone levels.

On March 12, 2008, the EPA revised the primary (health) and secondary (welfare) National Ambient Air Quality Standards (NAAQS) for ozone to a level of 0.075 parts per million (ppm). An exceedance of the 2008 8-hour ozone NAAQS occurs when a monitor measures ozone above 0.075 ppm on average for an 8-hour period. A violation of this NAAQS occurs when the average of the annual fourth highest daily maximum 8-hour ozone values over three consecutive

⁴ 40 CFR 58 App. D, 2.5.

⁵ Odman, M Talat et al., *Quantifying the sources of ozone, fine particulate matter, and regional haze in the Southeastern United States*, 90 Journal of Environmental Management 3155-3168 (2009).

years is greater than or equal to 0.076 ppm. This three-year average is termed the “design value” for the monitor. The design value for a nonattainment area is the highest monitor’s design value in the area.

1.2 CLEAN AIR ACT OF 1990

Since the 1977 amendments to the Clean Air Act (CAA), areas of the country that had not attained the ambient standard for a particular pollutant were formally designated as nonattainment for that pollutant. This formal designation concept was retained in the 1990 CAA Amendments.

1.3 AIR QUALITY HISTORY

The area surrounding Charlotte-Gastonia-Rock Hill, North Carolina-South Carolina, called the Metrolina area (see Figure 1.1), was designated nonattainment for the 1997 8-hour ozone NAAQS on April 30, 2004.⁶ The 1997 8-hour ozone NAAQS was set at 0.085 ppm. The Metrolina nonattainment area includes the North Carolina counties of Cabarrus, Gaston, Lincoln, Mecklenburg, Rowan and Union; Coddle Creek and Davidson Townships in Iredell County, North Carolina; and the Rock Hill Metropolitan Planning Organization boundary in York County, South Carolina. On December 2, 2013, the EPA approved North Carolina’s redesignation demonstration and maintenance plan for the 1997 8-hour ozone NAAQS for the Charlotte-Gastonia-Rock Hill, North Carolina area.⁷

On July 20, 2012, the EPA designated the Charlotte-Gastonia-Salisbury, North Carolina nonattainment area (referred to as the Charlotte area) as “marginal” nonattainment for the 2008 8-hour ozone standard (Figure 1.1) based on the ambient data from 2009-2011. The nonattainment area includes all of Mecklenburg County and portions of Cabarrus, Gaston, Iredell, Lincoln, Rowan, and Union Counties. Table 1.1 identifies the townships in each county that are included in the Charlotte nonattainment area. At that time, the design value for the Charlotte area was 0.079 ppm. The official designation and classification was published in the Federal Register (FR) on May 21, 2012.⁸ The designation became effective on July 20, 2012.

⁶ 69 FR 23858.

⁷ 78 FR 72036.

⁸ 77 FR 30088.

Figure 1.1 Charlotte Nonattainment Area Boundary

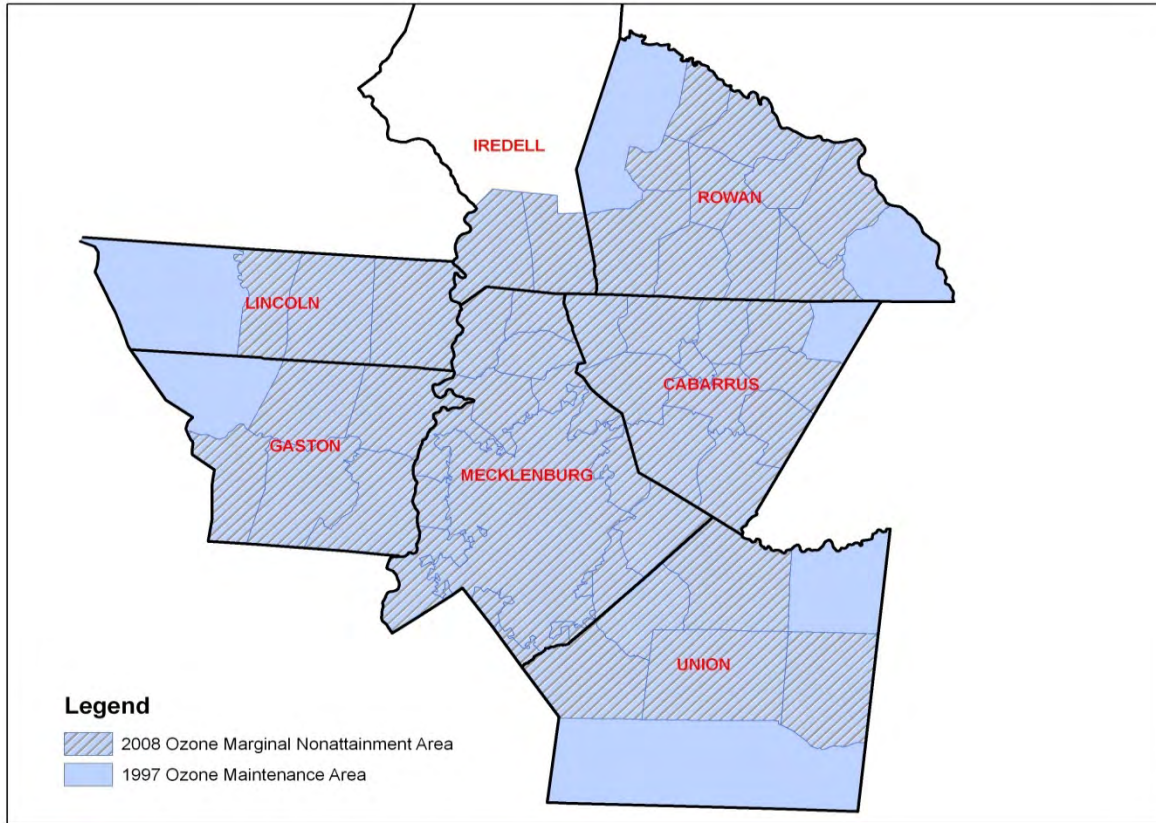


Table 1.1 Counties and Townships within the Charlotte Nonattainment Area

Cabarrus County Townships					
Central Cabarrus	Concord*	Georgeville	Harrisburg	Kannapolis	Midland
Mount Pleasant	Odell	Poplar Tent	New Gilead	Rimertown	
Gaston County Townships					
Dallas	Crowders Mountain	Gastonia	Riverbend	South Point	
Iredell County Townships					
Coddle Creek	Davidson				
Lincoln County Townships					
Catawba Springs	Lincolnton	Ironton			
Mecklenburg County – All Townships					
Rowan County Townships					
Atwell	China Grove	Franklin	Gold Hill*	Litaker	Locke
Providence	Salisbury	Steele	Unity		
Union County Townships					
Goose Creek	Marshville	Monroe	Sandy Ridge	Vance	

*Note: Concord Township in Cabarrus County and Gold Hill Township in Rowan County were inadvertently left out of North Carolina's recommendation and EPA's final designations. In a letter dated January 28, 2014, the North Carolina Division of Air Quality (DAQ) requested EPA to add the missing townships in the state's 2008 marginal ozone nonattainment area definition.

There are currently six ozone monitors located throughout the Charlotte area and one monitor located in York County, South Carolina. The North Carolina Division of Air Quality (DAQ) operates three of the monitors in the Charlotte area, the Mecklenburg County Air Quality (MCAQ) operates three of the monitors in the Mecklenburg County, and South Carolina Department of Health and Environmental Control (SCDHEC) operates the York County monitor.

In 2013, all but two monitors, Garinger and County Line located in Mecklenburg County, came into attainment of the 2008 8-hour ozone NAAQS. With the completion of the 2014 ozone season, the Garinger and County Line monitors attained the standard as well. The 2012-2014 design value for Charlotte area is 0.073 ppm.

1.4 CLEAN AIR ACT REDESIGNATION CRITERIA

Section 107(d)(3)(E) of the CAA, as amended, states an area can be redesignated to attainment if the following conditions are met:

1. The EPA has determined that the NAAQS have been attained. For ozone, the areas must show that the average of the fourth highest 8-hour ozone values from three (3) complete, consecutive calendar years of quality-assured air quality monitoring data must be below 0.076 ppm.
2. The applicable implementation plan has been fully approved by the EPA under Section 110(k).
3. The EPA has determined that the improvement in air quality is due to permanent and enforceable reductions in emissions. To demonstrate this, the state should estimate the percent reduction (from the year used to determine the design value for designation and classification) achieved from federal, state, and local measures.
4. The state has met all applicable requirements for the area under Section 110 and Part D.
5. The EPA has fully approved a maintenance plan, including a contingency plan, for the areas under Section 175A.

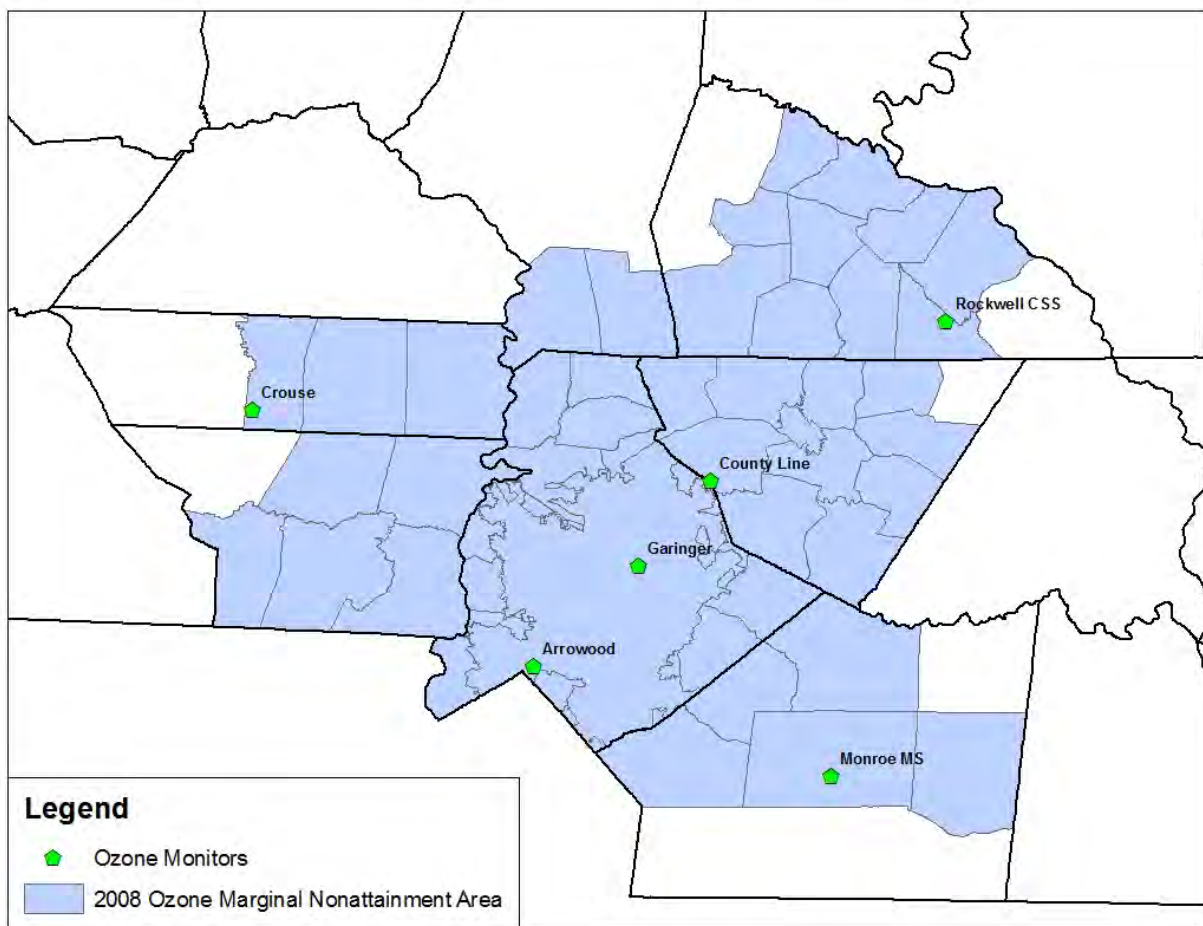
In the following sections, the DAQ provides the technical data necessary to show that the Charlotte-Gastonia-Salisbury nonattainment area has attained and is expected to maintain the 2008 8-hour ozone standard, and has met the requirements for redesignation set forth above.

2.0 AIR QUALITY

2.1 HISTORIC AIR QUALITY (2003 – 2011)

The DAQ and MCAQ have collected ambient monitoring data for the Charlotte area since the late seventies. Figure 2.1 shows the location of the six ozone monitors throughout the Charlotte nonattainment area. In addition, one additional ozone monitor is located in York County, South Carolina (not shown in Figure 2.1). These monitors were installed in accordance with the Code of Federal Regulations (CFR) 40 CFR 58.

Figure 2.1 Ozone Monitor Locations in the Charlotte Nonattainment Area



Tables 2.1 and 2.2 show the air quality data and corresponding design values for the monitors in the Charlotte region, respectively, from 2003 to 2014. As shown in Table 2.2, the design values for most of the monitors near and downwind of Charlotte have been declining rapidly in the past several years.

Table 2.1 Charlotte Area's Historic 4th Highest 8-hour Ozone Values (2003-2014)

Monitor	4 th Highest 8-hour Ozone Values (ppm)											
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Crouse AIRS ID #37-109-0004 Lincoln County	0.089	0.074	0.082	0.082	0.085	0.079	0.065	0.072	0.077	0.076	0.064	0.064
Garinger AIRS ID #37-119-0041 Mecklenburg County	0.086	0.085	0.088	0.091	0.093	0.085	0.069	0.082	0.088	0.080	0.067	0.065
Arrowood AIRS ID #37-119-1005 Mecklenburg County	0.073	0.077	0.085	0.078	0.087	0.073	0.068	0.078	0.082	0.073	0.062	0.063
County Line AIRS ID #37-119-1009 Mecklenburg County	0.088	0.083	0.090	0.093	0.096	0.093	0.071	0.082	0.083	0.085	0.066	0.068
Rockwell AIRS ID #37-159-0021 Rowan County	0.098	0.080	0.086	0.085	0.096	0.084	0.071	0.077	0.077	0.080	0.062	0.064
Enochville ¹ AIRS ID #37-159-0022 Rowan County	0.087	0.080	0.088	0.089	0.095	0.082	0.073	0.078	0.078	0.077	0.063	-----
Monroe AIRS ID #37-179-0003 Union County	0.083	0.074	0.082	0.080	0.082	0.080	0.067	0.071	0.073	0.075	0.062	0.067
York AIRS ID #45-091-0006 York County	0.076	0.071	0.079	0.078	0.080	0.075	0.062	0.065	0.065	0.065	0.061	0.056

¹ Monitoring data for 2014 are not available for this monitor because it was shut down in 2014.

Table 2.2 Charlotte Area's Historic Design Values (2003 - 2014)

Monitor	Design Value (ppm)									
	03-05	04-06	05-07	06-08	07-09	08-10	09-11	10-12	11-13	12-14
Crouse AIRS ID #37-109-0004 Lincoln County	0.081	0.079	0.083	0.082	0.076	0.072	0.071	0.075	0.072	0.068
Garinger AIRS ID #37-119-0041 Mecklenburg County	0.086	0.088	0.090	0.089	0.082	0.078	0.079	0.083	0.078	0.070
Arrowood AIRS ID #37-119-1005 Mecklenburg County	0.078	0.080	0.083	0.079	0.076	0.073	0.076	0.077	0.072	0.066
County Line AIRS ID #37-119-1009 Mecklenburg County	0.087	0.088	0.093	0.094	0.086	0.082	0.078	0.083	0.078	0.073
Rockwell AIRS ID #37-159-0021 Rowan County	0.088	0.083	0.089	0.088	0.083	0.077	0.075	0.078	0.073	0.068
Enochville ¹ AIRS ID #37-159-0022 Rowan County	0.085	0.085	0.090	0.088	0.083	0.077	0.076	0.077	0.072	----
Monroe AIRS ID #37-179-0003 Union County	0.079	0.078	0.081	0.080	0.076	0.072	0.070	0.073	0.070	0.068
York AIRS ID #45-091-0006 York County	0.075	0.076	0.079	0.077	0.072	0.067	0.064	0.065	0.063	0.060

Note: Bolded values represent violations of the 2008 8-hour ozone standard.

¹ 2012-2014 design value for this monitor is not available because it was shut down in 2014.

2.2 RECENT AIR QUALITY VALUES (2012 –2014)

Under the CAA, a marginal classification for the 2008 8-hour ozone NAAQS requires North Carolina to attain the standard within three years of designation, or July 20, 2015. However, in the 2008 Ozone Implementation Rule, the EPA extended the compliance date to December 31,

2015.⁹ In a ruling by the U.S. Court of Appeals for the District of Columbia Circuit, the extension deadline was vacated, among other decisions.¹⁰

The most recent three years of ozone monitoring data (2012-2014) for the Charlotte nonattainment area demonstrate compliance with the 2008 8-hour ozone NAAQS. Table 2.3 is a summary of the fourth highest 8-hour average ozone concentration and the design value at each of the monitors in the Charlotte region for 2012-2014.

Table 2.3 Charlotte Area's Current Air Quality Data (2012 -2014)

Monitor	Year	4 th Highest 8-hour ozone values (ppm)	Design Value (ppm) 2012-2014
Crouse AIRS ID #37-109-0004 Lincoln County	2012	0.076	0.068
	2013	0.064	
	2014	0.064	
Garinger AIRS ID #37-119-0041 Mecklenburg County	2012	0.080	0.070
	2013	0.067	
	2014	0.065	
Arrowood AIRS ID #37-119-1005 Mecklenburg County	2012	0.073	0.066
	2013	0.062	
	2014	0.063	
County Line AIRS ID #37-119-1009 Mecklenburg County	2012	0.085	0.073
	2013	0.066	
	2014	0.068	
Rockwell AIRS ID #37-159-0021 Rowan County	2012	0.080	0.068
	2013	0.062	
	2014	0.064	
Monroe AIRS ID #37-179-0003 Union County	2012	0.075	0.068
	2013	0.062	
	2014	0.067	
York AIRS ID #45-091-0006 York County	2012	0.065	0.060
	2013	0.061	
	2014	0.055	

⁹ 78 FR 34178.

¹⁰ [http://www.cadc.uscourts.gov/internet/opinions.nsf/E97A64FFBFE4DC1D85257DB70054D5EE/\\$file/12-1321-1528834.pdf](http://www.cadc.uscourts.gov/internet/opinions.nsf/E97A64FFBFE4DC1D85257DB70054D5EE/$file/12-1321-1528834.pdf).

The 2014 8-hour ozone monitoring data for the Charlotte nonattainment area was fully quality assured and officially submitted to the EPA for certification approval on December 12, 2014. The EPA concurred with the DAQ and MCAQ certification on December 15, 2014. The Enochville site in Rowan County was shut down in 2014, but the most recent design value for that site was 0.072 ppm in 2011-2013 and it was not the highest value in Rowan County or the greater Charlotte area at the time of its shutdown.

The monitoring data shown above demonstrates that the Charlotte area is attaining the 2008 8-hour ozone standard, and is on schedule with the compliance date mandated in the CAA and upheld by the D.C. Circuit Court.

2.3 PERMANENT AND ENFORCEABLE EMISSIONS REDUCTIONS

There are several state and federal measures that have been enacted in recent years that have ensured permanent and enforceable emissions reductions. A list of those measures that contributed to the permanent and enforceable emission reductions are summarized here and are more fully described in Section 3.2.

The federal measures that have been implemented include:

- Tier 2 vehicle and fuel standards: Implementation began in 2004 and requires all passenger vehicles in each manufacturer's fleet to meet an average standard of 0.07 grams of NO_x per mile. Additionally, in January 2006 the sulfur content of gasoline was required to be on average 30 ppm which assists in lowering NO_x emissions. Most gasoline sold in North Carolina prior to January 2006 had a sulfur content of about 300 ppm. These emission reductions are federally enforceable.
- Tier 3 vehicle and fuel standards: Implementation begins in 2017 with full compliance required by 2025. Tier 3 requires all passenger vehicles to meet an average standard of 0.03 gram/mile of NO_x. Compared to Tier 2, the Tier 3 tailpipe standards for light-duty vehicles are expected to reduce NO_x and VOC emissions by approximately 80%. Tier 3 vehicle standards also include evaporative standards using onboard diagnostics (OBD) that will result in a 50% reduction in VOC emissions over Tier 2. The rule reduces the sulfur content of gasoline to 10 ppm starting in January 2017. These emission reductions will be federally enforceable.
- National program for greenhouse gas (GHG) emissions and fuel economy standards: The federal GHG and fuel economy standards apply to light-duty cars and trucks in

model years 2012-2016 (phase 1) and 2017-2025 (phase 2). The final standards are projected to result in an average industry fleet-wide level of 163 grams/mile of carbon dioxide (CO₂) which is equivalent to 54.5 miles per gallon (mpg) if achieved exclusively through fuel economy improvements. The fuel economy standards will result in less fuel being consumed, and therefore less NO_x emissions released. These emission reductions will be federally enforceable.

- Heavy-duty gasoline and diesel highway vehicle standards: Implementation of the program began in 2004 with full implementation in 2010. The program was estimated to reduce NO_x emissions by 95% and required that the sulfur content of fuel be reduced to 15 ppm. These emission reductions are federally enforceable.
- Medium- and heavy-duty vehicle fuel consumption and GHG standards: Began implementation in 2014 and requires on-road vehicles to achieve from a 7% to 20% reduction in CO₂ emissions and fuel consumption by 2018. The decrease in fuel consumption will result in a 7% to 20% decrease in NO_x emissions. These emission reductions will be federally enforceable.
- Large nonroad diesel engine standards: Phased in between 2008 through 2014, the combined engine and fuel requirements are expected to reduce NO_x emissions by 90% and reduce the sulfur content in the nonroad diesel fuel to 15 ppm. These emission reductions are federally enforceable.
- Nonroad spark-ignition engine and recreational engine standards: Tier 1 of these standards was implemented in 2004 and Tier 2 started in 2007. These standards reduce NO_x emissions by 80%. These emission reductions are federally enforceable.
- Clean Air Interstate Rule (CAIR) and Cross State Air Pollution Rule (CSAPR): In May 2005, the EPA promulgated CAIR to reduce NO_x and sulfur dioxide (SO₂) emissions from electricity generating units (EGUs). After court challenges to CAIR, the EPA issued CSAPR in July 2011. CSAPR will take effect starting January 1, 2015 for SO₂ and annual NO_x, and May 1, 2015 for ozone season NO_x. Combined with other final state and EPA actions, the CSAPR will reduce power plant SO₂ emissions by 73% and NO_x emissions by 54% from 2005 levels. The emission reductions will be federally enforceable.
- Tennessee Valley Authority (TVA) Consent Decree: In January 2009, a federal court required TVA coal-fired EGUs to install modern pollution controls for SO₂ and NO_x

After an appeals court reversed the decision, North Carolina, TVA, and several other parties agreed to a settlement. The settlement caps NO_x and SO₂ emissions at all of TVA's coal-fired facilities to permanent levels of 52,000 tons of NO_x in 2018 and 110,000 tons of SO₂ in 2019. These emission reductions are federally enforceable.

- **Boiler and Reciprocating Internal Combustion Engine (RICE) National Emissions Standards for Hazardous Air Pollutants (NESHAP):** The NESHAPs for industrial, commercial and institutional boilers and RICE are expected to result in a small decrease in VOC emissions. Boilers must comply with the NESHAP by January 31, 2016 for all states except North Carolina which has a compliance date in May 2019 (see following discussion under state measures). RICE owners and operators had to comply with the NESHAP by May 3, 2013. These emission reductions are federally enforceable.
- **Utility Mercury Air Toxics Standards (MATS) and New Source Performance Standards (NSPS):** On February 16, 2012, the EPA published final rules for both the (1) MATS for new and existing coal- and oil-fired EGUs and (2) NSPS for fossil-fuel fired electric utility, industrial-commercial-institutional and small industrial-commercial-institutional steam generating units.¹¹ The MATS reduce emissions of toxic air pollutants from EGUs larger than 25 megawatts that burn coal or oil for the purpose of generating electricity for sale and distribution through the national electric grid to the public. For the NSPS, the EPA revised the standards that new coal- and oil-fired power plants must meet for NO_x, SO₂, and particulate matter (PM). While MATS is still under court review, and portions of it may be overturned, the rule can be expected to result in the reduction of both NO_x and SO₂ emissions in addition to the reduction in mercury and other air toxic emissions. The emission reductions associated with the MATS and revised NSPS are federally enforceable.

The state measures that have been implemented include:

- **Vehicle Emissions Inspection and Maintenance (I/M) Program:** In 1999, the North Carolina State Legislation passed the Clean Air Bill that expanded the on-road vehicle I/M program from 9 to 48 counties. It was phased-in in the Charlotte area from July 1, 2002 through January 1, 2004. This program reduces NO_x, VOC and CO emissions. The rule for the I/M program was submitted to the EPA for adoption into the State Implementation Plan (SIP) in August 2002 and was federally approved

¹¹ 77 FR 9304.

in October 2002. Therefore, these emission reductions are both state and federally enforceable.

On February 5, 2015, the EPA approved a change to North Carolina's I/M rules triggered by a state law which exempted plug-in vehicles and the three newest model year vehicles with less than 70,000 miles on their odometers from emission inspection in all areas in North Carolina where I/M is required.¹² In North Carolina's Section 110(l) demonstration, the state showed that the change in the compliance rate from 95% to 96% more than compensates for the NO_x and VOC emissions increase. The EPA-approved change to the I/M rules was effective March 9, 2015, and are state and federally enforceable. See Section 3.2.2 of this SIP for a more detailed discussion of this change.

- **Clean Smokestacks Act:** This state law requires coal-fired power plants to reduce annual NO_x emissions by 77% by 2009, and to reduce annual SO₂ emissions by 49% by 2009 and 73% by 2013. This law set a NO_x emissions cap of 56,000 tons/year for 2009 and SO₂ emissions caps of 250,000 tons/year and 130,000 tons/year for 2009 and 2013, respectively. The public utilities cannot meet these emission caps by purchasing emission credits. The EPA approved the statewide emissions caps as part of the Charlotte SIP on September 26, 2011. In 2013, the power plants subject to this law had combined NO_x emissions of 38,857 tons/year, well below the 56,000 tons/year cap. The emissions cap has been met in all subsequent years as well. These emissions limits are enforceable at both the federal and state level.
- **Boiler NESHAP:** Because of delays associated with the EPA's promulgation of the boiler NESHAP, North Carolina adopted and implemented equivalent emission limitations by permit under Section 112(j) of the CAA.¹³ These limitations apply to owners and operators of industrial, commercial and institutional boilers and process heaters burning natural gas, coal, oil or biomass beginning in 2013. These emissions limits are enforceable at both the federal and state level.
- **Transportation Conformity Memorandum of Agreements (MOAs):** The Conformity MOAs are signed by federal and state transportation agencies and local air quality organizations and the Metropolitan Planning Organization (MPOs) subject to transportation conformity requirements for applicable transportation-related NAAQs and satisfies the requirement in the CAA Section 176(c). The DAQ chose through

¹² Approval and Promulgation of Implementation Plans; North Carolina; Inspection and Maintenance Program Updates, 80 FR, 6455.

¹³ 15A NCAC 02D .1109 - 112(j) Case-by-Case Maximum Achievable Control Technology.

rulemaking to develop Conformity MOAs to ensure that interagency consultation procedures for transportation conformity are followed in each of the nonattainment or maintenance areas in the state.

2.4 ADDITIONAL PROGRAMS SUPPORTING MAINTENANCE

This section provides a brief summary of state and local programs that have been implemented in the Charlotte area to maintain compliance with the NAAQS. Although these are important programs that help to ensure compliance with the NAAQS, they have not been relied upon as federally enforceable measures. These state and local programs are more fully described in Section 3.3.

State programs that have been implemented include:

- **Air awareness program:** The North Carolina Air Awareness Program is a public outreach and education program of the DAQ. The goal of the program is to reduce air pollution through voluntary actions by individuals and organizations. The program seeks to educate individuals about (1) the sources of air pollution; (2) the health effects of air pollution and how these effects can be mitigated by modification of outdoor activities on ozone action days; and (3) simple "action tips", such as carpooling, vehicle maintenance and energy conservation that reduce individual contributions to air pollution. One of the major program components is the daily air quality forecast. The DAQ produces the 8-hour ozone forecasts and corresponding air quality index for the Charlotte forecast area from April 1 through October 31 of each year.¹⁴ Additionally, the DAQ produces daily PM forecasts for the Charlotte area.
- **Grant Program:** The DAQ has offered multiple forms of grant funding from state and federal funds to help cover the costs associated with emission reduction projects across the state. These projects include diesel engine replacements, diesel oxidation catalyst (DOC) retrofits, marine diesel repowers, replacing gasoline vehicles with electric vehicles, vehicle replacement and many more. Grant projects that have been awarded have helped to reduce PM, NO_x, CO and VOC emissions from mobile sources.
- **Open burning rule:** This rule prohibits open burning of man-made materials throughout the state. Additionally, the rule prohibits open burning of yard waste in areas that the DAQ forecasts air quality action days. The open burning regulation

¹⁴ See N.C. DAQ <http://www.ncair.org/airaware/>.

reduces NO_x, VOC, and CO emissions as well as PM with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀) and 2.5 micrometers (PM_{2.5}).

- **Idle Reduction Regulation:** The North Carolina Environmental Management Commission adopted the Heavy-Duty Vehicle Idling Restrictions rule to reduce unnecessary idling of heavy-duty trucks on July 9, 2009 and the rule became effective on July 10, 2010. This rule generally prevents any person who operates a heavy-duty vehicle to cause, let, permit, suffer or allow idling for a period of time in excess of 5 consecutive minutes in any 60 minute period. This rule is state enforceable.

Local program that have been implemented include:

- **Open Burning Prohibition:** Mecklenburg County prohibits open burning of any kind year round, except under extenuating circumstances with an approved burn permit. This prohibition is more stringent than the state's open burning rule and therefore enhances this control measure's overall benefit to the region. The open burning rule reduces NO_x, VOC, CO, PM₁₀ and PM_{2.5}. These emission reductions are enforceable at the local level.
- **Grants to Replace Aging Diesel Engines (GRADE) Program:** In 2007, MCAQ initiated an air pollution control program called GRADE designed to reduce NO_x emissions in the Charlotte area. Funded by federal, state and local county grant money, GRADE provides businesses and organizations financial incentives to replace or repower heavy-duty non-road equipment with newer, cleaner, less polluting engines. GRADE has funded cost effective emission reduction projects operating in multiple segments of the economy including construction, landfills, timber logging operations, open pit mining, freight transportation, and commercial aviation. As of July 31, 2014, GRADE projects have reduced over 350 tons of NO_x region-wide.
- **Mobile Source Emissions Reduction Grants:** This program reduces NO_x, PM, and VOC emissions. MCAQ has also received Diesel Emissions Reduction Act (DERA) funding as well as American Recovery and Reinvestment Act (ARRA) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funding. These funds have been used to repower or replace existing diesel engines from on-road vehicles and nonroad equipment. Even though these emission reductions are voluntary and not enforceable, they are still considered permanent reductions.

2.5 EFFECT OF NOX CONTROL PROGRAMS ON OZONE LEVELS

The foundation control program for stationary and mobile sources for the Charlotte area has significantly reduced NO_x emissions enabling the area to demonstrate attainment with the 2008 ozone NAAQS. As an example, historically EGUs have been a significant source of NO_x emissions contributing to ozone formation during the summer months in the Charlotte area as well as statewide. A recent review of the NO_x emissions in the EPA's Air Markets Program Data database shows a reduction in over 96,641 tons of NO_x from the reporting sources in North Carolina between 2002 and 2013. The trend in decreasing NO_x emissions from these facilities are attributable to a combination of state (Clean Smoke Stacks Act) and federal (CAIR / CSAPR) measures and market forces (switching from coal to natural gas due to favorable natural gas prices). Table 2.4 presents the annual emissions for the North Carolina sources obtained from the EPA's Air Markets Program Data database.

Table 2.5 shows trends in NO_x emissions from 2002 through 2013 from North Carolina power plants in the Charlotte area, as well as the power plants located directly north and west of the Charlotte region that may impact the area. There are four facilities located within Gaston, Lincoln and Rowan Counties. The facility west of the Charlotte area is Cliffside, located in Cleveland County and the facility north of the

Table 2.4 NO_x Emissions from NC Sources in EPA's Air Markets Program Database

Year	Annual NO_x Emissions from NC Sources (tons)
2002	145,706
2003	135,879
2004	124,079
2005	114,300
2006	108,584
2007	64,770
2008	61,669
2009	44,506
2010	57,305
2011	48,889
2012	51,057
2013	49,065

Charlotte area is Marshall located in Catawba County. These data are taken from the EPA Clean Air Markets Division's (CAMD) Air Markets Program Data and represent the second and third quarters of the year (April through September), the period during which ozone levels are the highest. The emissions from these facilities have significantly decreased during the ozone season since 2002, with over 12,000 tons of NO_x reduction in the 2013 ozone season compared

to 2002. In addition, two coal-fired power plants (Buck and Riverbend) were retired in April 2013, which resulted in additional emissions reductions.

Table 2.5 April 1 through September 30 NO_x Emissions for Electric Utilities Near Charlotte Area (tons/period)

Facility	County	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Allen*	Gaston	5,011	3,643	4,002	3,589	3,001	3,053	3,082	2,188	2,925	2,738	1,676	1,906
Riverbend*	Gaston	2,556	2,703	1,844	1,379	1,417	1,296	1,256	304	1,063	884	109	0
Lincoln*	Lincoln	44	20	50	20	52	81	33	6	40	46	10	22
Buck*	Rowan	1,084	1,468	1,089	1,286	1,262	870	832	197	783	477	196	61
Marshall	Catawba	9,283	9,101	8,243	7,558	6,370	7,253	7,151	4,481	4,861	5,443	5,128	4,777
Cliffside	Cleveland	1,944	2,149	1,738	1,782	1,540	1,311	1,173	561	357	469	267	673
Total	-----	19,922	19,084	16,966	15,614	13,642	13,864	13,527	7,737	10,029	10,057	7,386	7,439

*Facility is located within the Charlotte nonattainment area boundary.

Temperature is a key meteorological factor that determines the ozone production potential of a given day. In North Carolina, many exceedances occur when the maximum daily temperature is 90 degrees Fahrenheit (°F) or greater. In recent years, however, foundation control program measures have reduced NO_x emissions in the Charlotte area to the extent that recent trends are showing that ozone levels are lower than the NAAQS even when the daily temperature is 90 °F or greater. Figure 2.2 shows the relationship of exceedance days to high temperature days from 2000 through 2014 for the Charlotte region monitors. The relationship between the maximum 4th highest ozone value to high temperature days from 2000 through 2014 is displayed in Figure 2.3.

It is important to see how the ozone levels have changed over the last decade in response to lower NO_x emissions in the state. The worst summer in terms of the number of exceedance days and observed 4th highest ozone concentrations was 2002, with 61 exceedance days in the Charlotte region and a maximum 4th highest daily average 8-hour concentration of 0.108 ppm. That summer there were 49 days when the temperature was 90 °F or greater in the Charlotte region. The next highest number of exceedance days occurred in 2007 with 56 days and 74 days with temperatures at or above 90 °F, yet the maximum 4th highest daily average 8-hour concentration was significantly lower than 2002 at 0.096 ppm. More recently, in the year 2010, the Charlotte area experienced the hottest summer of the 21st century with 86 days at or above 90 °F. However, the Charlotte area only observed 17 exceedance days and the maximum 4th highest daily average concentration was only 0.082 ppm. In subsequent years, the 4th-highest values have generally decreased as the number of very hot days over 90 degrees has moderated. In 2014, there were a total of 37 days with a high temperature over 90 degrees, but no exceedances of the 2008 8-hour ozone standard and a peak 4th highest daily average value of 0.068 ppm. The steady decrease of ozone values over the last 15 years regardless of summertime temperature regime illustrates the progress that North Carolina has made and the positive effects of the

control strategies put in place by North Carolina, Mecklenburg County and the EPA to regulate NOx emissions.

Figure 2.2 Relationship between high temperature days and number of exceedance days in the Charlotte area

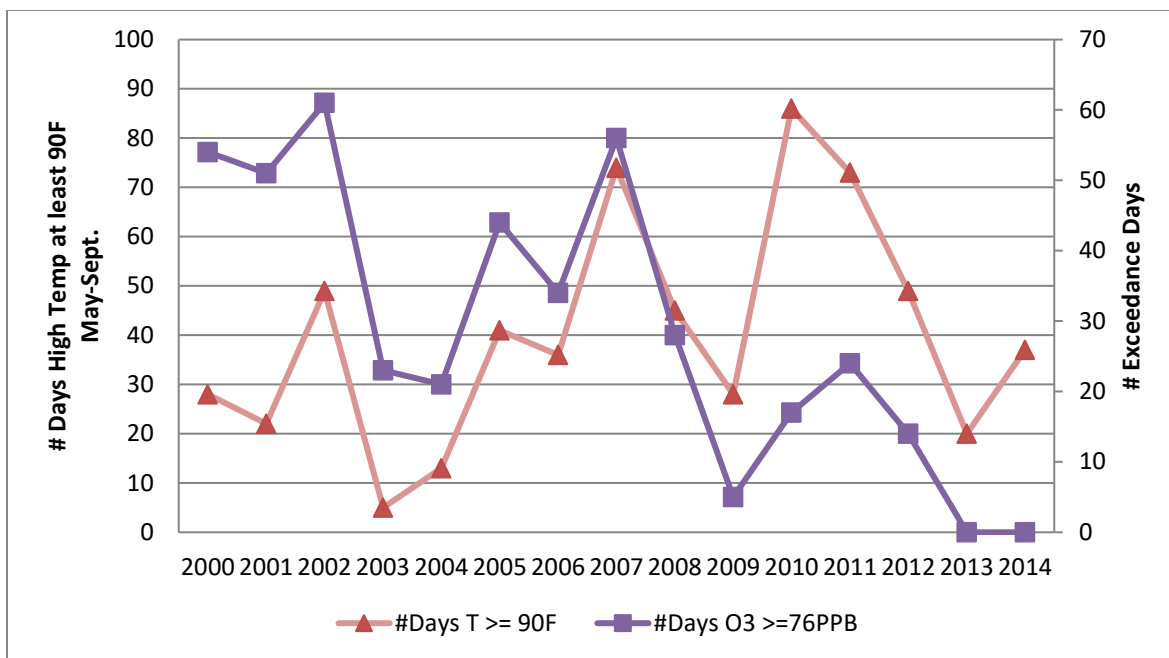
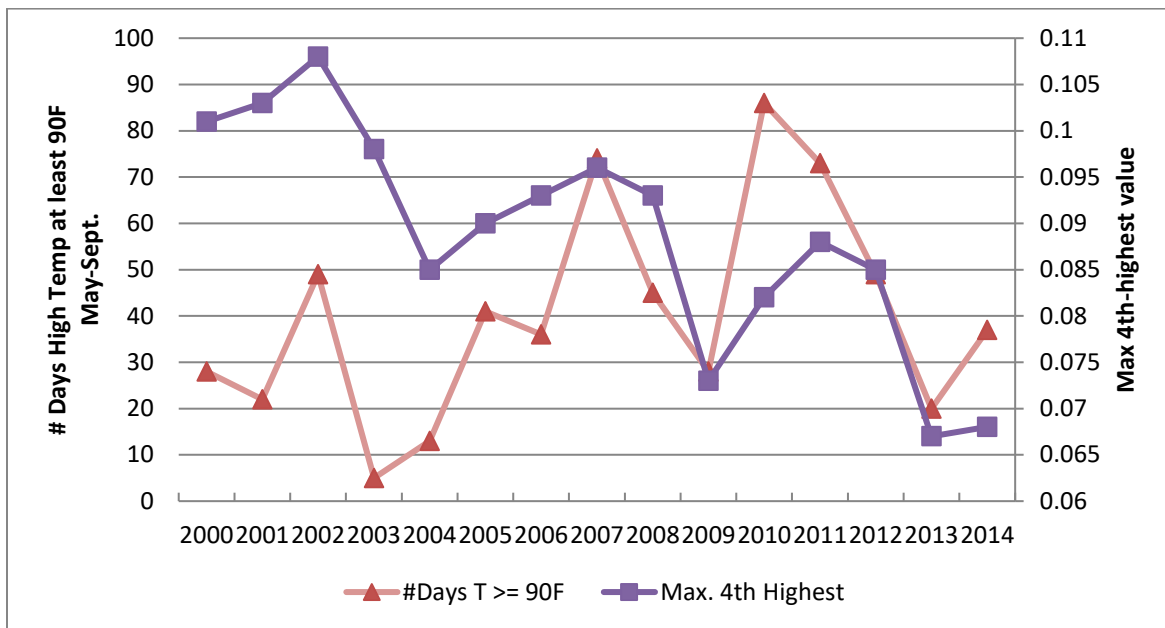


Figure 2.3 Relationship between high temperature days and maximum 4th highest ozone value in the Charlotte Area



3.0 MAINTENANCE PLAN

3.1 CONCEPT OF NORTH CAROLINA'S MAINTENANCE PLAN

The state's plan for maintaining compliance with the ambient air quality standard for the 2008 8-hour ozone in the Charlotte-Gastonia-Salisbury nonattainment area consists of three major parts: a foundation control program, a maintenance demonstration, and a contingency plan. The foundation control program consists of the current federal and state control measures already in effect, as well as the future benefits of the federal actions. For EGUs, the future federal actions include implementation of the MATS, CSAPR, and carbon rules and the TVA consent decree. Additionally, North Carolina will continue to implement and enforce the Clean Smokestacks Act. For on-road vehicles, the future federal actions include compliance with the Tier 3 vehicle emissions and fuel standards and corporate average fuel economy standards for on-road vehicles. Although North Carolina did not rely on the emission reductions from CSAPR or the TVA consent decree for maintenance of the 2008 8-hour ozone standard, these actions will result in additional reductions in NO_x emissions regionally.

The foundation control program includes federally and state enforceable control programs that have been adopted and implemented by the DAQ. These programs will remain enforceable and ensure that maintenance of the 2008 8-hour ozone standard will continue. Sources are prohibited from reducing or removing emission controls (anti-backsliding) following the redesignation of the area unless such a change is first approved by the EPA as a revision to the North Carolina SIP that is consistent with Section 110(l) of the CAA.

For the maintenance demonstration, the base year of 2014 was chosen since it is a year that falls within the attaining design value period of 2012-2014. The interim years 2015, 2018 and 2022 were chosen based on consultation with the EPA. The final year of the maintenance demonstration is 2026, since the CAA requires maintenance for at least 10 years after the EPA approves the redesignation demonstration and maintenance plan. The maintenance demonstration consists of a comparison between the 2014 baseline emissions inventory and the projected emissions inventories (for 2015, 2018, 2022, and 2026), which consider economic and population growth. The comparison shows that the total emissions in each of the interim years and the final year is estimated to be lower than in the base year, which demonstrates maintenance of the 2008 8-hour ozone standard. The reductions in emissions are due to the foundation control programs outlined below.

The North Carolina contingency plan involves tracking and triggering mechanisms to determine when contingency measures are needed and a process of implementing appropriate control measures. The primary trigger of the contingency plan will be a violation of the ambient air

quality standard for 2008 8-hour ozone standard. The secondary trigger will be a monitored air quality pattern that suggests an actual 2008 8-hour ozone NAAQS violation may be imminent.

On April 17, 2015, the SCDHEC submitted to EPA a SIP package request to redesignate the York County portion of the Charlotte nonattainment area to attainment. On December 11, 2015, EPA approved the SCDHEC's request and the redesignation to attainment became effective on January 11, 2016 (80 FR 76865).

3.2 FOUNDATION CONTROL PROGRAM

The main element of the maintenance plan is the foundation control program. The foundation control program consists of a combination of federal and state control measures necessary to maintain the ambient air quality standards. The purpose of the foundation control program is to prevent the ambient air quality standards from being violated and thereby eliminate the need for more costly controls being imposed on industry and the general public. Each component of the foundation control program is essential in demonstrating maintenance of the air quality standards. The following provides a summary of each federal and state control measure included in the foundation control program for the Charlotte nonattainment area. All of these programs have already been implemented or are in the process of being implemented.

3.2.1 Federal Control Measures

Tier 2 Vehicle and Fuel Standards

Federal Tier 2 vehicle standards require all passenger vehicles in a manufacturer's fleet, including light-duty trucks and sport utility vehicles (SUVs), to meet an average standard of 0.07 gram/per mile of NO_x. Implementation began in 2004, with full compliance required by 2007. The Tier 2 standards also cover passenger vehicles over 8,500 pounds gross vehicle weight rating (the larger pickup trucks and SUVs), which are not covered by the Tier 1 regulations. For these vehicles, the standards were phased in beginning in 2008, with full compliance required by 2009. The Tier 2 standards require vehicles to be 77% to 95% cleaner. The Tier 2 rule also reduced the sulfur content of gasoline to 30 ppm starting in January of 2006. Most gasoline sold in North Carolina prior to January 2006 had a sulfur content of about 300 ppm. Sulfur occurs naturally in gasoline and interferes with the operation of catalytic converters on vehicles, which results in higher NO_x emissions. Lower-sulfur gasoline is necessary to achieve the Tier 2 vehicle emission standards.¹⁵ These emission reductions are federally enforceable.

¹⁵ Fact Sheet, Office of Mobile Sources, EPA-420-F-99-051, December 1999.

Tier 3 Vehicle and Fuel Standards

Federal Tier 3 vehicle standards require all passenger vehicles in a manufacturer's fleet, including light-duty trucks and SUVs, to meet an average standard of 0.03 gram/per mile of NO_x. Heavy-duty passenger vehicles must meet average standards of 0.178 to 0.247 gram/per mile of NO_x depending on vehicle classification. Implementation begins in 2017, with full compliance required by 2025. Compared to current standards in 2014, the Tier 3 tailpipe standards for light-duty vehicles are expected to reduce non-methane organic gases (NMOG) and NO_x by approximately 80%. The Tier 3 program is expected to reduce per-vehicle PM standards by approximately 70%. The heavy-duty tailpipe standards represent about a 60% reduction in both fleet average NMOG+NO_x and per vehicle PM standards. Tier 3 vehicle standards also require evaporative standards including OBD that will result in a 50% reduction in VOC emissions from Tier 2 for all 2017 and later light-duty and on-road gasoline-powered heavy-duty vehicles. The Tier 3 rule also reduced the sulfur content of gasoline to 10 ppm starting in January 2017. Tier 2 standards had limited the sulfur content to 30 ppm. Sulfur occurs naturally in gasoline and interferes with the operation of catalytic converters on vehicles, which results in higher NO_x emissions.¹⁶ These emission reductions are federally enforceable.¹⁷

National Program for GHG Emissions and Fuel Economy Standards

The EPA and the National Highway Traffic Safety Administration (NHTSA) jointly developed the federal GHG and fuel economy standards for light-duty cars and trucks in model years 2012-2016 (phase 1) and 2017-2025 (phase 2). The EPA also aligned implementation of the Tier 3 program with the second phase of the EPA and NHTSA federal GHG and fuel economy standards program. Together, phases 1 and 2 of the final standards are projected to result in an average industry fleet-wide level of 163 grams/mile of CO₂ in model year 2025, which is equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements.¹⁸ The fuel economy standards will result in less fuel being consumed, and therefore less NO_x emissions released. These emission reductions will be federally enforceable.

Heavy-Duty Gasoline and Diesel Highway Vehicles Standards

The EPA standards designed to reduce NO_x and VOC emissions from heavy-duty gasoline and diesel highway vehicles began to take effect in 2004. A second phase of standards and testing procedures that began in 2007 reduced PM from heavy-duty highway engines and also reduced highway diesel fuel sulfur content to 15 ppm since the sulfur damages emission control devices. The total program is expected to achieve a 90% reduction in PM emissions and a 95% reduction

¹⁶ Fact Sheets, Office of Transportation and Air Quality, EPA-420-F-14-008 and EPA-420-F-14-009, March 2014.

¹⁷ See U.S. EPA, <http://www.epa.gov/otaq/tier3.htm>.

¹⁸ See U.S. EPA, <http://www.epa.gov/otaq/climate/regs-light-duty.htm>.

in NOx emissions for these new engines using low-sulfur diesel, compared to engines using higher-content sulfur diesel. These emission reductions are federally enforceable.

Large Nonroad Diesel Engines Rule

In May 2004, the EPA promulgated new rules for large nonroad diesel engines, such as those used in construction, agricultural and industrial equipment, to be phased in between 2008 and 2014. The nonroad diesel rules also reduced the allowable sulfur in nonroad diesel fuel to 15 ppm. Prior to the fuel standard change, nonroad diesel fuel averaged about 3,400 ppm sulfur. The combined engine and fuel rules are expected to reduce NOx and PM emissions from large nonroad diesel engines by over 90%.¹⁹ These emission reductions are federally enforceable.

Medium- and Heavy-Duty Vehicle Fuel Consumption and GHG Standards

In September 2011, the EPA and the NHTSA promulgated joint rules to reduce GHG emissions and improve fuel efficiency of combination tractor trucks, heavy-duty pickups and vans, and vocational trucks beginning with model year 2014 and applying to all model years by 2018. Depending on truck type, the on-road vehicles must achieve from a 7% to 20% reduction in CO₂ emissions and fuel consumption from the 2010 base year. The decrease in fuel consumption will result in a 7% to 20% decrease in NOx emissions.²⁰ These emission reductions are federally enforceable.

Nonroad Spark-Ignition Engines and Recreational Engines Standard

The nonroad spark-ignition and recreational engine standards, effective in July 2003, regulates NOx, hydrocarbons and CO for groups of previously unregulated nonroad engines. These engine standards apply to all new engines sold in the United States and imported after these standards began and applies to large spark-ignition engines (forklifts and airport ground service equipment), recreational vehicles (off-highway motorcycles and all-terrain-vehicles), and recreational marine diesel engines. The regulation varies based upon the type of engine or vehicle.

The large spark-ignition engines contribute to ozone formation and ambient CO and PM levels in urban areas. Tier 1 of this standard was implemented in 2004 and Tier 2 started in 2007. Like the large spark-ignition, recreational vehicles contribute to ozone formation and ambient CO and PM levels. For the off-highway motorcycles and all-terrain-vehicles, the exhaust emissions standard was phased-in. Fifty percent of model year 2006 engines had to meet the standard and for model years 2007 and later, all engines must meet the standard. Recreational marine diesel

¹⁹ See U.S. EPA http://transportpolicy.net/index.php?title=US: Heavy-duty: Fuel_Consumption_and_GHG

²⁰ Fact Sheet, Office of Transport and Air Quality, EOA-420-F-11-031, August 2011.

engines over 37 kilowatts are used in yachts, cruisers, and other types of pleasure craft. Recreational marine engines contribute to ozone formation and PM levels, especially in marinas. Depending on the size of the engine, the standard began phasing-in in 2006.

When the nonroad spark-ignition and recreational engine standards are fully implemented in 2020, an overall 72% reduction in hydrocarbons, 80% reduction in NO_x, and 56% reduction in CO emissions are expected. These controls will help reduce ambient concentrations of ozone, CO, and fine PM.²¹ These emission reductions are federally enforceable.

CAIR and CSAPR

On May 12, 2005, the EPA promulgated the CAIR which required reductions in emissions of NO_x and SO₂ from large fossil fuel fired EGUs. CAIR also allowed non-EGU industrial boilers to participate in the program to meet their NO_x SIP Call requirements.²² The U.S. Court of Appeals for the D.C. Circuit ruled on petitions for review of CAIR and CAIR Federal Implementation Plans (FIPs), including their provisions establishing the CAIR NO_x annual and ozone season and SO₂ trading programs. On July 11, 2008, the Court issued an opinion vacating and remanding these rules. However, parties to the litigation requested rehearing of aspects of the Court's decision, including the vacatur of the rules. On December 23, 2008, the Court remanded the rules to the EPA without vacating them. The December 23, 2008 ruling left CAIR in place until the EPA issued a new rule to replace CAIR in accordance with the July 11, 2008 decision.

The EPA issued CSAPR in July 2011 to address CAA requirements concerning interstate transport of air pollution and to replace the previous CAIR which the D.C. Circuit remanded to the EPA for replacement. Following the original rulemaking, CSAPR was amended by three further rules known as the Supplemental Rule, the First Revisions Rule, and the Second Revisions Rule. As amended, CSAPR requires 28 states to limit their state-wide emissions of SO₂ and/or NO_x in order to reduce or eliminate the states' contributions to fine PM and/or ground-level ozone pollution in other states. The emissions limitations are defined in terms of maximum state-wide "budgets" for emissions of annual SO₂, annual NO_x, and/or ozone-season NO_x by each state's large EGUs.

As the mechanism for achieving compliance with the emissions limitations, CSAPR establishes FIPs that require large EGUs in each affected state to participate in one or more new emissions trading programs that supersede the existing CAIR emissions trading programs. Non-EGU

²¹ Final Rule: Control of Emissions from Nonroad Large Spark-Ignition Engines, and Recreational Engines (Marine and Land-Based), 67 FR 68242.

²² In 2009, the NO_x SIP Call program was replaced by CAIR.

boilers are not able to participate in CSAPR, resulting in a group of “orphaned” industrial units that are still subject to the NO_x SIP Call. Interstate trading of CSAPR’s emission allowances is permitted, but the rule includes “assurance provisions” designed to ensure that individual states’ emissions do not exceed the states’ respective emissions budgets. CSAPR allows states to elect to revise their SIPs to modify or replace the FIPs while continuing to rely on the rule’s trading programs for compliance with the emissions limitations, and establishes certain requirements and deadlines related to those optional SIP revisions. The rule also contains provisions that sunset CAIR compliance requirements on a schedule coordinated with the implementation of CSAPR compliance requirements.

Certain industry and state and local government petitioners challenged CSAPR in the D.C. Circuit and filed motions seeking a stay of the rule pending judicial review. On December 30, 2011, the Court granted a stay of the rule, ordering the EPA to continue administering CAIR on an interim basis. In a subsequent decision on the merits, the Court vacated CSAPR based on a subset of petitioners’ claims, but on April 29, 2014, the U.S. Supreme Court reversed that decision and remanded the case to the D.C. Circuit for further proceedings. Throughout the initial round of D.C. Circuit proceedings and the ensuing Supreme Court proceedings, the stay remained in place and the EPA has continued to implement CAIR. Following the Supreme Court decision, in order to allow CSAPR to replace CAIR in an equitable and orderly manner while further D.C. Circuit proceedings are held to resolve petitioners’ remaining claims, the EPA filed a motion asking the D.C. Circuit to lift the stay and to toll by three years all CSAPR compliance deadlines that had not passed as of the date of the stay order. On October 23, 2014, the Court granted the EPA’s motion.

CSAPR will take effect starting January 1, 2015 for SO₂ and annual NO_x, and May 1, 2015 for ozone season NO_x. Combined with other final state and EPA actions, the CSAPR will reduce power plant SO₂ emissions by 73% and NO_x emissions by 54% from 2005 levels in the CSAPR region.²³ The emission reductions will be federally enforceable.

TVA Consent Decree

In January 2009 a federal court found that four TVA coal-fired generating stations were creating a public nuisance in North Carolina. The judge ordered that each unit of each facility install modern pollution controls for SO₂ and NO_x and meet emission limits that are consistent with the continuous operation of such controls. The court ordered that TVA meet these limits on a staggered schedule ending in 2013. In July 2010 an appeals court reversed the decision.

²³ Interim Final Rule: Rulemaking to Amend Dates in Federal Implementation Plans Addressing Interstate Transport of Ozone and Fine Particulate Matter, 79 FR 71663.

In April 2011 North Carolina, TVA, and several other parties agreed to a comprehensive settlement of a variety of air pollution allegations. The detailed settlement would (1) subject SO₂ and NO_x emissions at all of TVA's coal-fired facilities to system-wide caps that decline on an annual basis to permanent levels of 110,000 tons of SO₂ in 2019 and 52,000 tons of NO_x in 2018; (2) require TVA to install modern pollution controls on or shutdown the majority of its coal-fired units; and (3) require TVA to pay North Carolina \$11.2 million to fund mitigation projects in North Carolina. The settlement is being successfully implemented, including the provision of funds directly to North Carolina for approved projects.²⁴ These emission reductions are federally enforceable.

Boiler NESHAP

The NESHAP for the industrial, commercial and institutional boiler source category is applicable to boilers and process heaters burning natural gas, coal, oil or biomass. Boilers must comply with the NESHAP by January 31, 2016 for all states except North Carolina (see state control measure Section 3.2.2 below for further discussion) and by May 2019 for boilers in North Carolina. The NESHAP contains work practice standards such as annual boiler tune ups for most boilers. There are also emissions standards for the largest emitting boilers (<1% of all boilers) including a CO standard that is a surrogate for gas-phase hazardous air pollutants (HAPs) and VOC. There is estimated to be a small reduction in VOC emissions due to the NESHAP.²⁵ These new emission reductions are federally enforceable.

RICE NESHAP

The RICE NESHAP applies to stationary engines burning natural gas and diesel fuels that generate electricity and power equipment at industrial, agricultural, oil and gas production, power generation and other facilities. RICE owners and operators had to comply with the NESHAP by May 3, 2013. The NESHAP contains work practice standards such as engine maintenance, requires ultralow-sulfur diesel fuel for some engines, and requires the use of catalytic converters on larger engines. There is estimated to be a slight reduction in VOC emissions due to the NESHAP.²⁶ These emission reductions are federally enforceable.

Utility MATS and NSPS Rules

On February 16, 2012, the EPA published final rules for both the (1) MATS for new and existing coal- and oil-fired EGUs and (2) NSPS for fossil-fuel fired electric utility, industrial-

²⁴ <http://www.ncdoj.gov/getdoc/bdf66401-8137-4be2-bd20-57e89b570c1a/TVA-signed-consent-decree.aspx>.

²⁵ See U.S. EPA <http://www.epa.gov/ttn/atw/boiler/boilerpg.html>.

²⁶ See U.S. EPA <http://www.epa.gov/ttn/atw/icengines/>.

commercial-institutional and small industrial-commercial-institutional steam generating units.²⁷ The MATS reduce emissions of toxic air pollutants from EGUs larger than 25 megawatts that burn coal or oil for the purpose of generating electricity for sale and distribution through the national electric grid to the public. For the NSPS, the EPA revised the standards that new coal- and oil-fired power plants must meet for NO_x, SO₂, and PM.

Following promulgation of the final rules, the EPA received petitions for reconsideration of various provisions of both rules, including requests to reconsider the work practice standards applicable during startup periods and shutdown periods that were included in the final rule. The EPA granted reconsideration of the startup and shutdown provisions because the public was not provided an opportunity to comment on the work practice requirements contained in the final rule. On November 30, 2012, the EPA published a proposed rule reconsidering certain new source standards issued in MATS and the startup and shutdown provisions in MATS and the Utility NSPS.²⁸ The EPA proposed certain minor changes to the startup and shutdown provisions contained in the 2012 final rule based on information obtained in the petitions for reconsideration. On April 24, 2013, the EPA took final action on the new source standards that were reconsidered and also the technical corrections contained in the November 30, 2012, proposed action.²⁹ The EPA did not take final action on the startup and shutdown provisions, and, on June 25, 2013, the EPA added new information and analysis to the docket and reopened the public comment period for the proposed revisions to the startup and shutdown provisions in MATS and the startup and shutdown provisions related to the PM standard in the Utility NSPS.³⁰ The EPA took final action on the remaining topics of the reconsideration on November 19, 2014.³¹ The compliance date for existing sources is April 16, 2015, while the compliance date for new sources is April 16, 2012.

On November 25, 2014, The U.S. Supreme Court accepted several challenges to the rules brought by the utility industry and a coalition of nearly two dozen states. The court will hear arguments in the case in the spring and is likely to rule in June 2015.³² While MATS is still under court review, and portions of it may be overturned, the rule can be expected to result in the reduction of both NO_x and SO₂ emissions in addition to the reduction in mercury and other air toxic emissions. The emission reductions are federally enforceable.

²⁷ 77 FR 9304.

²⁸ 77 FR 71323.

²⁹ 78 FR 24073.

³⁰ 78 FR 38001.

³¹ 79 FR 68777.

³² Wall Street Journal, Nov. 25, 2014, Supreme Court to Review EPA Rule on Power Plant Emissions, http://www.wsj.com/articles/supreme-court-to-review-epa-rule-on-power-plant-emissions-1416942022?mod=WSJ_newsreel_6.

3.2.2 State Control Measures

North Carolina has adopted a number of regulations, legislation and voluntary programs to address pollution issues across the state. These are summarized below.

Vehicle Emissions Inspection and Maintenance (I/M) Program

The 1999 Clean Air Bill expanded the vehicle emissions I/M program in North Carolina from 9 counties to 48 counties from July 1, 2002 through January 1, 2006. Vehicles are tested using the OBDII, an improved method of testing, which ensures proper emission system operation for vehicles and light trucks during their lifetime by monitoring emission-related components and systems for malfunction and/or deterioration. An important aspect of OBDII is its ability to notify the driver of malfunction and/or deterioration by illuminating the "check engine light". If the vehicle is taken to a repair shop in a timely fashion, it can be properly repaired before any significant and prolonged emission increase occurs. The previously used tailpipe test (i.e., idle test) did not measure NO_x emissions; it only tested for VOC and CO emissions. By utilizing the OBDII test method, the NO_x emissions as well as other pollutants from motor vehicles are reduced. The effective dates for the counties in the North Carolina portion of the Charlotte nonattainment area are July 1, 2002 for Cabarrus, Gaston, Mecklenburg and Union Counties; July 1, 2003 for Iredell and Rowan Counties; and January 1, 2004 for Lincoln County.

The I/M program rule was submitted to the EPA for adoption into the SIP in August 2002 and was federally approved in October 2002. Therefore, these emission reductions are both state and federally enforceable.

On February 5, 2015, the EPA approved a change to North Carolina's I/M rules triggered by a state law which exempted plug-in vehicles and the three newest model year vehicles with less than 70,000 miles on their odometers from emission inspection in all areas in North Carolina where I/M is required.³³ In North Carolina's Section 110(l) demonstration, the state showed that the change in the compliance rate from 95% to 96% more than compensates for the NO_x and VOC emissions increase from exempting the newest model year vehicles with less than 70,000 miles. Based on recent modeling the DAQ completed using the EPA's Motor Vehicle Emission Simulator (MOVES2014) model, North Carolina's current I/M program with the three newest model year vehicle exemption is expected to yield annual I/M emission reduction benefits ranging from 5% to 8% for NO_x and 6% to 8.5% for VOC. The EPA-approved change to the

³³ Approval and Promulgation of Implementation Plans; North Carolina; Inspection and Maintenance Program Updates, 80 FR, 6455.

I/M rules was effective March 9, 2015. The emissions reductions are state and federally enforceable.

The 2017 session of the North Carolina General Assembly enacted Session Law 2017-10, Senate Bill 131 (An Act to Provide Further Regulatory Relief to the Citizens of North Carolina). Section 3.5.(a) of the Act amended *North Carolina General Statute (NCGS) §143-215.107A(c)* to remove 26 of 48 counties from North Carolina's emissions inspection and maintenance (I/M) program. For the 22 counties remaining in the I/M program, Section 3.5.(b) of the Act also amended *NCGS §20-183.2(b)* by changing the vehicle model year coverage. Specifically, the Act requires the following changes to North Carolina's I/M program:

- Eliminate the following 26 counties from vehicle I/M requirements: Brunswick, Burke, Caldwell, Carteret, Catawba, Chatham, Cleveland, Craven, Edgecombe, Granville, Harnett, Haywood, Henderson, Lenoir, Moore, Nash, Orange, Pitt, Robeson, Rutherford, Stanly, Stokes, Surry, Wayne, Wilkes, and Wilson.

Retain the vehicle I/M program in the following 22 counties: Alamance, Buncombe, Cabarrus, Cumberland, Davidson, Durham, Forsyth, Franklin, Gaston, Guilford, Iredell, Johnston, Lee, Lincoln, Mecklenburg, New Hanover, Onslow, Randolph, Rockingham, Rowan, Union, and Wake. All seven counties in the Charlotte maintenance area will continue to operate the I/M program.

- For the 22 counties remaining in the program, change the model year vehicle coverage to: (i) a vehicle with a model year within 20 years of the current year and older than the three most recent model years, or (ii) a vehicle with a model year within 20 years of the current year and has 70,000 miles or more on its odometer. Previously, the program applied to (i) a 1996 or later model year vehicle and older than the three most recent model years, or (ii) a 1996 or later model year vehicle and has 70,000 miles or more on its odometer.

Implementation of these changes to North Carolina's I/M program are contingent upon EPA's approval of the changes. In addition, for the counties covered by this maintenance plan for the Charlotte area, EPA must also approve the revisions to the emissions inventory forecast, safety margins, and motor vehicle emissions budgets (MVEBs) for the three local planning organizations before implementing the changes to the vehicle model year coverage of the I/M program for the area.

Clean Smokestacks Act

In June 2002, the North Carolina General Assembly enacted the North Carolina Clean Smokestacks Act, which required coal-fired power plants in North Carolina to reduce annual

NOx emissions by 77% by 2009.³⁴ These power plants were also required to reduce annual SO₂ emissions by 49% by 2009 and 74% by 2013. The utilities have reduced NOx emissions by 83% and SO₂ emissions by 89% relative to 1998 emissions levels.

With the requirement to meet annual emissions caps and disallowing the purchase of NOx credits to meet the caps, the Clean Smokestacks Act reduces NOx emissions beyond the requirements of the NOx SIP Call Rule. The CSA emissions caps were submitted to the EPA for adoption into the SIP in August 2009 and were approved in September 2011. These regulations are both state and federally enforceable.

Boiler NESHAP

Because of delays associated with the EPA's promulgation of the boiler NESHAP, North Carolina adopted and implemented equivalent emission limitations by permit under Section 112(j) of the CAA.³⁵ These limitations apply to owners and operators of industrial, commercial and institutional boiler boilers and process heaters burning natural gas, coal, oil or biomass beginning in 2013. This rule reduced uncertainty for owners and operators of affected emission units while the EPA resolved legal challenges to the federal rule, reduced emissions from affected units three years earlier than the federal rule, and provided the time needed for owners and operators to transition to the federal rule requirements beginning in May 2019.³⁶ Although the rule establishes limits for reducing HAPs from boilers and process heaters, VOC emissions will also be controlled. In the Charlotte area, natural gas fired boilers are the only types of emission units affected by this rule. For natural gas fired boilers, VOC emissions are estimated to be reduced by 4%. The emission limits associated with this rule are state and federally enforceable.

Transportation Conformity MOAs

Transportation conformity MOAs establish criteria and procedures related to interagency consultation, conflict resolution, public participation and enforceability of certain transportation related control measures and mitigation measures in the State of North Carolina and its SIP.

Transportation conformity is required under section 176(c) of the CAA for nonattainment and maintenance areas to ensure that federally supported highway projects, transit projects, and other activities are consistent with (conform to) the purpose of the SIP, which is to eliminate or reduce the severity and number of violations of the NAAQS and to achieve expeditiously the attainment

³⁴ Air Quality/Electric Utilities Bill (SB 1078), <http://daq.state.nc.us/news/leg/>.

³⁵ 15A NCAC 02D .1109 - 112(j) Case-by-Case Maximum Achievable Control Technology.

³⁶ See U.S. EPA <http://www.epa.gov/ttn/atw/boiler/boilerpg.html>.

of such standards. In compliance with Section 176(c) of the CAA, the DAQ chose, through rulemaking as referenced in 15A North Carolina Administrative Code (NCAC) 02D.2005, to develop Conformity MOAs to ensure that interagency consultation procedures for transportation conformity are followed.³⁷ The Conformity MOAs were submitted to the EPA on July 12, 2013. The USEPA, through direct final rule action, approved a revision to the North Carolina SIP with the effective date of February 24, 2014.³⁸

3.3 ADDITIONAL PROGRAMS SUPPORTING MAINTENANCE

This section provides a summary of state and local programs that have been implemented in the Charlotte area to maintain compliance with the NAAQS. Although these are important programs that help to ensure compliance with the NAAQS, they have not been relied upon as federally enforceable measures.

3.3.1 State Programs Supporting Maintenance

Air Awareness Program

The DAQ has found that the most effective outreach programs are performed by locally-based personnel who can work closely with members of the local community. The DAQ has contracted with MCAQ to manage the Charlotte area North Carolina Air Awareness (NCAA) program since its inception in 1997. Charlotte area NCAA has conducted educational outreach with the general public, built strong working relationships with regional interest groups, and developed communication resources for business coalition members. Coalition activities are designed to communicate air quality information, including the forecast, and promote voluntary emissions reduction programs. The business coalition includes partnerships with private businesses and civic organizations. These efforts are important for maintaining compliance with the NAAQS. Under MCAQ's management, Charlotte area NCAA has established itself as a leader in advocating for voluntary pollution reduction efforts throughout the state's only ozone nonattainment region.

Grant Program

Since 1995, the DAQ has offered multiple forms of grant funding to help cover the costs associated with emission reduction projects. These projects include diesel engine replacements, DOC retrofits, marine diesel repowers, replacing gasoline vehicles with electric vehicles and many more. One source of funding is the North Carolina Mobile Source Emissions Reduction Grants funded by gasoline tax receipts. The Mobile Source Emissions Reduction Grant program

³⁷ <http://www.ncair.org/rules/rules/D2005.pdf>.

³⁸ 78 FR 73266-78272.

has awarded grants to a number of businesses, cities, counties and school districts that have ranged from the installation of DOCs or Diesel Particulate Filters (DPFs) on their diesel equipment to non-diesel emission reduction projects like purchase of electric vehicles. The DAQ has also received federal funds from the DERA and the American Recovery and Reinvestment Act (ARRA) to fund diesel emission reducing projects. The DERA and ARRA funds that the DAQ has received have been used to retrofit, repower or replace existing diesel engines from on-road and nonroad mobile source vehicles/equipment. Even though these emission reductions are voluntary and not enforceable, they are still considered permanent reductions.

Open Burning Rule

The North Carolina open burning rule prohibits the burning of man-made materials statewide. The rule also prohibits open burning of yard waste and land clearing debris on forecasted code orange or higher "air quality action days" for those counties for which the DAQ or local air programs forecast ozone or fine PM.³⁹ The open burning rule reduces PM, SO₂, CO, NO_x, and VOC emissions. This rule is state enforceable.

Idle Reduction Regulation

The North Carolina Environmental Management Commission adopted the Heavy-Duty Vehicle Idling Restrictions rule to reduce unnecessary idling of heavy-duty trucks on July 9, 2009 and the rule became effective on July 10, 2010. This rule generally prevents any person who operates a heavy-duty vehicle to cause, let, permit, suffer or allow idling for a period of time in excess of 5 consecutive minutes in any 60 minute period. This rule is state enforceable.

3.3.2 Local Programs Supporting Maintenance

Mobile Source Emissions Reduction Grants

In the Charlotte area, between 2011 and 2013, with funding from a settlement, a nonroad equipment repower was funded. This project resulted in significant fuel savings and reductions in NO_x and PM_{2.5} emissions.

GRADE Program

In 2007, MCAQ initiated an air pollution control program called GRADE designed to reduce NO_x emissions in the Charlotte nonattainment area. Funded by federal, state and local county grant money, GRADE provides businesses and organizations financial incentives to replace or repower heavy-duty non-road equipment with newer, cleaner, less polluting engines. GRADE has funded cost effective emission reduction projects operating in multiple segments of

³⁹ 15A NCAC 02Q.1900 – Open Burning.

the economy including construction, landfills, timber logging operations, open pit mining, freight transportation, and commercial aviation. As of July 31, 2014, GRADE projects have reduced over 350 tons of NO_x region-wide.

Open Burning Prohibitions

Mecklenburg County prohibits open burning of any kind year round except under extenuating circumstances with an approved burn permit. This prohibition is more stringent than the state's open burning rule and therefore enhances this control measure's overall benefit to the region. The open burning rule reduces emissions of NO_x, VOC, CO, PM₁₀ and PM_{2.5}. These emission reductions are enforced at the local level.

3.4 EMISSIONS INVENTORIES AND MAINTENANCE DEMONSTRATION

3.4.1 Theory of Approach

There are two basic approaches used to demonstrate continued maintenance. The first is the comparison of a projected emissions inventory with a baseline emissions inventory. The second approach involves complex analysis using gridded photochemical modeling. The approach used by the DAQ is the comparison of emissions inventories for the years 2014 and 2026.

For the maintenance demonstration, the base year of 2014 was chosen since it is a year that falls within the attaining design value period of 2012-2014. The maintenance demonstration is made by comparing the 2014 baseline summer day emissions inventory to the 2026 projected summer day emissions inventory. The baseline summer day emissions inventory represents an emission level for a period when the ambient air quality standard was not violated, 2012-2014. If the projected emissions remain at or below the baseline emissions, continued maintenance is demonstrated and it then follows, if the projected emissions remain at or below the baseline emissions, then the ambient air quality standard should not be violated in the future. In addition to comparing the final year of the plan, all of the interim years are compared to the 2014 baseline to demonstrate that these years are also expected to show continued maintenance of the 2008 8-hour ozone standard.

The emissions inventories are comprised of four major types of sources: point, area, on-road mobile and nonroad mobile. The projected summer day emission inventories have been estimated using projected rates of growth in population, traffic, economic activity and other parameters. Naturally occurring, or biogenic, emissions are not included in the emissions inventory comparison, as these emissions are outside the state's span of control.

On April 17, 2015, the SCDHEC submitted to EPA a SIP package request to redesignate the York County portion of the Charlotte nonattainment area to attainment. On December 11, 2015, EPA approved the SCDHEC's request and the redesignation to attainment became effective on January 11, 2016 (80 FR 76865).

3.4.2 Emission Inventories

The base year and future year emissions include the emissions associated with all emission sources in Mecklenburg County and the portion of the other six counties that is included in the maintenance area. For point sources, the location coordinates for each facility were mapped using Geographic Information System (GIS) software to identify the facilities located within the maintenance area of each county. For the on-road mobile sector, emissions were modeled based on vehicle activity within the maintenance area of each county. For the nonroad mobile and area source sectors, total county emissions were multiplied by the population percentages for the townships within the maintenance area to calculate the emissions for the maintenance area for each county. Table 3.1 shows the population percentages that were used to determine emissions contributions for the maintenance area of each partial county (except for Mecklenburg County). The population percentages were obtained from transportation demand modeling (TDM) that the Charlotte Department of Transportation completed to develop vehicle miles traveled (VMT) and vehicle speed data used as inputs to the on-road model for the base year and each of the future year inventories.

Table 3.1 Population Percentages Used to Allocate Partial County Emissions

County	Population Percentage				
	2014	2015	2018	2022	2026
Cabarrus	99.4	99.4	99.5	99.5	99.5
Gaston	92.2	92.4	92.5	92.7	92.9
Iredell	44.2	44.5	45.3	46.1	46.6
Lincoln	83.3	83.3	83.6	83.8	84.1
Rowan	93.9	93.9	93.9	94.0	94.0
Union	87.6	87.5	87.5	87.6	87.6

In this SIP revision, the 2014 base year and 2015 emissions presented in the original April 16, 2015, maintenance plan for the Charlotte area were not changed.⁴⁰ However, the 2018, 2022, and 2026 emissions forecast for all sectors was revised to (1) account for anticipated future increases in on-road mobile source NO_x and VOC emissions associated with changing the

⁴⁰ Redesignation Demonstration And Maintenance Plan and Clean Air Act Section 110(l) Non-Interference Demonstration to Support the Gasoline Reid Vapor Pressure (RVP) Standard Relaxation in Gaston and Mecklenburg Counties for The Charlotte-Gastonia-Salisbury, North Carolina 2008 8-Hour Ozone Marginal Nonattainment Area, Appendix B Emission Inventory Documentation, Prepared by North Carolina DEQ/DAQ, April 16, 2015.

vehicle model year coverage of North Carolina’s I/M program in accordance with Section 3.5.(b) of Session Law 2017-10; and (2) incorporate the most recent emissions forecast data available for the nonroad, point, and area source sectors.

The DAQ prepared a 2018-year inventory for all sectors for the CAA Section 110(l) noninterference demonstration based on more recent data than were available when the original maintenance SIP was prepared for the Charlotte area.⁴¹ Therefore, the DAQ revised 2018-year emissions in this revised maintenance SIP to be consistent with the emissions presented in the CAA Section 110(l) noninterference demonstration. The DAQ also revised the emissions for 2022 and 2026 in this maintenance SIP. Table 3.2 identifies the references/data sources for the 2014 base year emissions inventory and revised 2015, 2018, 2022, and 2026 emissions forecast prepared for each sector.

Table 3.2 References/Data Sources for the Base Year Emissions Inventory and Revised Emissions Forecast

Sector	Inventory Year	References / Data Sources
All Sectors	2014, 2015	Original Maintenance Plan. ⁴⁰
On-road	2018, 2022, 2026	MOVES2014 modeling – See Appendix A of this Revised Maintenance Plan.
Point EGU	2018, 2022, 2026	Emissions forecast provided by Duke Energy dated April 2017
Point non-EGU (including aircraft and rail yards), EGU NO _x , nonroad, and area	2018	CAA Section 110(l) Noninterference Demonstration for Changing Vehicle Model Year Coverage of I/M program. ⁴¹
Point non-EGU (including aircraft and rail yards), EGU VOC, nonroad, and area	2022, 2026	<p>Applied 2022/2018 and 2026/2018 county-level ratio of emissions in the Original Maintenance Plan to the revised 2018 emissions in the CAA Section 110(l) Noninterference Demonstration to update the 2022 and 2026 emissions in this Revised Maintenance Plan.</p> $2022 \text{ revised} = 2018 \text{ revised} \times \frac{2022 \text{ original}}{2018 \text{ original}}$ $2026 \text{ revised} = 2018 \text{ revised} \times \frac{2026 \text{ original}}{2018 \text{ original}}$

⁴¹ CAA Section 110(l) Noninterference Demonstration for Changing the Vehicle Model Year Coverage for 22 Counties Subject to North Carolina’s Motor Vehicle Emissions Inspection and Maintenance (I&M) Program, prepared by North Carolina DEQ/DAQ, Appendix B (Nonroad Sources), Appendix C (Point Sources), and Appendix D (Area Sources), Fall 2017.

The following provides a brief discussion on the four different man-made emission inventory source classifications: (1) stationary point, (2) stationary area, (3) on-road mobile and (4) nonroad mobile.

Point Sources

Point sources are those stationary sources that require an air permit to operate. In general, these sources have a potential-to-emit more than five tons per year of a criteria air pollutant or its precursors from a single facility. The source emissions are tabulated from data collected by direct on-site measurements of emissions or mass balance calculations utilizing emission factors from the EPA's AP-42 or stack test results. There are usually several emission sources for each facility. Emission data are collected for each point source at a facility and reported to the DAQ through its on-line system.

Airports and rail yards are not required to have air quality permits for construction and operation (although they could have equipment such as a boiler or generator that requires a permit). They do have fixed and known locations and their emissions quantities can be comparable to industrial sources so, for purposes of the EPA's National Emissions Inventory (NEI), they are included in the point source inventory even though they are traditionally considered nonroad sources.

Point EGU Sources

For EGUs, 2014 base year NO_x emissions for July were obtained from the EPA's CAMD database for the G.G. Allen Steam Station in Gaston County, Lincoln County Combustion Turbine Station in Lincoln County, and Buck Steam Station in Rowan County. Total emissions for the month of July for each unit were divided by the number of days the unit operated in July to calculate average July day emissions. Base year 2014 July day VOC emissions were calculated for each unit using emissions for the month of July that Duke Energy Carolinas reported to the DAQ. A forecast that Duke Energy Carolinas provided to the DAQ was used to estimate NO_x emissions for 2015.⁴² For each unit, the 2014 to 2015 projection factor for NO_x emissions was applied to VOC emissions for 2014 to estimate VOC emissions for 2015.

In April 2017, Duke Energy Carolinas provided the DAQ with a revised unit-level NO_x emissions forecast for the month of July for 2018, 2022, and 2026.⁴³ The forecast did not include an estimate of the number of days each unit would operate in July; therefore, for each emission unit, July emissions for each year were divided by the number of days the unit operated

⁴² Duke Energy Carolinas, NO_x emissions forecast provided to NC DAQ, December 2, 2014.

⁴³ Duke Energy Carolinas, NO_x emissions forecast provided to NC DAQ, April 17, 2017.

in July 2014 to estimate the average summer July day emissions for each year. The forecast reflects compliance with the North Carolina Clean Smokestacks Act, the MATS rule, and Phase I of CSAPR. Energy companies are not required to report VOC emissions to CAMD; therefore, the DAQ used 2018 emissions from the noninterference demonstration and then applied the growth rate for NO_x emissions to estimate VOC emissions for 2022 and 2026.⁴⁴

Point Non-EGU Sources

For non-EGU point sources, the latest data available were the 2013 emissions data that permitted sources submitted to the DAQ, and, for these sources, 2013 emissions were used to represent 2014 base year emission. The Charlotte maintenance area includes some small sources that report emissions to the DAQ once every five years and, for these sources, the most recently reported data were used and assumed to be equivalent to 2014 since the emissions from these small sources do not vary much from year to year.⁴⁵ The DAQ reviewed recent historical emissions data (i.e., 2010 - 2013) for non-EGU Title V sources and emissions sources subject to the emissions statements requirements. Based on this review, the DAQ decided that 2013 emissions should be used to represent 2014 emissions due to the uncertainty associated with applying regional growth factors to forecast emissions for one year.

For non-EGU point sources, aircraft, and rail yards, the 2018 inventory is based on the Mid-Atlantic Regional Air Management Association (MARAMA) Beta 2 air quality modeling platform for the year 2017.⁴⁶ The 2017 MARAMA Beta 2 air quality modeling platform was projected from EPA's 2011 base year air quality modeling platform (referred to as version 6.2eh, or 2011v6.2eh).⁴⁷ The EPA's 2011v6.2eh modeling platform was developed from the 2011 NEI v2.⁴⁸ The two modeling platforms and the 2011 NEI v2 all have undergone extensive stakeholder reviews and, for this reason, are considered to be the most comprehensive and accurate inventories available at the time that the 2018 inventory was prepared.

⁴⁴ At the time the EGU inventory was prepared for the noninterference demonstration, the DAQ used 2015 actual NO_x and VOC emissions data to represent 2018 emissions. Note that although NO_x emissions for 2016 were available from EPA at the time, 2016 VOC emissions that Duke Energy reported to the DAQ would not be available until November 2017. Therefore, 2015 was selected to be representative of 2018 emissions because this is the most recent year for which both actual NO_x and VOC emissions were available.

⁴⁵ North Carolina permit renewal intervals for small sources changed from every five years to every eight years, effective 2014.

⁴⁶ The previous version of the 2017 modeling platform was actually prepared for the year 2018. For most sources, 2018 emissions were assumed to represent 2017 emissions in the 2017 modeling platform.

⁴⁷ *Technical Support Document (TSD), Preparation of Emissions Inventories for the Version 6.2, 2011 Emissions Modeling Platform*, August, 2015, <https://www.epa.gov/air-emissions-modeling/2011-version-62-technical-support-document>.

⁴⁸ *2011 National Emissions Inventory, version 2, Technical Support Document* which can be downloaded from <https://www.epa.gov/air-emissions-inventories/2011-national-emissions-inventory-nei-documentation>.

The inventory includes 20 natural gas fired boilers that, beginning in 2014, are subject to equivalent emission limitations by permit that North Carolina established per Section 112(j) of the CAA. Although the Section 112(j) standards only apply to hazardous air pollutants, compliance with the standards also reduces VOC and NOx emissions. Therefore, VOC and NOx control factors were applied to the natural gas boilers to estimate emissions for 2018.

Non-EGU point, aircraft, and rail yard emissions for 2022 and 2026 were estimated by applying the 2022/2018 and 2026/2018 county-level ratio of emissions in the original maintenance plan to the revised 2018-year emissions. This approach provides consistency with the projection methods previously applied to estimate emissions for 2022 and 2026. Table 3.3 and Table 3.4 present a summary of the point source NOx and VOC emissions, respectively, on a ton per summer day basis.

Table 3.3 Point Source NOx Emissions (tons/summer day)

County	2014	2015	2018	2022	2026
Cabarrus*	1.72	1.80	0.85	0.91	0.96
Gaston*¥	16.50	17.25	5.27	1.44	4.09
Iredell*	2.02	2.03	2.46	2.46	2.46
Lincoln*	0.18	0.84	3.85	2.41	0.98
Mecklenburg	8.56	8.77	9.25	10.18	11.75
Rowan*	2.80	3.16	2.86	2.95	3.11
Union*	0.59	0.62	0.30	0.32	0.33
Total	32.37	34.47	24.83	20.67	23.67

* Emissions for portion of county included in maintenance area. Totals include emissions associated with stationary point sources, aircraft, and rail yards.

¥ For Gaston County, the fluctuation in NOx emissions from 2014 through 2026 are primarily associated with the emissions forecast that Duke Energy Carolinas provided for the G.G. Allen power plant.

Table 3.4 Point Source VOC Emissions (tons/summer day)

County	2014	2015	2018	2022	2026
Cabarrus*	0.99	1.03	0.74	0.75	0.80
Gaston*	1.82	1.90	1.35	1.33	1.49
Iredell*	0.68	0.68	0.80	0.80	0.80
Lincoln*	1.50	1.54	1.02	1.08	1.15
Mecklenburg	3.36	3.45	1.83	1.98	2.14
Rowan*	2.30	2.40	5.15	5.45	5.97
Union*	1.38	1.42	0.90	0.94	1.00
Total	12.03	12.42	11.78	12.33	13.34

* Emissions for portion of county included in maintenance area. Totals include emissions associated with stationary point sources, aircraft, and rail yards.

Area Sources

Area sources are those stationary sources whose emissions are relatively small but due to the large number of these sources, the collective emissions could be significant (i.e., dry cleaners, service stations, etc.). In general, area source emissions are estimated by multiplying an emission factor by some known indicator of collective activity such as production, number of employees, or population. These types of emissions are estimated on the county level. For 2014 and 2015, the emissions estimation methodology varied depending on the latest available data for each source category. The reader is referred to the area source documentation for the original maintenance plan for details.

For 2018, the area source emissions inventory is based on the MARAMA Beta 2 air quality modeling platform for the year 2017 as previously described for non-EGU point sources. Emissions for 2022 and 2026 were estimated by applying the 2022/2018 and 2026/2018 county-level ratio of emissions in the original maintenance plan to the revised 2018-year emissions. Table 3.5 and Table 3.6 present a summary of the area source NO_x and VOC emissions, respectively, on a ton per summer day basis.

Table 3.5 Area Source NO_x Emissions (tons/summer day)

County	2014	2015	2018	2022	2026
Cabarrus*	0.97	0.96	0.45	0.45	0.45
Gaston*	1.30	1.28	0.58	0.59	0.59
Iredell*	0.54	0.53	0.26	0.27	0.27
Lincoln*	0.40	0.40	0.15	0.15	0.15
Mecklenburg	6.07	6.01	5.37	5.37	5.37
Rowan*	0.87	0.86	0.40	0.40	0.40
Union*	1.25	1.24	0.50	0.50	0.50
Total	11.40	11.28	7.71	7.73	7.73

* Emissions for portion of county included in maintenance area.

Table 3.6 Area Source VOC Emissions (tons/summer day)

County	2014	2015	2018	2022	2026
Cabarrus*	5.09	5.13	4.56	4.70	4.83
Gaston*	5.24	5.30	5.86	6.04	6.21
Iredell*	3.08	3.13	2.56	2.69	2.82
Lincoln*	2.56	2.57	1.91	1.99	2.04
Mecklenburg	20.59	20.77	22.69	23.37	23.82
Rowan*	5.23	5.28	3.67	3.78	3.89
Union*	6.09	6.12	5.56	5.73	5.84
Total	47.88	48.30	46.81	48.30	49.45

* Emissions for portion of county included in maintenance area.

On-road Mobile Sources

For on-road mobile sources, EPA's MOVES2014 model was run to generate emissions for each year. The MOVES2014 model includes the road class VMT as an input file and can directly output the estimated emissions. For the projected years' inventories, the highway mobile source emissions are calculated by running the MOVES2014 model for the future year with the projected VMT to generate emissions that take into consideration expected federal tailpipe standards, fleet turnover and new fuels. Emissions for 2018, 2022, and 2026 were revised to account for increases in NOx and VOC emissions associated with changing the vehicle model year coverage of North Carolina's I/M program in accordance with Section 3.5.(b) of Session Law 2017-10. This was accomplished by modeling on-road mobile source emissions for 2018, 2022, and 2026 using new I/M model input parameters which characterize the revised I/M program. All other model inputs were unchanged from the original SIP. The emissions for 2014 and 2015 were not revised because they would not be affected by the I/M program change. For a detailed discussion on how the on-road mobile source emission inventory was developed, see Appendix A. Table 3.7 and Table 3.8 present a summary of the on-road mobile source NOx and VOC emissions, respectively, on a ton per summer day basis.

Table 3.7 On-road Mobile Source NOx Emissions (tons/summer day)

County	2014	2015	2018	2022	2026
Cabarrus*	6.60	5.93	4.01	2.89	2.00
Gaston*	8.11	7.26	4.70	3.15	2.12
Iredell*	3.36	3.05	2.08	1.46	1.00
Lincoln*	3.00	2.75	1.87	1.28	0.83
Mecklenburg	26.99	24.20	14.62	9.93	7.17
Rowan*	6.42	5.76	3.81	2.66	1.73
Union*	5.67	5.14	3.47	2.36	1.62
Total	60.15	54.09	34.56	23.73	16.47

* Emissions for portion of county included in maintenance area.

Table 3.8 On-road Mobile Source VOC Emissions (tons/summer day)

County	2014	2015	2018	2022	2026
Cabarrus*	4.15	3.89	3.08	2.63	2.19
Gaston*	4.61	4.29	3.15	2.42	1.86
Iredell*	1.95	1.82	1.43	1.15	0.88
Lincoln*	1.91	1.81	1.40	1.13	0.86
Mecklenburg	14.40	13.41	10.27	8.49	6.98
Rowan*	3.76	3.48	2.62	2.02	1.53
Union*	3.54	3.30	2.59	2.13	1.68
Total	34.32	32.00	24.54	19.97	15.98

* Emissions for portion of county included in maintenance area.

Nonroad Mobile Sources

Nonroad mobile sources, also referred to as off-road mobile sources, are equipment that can move but do not use the roadways (i.e., lawn mowers, construction equipment, railroad locomotives, etc.). The 2014 and 2015 emissions from this category were calculated using EPA's NONROAD2008a model, with the exception of the railroad locomotives. Emissions for 2018 were calculated using EPA's MOVES2014a model.⁴⁹ Railroad locomotive emissions for 2014 and 2015 were estimated by applying growth and control factors to the 2008 NEI.

Emissions for 2018 are based on the MARAMA Beta 2 air quality modeling platform for the year 2017 as previously described for non-EGU point and area sources. Nonroad model and railroad locomotive emissions for 2022 and 2026 were estimated by applying the 2022/2018 and 2026/2018 county-level ratio of emissions in the original maintenance plan to the revised 2018-year emissions.

Table 3.9 and Table 3.10 present summary of the nonroad mobile source NO_x and VOC emissions, respectively, on a ton per summer day basis. The significant decrease in NO_x (and to a lesser extent VOC) emissions from 2015 to 2018 is most likely associated with differences between the NONROAD2008a and MOVES2014a models.

Table 3.9 Nonroad Mobile Source NO_x Emissions (tons/summer day)

County	2014	2015	2018	2022	2026
Cabarrus*	2.20	2.04	1.47	1.19	1.03
Gaston*	1.98	1.83	1.48	1.23	1.07
Iredell*	0.94	0.88	0.61	0.49	0.43
Lincoln*	0.78	0.72	0.54	0.45	0.38
Mecklenburg	15.09	13.99	9.92	8.04	7.04
Rowan*	1.65	1.53	1.21	1.00	0.86
Union*	3.62	3.36	2.36	1.91	1.60
Total	26.26	24.35	17.59	14.31	12.41

* Emissions for portion of county included in maintenance area.

⁴⁹ After the on-road inventory was prepared and prior to preparing the nonroad inventory, EPA released MOVES2014a which included revisions to the nonroad sector of the model. Therefore, MOVES2014a was used to prepare the nonroad inventory rather than MOVES2014.

Table 3.10 Nonroad Mobile Source VOC Emissions (tons/summer day)

County	2014	2015	2018	2022	2026
Cabarrus*	1.27	1.22	1.13	1.15	1.20
Gaston*	1.29	1.25	1.17	1.15	1.18
Iredell*	0.62	0.59	0.50	0.47	0.47
Lincoln*	0.58	0.55	0.48	0.46	0.46
Mecklenburg	11.75	11.53	10.52	10.63	11.05
Rowan*	1.30	1.22	1.03	0.94	0.93
Union*	2.08	2.01	1.86	1.88	1.93
Total	18.89	18.37	16.69	16.68	17.22

* Emissions for portion of county included in maintenance area.

3.4.3 Summary of Emissions

The sum totals of the man-made emissions for the North Carolina portion of the Charlotte maintenance area are tabulated in Table 3.11 and Table 3.12.

Table 3.11 Total Man-Made NO_x Emissions for the North Carolina Portion of the Charlotte Maintenance Area (tons/summer day)

County	2014	2015	2018	2022	2026
Cabarrus*	11.49	10.73	6.78	5.44	4.44
Gaston*	27.89	27.62	12.03	6.41	7.87
Iredell*	6.86	6.49	5.41	4.68	4.16
Lincoln*	4.36	4.71	6.41	4.29	2.34
Mecklenburg	56.71	52.97	39.16	33.52	31.33
Rowan*	11.74	11.31	8.28	7.01	6.10
Union*	11.13	10.36	6.63	5.09	4.05
Total	130.18	124.19	84.69	66.44	60.28

* Emissions for portion of county included in maintenance area.

Table 3.12 Total Man-Made VOC Emissions for the North Carolina Portion of the Charlotte Maintenance Area (tons/summer day)

County	2014	2015	2018	2022	2026
Cabarrus*	11.50	11.27	9.51	9.23	9.02
Gaston*	12.96	12.74	11.53	10.94	10.74
Iredell*	6.33	6.22	5.29	5.11	4.97
Lincoln*	6.55	6.47	4.81	4.66	4.51
Mecklenburg	50.10	49.16	45.31	44.47	43.99
Rowan*	12.59	12.38	12.47	12.19	12.32
Union*	13.09	12.85	10.91	10.68	10.45
Total	113.12	111.09	99.82	97.28	95.99

* Emissions for portion of county included in maintenance area.

3.4.4 Maintenance Demonstration

As discussed above, maintenance is demonstrated when the future year's total man-made emissions are less than the 2014 baseline emissions. Table 3.13 summarizes the NO_x and VOC emissions for the North Carolina portion of the Charlotte maintenance area. The difference between the base year and the final year illustrates that the continued maintenance of the 2008 8-hour ozone NAAQS is expected. This is further supported by two modeling studies summarized in the following section.

Table 3.13 Maintenance Demonstration for North Carolina Portion of the Charlotte Maintenance Area

Year	NO_x (tons/summer day)	VOC (tons/summer day)
2014	130.18	113.12
2015	124.19	111.09
2018	84.69	99.82
2022	66.44	97.28
2026	60.28	95.99
Difference from 2014 to 2026	69.90	17.13

The difference between the attainment level of emissions (2014) from all man-made sources and the projected level of emissions (2015, 2018, 2022, and 2026) from all man-made sources in the maintenance area is considered the “safety margin”. The safety margin for the North Carolina portion of the maintenance area for each period is summarized in Table 3.14.

Table 3.14 Safety Margins for North Carolina Portion of the Charlotte Maintenance Area

Year	NO_x (tons/summer day)	VOC (tons/summer day)
2014	N/A	N/A
2015	-5.99	-2.03
2018	-45.49	-13.30
2022	-63.74	-15.84
2026	-69.90	-17.13

3.4.5 National and Regional Air Quality Assessments in Future Years

The Southeastern States Air Resource Managers (SESARM) conducted a Southeastern Modeling, Analysis and Planning (SEMAP) project to produce technical analyses to assist member states in developing SIPs for ozone and PM_{2.5}, and in the demonstration of reasonable progress for the regional haze rule. Photochemical modeling predicts that ozone in the Charlotte maintenance area will be well below 0.075 ppm in 2018. Base and future design values are shown in Table 3.15. It should be noted that the benefits of Tier 3 engine and fuel standards were not included in these results.

Table 3.15 Eight-hour Design Values from SEMAP Photochemical Modeling

Monitor	County	2007 Base Design Value, ppm	2018 Future Design Value, ppm	Relative Reduction Factor ¹
371090004	Lincoln	0.080	0.064	0.7977
371190041	Mecklenburg	0.087	0.070	0.8149
371191005	Mecklenburg	0.079	0.065	0.8224
371191009	Mecklenburg	0.091	0.072	0.7927
371590021	Rowan	0.086	0.067	0.781
371590022	Rowan	0.087	0.068	0.7888
371790003	Union	0.079	0.062	0.7869

Source: Southeastern States Air Resource Managers (SESARM); Southeastern Modeling, Analysis and Planning (SEMAP) study, <http://semap.ce.gatech.edu/sites/default/files/files/projections/base2018b-O3-DVFs-DDVFs-for-4configs.xls>.

¹ The Relative Reduction Factor is the ratio of the future modeled ozone concentration divided by the base modeled ozone concentration. The future design value is computed by multiplying the Relative Reduction Factor and the base design value.

The EPA used photochemical modeling to assess the impacts of the federal Tier 3 rule. Ozone design values in 2018 within the Charlotte maintenance area are predicted to be below 0.075 ppm in the reference case, and even lower when Tier 3 controls are included. The downward trend in ozone continues out to 2030. Table 3.16 shows EPA's Tier 3 ozone modeling results.

Table 3.16 Eight-hour Design Values Scenarios from EPA Tier 3 Photochemical Modeling

County	2007 Baseline Design Value, ppm	2018 Reference Design Value, ppm	2018 Tier 3 Control Design Value, ppm	2030 Reference Design Value, ppm	2030 Tier 3 Control Design Value, ppm
Lincoln	0.080	0.064	0.063	0.060	0.058
Mecklenburg	0.091	0.073	0.072	0.069	0.067
Rowan	0.087	0.069	0.068	0.065	0.063
Union	0.079	0.062	0.061	0.058	0.056

Source: US EPA <http://www.epa.gov/otaq/documents/tier3/454r14002.pdf>.

3.5 CONTINGENCY PLAN

3.5.1 Overview

The two main elements of the North Carolina contingency plan are tracking and triggering mechanisms to determine when contingency control measures are needed and a process of developing and adopting appropriate control measures. There will be three potential triggers for the contingency plan. The primary trigger of the contingency plan will be a violation of the 2008 8-hour ozone NAAQS at any of the Charlotte area monitors. The secondary trigger will be a monitored air quality pattern that suggests an actual 2008 8-hour ozone NAAQS violation may be imminent. The tertiary trigger will be a monitored fourth highest exceedance of the NAAQS. Upon either the primary or secondary triggers being activated, the DAQ, working in consultation with the SCDHEC and the MCAQ local program, will commence analyses to determine what additional measures, if any, will be necessary to attain or maintain the 2008 8-hour ozone standard. If activation of either the primary or secondary triggers occurs, this plan provides a regulatory adoption process for revising emission control strategies. Activation of the tertiary trigger will result in an analysis to understand the cause of the exceedance and to identify voluntary measures if needed.

In addition, there will be a tracking mechanism that requires a comparison of the actual emissions inventory submitted under the Air Emission Reporting Rule (AERR) to the projected inventory, and to the attainment year inventory contained in this maintenance plan. The AERR reporting years coincide with the base year (2014) and final year (2026) for this maintenance demonstration. In addition, the AERR reporting years will occur at 3-year intervals, thus enabling the comparison of actual emissions developed for the AERR to the projected emissions for the interim years presented in this maintenance demonstration.

3.5.2 Contingency Plan Triggers

The primary trigger of the contingency plan will be a violation of the 2008 8-hour ozone standard, or when the three-year average of the 4th highest values is equal to or greater than 0.076 ppm at a monitor in the Charlotte nonattainment area. The trigger date will be 60 days from the date that the state observes a 4th highest value that, when averaged with the two previous ozone seasons' fourth highest values, would result in a three-year average equal to or greater than 0.076 ppm.

The secondary trigger will apply where no actual violation of the 2008 8-hour ozone standard has occurred, but where the state finds monitored ozone levels indicating that an actual ozone NAAQS violation may be imminent. A pattern will be deemed to exist when there are two consecutive ozone seasons in which the 4th highest values are 0.076 ppm or greater at a single

monitor within the Charlotte nonattainment area. The trigger date will be 60 days from the date that the state observes a 4th highest value of 0.076 ppm or greater at a monitor for which the previous season had a 4th highest value of 0.076 ppm or greater.

Similarly, the tertiary trigger will not be an actual violation of the 2008 8-hour ozone standard. This trigger will be a first alert as to a potential air quality problem on the horizon. The trigger will be activated when a monitor in the Charlotte nonattainment area has a 4th highest value of 0.076 ppm or greater, starting the first year after the maintenance plan has been approved. The trigger date will be 60 days from the date that the state observes a 4th highest value of 0.076 ppm or greater at any monitor.

3.5.3 Action Resulting From Trigger Activation

Once the primary or secondary trigger is activated, the Planning Section of the DAQ, in consultation with the SCDHEC and MCAQ, shall commence analyses including trajectory analyses of high ozone days, and emissions inventory assessment to determine those emission control measures that will be required for attaining or maintaining the 2008 8-hour ozone standard. By May 1 of the year following the ozone season in which the primary or secondary trigger has been activated, North Carolina will complete sufficient analyses to begin adoption of necessary rules for ensuring attainment and maintenance of the 2008 8-hour ozone NAAQS. The rules would become state effective by the following January 1, unless legislative review is required.

The measures that will be considered for adoption upon a trigger of the contingency plan include: NO_x Reasonably Available Control Technology on stationary sources with a potential to emit less than 100 tons per year in the North Carolina portion of the Charlotte nonattainment area, diesel I/M program, implementation of diesel retrofit programs, including incentives for performing retrofits, and additional controls in upwind areas.

The DAQ commits to implement within 24 months of a primary or secondary trigger, or as expeditiously as practicable, at least one of the control measures listed above or other contingency measures that may be determined to be more appropriate based on the analyses performed.

Once the tertiary trigger is activated, the Planning Section of the DAQ, in consultation with the SCDHEC and MCAQ, shall commence analyses including meteorological evaluation, trajectory analyses of high ozone days, and emissions inventory assessment to understand why a 4th highest exceedance of the standard has occurred. Once the analyses are completed, the DAQ will work with SCDHEC, MCAQ and the local air awareness program to develop an outreach plan

identifying any additional voluntary measures that can be implemented. If the 4th highest exceedance occurs early in the season, the DAQ will work with entities identified in the outreach plan to determine if the measures can be implemented during the current season, otherwise, DAQ will work with SCDHEC, MCAQ and the local air awareness coordinator to implement the plan for the following ozone season.

3.5.4 Tracking Program for Ongoing Maintenance

In addition to the measures listed above, emissions inventory comparisons will be carried out. The large stationary sources are required to submit an emissions inventory annually to the DAQ or MCAQ. The DAQ will commit to review these emissions inventories to determine if an unexpected growth in NO_x emissions in the Charlotte area may endanger the maintenance of the 2008 8-hour ozone standard. Additionally, as new VMT data are provided by the North Carolina Department of Transportation (NCDOT), the DAQ commits to review these data and determine if any unexpected growth in VMT may endanger the maintenance of the 2008 8-hour ozone standard.

Additionally, under the AERR the DAQ is required to develop a comprehensive, annual, statewide emissions inventory every three years and is due 12 to 18 months after the completion of the inventory year. The AERR inventory years match the base year and final year of the inventory for the maintenance plan, and are within one or two years of the interim inventory years of the maintenance plan. Therefore, the DAQ commits to compare the AERR inventories as they are developed with the maintenance plan to determine if additional steps are necessary for continued maintenance of the 2008 8-hour ozone standard in this area.

4.0 MOTOR VEHICLE EMISSIONS BUDGET FOR CONFORMITY

4.1 TRANSPORTATION CONFORMITY

For the Charlotte-Gastonia-Salisbury, North Carolina 2008 8-Hour Ozone Marginal Nonattainment Area, the purpose of transportation conformity is to ensure that federal transportation actions occurring in the area do not interfere with the area maintaining compliance with the 2008 8-hour ozone standard. This means that the level of emissions estimated by the NCDOT or the MPOs for the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) must not exceed the MVEBs as defined in this maintenance plan.

The DAQ held three conference calls with the Charlotte Regional Transportation Planning Organization (CRTPO) - Rocky River Rural Planning Organization (RRRPO), Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO), and Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) to determine what years to set MVEBs for the Charlotte maintenance plan. According to Section 93.118 of the transportation conformity rule, a maintenance plan must establish MVEBs for the last year of the maintenance plan (in this case, 2026). The consensus formed during the interagency consultation process was that another MVEB should be set for the Charlotte maintenance plan base year of 2014.

4.2 SAFETY MARGIN

As stated in Section 3.3.4, a safety margin is the difference between the attainment level of emissions from all source categories (i.e., point, area, on-road and nonroad) and the projected level of emissions from all source categories. The safety margins for the North Carolina portion of the Charlotte area are listed in Table 3.14. The state may choose to allocate some of the safety margin to the MVEB, for transportation conformity purposes, so long as the total level of emissions from all source categories remains below the attainment level of emissions.

The DAQ has decided to allocate a portion of the safety margin for 2026 to the MVEB to allow for unanticipated growth in VMT, changes and uncertainty in vehicle mix assumptions, and uncertainty associated with mobile modeling that will influence the future year emission estimations. The DAQ has developed and implemented a five-step approach for determining a factor to use to calculate the amount of safety margin to apply to the MVEB for 2026 (see the following Section 4.3 and Appendix A). The resulting percent increase to the MVEBs for the North Carolina counties in the Charlotte area are listed in the Table 4.1. Note that because the initial MVEB year of 2014 is also the base year for the maintenance plan inventory, there is no safety margin and, therefore, no adjustments were made to the MVEB for 2014.

Table 4.1 Percent Increase to Mobile Vehicle Emissions Budget

County	2026
Cabarrus	45%
Gaston	40%
Iredell	42%
Lincoln	42%
Mecklenburg	37%
Rowan	45%
Union	40%

4.3 MOTOR VEHICLE EMISSION BUDGETS

Although the emissions up to this point have been expressed in terms of tons/summer day, for conformity purposes the MVEBs are expressed in kilograms/day (kg/summer day). Note that, for this reason, kg/summer day was selected as the specified unit for all MOVES2014 model outputs. MOVES2014 output emissions values were rounded to the nearest kg/summer day, and were divided by 907.1847 to convert them to units of tons/summer day. The resulting values in tons/summer day were rounded to two decimal places.

Table 4.2 shows the counties with their highway mobile NO_x and VOC emissions, respectively, expressed in tons/summer day and the corresponding kg/summer day values for 2014 and 2026.

Table 4.2 Highway Mobile Source NO_x and VOC Summer Day Emissions in 2014 and 2026 for North Carolina Portion of the Charlotte Maintenance Area

County	2014 NO _x		2014 VOC		2026 NO _x		2026 VOC	
	tons/day	kg/day	tons/day	kg/day	tons/day	kg/day	tons/day	kg/day
Cabarrus*	6.60	5,989	4.15	3,765	2.00	1,810	2.19	1,982
Gaston*†	8.11	7,357	4.61	4,179	2.12	1,924	1.86	1,689
Iredell*	3.36	3,045	1.95	1,768	1.00	903	0.88	801
Lincoln*	3.00	2,723	1.91	1,737	0.83	757	0.86	779
Mecklenburg†	26.99	24,488	14.40	13,060	7.17	6,501	6.98	6,334
Rowan*	6.42	5,825	3.76	3,408	1.73	1,571	1.53	1,389
Union*	5.67	5,146	3.54	3,210	1.62	1,466	1.68	1,520
Total	60.15	54,572	34.32	31,127	16.47	14,932	15.98	14,494

* Emissions for portion of county included in maintenance area.

† The 2014 base year NO_x and VOC emissions for Gaston and Mecklenburg counties have been revised slightly to correct a transcription error in recording the values in this table in the original maintenance plan.

As part of the consultation process on developing MVEBs, the DAQ coordinated three interagency conference calls with local and state transportation partners and the EPA's Region

IV staff to establish the framework and process for developing MVEBs. Based on these conference calls, the participants in the consultation process unanimously agreed to the following:

Emissions Inventory and Forecast

- Use 2014 as the base year for the emissions inventory and include emissions estimates for 2018, 2022, and 2026 (4-year increments) from the base year.
- The Charlotte DOT runs the local transportation demand model based on inputs from the local transportation planning organizations to generate inputs (VMT, and speeds for daily travel periods, and human population to forecast VMT) needed to run MOVES2014 to estimate emissions for each year.

Geographic Extent of MVEBs

- Prepare separate MVEBs based on the latest MPO jurisdictional boundaries such that MVEBs are established for the CRMPO (Cabarrus and Rowan Counties), for the CRTPO-RRRPO (Iredell, Mecklenburg and Union Counties), and for the GCLMPO (Gaston and Lincoln Counties). Although Cleveland County is included in the GCLMPO, it is not included in the Charlotte ozone maintenance area.

MVEB Years

- In addition to developing a MVEB for 2026 (required by EPA guidance), the group agreed to develop a MVEB for the base year 2014.

Adjustment to MVEBs

- Allocate a portion of the safety margin to increase the MVEBs for each county grouping following the process used to develop the MVEBs for the previous “Redesignation Demonstration and Maintenance Plan for the Charlotte-Gastonia-Rock Hill, NC-SC 1997 8-Hour Ozone Nonattainment Area.” This process, which includes the following five steps, was used to adjust the MVEBs for 2026. Because 2014 is the base year for the emissions inventory there is no safety margin; consequently, the MVEB for 2014 was not adjusted.

Step 1 - Percentage below the standard

- All counties get 2% of their emissions allocated to the NO_x and VOC MVEBs in 2026

Step 2 - Account for unanticipated model input data changes

- The amount of safety margin allocated to the MVEBs in 2026 was increased from 5% to 25% in 2026 for each county

Step 3 - Provide flexibility and account for rapid growth for counties that are determined to be medium to small contributors to the on-road mobile NOx emissions inventory

- Counties with <8% of total on-road mobile source NOx emissions received an additional 5% of their emissions allocated to the MVEBs in 2026 (Iredell and Lincoln)
- Counties with 8% to 25% of total on-road mobile source NOx emissions received an additional 3% of their emissions allocated to the MVEBs in 2026 (Cabarrus, Gaston, Rowan and Union)

Step 4 - Account for input uncertainty in final year of the maintenance plan:

- All counties get 10% additional of their emissions allocated to the MVEBs in 2026 to account for potential changes in VMT, vehicle mix and vehicle age distribution
- Cabarrus and Rowan Counties each get an additional safety margin allocation equal to 5% of their emissions to account for projected high growth rates in the CRMPO jurisdiction.

Step 5 - Ensure the sum of the safety margins applied to the MVEBs does not exceed 50% of the total safety margin available. For 2026, Steps 1-4 accounted for:

- 9.4% of the total NOx safety margin
- 37.4% of the total VOC safety margin

Tables 4.3 through 4.5 provide the NOx and VOC MVEBs in kg/summer day, for transportation conformity purposes, for 2014 and 2026. Upon the EPA's final approval for these sub-area MVEBs, they will become the applicable MVEBs for transportation conformity.

**Table 4.3 Cabarrus-Rowan Metropolitan Planning Organization (CRMPO)
MVEB in 2014 and 2026 (kg/summer day)***

	2014		2026	
	NOx	VOC	NOx	VOC
Base Emissions	11,814	7,173	3,381	3,371
Safety Margin Allocated to MVEB	-	-	1,522	1,517
Conformity MVEB	11,814	7,173	4,903	4,888

* Includes the portion of Cabarrus and Rowan Counties in the maintenance area.

**Table 4.4 Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO)
MVEB in 2014 and 2026 (kg/summer day)***

	2014		2026	
	NOx	VOC	NOx	VOC
Base Emissions	10,079	5,916	2,681	2,468
Safety Margin Allocated to MVEB	-	-	1,087	1,004
Conformity MVEB	10,079	5,916	3,768	3,472

* Includes the portion of Gaston and Lincoln Counties in the maintenance area. Although Cleveland County is included in the MPO it is not included in the Charlotte ozone maintenance area.

**Table 4.5 Charlotte Regional Transportation Planning Organization (CRTPO) -
Rocky River Rural Planning Organization (RRRPO) MVEB in 2014 and
2026 (kg/summer day)***

	2014		2026	
	NOx	VOC	NOx	VOC
Base Emissions	32,679	18,038	8,870	8,655
Safety Margin Allocated to MVEB	-	-	3,371	3,288
Conformity MVEB	32,679	18,038	12,241	11,943

* Includes all of Mecklenburg County and the portion of Iredell and Union Counties in the maintenance area.

New Safety Margins

With this revision, an additional 2,987 kg/summer day (3.29 tons/summer day) of NOx emissions and 2,899 kg/summer day (3.19 tons/summer day) of VOC emissions was allocated from available safety margin emissions to the Charlotte area 2026 MVEBs. This results in total safety margin emissions allocations to the 2026 MVEBs of 5,980 kg/summer day (6.59 tons/summer day) of NOx and 5,809 kg/summer day (6.40 tons/summer day) of VOC. The updated safety margins for each projected year are listed in Table 4.6.

**Table 4.6 New Safety Margins for the North Carolina Portion of the
Charlotte Maintenance Area (tons/summer day)**

Year	NOx	VOC
2014	N/A*	N/A
2015	-5.99	-2.03
2018	-45.49	-13.30
2022	-63.74	-15.84
2026	-63.31	-10.73

* N/A = not applicable.

5.0 STATE IMPLEMENTATION PLAN APPROVAL

5.1 INTRODUCTION

For an area to be redesignated and have an approved maintenance plan, the SIP must include evidence of compliance with the rules relied on to show maintenance of the standard. This section provides the evidence of compliance with such rules for the Charlotte-Gastonia-Salisbury 2008 8-hour ozone nonattainment area.

5.2 EVIDENCE OF COMPLIANCE

Two counties in the Charlotte area (Gaston and Mecklenburg Counties) were designated as moderate nonattainment for 1-hour ozone effective January 1992. Since a redesignation demonstration and maintenance plan was submitted for this area prior to November 15, 1992, the CAA requirements for moderate areas were not required with the exception of the I/M program. An I/M program was established in the Charlotte area as prescribed by the 1990 CAA. Therefore, North Carolina has a fully approved SIP for this area.

For the 1997 8-hour ozone standard, the DAQ submitted to the EPA for approval the Metrolina Attainment Demonstration SIP on June 15, 2007, and a Supplement to the Attainment Demonstration SIP on April 5, 2010. The North Carolina portion of the Metrolina nonattainment area includes the counties of Cabarrus, Gaston, Lincoln, Mecklenburg, Rowan and Union and Coddle Creek and Davidson Townships in Iredell County. The Reasonable Further Progress SIP was submitted to the EPA for approval on June 15, 2007 and a Revised Reasonable Further Progress SIP was submitted on November 30, 2009. The EPA approved the Revised Reasonable Further Progress SIP on October 12, 2012.⁵⁰ On November 2, 2011 the DAQ submitted to the EPA a Redesignation Demonstration and Maintenance Plan for 1997 8-hour Ozone standard; and submitted a supplement to this SIP on March 28, 2013. The EPA approved the redesignation request and maintenance plan on December 2, 2013.⁵¹

For the 2008 8-hour ozone standard for the Charlotte nonattainment area, the DAQ submitted to the EPA for approval the Base Year (2011) Emissions Inventory and Emissions Statements SIP on July 7, 2014, to fulfill the requirements of Sections 182(a)(1) and 182(a)(3)(B) of the CAA.⁵²

⁵⁰ 77 FR 62159-62166.

⁵¹ 78 FR 72036-72040.

⁵² http://ncair.org/planning/metrolina/metrolina_area_sip_plans.shtml.

Additionally, the following rules regulating emissions of VOCs and/or NO_x in the Charlotte nonattainment area counties have been approved, or have been submitted with a request to be approved, as part of the SIP:

- 15A NCAC 2D .0958, Work Practices For Sources of Volatile Organic Compounds,
- 15A NCAC 2D .0530, Prevention of Significant Deterioration,
- 15A NCAC 2D .0925, Petroleum Liquid Storage in Fixed Roof Tanks,
- 15A NCAC 2D .0926, Bulk Gasoline Plants,
- 15A NCAC 2D .0927, Bulk Gasoline Terminals,
- 15A NCAC 2D .0928, Gasoline Service Stations Stage I,
- 15A NCAC 2D .0932, Gasoline Truck Tanks and Vapor Collection Systems,
- 15A NCAC 2D .0933 Petroleum Liquid Storage in External Floating Roof Tanks
- 15A NCAC 2D .1000, Motor Vehicle Emission Control Standards.
- 15A NCAC 2D .1200, Control and Emissions from Incinerators
- 15A NCAC 2D .1409(b), Stationary Internal Combustion Engines
- 15A NCAC 2D .1416 - .1423, NO_x SIP rules
- 15A NCAC 2D .1600, General Conformity
- 15A NCAC 2D .1700, Municipal Solid Waste Landfills, and
- 15A NCAC 2D .1900, Open Burning
- 15A NCAC 2D .2000, Transportation Conformity
- 15A NCAC 2D .2400 Clean Air Interstate Rules

Rules 15A NCAC 2D .0925, .0926, .0927, .0928, .0932, .0933, .0948, .0949, and .0958 have been approved as part of the SIP and are applicable across the state regardless of the size of the source.

Section 15A NCAC 2D .1000 also regulates emissions from motor vehicles in the North Carolina counties in and around the Charlotte nonattainment area and requires the use of the OBDII system, which provides an indication of NO_x emissions as well as other pollutants.

Section 15A NCAC 2D .1200 regulates the controls and emissions from incinerators. Part of this rule has been submitted as part of the SIP, while .1205, .1206 and .1210 are part of the CAA Section 111(d) plans.

Two rules are conformity related, 15A NCAC 2D .1600 and .2000. General conformity related projects are covered under Section .1600, while transportation conformity related projects are covered under Section .2000. Although neither of these rules requires reduction in emissions, they do ensure that federal actions do not hinder attainment or maintenance of the NAAQS.

North Carolina has adopted an open burning rule, 15A NCAC 2D .1900 that prohibits open burning of vegetative material during Air Quality Action Days of Code Orange or higher in

forecasted areas of the state. Ozone forecasts are issued for the Charlotte area from May 1st through September 30th, therefore this area is covered by this rule.

Section 15A NCAC 2D .2400 regulates nitrogen oxide emissions from electric generating units with a nameplate capacity of 25 megawatts or more producing electricity for sale. Section 15A NCAC 2D .2400 also covers industrial boilers that are covered under the NO_x SIP rules. This Section replaces the NO_x SIP rules beginning January 1, 2009. Although North Carolina did not rely on the emission reductions from CAIR for maintenance of the 2008 8-hour ozone standard, these regulations will result in additional reductions in NO_x emissions regionally.

Another important set of rules that control volatile organic compound emissions in these counties is Section 15A NCAC 2D .1100, Control of Toxic Air Pollutants. These rules, however, have not been submitted to the EPA to be approved as part of the SIP.

There are two other rules that control emissions of volatile organic compounds in these areas. They are 15A NCAC 2D .0524, New Source Performance Standards, and 2D.1110, National Emission Standards for Hazardous Air Pollutants. Also, rule 2D.1111, Maximum Achievable Control Technology applies to control of emissions of volatile organic compounds. They are not part of the SIP, but the EPA has delegated the state enforcement authority for standards that have been adopted by the state. (The standards adopted by the state are state-enforceable regardless of the EPA delegation.)

6.0 STATE COMPLIANCE WITH CLEAN AIR ACT REQUIREMENTS

Section 107(d)(3)(E)(v) of the CAA requires that the provisions of Section 110 (State Implementation Plans for the Primary and Secondary NAAQS) and Part D (Plan Requirements for Nonattainment Areas) of the CAA be met within the area to be redesignated. This means that North Carolina must meet all requirements, if any, that had come due as of the date of the redesignation request.

The EPA, in its latest guidance on redesignation requirements (as contained in a memorandum from John Calcagni, Director, Air Quality Management Division, Office of Air Quality Planning and Standards to the EPA Regional Offices dated September 4, 1992), states that "For the purposes of redesignation, a state must meet all requirements of Section 110 and Part D that were applicable prior to submittal of the complete redesignation request. When evaluating a redesignation request, Regions should not consider whether the state has met requirements that come due under the Act after submittal of a complete redesignation request."

Monitoring is one of the requirements of Section 110. The DAQ commits to continue operating the current ozone monitors in the North Carolina portion of the Charlotte 2008 8-hour ozone nonattainment area, providing sufficient funding is available for continued operation. Any monitor shutdowns or relocations will only be made with the approval of EPA. No plans are underway to discontinue operation, relocation or otherwise affect the integrity of the ambient monitoring network in place. The current monitors are operated consistent with 40 CFR Part 58 and any changes will only be made if they are consistent with 40 CFR Part 58.

For the 2008 8-hour ozone standard for the Charlotte marginal nonattainment area, the DAQ submitted to the EPA for approval the Base Year (2011) Emissions Inventory and Emissions Statements SIP on July 7, 2014, to fulfill the requirements of Part D, Sections 182(a)(1) and 182(a)(3)(B) of the CAA.⁵³ The DAQ believes that North Carolina has met all of the requirements of Section 110 and Part D.

⁵³ http://ncair.org/planning/metrolina/metrolina_area_sip_plans.shtml.

7.0 SUMMARY AND CONCLUSION RELATED TO THIS REVISION TO THE MAINTENANCE PLAN

This revised maintenance plan demonstrates that the projected emissions inventories for 2026, the final year of the maintenance plan and 10 years beyond the redesignation year, as well as the interim years, are all less than the base year emissions inventory. In addition, the CAA Section 110(l) non-interference demonstration analysis indicates that changing the vehicle model year coverage would not negatively impact air quality in the Charlotte maintenance area. Therefore, maintenance of the 2008 8-hour ozone NAAQS has been demonstrated.

This maintenance plan has been prepared to meet the requirements of the 1990 CAA Amendments.

Appendix C: Interagency Consultation and Pre-Consensus Plan

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

August 16, 2022

**Prepared Cooperatively Between the
Charlotte Regional Transportation Planning Organization, Cabarrus Rowan Metropolitan
Planning Organization, the Gaston Cleveland Lincoln Metropolitan Planning Organization and
the Rocky River Rural Planning Organization
North Carolina Department of Transportation
and the
Federal Highway Administration**

**Metrolina Area Transportation Conformity:
Pre-Analysis Consensus Plan
August 16, 2022**

The Metrolina Regional Metropolitan Planning Organizations and the North Carolina Department of Transportation (NCDOT-representing rural portions of the Metrolina maintenance 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 (*for this conformity process*):

- ❑ Charlotte Regional Transportation Planning Organization (CRTPO)
- ❑ Cabarrus Rowan Metropolitan Planning Organization (CRMPO)
- ❑ Gaston Cleveland Lincoln Metropolitan Planning Organization (GCLMPO)

Donut Areas:

- ❑ Rocky River RPO - Rural portion of Union County outside of the MPO area

The following pollutants will be included in this conformity determination:

- ❑ 1997 8-Hour Ozone - No regional emissions analysis per 40 CFR 93.109(c)
- ❑ 2008 8-Hour Ozone

Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP)

1. Existing Land Use and Demographics: For CRTPO, CRMPO, GCLMPO and rural (donut) Union County

Staff collected data as outlined in Attachment A. An economist was contracted to produce population, household, and employment estimates in five-year increments from 2010 to 2050 using

a top down approach. The Regional partners then applied local knowledge to finalize the county totals in their areas and produce the Traffic Analysis Zone (TAZ) level base year data. CRMPO also applied local knowledge to produce their TAZ level projections. CRTPO and GCLMPO used the Metrolina CommunityViz Model v2.0 as a base year data management tool and applied the model to develop TAZ level projections. The Metrolina CommunityViz Model was developed under contract to the Centralina Council of Governments and City Explained, Inc.

Data sources include the following:

- 2018 Census Estimates
- **2014-2018 American Community Survey, North Carolina Office of State Budget and Management 2018 data and projections;**
- **NCSTM Gen 4 SE data for P6.0;**
- 2018 InfoUSA employment data;
- **Institute of Transportation Engineers Trip Generation Manual, Ninth Edition;**
- 2010 Public Use Microdata Sample (PUMS) data;
- Bureau of Economic Analysis (BEA) data;
- area school system data;
- building permit data;
- tax data;
- zoning; and
- land use plans

2. MTP Model Validation (Base) Year:
2018

TIP Years: 2024-2033

4. MTP Horizon Year: 2050

5. MTP Travel Demand Intermediate Years: 2026, 2035, 2045 and 2050

6. Transportation Conformity Analysis Years (2008 8-Hour Ozone)

The Tables below summarize 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 tables:

2008 O3 Maintenance SIP

County	Area model status	Area emissions budget status	Emissions analysis source	Emission comparison years				
				2026 ² (modeled)	2035 (modeled)	2045 Horizon (modeled)	2050 Horizon (Modeled)	
Charlotte Region TPO-Rocky River RPO MVEB (all of Mecklenburg and portions of Union and Iredell County in the maintenance area)	Modeled all	2008 8-Hour Ozone Maintenance Plan	MRM ¹	O3	O3	O3	O3	
Cabarrus Rowan MPO (portions of Cabarrus and Rowan County in the maintenance area)	Modeled all	2008 8-Hour Ozone Maintenance Plan	MRM ¹	O3	O3	O3	O3	
Gaston Cleveland Lincoln MPO (portions of Gaston and Lincoln County in the maintenance area)	Modeled all	2008 8-Hour Ozone Maintenance Plan	MRM ¹	O3	O3	O3	O3	

-
1. The base year of the MRM is 2018
 2. 2026 is a SIP MVEB for NOx and VOC

Additional table notes and explanations:

County:

- 2008 Ozone: The Metrolina area is maintenance for the 2008 Ozone Standard which consists of 1 whole county and 6 partial counties (Mecklenburg (CRTPO), Union (CRTPO-partial), Union (RRRPO-donut), Gaston (GCLMPO-partial), Cabarrus (CRMPO-partial) Rowan (CRMPO-partial), Lincoln (GCLMPO partial) and Iredell (CRTPO-partial).

**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:

- 2008 8-hour Ozone Standard Maintenance SIP: 2026 (modeled) 2035 (modeled), 2045 (modeled) and 2050 (modeled)

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
 - **2008 8-Hour Ozone Maintenance SIP:** (*Gaston-partial, Mecklenburg, Cabarrus-partial, Rowan-partial, Union-partial, Lincoln-partial, and Iredell-partial*, 2026 (modeled-compare to 2026 MVEB), 2035 (modeled- compare to 2026 MVEB), 2045 (modeled-compare to 2026 MVEB) and 2050 (modeled-compared to 2026 MVEB)

List of Specific Conformity Years

2008 8-Hour Ozone Maintenance SIP

Horizon: 2050

- a. 2008 8-Hour Ozone Maintenance SIP MVEB Years: 2026
- b. Emission comparison years (NOx and VOC): 2026 (modeled), 2035, 2045 & 2050

7. Non-attainment / Maintenance Counties:

- 2008 8 Hour Ozone Maintenance Area: Gaston Co. (partial), Mecklenburg Co., Cabarrus Co. (partial), Rowan Co.(partial), Union Co.(partial), Lincoln (partial), and Iredell Co. (partial)

8. Land-Use Demographics Projections/Forecast:

Land-use demographic projections for the region were developed using both a top-down and bottom-up approach.

An economist was contracted to develop regional and county level population, household, and employment projections for 5-year increments from 2010 to 2050 through a top-down forecasting approach. The economist's forecasting model is based on the metropolitan growth of 43 mid-sized US regions and calibrated to trends and capture rates in the Metrolina region over the past 40 years. Refer to the *METROLINA REGIONAL DEMOGRAPHIC AND ECONOMIC DATA AND*

DATA FORECASTS (DRAFT REPORT), December 12, 2012, by Stephen J. Appold, PhD for more detailed information. MPO and RPO staff also reviewed county level projections from the sources referenced in this section and then applied local knowledge reflecting current local policies and plans to finalize county-level control totals for 2025, 2035, and 2045.

TAZ level 2025, 2035, 2045 and 2050 population, household, and employment data was projected for CRTPO and GCLMPO through a top-down /bottom-up forecasting approach using the Metrolina CommunityViz Model v2.0. CRMPO applied local knowledge through a manual process to allocate projected data to the TAZ level. For both approaches, data inventoried for the base year was used as quantitative inputs to the process of deriving projections. Qualitative inputs to the projections to both processes include future land use plans, building permits data, transportation plans and other capital improvements plans (such as water and sewer extensions and schools construction), and other factors limiting development (such as soils, floodplains, and water supply watershed regulations). Refer to the Metrolina CommunityViz Model v2.0 Technical Summary Document, September 2, 2020, by Matt Noonkester, AICP, City Explained, Inc. for detailed information.

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

The regional travel demand model is a simplified tour-based model developed for a 2-state, 12-county (9 whole, 3 partial) region (refer to **Attachment B**). The modeling area encompasses 4 MPOs and 1 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 (Freeway) and 2013 (non-freeway and freeway) External Travel Survey;
- 2018 Passive Origin Destination Data;
- 2012 Household Travel Survey;
- 2013 On-board Transit Survey of Express and Local Buses and South Corridor Light Rail Transit (LRT) Survey and Counts;
- 2018 HERE Speed Data; and
- 2017-2019 Vehicle Classification Counts

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 2013.

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 2013.

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 – 2019. Each count will be factored to the base year 2018. 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 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 MTP.

13. VMT Adjustments:

No VMT adjustments are used.

14. Motor Vehicle Emissions Budgets

Three ozone maintenance areas are included within the seven-county Metrolina area:

a. 2008 8-Hour Ozone NAAQS Maintenance Area.

The Charlotte-Gastonia-Salisbury, North Carolina Marginal Nonattainment Area for the 2008 8-hour ozone NAAQS was redesignated as attainment on July 28, 2015 with an effective date of August 27, 2015. The maintenance plan was revised, with modifications to the NO_x and VOC MVEBs, with an effective date of September 24, 2021. The maintenance area consists of 1 whole county and 6 partial counties (Mecklenburg (CRTPO), Union (CRTPO-partial), Union (RRRPO-donut), Gaston (GCLMPO-partial), Cabarrus (CRMPO-partial) Rowan (CRMPO- partial), Lincoln (GCLMPO partial) and Iredell (CRMPO-partial). Motor vehicle emissions budgets (MVEBs) were established for three sub-areas within the Metrolina area which are generally defined by MPO jurisdictional boundaries. The MVEBs are show in the table below.

NO _x Budgets: 2008 8-hour Ozone NAAQS					
Budget Area	MVEB Year	Comparison Years & MVEB (kg/day)			2050
		2026	2035	2045	
Cabarrus Rowan MPO	2026	4903	4903	4903	4903
Gaston Cleveland Lincoln MPO	2026	3768	3768	3768	3768
Mecklenburg Union MPO/ Rocky River RPO	2026	12,241	12,241	12,241	12,241

VOC Budgets: 2008 8-hour Ozone NAAQS					
Budget Area	MVEB Year	Comparison Years & MVEB (kg/day)			2050
		2026	2035	2045	
Cabarrus Rowan MPO	2026	4,888	4,888	4,888	4888
Gaston Cleveland Lincoln MPO	2026	3,472	3,472	3,472	3472
Mecklenburg Union MPO/ Rocky River RPO	2026	11,943	11,943	11,943	11,943

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</i>	<i>Accounted for in the MOVES model</i>
<i>Tier 2/Tier 3 vehicle's Emission Standards</i>	<i>Accounted for in the MOVES model</i>
<i>Low Sulfur Gasoline and Diesel fuels</i>	<i>Accounted for in the MOVES model</i>
<i>Heavy Duty Vehicle Rules 2004 and 2007</i>	<i>Accounted for in the MOVES model</i>
<i>Low RVP Gasoline</i>	<i>Accounted for in the MOVES model</i>
<i>On board vapor recovery</i>	<i>Accounted for in the MOVES model</i>

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

- **2008 Eight Hour Ozone Standard Maintenance Area*:** Cabarrus (partial), Gaston (partial), Lincoln (partial), Mecklenburg, Rowan (partial), Union (partial) and Iredell (partial)

MOVES Model (MOVES2014a)

MOVES Model Settings: The following MOVES model-input parameters will be used in the conformity analysis performed by DAQ.

Parameter	Details	Data Source
a. <i>Emissions Model Version(s):</i>	MOVES2014b	
b. <i>Emission Model Runs:</i>	Typical Summer Weekday (NOx and VOC)	
c. <i>Evaluation month:</i>	July (NOx and VOC)	
d. <i>travel periods</i>	<i>Time Periods:</i> VMT and speeds modeled for 4 daily (see item #24 below) will be processed according to USEPA guidance to generate hourly speed and VMT distribution data in the required MOVES input formats.	
e. <i>Pollutants Reported:</i>	NOx, VOC	
f. <i>Emissions Budget Years:</i>	2008 NAAQS: 2026 (NOx and VOC)	
g. <i>Emissions Analysis Years:</i>	2008 NAAQS: 2026, 2035, 2045, and 2050	
h. <i>Temperature and Relative Humidity:</i>	2008 NAAQS: July 2014 monthly average 24-hour temperature and relative humidity profiles from the Charlotte-Douglas International Airport (KCLT).	
i. <i>Vehicle Classes:</i>	13	

- j. **VMT mix:** Statewide mix based on 2019, 2020 or 2021 data using the method in the August 2004 USEPA Guidance.
- k. **Speed Distribution:** Regional Model MRM22v1.1
- l. **Source type (vehicle type) age distribution:** The latest available 2020 or 2021 vehicle registration data provided by NCDOT, which also includes a breakdown of the number of vehicles by model year, will be used to create the required source type age distribution input file for each county. As per EPA guidance, the source type age distribution will not be projected for future years.
- m. **I/M Program:** The following I/M program parameters will apply: compliance rate = 96%, waiver rate = 5% with an exemption for vehicles from the 3-year latest model years.
- n. **RVP:** July 9.0 psi for all counties
- o. **Source Type (vehicle type) Population:** Vehicle population estimates will be developed for each future modeling year based on the latest available 2020 or 2021 vehicle registration data provided by NCDOT. This data includes the total number of registered vehicles by county, divided into nine source type categories. The data will first be reorganized into thirteen source type categories (i.e. passenger cars, light commercial trucks, combination long-haul trucks, etc.) as required for MOVES2014b. These source type population estimates will then be projected for each required modeling year, using the same base and future year-county human population data that were used in the TDM model, according to the following formula:

Total Vehicle Population future year = Total Vehicle Population base year * (Human Population future year / Human Population base year)

- p. **Strategies:** None

17. 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

18. CMAQ Projects: Not Applicable

19. Regionally Significant Projects (Federal and Non-Federal): Not Applicable

20. List of Exempt Projects and Non-Regionally Significant Projects (Federally Funded): Not Applicable

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

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

- i. The CRTPO within its metropolitan area boundary (MAB) -all of Mecklenburg County and parts of Union and Iredell County
- ii. The CRMPO within its metropolitan area boundary (MAB) – parts of Cabarrus and Rowan County
- iii. The GCLMPO within its metropolitan area boundary (MAB) – parts of Gaston and Lincoln County
- iv. The NCDOT for the rural areas are comprised of the parts of Union County that are outside of any MPO MAB

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

The following resolutions will be needed for this conformity process:

- CRTPO/CRMPO/GCLMPO
 - 2050 MTP amendment adoption
 - 2024-2033 TIP adoption
 - Conformity Determination for the 2050 MTP amendments
 - Conformity Determination for the 2024-2033 TIP
- NCDOT Conformity Determination for the donut area of Union County

23. 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
 - For the MOVES modeling component, the times of day will consist of whole hours and are as follows:
 - 6:00 am – 9:00 am
 - 9:00 am - 3:00 pm
 - 3:00 pm - 6:00 pm
 - 6:00 pm - 6:00 am

Metrolina TIP Kickoff Meeting
Transportation Conformity Process
Minutes
August 16, 2022

Loretta welcomed everyone to the meeting and read the list of attendees based on those logged into the Teams meeting.

Attendees -

Loretta Barren (FHWA), Tammy Manning (NCDAQ), Suzette Morales (FHWA), Andy Bailey (NCDOT), Phil Conrad (CRMPO), Roger Castillo Santamaria (NCDOT), Anna Gallup (CDOT), Neil Burke (CRTPO), Heather Hildebrandt (NCDOT), Randi Gates, (GCLMPO), Ronald Smith (FTA), Todd Pasley (NCDAQ), Matthew Hoskins (NCDAQ), Julio Paredes (GCLMPO), Teresa Robinson (NCDOT), Shelia Blanchard (NCDAQ), Alex Riemony (CDOT), Dominique Boyd (NCDOT), Dianna Myers (EPA), Green, Megan (Mecklenburg Co. Air Quality), Johnson, Jason (CRTPO), Brian Phillips (NCDAQ), David Wasserman (NCDOT)

Update on STIP Process Deadline – Teresa Robinson gave the updated schedule for STIP/TIP approval process – the State’s approved budget provided the NCDOT with an additional \$7.2B funding that was programmed into draft STIP. The revised STIP was released on August 4, 2022. The swap deadline was extended until March 17, 2023. However, because of the conformity process the swap deadline for the Metrolina region is October 28, 2022. She reminded MPOs that swaps must remain in the applicable funding category unless they are cascading to a lower funding region and must also be within 10% of cost. Swaps must be approved by the Division and the MPO. NCDOT plans to adopt the 2024-2033 STIP in May 2023.

Anna Gallup stated that she would need the MPOs approved list of projects prior to October 28, because that is the date she plans to begin modelling.

MTP amendments – Loretta reminded the MPOs that if any TIP changes warrant a MTP change they must include those in the list of projects being sent to Anna for modelling. Additionally, she reminded them that the conformity process is for the first 4-years of the TIP (2024-2027), and any potential MTP changes that occur beyond 2035 could be made at the MPOs discretion. CRTPO is reviewing those project changes, but questions what they need to consider for open to traffic. They have been working with David Wasserman and Teresa Robinson to determine those dates. Loretta stated they needed to use an open to traffic time frame and should at least consider open to traffic date being at least 2-years for construction depending on project type and potentially 3-years if bridges are involved. GCLMPO indicated they had this question as well and are working with the Division to develop those open to traffic dates. The CRMPO indicated that they are taking a conservative approach by not anticipating any major changes in the open to traffic dates.

Loretta reminded the MPOs to be mindful of the amendment process and cost increases

CRMPO and GCLMPO are not anticipating any swaps. CRTPO is planning a coordination meeting (next couple of weeks) with Division 10 and may have 1-swap, but they are unsure of the Divisions needs.

TDM Modelling Process – Anna stated that receiving the project lists prior to October 28 will allow them to conduct the modelling process during November and December. She plans to have the Travel Demand Modelling complete and outputs submitted to NCDQA by the end of December.

MOVES Modelling process – NCDQA indicated they should have the modelling process completed in January. The MOA allows 15-days to complete the MOVES modelling process.

Transportation Conformity Analysis Report –

Responsible Agency – NCDOT TPD

Development and Release for Agency Review –NCDOT has the template and could have the report completed in the February timeframe.

MPO Boards take action to release CDR for public/agency review and comment – 2023

CRMPO – March

CRTPO – March/April

GCLMPO – March

Release CDR/TIP/MTP – Estimated timeframe – comment period – 2023

CRMPO – April

CRTPO – April/May

GCLMPO - April

NCDOT anticipated action on STIP – May 2023

MPO Board Adoption – June/July 2023

CRMPO-June Board meeting

CRTPO- June/July Board meeting

GCLMPO- July Board meeting

Final Adoption Schedule-

Agency/EPA final 30-day Review – August 2023

USDOT final action – September 2023

FHWA STIP approval – September 2023

*TCPCP – any questions - comments due 8/15/2022 – I will forward updated document by 9/1/2022

Discussion regarding TCPCP – DAQ had questions regarding the source type population for vehicle fleets. NCDQA stated that, projections are made with the most recently available data, but because of the pandemic data for 2020 and 2021 is likely to be shewed. EPA asked what was done in the past. DAQ indicated that they have always had good data, until now. Due to the pandemic the 2020 data doesn't seem to be reflective of the fleet and they do not believe the economy has rebounded enough to even use the 2021 data, especially since the VMT data has not rebounded. NCDQA would prefer to use the 2019 data and for the same reasons NCDOT has been using the 2019, as well. EPA stated that the planning assumptions state, that you should use the latest available data, that includes ensuring the data has gone through quality control. NCDOT asked if EPA could provide further clarification regarding this matter, because they have concerns using the 2020/2021 data. EPA will review this matter further and report back.

The next communication will likely be via e-mail.

Action Items

E-mail the minutes/TCPCP – August/September - Loretta

Complete project reviews and swap process (if any) – October – MPOs

E-mail when the TDM modelling begins – October – Anna

Other agreed to items

TDM modelling process complete – end of December – CDOT

MOVES modelling process complete – end of January - DAQ

Draft Conformity Report Assigned – NCDOT

Conformity Process, NCDQA comments (Sheila Blanchard, Matthew Hoskins)

GCLMPO/CRTPO/CRMPO

November 17, 2022

GCLMPO Amendments

BR-6051 Improvement type “capacity,” regionally significant and listed as **B-6051 in STIP, BR—0020 in MTP**

R-2307 Improvement type “capacity,” not regionally significant, not exempt, other principal arterial, **RS?**

U-3608 Improvement type “capacity,” not regionally significant, not exempt, minor arterial, **RS?**

H170836 Improvement type “capacity,” not regionally significant, not exempt, minor arterial, **RS?**

H184897 Improvement type “capacity,” not regionally significant, not exempt, minor arterial, **RS?**

R-2707 C,F,G Cannot find segments in MTP; **2707-D, E** that are listed as HY2035 in MTP, but listed as HY2025 in project list

CRMPO Amendments

U-5608 could not find in MTP, in STIP as “under construction” **I don’t recognize that number, but wondering if you meant U-5806, which is open for traffic now and complete.**

U-3415A “widening” from 2 to 4 lanes in minor arterial, RS? **Yes, it serves mainly local traffic and does not serve a major activity center.**

U-5900 “widening” from 2 to 4 lanes in minor arterial, RS? **Yes, it serves mainly local traffic and does not serve a major activity center. It also is a fairly short segment.**

R-2246 “widening” from 2 to 4 lanes in minor arterial, RS? **Yes, it serves mainly local traffic and does not serve a major activity center. It is mostly on new location.**

CRTPO Amendments

R-2307 (B) Widening to 4 and 6 lanes, 6.2 miles, principal arterial-other, not exempt, RS?

U-6105 (new roadway) moved HY 2035 based on revised STIP, RS?

U-5766 (A,B) Widening 6.9 miles, not exempt, principle arterial, RS?

U-5769 (A,B) Widening 5,8 miles, not exempt, minor arterial, RS?

U-6103, U-2509(A-D) divided, widening to 4/6, 6/8 lanes with express (6.4 miles) to HY 2035, not exempt, principal arterial, include all segments as RS?

R-5721A (to be added to 2050 MTP) is in MTP as R-5721, HY2035, in amendments as an “add” with different horizon year (2045); principle arterial, not exempt, RS?

I-6065 I-77 “add peak shoulder lanes” 16.4 miles, says exempt in STIP, not exempt in MTP, if not exempt, potentially RS.

NCDOT Comments on Metrolina MTP-STIP Comparison

CRTPO

- R-3833C shows construction in 2025 but in 2035 HY.
- U-5799: How many lanes? Construction in 2025- ensure open by end of 2025.
- U-2507: I did not see any construction showing for this project in STIP (2025 HY).
- U-5762: 2025 HY but I did not see in STIP. Is this project complete?
- U-6086 shows construction in 2025- ensure open by end of 2025.
- U-6106 shows construction in 2025- ensure open by end of 2025.
- U-5908: What is the construction date?
- U-4713A shows construction in 2024 but is in the 2035 HY.
- U-6250: I could not locate in the STIP.
- U-6246 shows construction in 2025- ensure open by end of 2025.
- U-6248 shows construction in 2025- ensure open by end of 2025.
- U-6248 shows construction in 2025- ensure open by end of 2025.

CRMPO

- I-2304: I could not find in STIP. In 2025 HY, complete? **Yes**
- R-5778: I could not find in STIP. In 2025 HY, complete? **Yes**

GCLMPO

- I-5719 shows construction in 2024 but is in the 2035 HY.
- U-6078: Shows construction in 2027 but is in the 2025 HY.

Hildebrandt, Heather J

From: Gates, Randi <randig@cityofgastonia.com>
Sent: Tuesday, January 3, 2023 11:50 AM
To: Hildebrandt, Heather J; Barren, Loretta (FHWA)
Subject: RE: [External] MPO TIP Project LIST and MTP Links

CAUTION: External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [Report Spam](#).

Hey Heather – in response to your comments on GCLMPO projects, I offer the following:

GCLMPO

- I-5719 shows construction in 2024 but is in the 2035 HY. **Construction begins in 2024, but won't be complete for several years. Because it won't be complete and open to traffic by Dec. 31, 2025, it needs to be in HY 2035.**
- U-6078: Shows construction in 2027 but is in the 2025 HY. **This project will move to HY 2035.**

Please let me know if you have any additional questions.

Thanks,
Randi

Mrs. Randi P. Gates, AICP

Principal Transportation Planner
GCLMPO Administrator

From: Hildebrandt, Heather J <hjildebrandt@ncdot.gov>
Sent: Friday, November 18, 2022 1:08 PM
To: Barren, Loretta (FHWA) <loretta.barren@dot.gov>; Josue Ortiz Borrero <OrtizBorrero.Josue@epa.gov>; Alex Riemondy <alex.riemondy@ci.charlotte.nc.us>; Bailey, John A <jabailey@ncdot.gov>; Anna Gallup <agallup@charlottenc.gov>; Bob Cook <rwcook@charlottenc.gov>; Phillips, Brian <brian.phillips@ncdenr.gov>; Cashwell, Arthur <arthurc@cityofgastonia.com>; Myers, Dianna <myers.dianna@epa.gov>; Boyd, Dominique L <dlboyd1@ncdot.gov>; Hoops, George (FHWA) <george.hoops@dot.gov>; Joey Huang <joey.huang@ncdenr.gov>; Paredes, Julio <juliop@cityofgastonia.com>; Martin Kinnamon <mkinnamon@ci.charlotte.nc.us>; Hoskins, Matthew R <matthew.hoskins@ncdenr.gov>; Megan Green <megan.green@mecklenburgcountync.gov>; Melton, Boyd (FTA) <Keith.Melton@dot.gov>; Neil Burke <nburke@charlottenc.gov>; Phil Conrad (Cabarrus-Rowan MPO) <pconrad@mblsolution.com>; Gates, Randi <randig@cityofgastonia.com>; Strait, Randy P <randy.strait@ncdenr.gov>; Richard Wong <wong.richard@epa.gov>; Castillo Santamaria, Roger I <ricastillo@ncdot.gov>; Sarah Larocca <larocca.sarah@epa.gov>; Blanchard, Sheila J <sheila.blanchard@ncdenr.gov>; Smith, Ronald (FTA) <ronald.smith@dot.gov>; Manning, Tammy <tammy.manning@ncdenr.gov>; Robinson, Teresa <tmrobinson1@ncdot.gov>; Pasley, Todd <todd.pasley@ncdenr.gov>; Travis Johnson (CRTPO) <Travis.Johnson@charlottenc.gov>; Wasserman, David S <dswasserman@ncdot.gov>
Subject: RE: [External] MPO TIP Project LIST and MTP Links

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Please see attached my comments...

Heather J. Hildebrandt
Statewide Initiatives Supervisor

919 707 0964 office

From: Barren, Loretta (FHWA) <Loretta.Barren@dot.gov>

Sent: Tuesday, October 25, 2022 10:36 AM

To: Josue Ortiz Borrero <OrtizBorrero.Josue@epa.gov>; Alex Riemondy <alex.riemondy@ci.charlotte.nc.us>; Bailey, John A <jabailey@ncdot.gov>; Anna Gallup <agallup@charlottenc.gov>; Bob Cook <rwcook@charlottenc.gov>; Phillips, Brian <brian.phillips@ncdenr.gov>; Cashwell, Arthur <arthurc@cityofgastonia.com>; Myers, Dianna <myers.dianna@epa.gov>; Boyd, Dominique L <dboyd1@ncdot.gov>; Hildebrandt, Heather J <hjhildebrandt@ncdot.gov>; Hoops, George (FHWA) <george.hoops@dot.gov>; Joey Huang <joey.huang@ncdenr.gov>; Julio Paredes (Gaston-Cleveland-Lincoln MPO) <juliop@cityofgastonia.com>; Martin Kinnamon <mkinnamon@ci.charlotte.nc.us>; Hoskins, Matthew R <matthew.hoskins@ncdenr.gov>; Megan Green <megan.green@mecklenburgcountync.gov>; Melton, Boyd (FTA) <Keith.Melton@dot.gov>; Neil Burke <nburke@charlottenc.gov>; Phil Conrad (Cabarrus-Rowan MPO) <pconrad@mblsolution.com>; Gates, Randi P <randig@cityofgastonia.com>; Strait, Randy P <randy.strait@ncdenr.gov>; Richard Wong <wong.richard@epa.gov>; Castillo Santamaria, Roger I <ricastillo@ncdot.gov>; Sarah Larocca <larocca.sarah@epa.gov>; Blanchard, Sheila J <sheila.blanchard@ncdenr.gov>; Smith, Ronald (FTA) <ronald.smith@dot.gov>; Manning, Tammy <tammy.manning@ncdenr.gov>; Robinson, Teresa <tmrobinson1@ncdot.gov>; Pasley, Todd <todd.pasley@ncdenr.gov>; Travis Johnson (CRTPO) <Travis.Johnson@charlottenc.gov>; Wasserman, David S <dswasserman@ncdot.gov>

Subject: [External] MPO TIP Project LIST and MTP Links

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Good morning,

The MPOs have submitted their project lists for the upcoming TIP Conformity Process to Anna Gallup. I have attached the final project lists from the MPOs, and links to their 2050 MTPs and the NCDOT Draft STIP are below for comparison. Please review and provide me with any questions or comments by November 18, 2022.

CRTPO - https://crtpo.org/PDFs/MTP/2050/CRTPO_2050_MTP_Chapter_7.pdf

CRMPO-

<http://www.crmppo.org/Portals/0/CRMPO/Plans-Mobility/2045%20MTP/CR%20MPO%202050%20MTP%20Chapter%208.pdf?ver=Dwv10qTIIp5bIbF8baR7iQ%3d%3d>

GCLMPO-

https://gclmpo.org/wp-content/uploads/Chapter5_Streets-and-Highways.pdf

The is located here.. [Draft 2024-2033 STIP](#) which was released in August. On the Full Draft STIP tab, you can filter by PO (typing is best to select all projects within the three MPOs).

Thank you

Loretta Barren

Loretta W. Barren | Air Quality, Planning and Environment Specialist
Federal Highway Administration | North Carolina Division Office
P: 919.747.7025 | E: loretta.barren@dot.gov



2050 MTP Comment Responses

Project ID	Description	Reason to ammend	Conformity Notes	Response
R-2307 (B)	River Hwy / W Plaza Dr (NC 150) - Widen to four lanes (Greenwood Road) in Catawba County to West of Perth Road/Doolie Road in Iredell County). Widen to six lanes (SR 1383/SR 1180 to US 21 in Iredell County)	Amend the CRTPO's 2050 MTP project name from R-2307 to project name R-2307B to match 2024-2033 TIP. The R-2307B project will remain within the 2035 horizon year of the CRTPO's 2050 MTP.	Widening to 4 and 6 lanes, 6.2 miles, principal arterial-other, not exempt, RS?	This project is not exempt and is regionally significant.
U-6105	Bailey Rd Ext - Roadway on new location (Poole Place Drive to US 21 / Statesville Road).	Move from 2025 Horizon Year to 2035 Horizon Year based upon project change to preliminary engineering only in NCDOT's Revised 2024-2033 STIP.	(new roadway) moved HY 2035 based on revised STIP, RS?	According to the 2050 MTP this project is not exempt and not regionally significant.
U-5766 (A,B)	NC 160 - Widen to multi-lanes (SC Line to South Tryon Rd). | NC 160 - Widen to multi-lanes (South Tryon Rd to I-485).	Amend the CRTPO's 2050 MTP project name from U-5766 to split the project name to U-5766A and U-5766B to match 2024-2033 TIP.	Widening 6.9 miles, not exempt, principle arterial, RS?	This project is not exempt and is regionally significant.
U-5769 (A,B)	Providence Rd S (NC 16) - Widen to multi-lanes (Rea Road Extension to Bonds Grove Church Rd). | Providence Rd S (NC 16) - Widen to multi-lanes (Bonds Grove Church Rd to Waxhaw Parkway).	Amend the CRTPO's 2050 MTP project name from U-5769 to split the project name to U-5769A and U-5769B to match 2024-2033 TIP. The R-5769A and R-5769B project projects will remain within the 2035 horizon year of the CRTPO's 2050 MTP.	Widening 5.8 miles, not exempt, minor arterial, RS?	According to the 2050 MTP this project is not exempt and not regionally significant.
U-6103, U-2509(A-D)	US 74 - 277 to west of Idlewild Rd. Widen roadway to allow for two-way express lanes.	Amend the CRTPO's 2050 MTP project name from U-2509 to split the project name to U-6103, U-2509AA, U-2509AB, U-2509AC, U-2509AD, U-2509B, U-2509C, U-2509D, U-2509E to match 2024-2033 TIP. The U-2509AB projects will accelerate to the 2035 horizon year of the CRTPO's 2050 MTP. The U-6103 projects will accelerate to the 2035 horizon year of the CRTPO's 2050 MTP.	divided, widening to 4/6, 6/8 lanes with express (6.4 miles) to HY 2035, not exempt, principal arterial, include all segments as RS?	According to the 2050 MTP, U-6103 express lanes is not exempt and is regionally significant. U-2509(A-D) is not exempt and not regionally significant. U-2509(A-D) are accessory projects to US-74.
R-5721A	NC 73 Widening - NC 16 to Vance Rd Extension/Beatties Ford Rd. Widen to multi-lanes.	Add project to the 2045 Horizon Year based on project schedule in NCDOT's Revised 2024-2033 STIP.	(to be added to 2050 MTP) is in MTP as R-5721, HY2035, in amendments as an "add" with different horizon year (2045); principle arterial, not exempt, RS?	This project is not exempt and is regionally significant.
I-6065	I-77 - Peak period shoulder use lanes (I-485 to NC 150).	Move from 2025 Horizon Year to 2035 Horizon Year based on project schedule in NCDOT's Revised 2024-2033 STIP.	I-77 "add peak shoulder lanes" 16.4 miles, says exempt in STIP, not exempt in MTP, if not exempt, potentially RS.	According to the 2050 MTP this project is not exempt and not regionally significant.



2050 MTP Comment Responses: NCDOT

Project ID	Sponsor	Description	NCDOT Notes	Response
R-3833C	NCDOT	Brawley School Rd - Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	R-3833C shows construction in 2025 but in 2035 HY.	R-3833C will be completed after HY 2025.
U-5799	NCDOT	Turnersburg Hwy (US 21) - Widen roadway to multi-lanes and realign intersection	U-5799: How many lanes? Construction in 2025- ensure open by end of 2025.	U-5799 will have two lanes in each direction. The project is currently shceduled to be let by NCDOT in June of 2024. This project should be moved to 2035 HY.
U-2507	NCDOT	Mallard Creek Rd Connector - Widen from 2 lanes to 4 lanes and construct new 4 lane roadway, with median, bike lanes and sidewalks	U-2507: I did not see any construction showing for this project in STIP (2025 HY).	U-2507A and U-2507B are completed.
U-5762:	NCDOT	Steele Creek Rd (NC 160) at Hamilton Rd - Construct intersection improvements, with bicycle and pedestrian accommodations	U-5762: 2025 HY but I did not see in STIP. Is this project complete?	U-5762 has completed construction.
U-6086	NCDOT	Pineville-Matthews Rd (NC 51) - Construct access management solutions	U-6086 shows construction in 2025- ensure open by end of 2025.	The CRTPO will continue to track this project. This project should be moved to 2035 HY.
U-6106	LAP	Gilead Rd - Widen roadway from 2 to 4 lanes, with a median	U-6106 shows construction in 2025- ensure open by end of 2025.	The CRTPO will continue to track this project. This project should be moved to 2035 HY.
U-5908	LAP	Main St - Widen and realign roadway, with bike lanes and sidewalks	U-5908: What is the construction date?	U-5908 is currently under construction and should be completed in the summer of 2023. It is in the 2050 MTP with a Horizon Year of 2025.
U-4713A	NCDOT	McKee Rd Ext - New 2 lane roadway	U-4713A shows construction in 2024 but is in the 2035 HY.	U-4213A will be completed after HY 2025.
U-6250	LAP - project was combined with EB-5931	Indian Trail Rd N at Matthews-Indian Trail Rd - Construct intersection improvements, with bicycle and pedestrian accommodations	U-6250: I could not locate in the STIP.	U-6250 was combined with EB-5931 and is in the 2050 MTP with a Horizon Year of 2025.
U-6246	NCDOT	Weddington Rd (NC 84) at Rocky River Rd - Construct intersection improvements	U-6246 shows construction in 2025- ensure open by end of 2025.	The CRTPO will continue to track this project. This project should be moved to 2035 HY.
U-6248	NCDOT	E South Main St (NC 75) at Old Providence Rd - Construct intersection improvements	U-6248 shows construction in 2025- ensure open by end of 2025.	The CRTPO will continue to track this project. This project should be moved to 2035 HY.

Appendix D: List of Roadway Projects within the Maintenance Areas

REVISED DRAFT 2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM																			
NOTES: COSTS AND SCHEDULES ARE AS OF AUGUST 4, 2022 AND ARE SUBJECT TO CHANGE. AMOUNTS SHOWN ARE PROJECT ESTIMATE AMOUNTS REMAINING. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".																			
BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT	
LINCOLN	NC 182	REPLACE BRIDGE 540007 OVER INDIAN CREEK.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	B-4571	REGION F	BFP					2023	\$3,500,000			\$3,500,000		
CABARRUS	US 29	REPLACE BRIDGE 120014 AND 120019 OVER ROCKY RIVER AND ACCESS ROAD.	HIGHWAY	10	CABARRUS-ROWAN MPO	B-5123	REGION E											COMPLETE	
CABARRUS	US 29/US 601	REPLACE BRIDGE 120066 AND BRIDGE 120069 OVER SOUTHERN RAILROAD.	HIGHWAY	10	CABARRUS-ROWAN MPO	B-5136	REGION E	T					2021	\$2,790,000			\$2,790,000	COMPLETE; BUILD NC BOND FUNDING: \$2.167 M FOR CONSTRUCTION, PAYBACK FY 2021-2035 (FY 2021 / YR 2&3 SALE).	
ROWAN	SR 1986 (MT. VERNON ROAD)	REPLACE BRIDGE 790050 OVER NAILS BRANCH.	HIGHWAY	9	CABARRUS-ROWAN MPO	B-5160	DIVISION 9											UNDER CONSTRUCTION	
ROWAN	US 29; NC 152	REPLACE BRIDGE 790021 AND BRIDGE 790034 OVER NORFOLK SOUTHERN RAILROAD AND US 29 IN CHINA GROVE.	HIGHWAY	9	CABARRUS-ROWAN MPO	B-5365												INCLUDED IN I-3802	
CABARRUS	SR 1706 (EAST 1ST STREET)	REPLACE BRIDGE 120109 OVER US 29 (NORTH CANNON BOULEVARD).	HIGHWAY	10	CABARRUS-ROWAN MPO	B-5372	DIVISION 10	HFB	2024	\$481,000			2025	\$4,500,000			\$4,981,000		
CABARRUS	SR 1132 (MIAMI CHURCH ROAD)	REPLACE BRIDGE 120137 OVER DUTCH BUFFALO CREEK.	HIGHWAY	10	CABARRUS-ROWAN MPO	B-5375	DIVISION 10	BGOFF					2022	\$1,370,000			\$1,370,000	RIGHT-OF-WAY IN PROGRESS	
UNION	SR 1681 (OLD CAMDEN ROAD)	REPLACE BRIDGE 890021 OVER STEWART'S CREEK.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	B-5376	DIVISION 10	BGOFF	2023	\$210,000			2024	\$2,100,000			\$2,310,000		
MECKLENBURG	MICHAEL BAKER ROAD	REPLACE BRIDGE 590210 OVER BRIAR CREEK IN CHARLOTTE.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	B-5378	DIVISION 10											PROJECT ADMINISTERED BY CITY OF CHARLOTTE - MUNICIPAL BRIDGE. UNDER CONSTRUCTION	
ROWAN	SR 2539 (PEACH ORCHARD ROAD)	REPLACE BRIDGE 790200 OVER TOWN CREEK.	HIGHWAY	9	CABARRUS-ROWAN MPO	B-5769	DIVISION 9											UNDER CONSTRUCTION	
ROWAN	SR 1724 (HURLEY SCHOOL ROAD)	REPLACE BRIDGE 790066 OVER NORFOLK SOUTHERN RAILROAD.	HIGHWAY	9	CABARRUS-ROWAN MPO	B-5772	DIVISION 9	BGOFF	2021	\$77,000	2021	\$31,000	2022	\$1,950,000			\$2,058,000	UNDER CONSTRUCTION	
ROWAN	NC 801	REPLACE BRIDGE 790061 OVER FOURTH CREEK.	HIGHWAY	9	CABARRUS-ROWAN MPO	B-5778	HIGHWAY FUND											UNDER CONSTRUCTION	
UNION	SR 2111 (BELK MILL ROAD)	REPLACE BRIDGE 890129 OVER LANES CREEK.	HIGHWAY	10	ROCKY RIVER RPO	B-5806	DIVISION 10	BGOFF					2022	\$1,225,000			\$1,225,000	RIGHT-OF-WAY IN PROGRESS.	
CABARRUS	US 29 US 601	REPLACE BRIDGE 120057 AND BRIDGE 120059 OVER IRISH BUFFALO CREEK.	HIGHWAY	10	CABARRUS-ROWAN MPO	B-5808	REGION E	BFP, NHPB	2021	\$255,000	2021	\$425,000	2023	\$5,100,000			\$5,780,000	RIGHT-OF-WAY IN PROGRESS	
CABARRUS	NC 24/NC 27	REPLACE BRIDGE 22 OVER ROCKY RIVER.	HIGHWAY	10	CABARRUS-ROWAN MPO	B-5810	REGION E	HFB					2023	\$6,200,000			\$6,200,000		
IREDELL	SR 2402 (HOOVER ROAD)	REPLACE BRIDGE 480020 OVER I-L CREEK.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	B-5843	DIVISION 12	BGOFF	2023	\$67,000			2024	\$675,000			\$742,000		
IREDELL	SR 1892 (JENNINGS ROAD)	REPLACE BRIDGE 480189 OVER SOUTH YADKIN RIVER.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	B-5846	DIVISION 12	BGOFF	2022	\$85,000	2022	\$325,000	2023	\$3,300,000			\$3,710,000		
CLEVELAND	SR 2226 (LAVENDAR ROAD)	REPLACE BRIDGE 220072 OVER BUFFALO CREEK.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	B-5848	DIVISION 12	BGOFF	2022	\$200,000			2023	\$3,700,000			\$3,900,000		
MECKLENBURG	SARDIS LANE	REPLACE BRIDGE 590433 OVER MCALPINE CREEK.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	B-5930	DIVISION 10	BGOFF, L					2021	\$2,000,000			\$2,000,000	PROJECT ADMINISTERED BY CITY OF CHARLOTTE	
MECKLENBURG	MORRIS FIELD DRIVE	REPLACE BRIDGE 590443 OVER SOUTHERN RAILROAD.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	B-5931	DIVISION 10	BGOFF, L					2023	\$2,750,000			\$2,750,000	UNDER CONSTRUCTION. PLANNING/DESIGN BY CITY OF CHARLOTTE	
UNION	NC 200	REPLACE BRIDGE 890053 OVER STEWARTS CREEK.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	B-5949	REGION E	BFP	2024	\$120,000			2025	\$2,500,000			\$2,620,000		
GASTON	SR 1421 (MARYS GROVE ROAD)	REPLACE BRIDGE 350097 OVER UN-NAMED TRIBUTARY OF MUDDY FORK CREEK.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	B-5961	DIVISION 12	BGOFF	2021	\$67,000			2022	\$580,000			\$647,000		
MECKLENBURG	NC 160	REPLACE BRIDGE 590054 OVER SOUTHERN RAILROAD.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	B-5983	REGION E	HFB	2023	\$336,000	2023	\$336,000	2024	\$5,601,000			\$6,273,000		
MECKLENBURG	NC 49	REPLACE BRIDGE 590088 OVER SOUTHERN RAILROAD.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	B-5984	REGION E	HFB	2023	\$354,000	2023	\$354,000	2024	\$6,367,000			\$7,075,000		
MECKLENBURG	SR 1138 WESTBOUND	REPLACE BRIDGE 590001 OVER SUGAR CREEK.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	B-5990	DIVISION 10	BFP	2023	\$174,000	2023	\$174,000	2025	\$3,127,000			\$3,475,000		
LINCOLN	NC 150	REPLACE BRIDGE 540026 OVER S.A.L. RAILROAD.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	B-6042	REGION F	HFB	2025	\$290,000			2026	\$2,900,000			\$3,190,000		
GASTON	US 29 / US 74	REPLACE BRIDGE 350091 OVER CATAWBA RIVER	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	B-6051	REGION F	BFP, HIB	2022	\$4,000,000			2023	\$40,899,000			\$44,899,000	PRELIMINARY ENGINEERING TO USE FEDERAL-AID FUNDING. PROJECT ALSO REFERRED TO AS BR-0020. HIB FUNDS ARE 2021 HIGHWAY INFRASTRUCTURE BRIDGE REPLACEMENT FUNDS (2922). PROJECT TO BE LET WITH U-6143.	
CLEVELAND	US 74	REPLACE BRIDGES 220048 AND 220049 OVER SANDY RUN.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	BR-0012	HIGHWAY FUND	HFB	2022	\$42,000			2024	\$10,300,000			\$10,342,000	TO BE LET WITH R-4045	
IREDELL	I-40	REPLACE BRIDGE 480102 ON I-40 WESTBOUND OVER THIRD CREEK.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	BR-0024	STATEWIDE MOBILITY	HFB					2026	\$5,500,000			\$5,500,000		
IREDELL	SR 1639 (MEACHAM RD)	REPLACE BRIDGE 480118 OVER I-40.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	BR-0025	DIVISION 12	BFP					2025	\$5,500,000			\$5,500,000		
IREDELL	SR 1577	REPLACE BRIDGE 480131 OVER UT TO SNOW CREEK.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	BR-0107	HIGHWAY FUND	HFB					2022	\$800,000			\$800,000	LEVERAGE PROJECT FOR GREATER BUILD GRANT	
IREDELL	SR 1601 (BRANTON ROAD)	REPLACE BRIDGE 480165 ON SR 1601 OVER ROCKY CREEK.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	BR-0114	DIVISION 12	DP, HFB	2020	\$150,000			2021	\$1,150,000			\$1,300,000	DP REPRESENT FEDERAL BUILD GRANT FUNDING	
IREDELL	SR 1595 (COOLBROOK ROAD)	REPLACE BRIDGE 480166 ON SR 1595 OVER ROCKY CREEK.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	BR-0115	DIVISION 12	DP, HFB	2020	\$170,000			2021	\$1,600,000			\$1,770,000	DP REPRESENT FEDERAL BUILD GRANT FUNDING	
IREDELL	SR 1892	REPLACE BRIDGE 480212 OVER PATTERSON CREEK.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	BR-0202	HIGHWAY FUND	HFB					2021	\$1,250,000			\$1,250,000	THIS PROJECT REPRESENTS HFB PROJECT NUMBER 17BP.12.R.49	
IREDELL	SR 1896	REPLACE BRIDGE 480214 OVER PATTERSON CREEK	HIGHWAY	12	CHARLOTTE REGIONAL TPO	BR-0203	HIGHWAY FUND	HFB					2021	\$1,000,000			\$1,000,000	THIS PROJECT REPRESENTS HFB PROJECT NUMBER 17BP.12.R.50	
IREDELL	SR 1892	REPLACE BRIDGE 480219 OVER OLIN CREEK.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	BR-0204	HIGHWAY FUND	HFB					2021	\$900,000			\$900,000	THIS PROJECT REPRESENTS HFB PROJECT NUMBER 17BP.12.R.51	
ROWAN	HORAH STREET	BRENNER AVENUE TO PARTEE STREET	HIGHWAY	9	CABARRUS-ROWAN MPO	C-4908A	EXEMPT											PROJECT DELETED AT MPO REQUEST	
ROWAN	VARIOUS	SPORTS COMPLEX, RYAN STREET TO CELEBRATION DRIVE AND SOUTH BOUNDARY STREET, HILLBORO STREET TO HILLS STREET	HIGHWAY	9	CABARRUS-ROWAN MPO	C-4908B	EXEMPT											COMPLETE	
ROWAN	VARIOUS	SALISBURY HIGH SCHOOL, ON VARIOUS STREETS AROUND HIGH SCHOOL	HIGHWAY	9	CABARRUS-ROWAN MPO	C-4908C	EXEMPT											COMPLETE	
ROWAN	ARLINGTON AVENUE	ARLINGTON AVENUE TO WALMART PARKING LOT	HIGHWAY	9	CABARRUS-ROWAN MPO	C-4908D	EXEMPT											COMPLETE	
ROWAN	SR 1002 (BRINGLE FERRY ROAD)	LONG STREET TO NEWSOME ROAD	HIGHWAY	9	CABARRUS-ROWAN MPO	C-4908E	EXEMPT											COMPLETE	
ROWAN	NEWSOME ROAD	SR 1002 (BRINGLE FERRY ROAD) TO SR 1004 (STOKES FERRY ROAD)	HIGHWAY	9	CABARRUS-ROWAN MPO	C-4908F	EXEMPT											PROJECT DELETED AT MPO REQUEST	
ROWAN	US 70 (STATESVILLE BOULEVARD)	US 601 (JAKE ALEXANDER BOULEVARD)	HIGHWAY	9	CABARRUS-ROWAN MPO	C-4908G	EXEMPT											UNDER CONSTRUCTION	
ROWAN	MAIN STREET	"D" AVENUE TO SUNSET DRIVE	HIGHWAY	9	CABARRUS-ROWAN MPO	C-4908H	EXEMPT											UNDER CONSTRUCTION	
CABARRUS	DALE EARNHARDT BOULEVARD	HUDSON STREET TO SOUTH CANNON BOULEVARD	HIGHWAY	10	CABARRUS-ROWAN MPO	C-4916A	EXEMPT											COMPLETE	
CABARRUS	FISHER STREET	FUNDS TRANSFERRED TO C-4918B	HIGHWAY	10	CABARRUS-ROWAN MPO	C-4916B	EXEMPT												
CABARRUS	OAKWOOD AVENUE	WINDSOR DRIVE TO ROGERS LAKE ROAD	HIGHWAY	10	CABARRUS-ROWAN MPO	C-4916C	EXEMPT											UNDER CONSTRUCTION	
GASTON	NC 279 (NEW HOPE ROAD)	NC 279 (NEW HOPE ROAD), BURTONWOOD DRIVE TO SR 2466 (GARRISON BOULEVARD) IN GASTONIA. ADD TURN LANE.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	C-4934	EXEMPT											UNDER CONSTRUCTION	
ROWAN	NEWSOME ROAD	CITY OF SALISBURY - CONSTRUCT BIKE LANES.	HIGHWAY	9	CABARRUS-ROWAN MPO	C-5160	EXEMPT											UNDER CONSTRUCTION BY CITY OF SALISBURY	
CABARRUS	KANNAPOLIS	IRISH BUFFALO CREEK GREENWAY IN KANNAPOLIS. CONSTRUCT GREENWAY.	HIGHWAY	10	CABARRUS-ROWAN MPO	C-5161	EXEMPT											UNDER CONSTRUCTION	
IREDELL	MOORESVILLE	NC 115 AND NC 150 IN MOORESVILLE. CONSTRUCT SOUTHBOUND NC 115 RIGHT TURN LANE AT NC 150 AND WESTBOUND NC 150 SHARED THROUGH-RIGHT LANE AT NC 115.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	C-5200	EXEMPT	BGDA, L					2020	\$1,514,000			\$1,514,000	UNDER CONSTRUCTION. STBG-DA FUNDS ARE EXEMPT SINCE THEY ARE BEING USED ON AN ELIGIBLE REGIONAL IMPACT PROJECT. ADDITIONAL FUNDING FOR CONSTRUCTION TO COVER ANTICIPATED EXPENDITURES.	
MECKLENBURG	CHARLOTTE	TOBY CREEK GREENWAY (PHASE II). CONNECT UNCC TO NEARBY RETAIL AND RESIDENTIAL DEVELOPMENT.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	C-5225													
MECKLENBURG	CHARLOTTE	TOBY CREEK GREENWAY, UNIVERSITY CITY BOULEVARD TO ROCKLAND DRIVE.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	C-5225A	EXEMPT											UNDER CONSTRUCTION	
MECKLENBURG	CHARLOTTE	TOBY CREEK GREENWAY, ROCKLAND DRIVE TO BLUE ROCK DRIVE.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	C-5225B	EXEMPT											COMPLETE	
GASTON	BELMONT	RAIL TRAIL, WOODLAWN AVENUE TO BELMONT ABBEY COLLEGE AND DOWNTOWN. CONVERT ABANDONED NCDOT RAILROAD LINE TO A PEDESTRIAN TRAIL.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	C-5505	EXEMPT											IN PROGRESS	
IREDELL	MOORESVILLE	INTERSECTION OF NC 115 AND FAITH ROAD-CAMPUS LANE IN MOORESVILLE. REALIGN FAITH ROAD TO TIE INTO EXISTING NC 115/CAMPUS LANE INTERSECTION AND CONSTRUCT DEDICATED TURN LANES ON FAITH ROAD AND CAMPUS LANE APPROACHES TO THE INTERSECTION.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	C-5529	EXEMPT	BGDA, L					2023	\$1,128,000			\$1,128,000	UNDER CONSTRUCTION	

MECKLENBURG	CHARLOTTE	SR 4979 (BALLANTYNE COMMONS PARKWAY-MCKEE ROAD) AND NC 16 (PROVIDENCE ROAD) IN CHARLOTTE. CONSTRUCT AN ADDITIONAL LEFT TURN LANE ON SR 4979 AND A SECOND LEFT TURN LANE ON SOUTHBOUND NC 16.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	C-5534	EXEMPT	BGDA				2020	\$640,000			\$640,000	UNDER CONSTRUCTION. ADDITIONAL STBG-DA FUNDS TO COVER ANTICIPATED EXPENDITURES.	
MECKLENBURG	CHARLOTTE	MECKLENBURG COUNTY AIR QUALITY -GRADE (GRANTS TO REPLACE AGING DIESEL ENGINES). REPLACE, REPOWER OR RETROFIT AGING DIESEL VEHICLES AND EQUIPMENT.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	C-5536	EXEMPT	CMAQ				2021	\$139,000			\$139,000		
MECKLENBURG	CHARLOTTE	INTERSECTION OF TUCKASEEGEE-BERRYHILL-THRIFT ROADS IN CHARLOTTE. CONSTRUCT A TRAFFIC CIRCLE.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	C-5538	DIVISION 10	CMAQ, L				2021	\$3,676,000			\$3,676,000	COMPLETE: \$1.053M IN STBG-DA SWITCHED FOR CMAQ AS PART OF I-77 PPSL FUND SWAP.	
CABARRUS, ROWAN	VARIOUS	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE CABARRUS-ROWAN MPO.	HIGHWAY	9, 10	CABARRUS-ROWAN MPO	C-5603	EXEMPT	CMAQ, L	2020	\$309,000		2020	\$1,848,000	2020	\$927,000	\$3,084,000	IN PROGRESS	
GASTON, CLEVELAND, LINCOLN	VARIOUS	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE GASTON-CLEVELAND-LINCOLN MPO.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	C-5606	EXEMPT										STATE FUNDS ON SEGMENT I ARE CONTINGENCY FUNDS	
GASTON	NEW ROUTE	TECHNOLOGY PARK TO GASTON COLLEGE. CONSTRUCT GREENWAY.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	C-5606E	EXEMPT	CMAQ, L				2023	\$588,000			\$588,000		
GASTON	NEW ROUTE	RANKIN LAKE TO TECH PARK GREENWAY. CONSTRUCT GREENWAY.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	C-5606K	EXEMPT	CMAQ, L	2023	\$15,000		2024	\$1,581,000	2023	\$129,000	\$1,725,000		
MECKLENBURG, IREDELL, UNION	VARIOUS	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION (CRTPO) AREA.	HIGHWAY	10, 12	CHARLOTTE REGIONAL TPO	C-5613	EXEMPT	CMAQ, L	2020	\$518,000		2020	\$3,108,000	2020	\$1,554,000	\$5,180,000	IN PROGRESS.	
MECKLENBURG	NC 115	HICKORY STREET INTERSECTION. IMPROVE INTERSECTION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	C-5613J	EXEMPT	CMAQ, L	2022	\$75,000		2024	\$1,227,000			\$1,302,000		
UNION	VARIOUS	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE ROCKY RIVER RPO.	HIGHWAY	10	ROCKY RIVER RPO	C-5617	EXEMPT	CMAQ, L	2020	\$6,000		2020	\$38,000	2020	\$18,000	\$62,000		
MECKLENBURG	US 21	SR 5544 (CATAWBA AVENUE) IN CORNELIUS. CONSTRUCT ROUNDABOUTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	C-5621	EXEMPT	BA, CMAQ, S(M)	2020	\$2,093,000		2023	\$9,344,000	2020	\$1,002,000	\$12,439,000	RIGHT-OF-WAY IN PROGRESS. STBG-DA FUNDS ARE EXEMPT SINCE THEY ARE BEING USED ON AN ELIGIBLE REGIONAL IMPACT PROJECT. BA FUNDS IN EXCESS OF 20% MATCH ON PE AND ROW USED TO MATCH PREVIOUSLY AUTHORIZED FEDERAL FUNDS. PROJECT PART OF I-77 PPSL FUND SWAP.	
GASTON	GASTON COUNTY	HIGHLAND BRANCH GREENWAY, PHASE I. CONSTRUCT GREENWAY	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	C-5622	EXEMPT	L				2022	\$53,000			\$53,000	UNDER CONSTRUCTION	
IREDELL	MOORESVILLE	INTERSECTION OF NC 801 AND NC 150. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	C-5701	EXEMPT	BA, BGDA, CMAQ, L	2020	\$324,000		2020	\$3,236,000			\$3,560,000	UNDER CONSTRUCTION. STBG-DA FUNDS ARE EXEMPT SINCE THEY ARE BEING USED ON AN ELIGIBLE REGIONAL IMPACT PROJECT. ADDITIONAL FUNDING FOR RIGHT-OF-WAY TO COVER ANTICIPATED EXPENDITURES. \$2.168M IN STBG-DA SWITCHED FOR CMAQ AS PART OF I-77 PPSL FUND SWAP.	
GASTON	GASTONIA	GASTONIA SIGNAL SYSTEM. UPGRADE CITYWIDE SIGNAL SYSTEM.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	C-5703	REGION F	CMAQ, L, S(M)	2022	\$750,000		2022	\$11,362,000			\$12,112,000	LOCAL FUNDS PROVIDED BY CITY OF GASTONIA (1.5% OF PROJECT COST). STATE MATCH TO USE REGIONAL IMPACT FUNDS (REGION F). CONSTRUCTION FUNDS INCLUDE FUNDS FOR C-5606C (LET UNDER A SINGLE WBS 48320.3.1).	
GASTON	CRAMERTON- MCADENVILLE GREENWAY CONNECTOR	CONSTRUCT GREENWAY CONNECTING PAVED TRAIL AT SOUTH FORK VILLAGE IN CRAMERTON TO RIVERSIDE DRIVE IN MCADENVILLE, FOLLOWING SOUTH FORK OF CATAWBA RIVER.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	C-5704	EXEMPT	CMAQ, L	2024	\$51,000		2024	\$653,000	2022	\$98,000	\$802,000		
MECKLENBURG	PINEVILLE	NC 51 CORRIDOR ACCESS MANAGEMENT. CLOSURE OF EXISTING JOHNSTON DRIVE INTERSECTION ALONG NC 51 AND RELOCATION OF JOHNSTON DRIVE TO LINE UP WITH EXISTING CHURCH STREET INTERSECTION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	EB-5949	DIVISION 10	BGDA, L, O				2022	\$4,404,000			\$4,404,000	OTHER FUNDS PROVIDED BY THE TOWN OF PINEVILLE; OTHER FUNDS ARE \$1,435,000 AN EARMARK THE TOWN OF PINEVILLE RECEIVED WITH \$358,750 IN LOCAL MATCH	
UNION	WAXHAW	NC 16 TO SUNSET HILL ROAD. KENSINGTON DRIVE CORRIDOR IMPROVEMENT PROJECT.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	EB-5950	DIVISION 10	BGDA, L	2022	\$591,000		2024	\$3,818,000			\$4,409,000		
IREDELL	I-40	REPLACE BRIDGES 480006 AND 480007 OVER CATAWBA RIVER.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	HB-0018	STATEWIDE MOBILITY	BFP	2022	\$2,500,000		2025	\$25,000,000			\$27,500,000		
IREDELL	SR 1004 (HUDSON CHAPEL ROAD)	REPLACE BRIDGE 480081 CATAWBA RIVER.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	HB-0032	DIVISION 12	BGOFF	2025	\$775,000	2025	\$775,000	2026	\$15,500,000			\$17,050,000	
ROWAN	NC 152	INTERSECTION WITH PROPOSED ACCESS ROAD EAST OF I-85 / US 601 IN CHINA GROVE. WIDEN PAVEMENT AND CONSTRUCT ROUNDABOUT.	HIGHWAY	9	CABARRUS-ROWAN MPO	HE-0009	DIVISION 9	T				2023	\$3,900,000	2022	\$600,000	\$4,500,000	ECONOMIC DEVELOPMENT PROJECT	
ROWAN	NC 152	NC 152. INTERSECTION WITH PROPOSED ACCESS ROAD EAST OF I-85 / US 601 IN CHINA GROVE. INTERMEDIATE INTERSECTION IMPROVEMENTS. WIDEN PAVEMENT AND CONSTRUCT TURN LANES FOR PHASE I OF ROADWAY IMPROVEMENTS.	HIGHWAY	9	CABARRUS-ROWAN MPO	HE-0009A	DIVISION 9	T				2023	\$1,000,000			\$1,000,000	CONSTRUCTION BY STATE FORCES.	
CABARRUS	SR 1394 (POPLAR TENT ROAD)	SR 1449 (HARRIS ROAD) INTERSECTION. CONSTRUCT INTERSECTION IMPROVEMENTS AND WIDEN SR 1394 (POPLAR TENT ROAD) FROM SR 2880 (MOSS DRIVE) TO FULLERTON PLACE DRIVE.	HIGHWAY	10	CABARRUS-ROWAN MPO	HL-0001	DIVISION 10	BGANY, BGDA, L	2023	\$5,520,000		2025	\$7,850,000	2022	\$1,710,000	\$15,080,000	\$5M IN STBG-DA FUNDS SWITCHED WITH \$5M IN STBG ANYAREA FUNDS AS PART OF FUND SWAP ON 5/31/2022.	
ROWAN	VARIOUS	CITY OF SALISBURY SIGNAL SYSTEM UPGRADE.	HIGHWAY	9	CABARRUS-ROWAN MPO	HL-0005	DIVISION 9	BGDA, L				2022	\$429,000			\$429,000		
MECKLENBURG	US 521	PROVIDENCE ROAD WEST TO SR 4979 (BALLANTYNE COMMONS PARKWAY). WIDEN ROADWAY TO 6 LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0022	EXEMPT	BA, O	2021	\$66,000		2022	\$6,042,000	2021	\$386,000	\$6,494,000	OTHER FUNDS PROVIDED BY THE CITY OF CHARLOTTE/DEVELOPER	
MECKLENBURG	REA ROAD	I-485 OUTER LOOP TO WILLIAMS POND LANE. WIDEN ROADWAY.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0023	EXEMPT	BA, O	2023	\$1,557,000		2024	\$5,469,000			\$7,026,000	OTHER FUNDS PROVIDED BY CITY OF CHARLOTTE	
MECKLENBURG	SR 3468 (WEDDINGTON ROAD)	SR 3440 (MCKEE ROAD) INTERSECTION. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0024	EXEMPT	BA	2023	\$1,500,000	2023	\$800,000	2025	\$5,923,000	2021	\$1,211,000	\$9,434,000	
MECKLENBURG	GREYLOCK RIDGE ROAD	EAST JOHN STREET TO TANK TOWN ROAD. CONSTRUCT ROADWAY ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0025	EXEMPT	BA	2023	\$701,000		2024	\$5,892,000	2022	\$1,016,000	\$7,609,000		
IREDELL	VARIOUS	VARIOUS MAINTENANCE ACTIVITIES INCLUDING RESURFACING AND PAVEMENT RESTRIPIING.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	HL-0037	DIVISION 12	BGDACV				2023	\$975,000			\$975,000		
MECKLENBURG	VARIOUS	VARIOUS MAINTENANCE ACTIVITIES INCLUDING RESURFACING, TRAFFIC SIGNAL LOOP REPLACEMENT, PAVEMENT RESTRIPIING AND MARKERS, AND SIGN REPLACEMENT.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0038		BGDACV						2022	\$5,000	\$5,000		
MECKLENBURG	US 29/74 (WILKINSON BLVD) AND US 29 (N TRYON ST)	US 29/74 (WILKINSON BLVD) FROM GASTON COUNTY LINE TO FIELD RIDGE ROAD AND US 29 (NORTH TRYON STREET) FROM WEST SUGAR CREEK ROAD TO OLD CONCORD ROAD. RESURFACE ROADWAYS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0038A	EXEMPT	BGDACV				2022	\$2,596,000			\$2,596,000		
UNION	VARIOUS	VARIOUS MAINTENANCE ACTIVITIES INCLUDING RESURFACING, TRAFFIC SIGNAL LOOP REPLACEMENT, AND PAVEMENT RESTRIPIING.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0039												
UNION	NORTH CHARLOTTE AVENUE AND NEW TOWN ROAD	NORTH CHARLOTTE AVENUE FROM WALNUT STREET TO NC 200 AND NEW TOWN ROAD FROM CUTHBERTSON ROAD TO ENNIS ROAD. RESURFACE ROADWAYS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0039A	DIVISION 10	BGDACV				2022	\$963,000			\$963,000		
UNION	VARIOUS	REPLACE PAVEMENT MARKINGS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0039B	EXEMPT	BGDACV				2022	\$126,000			\$126,000		
UNION	VARIOUS	REPLACE TRAFFIC SIGNAL LOOPS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0039C	EXEMPT	BGDACV				2022	\$164,000			\$164,000		
ROWAN	BRENNER AVENUE	US 70 / US 601 (JAKE ALEXANDER BOULEVARD) TO MILFORD HILLS ROAD IN SALISBURY. CONSTRUCT MEDIAN; CONSTRUCT ROUNDABOUT AT MILFORD HILLS ROAD.	HIGHWAY	9	CABARRUS-ROWAN MPO	HL-0049	DIVISION 9	BGDACV, L	2023	\$14,000		2023	\$830,000	2022	\$181,000	\$1,025,000		
MECKLENBURG	SR 2822 (ROBINSON CHURCH ROAD)	NC 24 TO PLOTT ROAD. WIDEN CORRIDOR.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0053	DIVISION 10	L, T(DA)				2025	\$12,454,000			\$12,454,000	\$6,227M IN STBG-DA FUNDS SWITCHED WITH \$6,227M IN STATE TRUST FUNDS "T(DA)" AS PART OF FUND SWAP.	
UNION	SR 1357 (POTTER ROAD)	SR 1357 (POTTER ROAD) AND SR 1358 (FOREST LAWN DRIVE). IMPROVE INTERSECTION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0055	DIVISION 10	L, T(DA)	2024	\$643,000		2025	\$1,373,000	2023	\$475,000	\$2,491,000	\$380K IN STBG-DA FUNDS SWITCHED WITH \$380K IN T(DA) FOR PE, \$466K IN STBG-DA FUNDS SWITCHED WITH \$466K IN T(DA) FOR ROW, AND \$1.098M IN STBG-DA FUNDS SWITCHED WITH \$1.098M IN T(DA) FOR CON AS PART OF FUND SWAP.	

MECKLENBURG	NC 115	SR 2427 (MCCORD ROAD) TO SAM FURR ROAD. IMPROVE CORRIDOR.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HL-0056	EXEMPT	L, T(DA)	2025	\$2,852,000				2027	\$4,938,000	2024	\$751,000	\$8,541,000	\$526K IN STBG-DA FUNDS SWITCHED WITH \$526K IN T(DA) FOR PE, \$1.996M IN STBG-DA FUNDS SWITCHED WITH \$1.996M IN T(DA) FOR ROW, AND \$3.457M IN STBG-DA FUNDS SWITCHED WITH \$3.457M IN T(DA) FOR CON AS PART OF FUND SWAP.
COLUMBUS, ROBESON, CLEVELAND, ANSON, GASTON, POLK, SCOTLAND, HENDERSON, RICHMOND, RUTHERFORD, MECKLENBURG, BRUNSWICK, BUNCOMBE, UNION	US 74	I-40 IN ASHEVILLE TO I-140 IN WILMINGTON. IMPLEMENT BROADBAND, ITS, AND RESILIENCY IMPROVEMENTS.	HIGHWAY	3, 6, 8, 10, 12, 13, 14	LUMBER RIVER RPO, CAPE FEAR RPO, GASTON-CLEVELAND-LINCOLN MPO, FOOHILLS RPO, FRENCH BROAD RIVER RPO, ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, WILMINGTON URBAN AREA MPO	HO-0002													DP REPRESENTS FEDERAL INFRA GRANT FUNDS
CLEVELAND, POLK, GASTON, HENDERSON, RUTHERFORD, MECKLENBURG, BUNCOMBE	US 74	I-40 IN ASHEVILLE TO I-77 AT I-485 (SOUTH) IN CHARLOTTE. INSTALL BROADBAND.	HIGHWAY	10, 12, 13, 14	GASTON-CLEVELAND-LINCOLN MPO, FOOHILLS RPO, FRENCH BROAD RIVER MPO, CHARLOTTE REGIONAL TPO	HO-0002A	STATEWIDE MOBILITY	HSIP					2021		\$18,435,000			\$18,435,000	LETTING TO BE COMBINED WITH R-5777D, I-5986C, HO-0002B, AND HO-0002C.
ANSON, ROBESON, RICHMOND, SCOTLAND, UNION	US 74	EASTERN END OF MONROE BYPASS TO I-95 IN LUMBERTON. INSTALL BROADBAND AND ITS COMPONENTS INCLUDING CONNECTIONS TO SIGNAL SYSTEMS, DMS, AND CCTV.	HIGHWAY	6, 8, 10	LUMBER RIVER RPO, ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO	HO-0002B	STATEWIDE MOBILITY	HSIP					2021		\$14,216,000			\$14,216,000	LETTING TO BE COMBINED WITH R-5777D, I-5986C, HO-0002A, AND HO-0002C. UNDER CONSTRUCTION.
COLUMBUS, ROBESON, ANSON, SCOTLAND, RICHMOND, BRUNSWICK, UNION	US 74	EASTERN END OF MONROE BYPASS TO I-140 IN WILMINGTON. VULNERABILITY ASSESSMENTS, INSTALLATION OF FLOOD GAUGES, AND FLOOD MONITORING.	HIGHWAY	3, 6, 8, 10	LUMBER RIVER RPO, CAPE FEAR RPO, ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, WILMINGTON URBAN AREA MPO	HO-0002D	STATEWIDE MOBILITY	DP, T								2022	\$2,200,000	\$2,200,000	
MECKLENBURG, WAKE, GUILFORD, FORSYTH, DURHAM, CABARRUS, GASTON, JOHNSTON, UNION, CATAWBA, DAVIDSON, IREDELL, ORANGE, ROWAN, NASH, DAVIE, EDGEcombe, GRANVILLE, HAYWOOD	VARIOUS	NCDOT TRAFFIC SYSTEMS OPERATIONS. INSTALL STATEWIDE ITS DEVICE OPERATIONS.	HIGHWAY	4, 5, 7, 9, 10, 12, 14	CHARLOTTE REGIONAL TPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, WINSTON-SALEM URBAN AREA MPO, GREENSBORO URBAN AREA MPO, CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, GASTON-CLEVELAND-LINCOLN MPO, GREATER HICKORY MPO, ROCKY MOUNT URBAN AREA MP	HO-0005	EXEMPT	CMAQ, S(M)					2022		\$21,605,000			\$21,605,000	
MECKLENBURG, WAKE, GUILFORD, FORSYTH, DURHAM, CABARRUS, GASTON, JOHNSTON, UNION, CATAWBA, DAVIDSON, IREDELL, ORANGE, ROWAN, LINCOLN, NASH, CHATHAM, DAVIE, EDGEcombe, FRANKLIN, GRANVILLE, HAYWOOD, PERSON, SWAIN	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATUR	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.	HIGHWAY	4, 5, 7, 8, 9, 10, 12, 14	CHARLOTTE REGIONAL TPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, CABARRUS-ROWAN MPO, WINSTON-SALEM URBAN AREA MPO, GASTON-CLEVELAND-LINCOLN MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, GREATER HICKORY MPO, KERR-TAR RPO, ROCKY MOUNT	HO-0009	EXEMPT	CMAQ, L, S								2022	\$1,604,000	\$1,604,000	"S" FUNDING REFLECTS PARTICIPATION BY DAQ.
DAVIDSON, DAVIE, FORSYTH, ROWAN, STOKES	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 9.	HIGHWAY	9	NORTHWEST PIEDMONT RPO, WINSTON-SALEM URBAN AREA MPO, HIGH POINT URBAN AREA MPO, CABARRUS-ROWAN MPO	HS-2009	DIVISION 9												
DAVIDSON, DAVIE, FORSYTH, ROWAN, STOKES	VARIOUS	VARIOUS SECONDARY ROUTES. INSTALL LONG-LIFE PAVEMENT MARKINGS.	HIGHWAY	9	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, NORTHWEST PIEDMONT RPO, WINSTON-SALEM URBAN AREA MPO	HS-2009A	DIVISION 9	HSIP					2021		\$1,900,000			\$1,900,000	
ROWAN	SR 1007 (JAKE ALEXANDER BOULEVARD)	SR 1007 (JAKE ALEXANDER BOULEVARD) AT MORLAN PARK ROAD. INSTALL CONCRETE CHANNELIZATION AND LEFT-OVER WITH U-TURN. BULB EAST OF MORLAN PARK ROAD.	HIGHWAY	9	CABARRUS-ROWAN MPO	HS-2009D	DIVISION 9	HSIP	2022	\$50,000	2022	\$20,000	2023		\$350,000			\$420,000	IN PROGRESS
ROWAN	SR 1002 (OLD CONCORD ROAD)	SR 1002 (OLD CONCORD ROAD) FROM JAKE ALEXANDER BOULEVARD IN SALISBURY TO THE CABARRUS COUNTY LINE. INSTALL PAVEMENT MARKINGS.	HIGHWAY	9	CABARRUS-ROWAN MPO	HS-2009E	DIVISION 9	HSIP					2023		\$396,000			\$396,000	
ANSON, CABARRUS, MECKLENBURG, STANLY, UNION	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 10.	HIGHWAY	10	ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	HS-2010	DIVISION 10												PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
MECKLENBURG	NC 24, NC 27	SR 3110 (ARLINGTON CHURCH ROAD) NEAR CHARLOTTE. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HS-2010A	REGION E	HSIP	2022	\$175,000			2023		\$1,350,000			\$1,525,000	
MECKLENBURG	I-277	INSTALL SMART CUSHIONS AT VARIOUS EXITS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HS-2010B	STATEWIDE MOBILITY	HSIP					2021		\$144,000			\$144,000	
UNION, ANSON, MECKLENBURG	NC 218	US 74 IN ANSON COUNTY TO US 601 IN UNION COUNTY, AND FROM MILL GROVE ROAD IN UNION COUNTY TO I-485 IN MECKLENBURG COUNTY. INSTALL MILLED RUMBLE STRIPS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HS-2010C	REGION E	HSIP					2022		\$616,000			\$616,000	
CABARRUS	NC 24/27	SR 1120 (BETHEL SCHOOL RD) INTERSECTION. INSTALL A REDUCED CONFLICT INTERSECTION (RCI) WEITH UNSIGNALIZED BULBOUTS.	HIGHWAY	10	CABARRUS-ROWAN MPO	HS-2010D	REGION E	HSIP	2022	\$301,000			2023		\$392,000			\$693,000	
MECKLENBURG	NC 49 (SOUTH TRYON STREET)	NC 49 (SOUTH TRYON STREET) AT GENERAL DRIVE; AND, NC 49 (SOUTH TRYON STREET) AT SR 1347 (NEVADA BOULEVARD). INSTALL TRAFFIC SIGNAL AT NC 49 AND GENERAL DRIVE, AND CONVERT NC 49 AT SR 1347 (NEVADA BOULEVARD) TO A DIRECTIONAL CROSSOVER.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HS-2010E	REGION E	HSIP			2025	\$25,000	2025		\$534,000			\$559,000	
CABARRUS	NC 24/27	NC 24/27 AND SR 1100 (PINE BLUFF ROAD/ REED MINE ROAD) NEAR LOCUST. INSTALL A REDUCED CONFLICT INTERSECTION.	HIGHWAY	10	CABARRUS-ROWAN MPO	HS-2010F	REGION E	HSIP	2024	\$5,000			2025		\$747,000			\$752,000	
MECKLENBURG	NC 51	NC 51 AND POLK STREET. INSTALL PEDESTRIAN SIGNALS AND ACCOMMODATIONS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	HS-2010G	REGION E	HSIP					2024		\$144,000			\$144,000	
ALEXANDER, CATAWBA, CLEVELAND, GASTON, IREDELL, LINCOLN	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 12.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO, GREATER HICKORY MPO, CHARLOTTE REGIONAL TPO	HS-2012	DIVISION 12												PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
IREDELL	SR 1125 (SHEARERS ROAD)	SR 1147 (ROCKY RIVER ROAD) INTERSECTION. INSTALL TRAFFIC SIGNAL.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	HS-2012C	DIVISION 12	HSIP					2022		\$190,000	2022	\$20,000	\$210,000	
DAVIDSON, ROWAN	I-85	NORTH OF SR 2120 (LONG FERRY ROAD) IN ROWAN COUNTY TO US 29 / US 52 / US 70 / BUSINESS 85 IN DAVIDSON COUNTY. ADDITIONAL LANES AND YADKIN RIVER BRIDGE RECONSTRUCTION. (PROJECT INCLUDES B-3833).	HIGHWAY	9	HIGH POINT URBAN AREA MPO, CABARRUS-ROWAN MPO	I-2304	PRE-STI (TRANSITION)												INCLUDES B-3833; GARVEE BOND FUNDING: \$14.3 MILLION FOR RIGHT-OF-WAY, SECTIONS AC & AD, PAYBACK FY 2009-2021; \$111.7 MILLION FOR CONSTRUCTION, SECTIONS AC, PAYBACK FY 2010-2021; TIGER AWARD / INTERSTATE MAINTENANCE DISCRETIONARY FUNDING \$11.7 MILLION
DAVIDSON, ROWAN	I-85	NORTH OF SR 2120 (LONG FERRY ROAD) IN ROWAN COUNTY TO NORTH OF NC 150 IN DAVIDSON COUNTY, INCLUDING YADKIN RIVER BRIDGE	HIGHWAY	9	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO	I-2304AC	EXEMPT	NHP	2009	\$1,066,000			2010		\$8,220,000			\$9,286,000	COMPLETE. GARVEE BOND FUNDING: \$14.3 MILLION FOR RIGHT-OF-WAY, SECTIONS AC & AD, PAYBACK FY 2009-2021; \$111.7 MILLION FOR CONSTRUCTION, SECTIONS AC, PAYBACK FY 2010-2021; TIGER AWARD / INTERSTATE MAINTENANCE DISCRETIONARY FUNDING \$11.7 MILLION

DAVIDSON, ROWAN	I-85	IMPLEMENTATION OF INTELLIGENT TRANSPORTATION SYSTEM (ITS)	HIGHWAY	9	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO	I-2304AF	PRE-STI (TRANSITION)											COMPLETE
MECKLENBURG	I-77	I-277 (BROOKSHIRE FREEWAY) IN CHARLOTTE TO SR 5544 (WEST CATAWBA AVENUE - EXIT 28). ADDITIONAL LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-3311												PLANNING/DESIGN IN PROGRESS - FUNDING FOR I-3311 C INCLUDED IN I-5405
MECKLENBURG	I-77	I-85 TO NORTH OF I-485 (CHARLOTTE OUTER LOOP)	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-3311A												COMPLETE
MECKLENBURG	I-77	NC 73 (SAM FURR ROAD), WEST OF I-77 TO EAST OF I-77; SR 2136 (GILEAD ROAD), WEST OF I-77 TO EAST OF I-77	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-3311AA												COMPLETE
MECKLENBURG	I-77	I-485 (CHARLOTTE OUTER LOOP) TO SR 5544 (WEST CATAWBA AVENUE) EXIT 28.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-3311B	NOT FUNDED	NHP	NOT FUNDED	\$100,000			NOT FUNDED	\$47,000,000			\$47,100,000	
MECKLENBURG	I-77	I-277 TO NORTH OF I-85. CONSTRUCT HIGH OCCUPANCY TOLL (HOT) LANES AND CONVERT EXISTING HIGH OCCUPANCY VEHICLE (HOV) LANES TO HOT LANES. I-277 (BROOKSHIRE FREEWAY), I-77 TO NORTH BREVARD STREET. CONSTRUCT HOT LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-3311C												UNDER CONSTRUCTION WITH PROJECT I-5405
MECKLENBURG	I-77	I-485 (CHARLOTTE OUTER LOOP) TO SR 2136 (GILEAD ROAD)	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-3311D												COMPLETE
MECKLENBURG	I-77	NORTH OF I-277/NC 16 (BROOKSHIRE FREEWAY) TO NORTH OF I-85. WORK TO BE ACCOMPLISHED IN I-3311 C.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-3311E												
ROWAN	NC 152	WEST OF US 29 / US 601 TO EAST OF I-85 IN CHINA GROVE. REVISE INTERCHANGES WITH US 29 / US 601 AND WITH I-85, AND IMPROVE CORRIDOR.	HIGHWAY	9	CABARRUS-ROWAN MPO	I-3610												INCLUDED IN I-3802 - UNDER CONSTRUCTION
CABARRUS, ROWAN	I-85	NC 73 IN CABARRUS COUNTY (EXIT 55) TO US 29 / US 601 CONNECTOR (EXIT 68) IN ROWAN COUNTY. WIDEN TO EIGHT LANES.	HIGHWAY	9, 10	CABARRUS-ROWAN MPO	I-3802												SEGMENT B INCLUDES B-5365 AND I-3610
CABARRUS, ROWAN	I-85	NC 73 IN CABARRUS COUNTY (EXIT 55) TO SR 2180 (LANE STREET) IN CABARRUS COUNTY.	HIGHWAY	9, 10	CABARRUS-ROWAN MPO	I-3802A	PRE-STI (TRANSITION)											COMPLETE
CABARRUS	I-85	ITS FOR I-3802 A	HIGHWAY	10	CABARRUS-ROWAN MPO	I-3802AA	PRE-STI (TRANSITION)	CMAQ				2023	\$1,630,000				\$1,630,000	
ROWAN	I-85	SR 2180 (LANE STREET) IN CABARRUS COUNTY TO US 29 / US 601 CONNECTOR IN ROWAN COUNTY	HIGHWAY	9	CABARRUS-ROWAN MPO	I-3802B	STATEWIDE MOBILITY											UNDER CONSTRUCTION - DESIGN-BUILD PROJECT
MECKLENBURG, CABARRUS	I-85	US 29/NC 49 CONNECTOR, MECKLENBURG COUNTY TO NC 73 IN CABARRUS COUNTY. WIDEN TO 8-LANES. (COORDINATE WITH U-3415).	HIGHWAY	10	CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	I-3803												GARVEE BOND FUNDING - SEGMENT B: \$103M FOR CONSTRUCTION, PAYBACK FY 2010-2021
MECKLENBURG, CABARRUS	I-85	SOUTH OF US 29/NC 49 CONNECTOR TO SR 2894 (CONCORD MILLS - BRUTON SMITH BOULEVARD). WIDEN TO 8-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	I-3803A												COMPLETE
CABARRUS	I-85	SOUTH OF SR 2894 (CONCORD MILLS - BRUTON SMITH BOULEVARD) TO NC 73 IN CABARRUS COUNTY. WIDEN TO 8-LANES.	HIGHWAY	10	CABARRUS-ROWAN MPO	I-3803B	PRE-STI (TRANSITION)	NHP				2010	\$22,592,000				\$22,592,000	COMPLETE. GARVEE BOND FUNDING - SEGMENT B: \$103M FOR CONSTRUCTION, PAYBACK FY 2010-2021
CABARRUS	I-85	ITS FOR I-3803 B	HIGHWAY	10	CABARRUS-ROWAN MPO	I-3803BA	PRE-STI (TRANSITION)											
ROWAN	I-85	SR 1221 (OLD BEATTY FORD ROAD) NEAR LANDIS. CONVERT GRADE SEPARATION TO INTERCHANGE.	HIGHWAY	9	CABARRUS-ROWAN MPO	I-3804	DIVISION 9											INCLUDED IN I-3802B - DESIGN-BUILD PROJECT
IREDELL	I-40/I-77	STATESVILLE, MODIFICATION OF I-40/I-77 INTERCHANGE AREA.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	I-3819												GARVEE BOND FUNDING - SEGMENT A: \$10M FOR CONSTRUCTION, PAYBACK FY 2012-2023
IREDELL	I-40/I-77	INITIAL I-40/I-77 INTERCHANGE IMPROVEMENTS	HIGHWAY	12	CHARLOTTE REGIONAL TPO	I-3819A	PRE-STI (TRANSITION)	NHP				2012	\$4,388,000				\$4,388,000	COMPLETE. GARVEE BOND FUNDING - SEGMENT A: \$10M FOR CONSTRUCTION, PAYBACK FY 2012-2023
IREDELL	I-40/I-77	FINAL I-40/I-77 INTERCHANGE IMPROVEMENTS	HIGHWAY	12	CHARLOTTE REGIONAL TPO	I-3819B	STATEWIDE MOBILITY	T				2019	\$327,665,000				\$327,665,000	UNDER CONSTRUCTION; BUILD NC BOND FUNDING: \$110.79M FOR CONSTRUCTION, PAYBACK FY 2021-2035 (FY 2021 / YR 2&3 SALE)
IREDELL, MECKLENBURG	I-77	SR 5544 (WEST CATAWBA AVENUE - EXIT 28) TO NC 150. WIDEN AND RECONSTRUCT ROADWAY.	HIGHWAY	10, 12	CHARLOTTE REGIONAL TPO	I-4750												FUNDING FOR I-4750 AA INCLUDED IN I-5405
IREDELL, MECKLENBURG	I-77	SR 5544 (WEST CATAWBA AVENUE - EXIT 28) TO NC 150 (EXIT 36). CONSTRUCT HIGH OCCUPANCY/TOLL (HOT) LANES.	HIGHWAY	10, 12	CHARLOTTE REGIONAL TPO	I-4750AA												COMPLETE - UNDER CONSTRUCTION WITH PROJECT I-5405
IREDELL, MECKLENBURG	I-77	SR 5544 (WEST CATAWBA AVENUE - EXIT 28) TO NC 150 (EXIT 36). CONSTRUCT ONE ADDITIONAL LANE IN EACH DIRECTION.	HIGHWAY	10, 12	CHARLOTTE REGIONAL TPO	I-4750AB	NOT FUNDED	NHP	NOT FUNDED	\$10,500,000	NOT FUNDED	\$675,000	NOT FUNDED	\$133,000,000			\$144,175,000	
MECKLENBURG	I-77	I-77/EXIT 30 (GRIFFITH STREET) INTERCHANGE. CONSTRUCT ROUNDABOUTS AT NORTHBOUND AND SOUTHBOUND RAMP TERMINI.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-4750AC	EXEMPT											COMPLETE
GASTON	I-85	CONSTRUCT NEW I-85 NBL WEIGH STATION FROM SR 1302 (CROWDERS MOUNTAIN ROAD) TO SR 1307 (EDGEWOOD ROAD).	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	I-4928	PRE-STI (TRANSITION)											UNDER CONSTRUCTION
GASTON	I-85	I-85/US 321. GEOMETRIC SAFETY IMPROVEMENTS TO INTERCHANGE.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	I-5000	STATEWIDE MOBILITY											UNDER CONSTRUCTION
IREDELL	I-77	MILE MARKER 57.83 TO MILE POST 61.74. PAVEMENT REHABILITATION.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	I-5106	PRE-STI (TRANSITION)	NHP				2009	\$439,000				\$439,000	COMPLETE - GARVEE BOND FUNDING: \$4M FOR CONSTRUCTION, PAYBACK FY 2009-2020
ROWAN	I-85	US 52 (INNES STREET) AND US 601 (JAKE ALEXANDER BOULEVARD) INTERCHANGES. STABILIZE SLOPES, REPLACE EMERGENCY LANE / SHOULDER, AND RESEAL JOINTS.	HIGHWAY	9	CABARRUS-ROWAN MPO	I-5505												CONSTRUCTION INCLUDED WITH I-5741
MECKLENBURG	I-485	I-485, I-77 SOUTH OF CHARLOTTE TO US 74 (INDEPENDENCE BOULEVARD). ADD ONE EXPRESS LANE IN EACH DIRECTION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5507	STATEWIDE MOBILITY	T				2019	\$306,756,000				\$306,756,000	UNDER CONSTRUCTION. DESIGN-BUILD PROJECT
IREDELL	I-77	EXIT 45 TO EXIT 54, EXCLUDING PROJECT AREA FOR I-3819 A. PAVEMENT REHABILITATION.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	I-5606												COMPLETE
MECKLENBURG	I-77	SR 2136 (GILEAD ROAD) INTERCHANGE. UPGRADE EXISTING INTERCHANGE.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5714	STATEWIDE MOBILITY											UNDER CONSTRUCTION
MECKLENBURG	I-77	NC 73 INTERCHANGE. UPGRADE EXISTING INTERCHANGE TO SPLIT DIAMOND CONFIGURATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5715	STATEWIDE MOBILITY	NHP	2023	\$1,551,000	2023	\$2,400,000	2025	\$39,499,000			\$43,450,000	
MECKLENBURG	I-77	SOUTH CAROLINA STATE LINE TO I-277/NC 16 (BROOKSHIRE FREEWAY). WIDEN EXISTING FREEWAY TO TEN LANES BY CONSTRUCTING MANAGED LANES, RECONSTRUCT I-277 INTERCHANGES, AND INSTALL RAMP METERS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5718												
MECKLENBURG	I-77	SOUTH CAROLINA STATE LINE TO I-277/US 74 (BELK FREEWAY). WIDEN EXISTING FREEWAY TO TEN LANES BY CONSTRUCTING MANAGED LANES, RECONSTRUCT I-77/I-277 (BELK FREEWAY) INTERCHANGE, AND INSTALL RAMP METERS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5718A	STATEWIDE MOBILITY	BOND R, NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$660,000,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$30,900,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$699,999,000			\$1,390,899,000	
MECKLENBURG	I-77	I-277/US 74 (BELK FREEWAY) TO I-277/NC 16 (BROOKSHIRE FREEWAY). WIDEN EXISTING FREEWAY TO TEN LANES BY CONSTRUCTING MANAGED LANES, RECONSTRUCT I-77/I-277 (BROOKSHIRE FREEWAY) INTERCHANGE, AND INSTALL RAMP METERS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5718B												
GASTON	I-85	US 321 TO NC 273. WIDEN TO EIGHT LANES.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	I-5719	STATEWIDE MOBILITY	NHP, S(M)	2024	\$132,025,000	2024	\$71,100,000	2024	\$507,375,000			\$710,500,000	DESIGN-BUILD PROJECT - TO BE LET WITH U-5800. INCLUDES IMPROVEMENTS PREVIOUSLY FUNDED UNDER I-5713 (COX ROAD INTERCHANGE IMPROVEMENTS) AND U-3608 (NC 7 OPERATIONAL IMPROVEMENTS). GARVEE BOND FUNDING: \$75M FOR ROW, \$225M FOR CONSTRUCTION (2 SALES).
MECKLENBURG	I-277	I-77 TO EAST 10TH STREET. RESURFACING AND BRIDGE REHABILITATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5746												
MECKLENBURG	I-277 (BELK FRWY)	I-77 TO EAST STONEWALL STREET. BRIDGE REHABILITATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5746A	STATEWIDE MOBILITY											COMPLETE
MECKLENBURG	I-277 (BELK FRWY)	EAST STONEWALL STREET TO EAST 10TH STREET. BRIDGE REHABILITATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5746B	STATEWIDE MOBILITY											COMPLETE
MECKLENBURG	I-277 (BROOKSHIRE FRWY)	I-77 TO EAST 10TH STREET. RESURFACE ROADWAY AND REHABILITATE BRIDGES FROM JOHNSON STREET TO EAST 10TH STREET.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5746C	STATEWIDE MOBILITY	NHPIM				2022	\$29,400,000				\$29,400,000	UNDER CONSTRUCTION.
MECKLENBURG	I-77	I-277 TO 0.7 MILE NORTH OF NC 27. PAVEMENT REHABILITATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5769	STATEWIDE MOBILITY	NHPIM, S(M)				2020	\$14,997,000				\$14,997,000	GARVEE BOND FUNDING: \$3,038,925 FOR CONSTRUCTION, PAYBACK FY 2020-2034
MECKLENBURG	I-85	CONCRETE PAVEMENT JOINT 0.3 MILES SOUTH OF NC 16 TO CONCRETE PAVEMENT JOINT SOUTH OF SR 1601 (MOORES CHAPEL ROAD). PAVEMENT AND BRIDGE REHABILITATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5770	STATEWIDE MOBILITY											PROJECT COMBINED WITH I-5796 - UNDER CONSTRUCTION
MECKLENBURG	I-85	0.1 MILE NORTH OF SR 5901 (BILLY GRAHAM PKWY) TO 0.3 MILE SOUTH OF NC 16 AT MILE MARKER 35.93. PAVEMENT REHABILITATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5796	STATEWIDE MOBILITY											TO BE LET WITH I-5770 - UNDER CONSTRUCTION
MECKLENBURG	I-485	I-85 TO ROCKY RIVER ROAD. PAVEMENT REHABILITATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	I-5798	STATEWIDE MOBILITY											COMPLETE
IREDELL	I-40	SR 2158 (OLD MOCKSVILLE ROAD) TO DAVIE COUNTY LINE. PAVEMENT REHABILITATION.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	I-5805	STATEWIDE MOBILITY	NHPIM				2028	\$70,500,000				\$70,500,000	

MECKLENBURG	I-485	EAST OF NC 115 (OLD STATESVILLE ROAD) TO I-85 NORTH	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2248E	PRE-STI (TRANSITION)	NHP						2010	\$10,968,000			\$10,968,000	COMPLETE. GARVEE BOND FUNDING: \$50M FOR CONSTRUCTION, PAYBACK FY 2010-2021
MECKLENBURG	I-485	ITS FOR R-2248 E	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2248EA	PRE-STI (TRANSITION)												COMPLETE
MECKLENBURG	I-485	EDINMEADOW DRIVE NEPA STUDY	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2248EB													
MECKLENBURG	I-485	I-485, WEST OF I-77 TO ARROWOOD ROAD- BROWN GRIER ROAD	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2248F													COMPLETE
MECKLENBURG	I-485	I-485 INTERCHANGE WITH SR 2042 (OAKDALE ROAD)	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2248G	PRE-STI (TRANSITION)												COMPLETE
MECKLENBURG	I-485	I-485 INTERCHANGE WITH SR 1148 (GARRISON ROAD)	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2248H													COMPLETE
CATAWBA, IREDELL, LINCOLN	NC 150	RELOCATED NC 16 (STIP PROJECT R-2206) TO US 21. WIDEN TO MULTI-LANES.	HIGHWAY	12	GREATER HICKORY MPO, CHARLOTTE REGIONAL TPO, GASTON-CLEVELAND-LINCOLN MPO	R-2307													SEGMENT B INCORPORATES WORK PREVIOUSLY UNDER I-5717.
CATAWBA, LINCOLN	NC 150	RELOCATED NC 16 (STIP PROJECT R-2206) TO EAST OF SR 1840 (GREENWOOD ROAD). WIDEN TO 4-LANES WITH A BYPASS OF THE TERRELL HISTORIC DISTRICT.	HIGHWAY	12	GREATER HICKORY MPO, GASTON-CLEVELAND-LINCOLN MPO	R-2307A	REGION F	BGANYY, T	2027	\$82,300,000	2027	\$17,800,000	2030	\$115,901,000			\$216,001,000		
IREDELL, CATAWBA	NC 150	EAST OF SR 1840 (GREENWOOD ROAD) IN CATAWBA COUNTY TO WEST OF SR 1303/SR 1180 (PERTH ROAD/DOOLIE ROAD) IN IREDELL COUNTY. WIDEN TO 4-LANES. SR 1383/SR 1180 TO US 21 IN IREDELL COUNTY. WIDEN TO 6-LANES.	HIGHWAY	12	CHARLOTTE REGIONAL TPO, GREATER HICKORY MPO	R-2307B	REGION F	S(M), T, T(DA)					2025	\$164,500,000			\$164,500,000	RIGHT-OF-WAY IN PROGRESS. \$5M IN STBG-DA FUNDS SWITCHED WITH \$5M IN STATE TRUST FUNDS "T(DA)" AS PART OF FUND SWAP.	
IREDELL	US 21 - NC 115	CEDAR LANE IN TROUTMAN TO BARIUM LANE IN BARIUM SPRINGS. WIDEN TO MULTI-LANES.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	R-2522	REGION F	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$14,900,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$3,100,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$16,800,000			\$34,800,000		
MECKLENBURG	SR 5544 (WEST CATAWBA AVENUE)	NC 73 (SAM FURR ROAD) TO EAST OF SR 2195 (TORRENCE CHAPEL ROAD). WIDEN TO FOUR-LANES DIVIDED.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2555													
MECKLENBURG	SR 5544 (WEST CATAWBA AVENUE)	SR 2151 (JETTON ROAD) TO SR 2195 (TORRENCE CHAPEL ROAD). WIDEN TO FOUR-LANES DIVIDED.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2555A													COMPLETE
MECKLENBURG	SR 5544 (WEST CATAWBA AVENUE)	NC 73 (SAM FURR ROAD) TO SR 2151 (JETTON ROAD). WIDEN TO FOUR-LANES DIVIDED.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2555B	DIVISION 10	L, T					2025	\$27,719,000			\$27,719,000	RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: \$12M FOR CONSTRUCTION, PAYBACK FY 2025-2026 (FY 2024 / YR 5/6 SALE). COORDINATE WITH R-5706A & B.	
MECKLENBURG	NC 73	US 21 TO SR 2693 (DAVIDSON-CONCORD ROAD). WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2632													
MECKLENBURG	NC 73	US 21 TO NC 115.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2632AA													COMPLETE
MECKLENBURG	NC 73	NC 115 TO SR 2693 (DAVIDSON-CONCORD ROAD).	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2632AB	REGION E	NHP	2023	\$4,400,000	2023	\$4,700,000	2026	\$46,900,000			\$56,000,000		
MECKLENBURG	NC 73	NC 73 AT NC 115. CONVERT RIGHT TURN LANE ON NC 115 SOUTHBOUND TO A THROUGH LANE AND WIDEN FOR MERGING TAPER.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-2632AC	PRE-STI (TRANSITION)												COMPLETE
CLEVELAND	US 74 (SHELBY BYPASS)	FOUR LANE DIVIDED FREEWAY ON NEW LOCATION.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-2707													
CLEVELAND	US 74 SHELBY BYPASS	WEST OF SR 1162 (PEACHTREE ROAD) TO EAST OF SR 1315 (PLATO LEE ROAD). RIGHT-OF-WAY ONLY.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-2707A													COMPLETE
CLEVELAND	US 74 SHELBY BYPASS	WEST OF SR 1162 (PEACHTREE ROAD) TO EAST OF SR 1318 (KIMBRELL ROAD). GRADING, STRUCTURES, PAVING	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-2707AA													COMPLETE
CLEVELAND	US 74 SHELBY BYPASS	EAST OF SR 1318 (KIMBRELL ROAD) TO EAST OF SR 1315 (PLATO LEE ROAD). GRADING AND STRUCTURES	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-2707AB	PRE-STI (TRANSITION)												COMPLETE
CLEVELAND	US 74 SHELBY BYPASS	EAST OF SR 1315 (PLATO LEE ROAD) TO EAST OF NC 226. GRADING AND STRUCTURES	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-2707B	PRE-STI (TRANSITION)												COMPLETE
CLEVELAND	US 74 SHELBY BYPASS	EAST OF NC 226 TO EAST OF NC 150. GRADING, STRUCTURES, AND PAVING.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-2707C	REGION F	T					2020	\$43,050,000	2021	\$75,000	\$43,125,000	BUILD NC BOND FUNDING: \$56,071 FOR PE, PAYBACK 2021-2035 (FY 2021 / YR 2&3 SALE); \$11.336M FOR CON, PAYBACK FY 2020-2034 (FY 2019 / YR1 SALE); \$22.109M FOR CON, PAYBACK 2021-2035 (YR 2&3 SALE).	
CLEVELAND	US 74 SHELBY BYPASS	EAST OF NC 150 TO EXISTING US 74 WEST OF SR 2238 (LONG BRANCH ROAD). GRADING, STRUCTURE, PAVING.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-2707D	REGION F	T	2019	\$10,040,000			2024	\$85,905,000			\$95,945,000	RIGHT-OF-WAY IN PROGRESS. R-2707D: BUILD NC BOND FUNDING: \$1M FOR RIGHT-OF-WAY, PAYBACK FY 2022-2036 (FY 2022 / YR 4 SALE); \$45.3M FOR CONSTRUCTION, PAYBACK FY 2024-2038 (FY 2024 / YR 6 SALE)	
CLEVELAND	US 74 SHELBY BYPASS	US 74 WEST OF SR 2238 TO WEST OF SR 1001 (STONEY POINT ROAD). GRADING, STRUCTURES, PAVING.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-2707E	REGION F	T	2019	\$14,290,000			2024	\$34,300,000			\$48,590,000	RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: \$1M FOR RIGHT-OF-WAY, PAYBACK FY 2022-2036 (FY 2022 / YR 4 SALE)	
CLEVELAND	US 74 SHELBY BYPASS	EAST OF SR 1318 (KIMBRELL ROAD) TO EAST OF NC 226. PAVING	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-2707F	PRE-STI (TRANSITION)												COMPLETE
IREDELL	SR 1100 (BRAWLEY SCHOOL ROAD)	SR 1177 (CHUCKWOOD ROAD) TO US 21. WIDEN TO MULTI-LANES WITH INTERCHANGE AT I-77.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	R-3833													\$890,000 CONTRIBUTION FROM TOWN OF MOORESVILLE.
IREDELL	SR 1100 (BRAWLEY SCHOOL ROAD)	SR 1177 (CHUCKWOOD ROAD) TO SR 1109 (CENTRE CHURCH ROAD)	HIGHWAY	12	CHARLOTTE REGIONAL TPO	R-3833A													COMPLETE
IREDELL	SR 1100 (BRAWLEY SCHOOL ROAD)	SR 1109 (CENTRE CHURCH ROAD) TO I-77	HIGHWAY	12	CHARLOTTE REGIONAL TPO	R-3833B													COMPLETE
IREDELL	SR 1100 (BRAWLEY SCHOOL ROAD)	I-77 TO US 21	HIGHWAY	12	CHARLOTTE REGIONAL TPO	R-3833C	DIVISION 12	L, T	2019	\$5,050,000			2024	\$24,970,000			\$30,020,000	RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: \$10M FOR CONSTRUCTION, PAYBACK FY 2024-2038 (FY 2024 / YR 6 SALE).	
CLEVELAND	US 74	SR 1168 (LATTIMORE ROAD) INTERSECTION. UPGRADE AT-GRADE INTERSECTION TO INTERCHANGE AND UPGRADE US 74 TO FULL CONTROL OF ACCESS FROM WEST OF US 74 BUSINESS (ELLENBORO ROAD) TO EAST OF BRIDGES 48 AND 49 OVER SANDY RUN.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-4045	REGION F	DP, T	2023	\$3,000,000	2023	\$1,900,000	2023	\$25,000,000			\$29,900,000	DP REPRESENTS FEDERAL INFRA GRANT FUNDS. TOTAL AWARD AMOUNT = \$23,240,000. PROJECT TO BE LET WITH BR-0012. DESIGN-BUILD PROJECT	
IREDELL	SR 1206 (ALCOVE ROAD)	RELOCATION OF ROADWAY IN MOORESVILLE.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	R-4757													PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - PLANNING BY TOWN OF MOORESVILLE
IREDELL	SR 1109 (WILLIAMSON ROAD)	I-77 TO NC 150. WIDEN TO MULTI-LANES.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	R-5100													COORDINATE WITH U-5817.
IREDELL	SR 1109 (WILLIAMSON ROAD)	I-77 TO SR 1100 (BRAWLEY SCHOOL ROAD). WIDEN TO MULTI-LANES.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	R-5100A	DIVISION 12	T	2020	\$8,850,000	2022	\$5,300,000	2025	\$39,300,000	2020	\$600,000	\$54,050,000	BUILD NC BOND FUNDING: \$466,370 FOR PE, PAYBACK FY 2020-2034 (FY 2019/YR 1 SALE); \$142,461 FOR ROW, PAYBACK FY 2020-2034 (FY 2019/YR 1 SALE); \$3M FOR ROW, PAYBACK FY 2022-2036 (FY 2022/YR 4 SALE).	
IREDELL	SR 1109 (WILLIAMSON ROAD)	SR 1100 (BRAWLEY SCHOOL ROAD) TO NC 150. WIDEN TO MULTI-LANES.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	R-5100B	DIVISION 12	T	2019	\$9,515,000	2022	\$1,300,000	2025	\$5,900,000			\$16,715,000	RIGHT-OF-WAY IN PROGRESS; BUILD NC BOND FUNDING: \$347,148 FOR ROW, PAYBACK FY 2020-2034 (FY 2019/YR 1 SALE); \$2M FOR ROW, PAYBACK FY 2022-2036 (FY 2022/YR 4 SALE).	
CABARRUS, MECKLENBURG	NC 73 (DAVIDSON HIGHWAY)	EAST OF SR 2693 (DAVIDSON-CONCORD ROAD) TO US 29. WIDEN TO MULTI-LANES.	HIGHWAY	10	CABARRUS-ROWAN MPO, CHARLOTTE REGIONAL TPO	R-5706													COORDINATE WITH R-2632AB.
MECKLENBURG, CABARRUS	NC 73 (DAVIDSON HIGHWAY)	EAST OF SR 2693 (DAVIDSON-CONCORD ROAD) TO EAST OF SR 1394 (POPLAR TENT ROAD).	HIGHWAY	10	CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	R-5706A	REGION E	NHP	2024	\$7,000,000	2024	\$2,900,000	2026	\$29,600,000			\$39,500,000		
CABARRUS	NC 73 (DAVIDSON HIGHWAY)	EAST OF SR 1394 (POPLAR TENT ROAD) TO US 29.	HIGHWAY	10	CABARRUS-ROWAN MPO	R-5706B	REGION E	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$70,000,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$7,300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$175,102,000			\$252,402,000		
IREDELL	US 21	INTERSECTION OF US 21 AND SR 2375 (HOUSTON ROAD)/SR 1312 (FLOWER HOUSE ROAD). REALIGN AND SIGNALIZE	HIGHWAY	12	CHARLOTTE REGIONAL TPO	R-5711	REGION F	T					2025	\$2,950,000			\$2,950,000	RIGHT-OF-WAY IN PROGRESS	
LINCOLN	NC 16 BUSINESS	INTERSECTION OF NC 16 BUSINESS AND SR 1439 (UNITY CHURCH ROAD)/SR 1387 (TRIANGLE CIRCLE). ADD TURN LANES.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-5712	REGION F	T					2023	\$2,300,000			\$2,300,000	RIGHT-OF-WAY IN PROGRESS	
CLEVELAND	US 74	US 74 BUSINESS TO NC 226. CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-5713	REGION F	T					2024	\$1,950,000			\$1,950,000		
MECKLENBURG, LINCOLN	NC 73	NC 16 IN LINCOLN COUNTY TO SR 5544 (WEST CATAWBA AVENUE) IN MECKLENBURG COUNTY. WIDEN TO MULTI-LANES.	HIGHWAY	10, 12	CHARLOTTE REGIONAL TPO, GASTON-CLEVELAND-LINCOLN MPO	R-5721													COORDINATE WITH U-5765.
LINCOLN, MECKLENBURG	NC 73	NC 16 TO VANCE ROAD EXTENSION/BEATTIES FORD ROAD.	HIGHWAY	10, 12	GASTON-CLEVELAND-LINCOLN MPO, CHARLOTTE REGIONAL TPO	R-5721A	REGION E, F	T	2026	\$46,400,000	2026	\$10,400,000	2029	\$102,002,000			\$158,802,000		
MECKLENBURG	NC 73	VANCE ROAD EXTENSION/BEATTIES FORD ROAD TO SR 5544 (WEST CATAWBA AVENUE).	HIGHWAY	10	CHARLOTTE REGIONAL TPO	R-5721B	REGION E	T	2023	\$15,497,000	2023	\$3,000,000	2026	\$28,099,000			\$46,596,000		

DAVIDSON, DAVIE, FORSYTH, ROWAN, STOKES	VARIOUS	DIVISION 9 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	HIGHWAY	9	NORTHWEST PIEDMONT RPO, WINSTON-SALEM URBAN AREA MPO, HIGH POINT URBAN AREA MPO, CABARRUS-ROWAN MPO	R-5789	DIVISION 9	S, TA					2020		\$3,600,000			\$3,600,000	IN PROGRESS; "S" FUNDS REFLECT STATE HIGHWAY FUNDS
ANSON, CABARRUS, MECKLENBURG, STANLY, UNION	VARIOUS	DIVISION 10 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	HIGHWAY	10	ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	R-5790	DIVISION 10	S, TA					2020		\$3,500,000			\$3,500,000	UNDER CONSTRUCTION. "S" FUNDS ARE STATE HIGHWAY FUNDS
ALEXANDER, CATAWBA, CLEVELAND, GASTON, IREDELL, LINCOLN	VARIOUS	DIVISION 12 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO, GREATER HICKORY MPO, CHARLOTTE REGIONAL TPO	R-5792	DIVISION 12	S, TA					2020		\$3,500,000			\$3,500,000	UNDER CONSTRUCTION. "S" FUNDS ARE STATE HIGHWAY FUNDS
CLEVELAND	NEW ROUTE	CONSTRUCT IMPROVEMENTS TO SR 1313 (WASHBURN SWITCH ROAD) AND A NEW 3-LANE ROAD OFF SR 1313 (WASHBURN SWITCH ROAD) FOR ACCESS TO NEW INDUSTRIAL SITES	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	R-5849	DIVISION 12												UNDER CONSTRUCTION
ROWAN	US 52	PROPOSED MISENHEIMER BYPASS TO PROPOSED ROCKWELL BYPASS. WIDEN TO MULTILANES.	HIGHWAY	9	CABARRUS-ROWAN MPO	R-5860	DIVISION 9	T	2027	\$7,047,000	2027	\$846,000	2029		\$39,321,000			\$47,214,000	
MECKLENBURG	US 74 (INDEPENDENCE BOULEVARD)	BROOKSHIRE FREEWAY TO IDLEWILD ROAD IN CHARLOTTE. ADD ADDITIONAL LANES AND CONSTRUCT INTERCHANGES WITH SHARON AMITY ROAD AND IDLEWILD ROAD AND SAFETY IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-0209													COMPLETE - GARVEE BOND FUNDING: \$50M FOR RIGHT-OF-WAY, PAYBACK FY 2010-2021; \$2M FOR CONSTRUCTION, PAYBACK FY 2013-2024
MECKLENBURG	US 74 (INDEPENDENCE BOULEVARD)	NC 24/NC 27 (ALBEMARLE ROAD) TO IDLEWILD ROAD	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-0209B	PRE-STI (TRANSITION)	NHP	2010	\$10,968,000			2013		\$1,025,000			\$11,993,000	COMPLETE - GARVEE BOND FUNDING: \$50M FOR RIGHT-OF-WAY, PAYBACK FY 2010-2021; \$2M FOR CONSTRUCTION, PAYBACK FY 2013-2024
MECKLENBURG	US 74 (INDEPENDENCE BOULEVARD)	SEPARATE ITS CONTRACT FOR U-209 B	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-0209BA	PRE-STI (TRANSITION)												WORK TO BE CONSTRUCTED BY PROJECT U-6103
MECKLENBURG	SR 2467 (MALLARD CREEK ROAD)	SR 2480 (SUGAR CREEK ROAD) TO SR 2472 (MALLARD CREEK CHURCH ROAD) IN CHARLOTTE. WIDEN TO MULTI-LANES, PART ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2507													
MECKLENBURG	SR 2467 (MALLARD CREEK ROAD)	SR 2480 (SUGAR CREEK ROAD) TO SR 2665 (HARRIS BOULEVARD). WIDEN TO FOUR-LANES DIVIDED.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2507A	PRE-STI (TRANSITION)												COMPLETE
MECKLENBURG	NEW ROUTE	SR 2467 (MALLARD CREEK ROAD) TO IBM DRIVE. CONSTRUCT NEW CONNECTOR ROAD AND MULTI-USE PATH.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2507AA	PRE-STI (TRANSITION)												IMPROVEMENTS CONSTRUCTED UNDER U-2507A
MECKLENBURG	SR 2467 (MALLARD CREEK ROAD)	SR 2665 (W.T. HARRIS BOULEVARD) TO SR 2472 (MALLARD CREEK CHURCH ROAD)	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2507B													COMPLETE
MECKLENBURG	US 74 (INDEPENDENCE BOULEVARD)	WEST OF IDLEWILD ROAD TO I-485. UPGRADE ROADWAY TO EXPRESSWAY WITH EXPRESS LANES AND CONSTRUCT IMPROVEMENTS ON PARALLEL ROUTES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2509													
MECKLENBURG	US 74	SHARON FOREST DRIVE AND HARRIS BOULEVARD/VILLAGE LAKE DRIVE INTERSECTION AREA. CONSTRUCT GRADE SEPARATION AT SHARON FOREST DRIVE AND INTERCHANGE AT VILLAGE LAKE DRIVE.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2509AA	STATEWIDE MOBILITY	NHP	2024	\$64,400,000	2024	\$1,800,000	2027		\$40,400,000			\$106,600,000	SEGMENTS C1, C2
MECKLENBURG	US 74	SARDIS ROAD AND SAM NEWELL ROAD INTERSECTION AREA. CONSTRUCT INTERCHANGES AT SARDIS ROAD NORTH AND SAM NEWELL ROAD. CONSTRUCT EXTENSION OF SARDIS ROAD NORTH FROM US 74 TO AREQUIPA DRIVE EXTENSION, AND CONSTRUCT EXTENSION OF AREQUIPA DRIVE FROM SARDIS ROAD.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2509AB	STATEWIDE MOBILITY	NHP	2024	\$66,500,000	2024	\$2,700,000	2027		\$45,306,000			\$114,506,000	SEGMENTS C6, C7A, C8
MECKLENBURG	US 74	INDEPENDENCE POINTE PARKWAY. CONSTRUCT ROADWAY ON NEW LOCATION FROM WINDSOR SQUARE DRIVE TO NC 51 (MATTHEWS TOWNSHIP PARKWAY).	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2509AC	STATEWIDE MOBILITY	NHP	2024	\$18,200,000	2024	\$3,000,000	2027		\$11,200,000			\$32,400,000	SEGMENT C11
MECKLENBURG	US 74	MATTHEWS-MINT HILL ROAD INTERSECTION AREA. CONSTRUCT INTERCHANGE AT MATTHEWS-MINT HILL ROAD AND EXTENSION OF NORTHEAST PARKWAY FROM OVERCASH DRIVE TO WAITING STREET.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2509AD	STATEWIDE MOBILITY	NHP	2024	\$51,600,000	2024	\$1,800,000	2027		\$27,000,000			\$80,400,000	SEGMENT C10, C13
MECKLENBURG	US 74	WEST OF IDLEWILD ROAD TO WALLACE LANE. ADD GENERAL PURPOSE AND EXPRESS LANES AND CONSTRUCT EXPRESS LANE INTERCHANGE ON WEST SIDE OF CONFERENCE DRIVE.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2509B	STATEWIDE MOBILITY	NHP	2024	\$26,000,000	2024	\$0	2027		\$25,250,000			\$51,250,000	SEGMENT M1
MECKLENBURG	US 74	WALLACE LANE TO SARDIS ROAD. ADD GENERAL PURPOSE AND EXPRESS LANES AND CONSTRUCT EXPRESS LANE INTERCHANGE AT SARDIS ROAD.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2509C	STATEWIDE MOBILITY	NHP	2024	\$39,200,000	2024	\$5,600,000	2027		\$70,350,000			\$115,150,000	SEGMENT M2
MECKLENBURG	US 74	SARDIS ROAD TO I-485. ADD GENERAL PURPOSE AND EXPRESS LANES, CONSTRUCT EXPRESS LANE INTERCHANGES AT I-485 AND EAST SIDE OF CONFERENCE DRIVE, AND RECONSTRUCT INTERCHANGE AT NC 51 (MATTHEWS TOWNSHIP PARKWAY).	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2509D	STATEWIDE MOBILITY	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$92,300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$10,300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY		\$202,206,000			\$304,806,000	SEGMENTS C14, M3
MECKLENBURG	US 74 PARALLEL ROUTES	KREFELD DRIVE, AREQUIPA DRIVE, AND INDEPENDENCE POINTE PARKWAY. CONSTRUCT MULTIPLE SEGMENTS, PART ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2509E	NOT FUNDED	T	NOT FUNDED	\$55,800,000	NOT FUNDED	\$4,100,000	NOT FUNDED		\$69,400,000			\$129,300,000	SEGMENTS C3, C4, C5, C7B, C9, C12
MECKLENBURG	SR 3156 (MARGARET WALLACE ROAD)	SR 3156 (MARGARET WALLACE ROAD) AND AREQUIPA DRIVE. IMPROVE INTERSECTION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-2509EA	DIVISION 10	L, T(DA)	2025	\$8,568,000			2027		\$5,796,000			\$14,364,000	PROJECT PREVIOUSLY HL-0054.\$5.568M IN STBG-DA FUNDS SWITCHED WITH \$5.568M IN STATE TRUST FUNDS "T(DA)" FOR ROW, AND \$3.767M IN STBG-DA FUNDS SWITCHED WITH \$3.767M IN STATE TRUST FUNDS "T(DA)" FOR CON AS PART OF FUND SWAP.
GASTON	NC 279	NC 7 TO WEST OF NC 275 IN DALLAS. WIDEN TO MULTI-LANES.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-2523	REGION F												
GASTON	NC 279	NC 7 (OZARK AVENUE) TO NORTH OF SR 2275 (ROBINSON-CLEMMER ROAD).	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-2523A													COMPLETE
GASTON	NC 279	NORTH OF SR 2275 (ROBINSON-CLEMMER ROAD) TO WEST OF NC 275 IN DALLAS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-2523B	REGION F	T	2026	\$12,500,000	2026	\$2,300,000	2028		\$20,199,000			\$34,999,000	INCLUDES IMPROVEMENTS AT NC 279 (LOWER DALLAS HIGHWAY) AND NC 275 (DALLAS STANLEY HIGHWAY) INTERSECTION (FORMERLY U-5778).
CLEVELAND	US 74 (DIXON BOULEVARD)	NC 150 (DEKALB STREET) INTERSECTION. CONSTRUCT INTERCHANGE.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-2567	STATEWIDE MOBILITY	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$21,200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,700,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY		\$25,200,000			\$48,100,000	TO BE LET WITH U-5929
CABARRUS	SR 1394 (POPLAR TENT ROAD)	SR 1445 (DERITA ROAD) TO US 29/601 BYPASS. WIDEN TO MULTI-LANES.	HIGHWAY	10	CABARRUS-ROWAN MPO	U-3415													
CABARRUS	SR 1394 (POPLAR TENT ROAD)	EAST OF I-85 TO GEORGE LILES PARKWAY	HIGHWAY	10	CABARRUS-ROWAN MPO	U-3415A	DIVISION 10	T	2024	\$12,900,000	2024	\$900,000	2027		\$27,712,000			\$41,512,000	
CABARRUS	SR 1394 (POPLAR TENT ROAD)	GEORGE LILES PARKWAY TO US 29/601	HIGHWAY	10	CABARRUS-ROWAN MPO	U-3415B	NOT FUNDED	T	NOT FUNDED	\$9,900,000	NOT FUNDED	\$13,200,000	NOT FUNDED		\$32,900,000			\$56,000,000	
CABARRUS	NC 3	PROPOSED WEST SIDE BYPASS (U-2009) TO SR 1691 (LOOP ROAD) IN KANNAPOLIS. WIDEN TO A FOUR-LANE DIVIDED FACILITY.	HIGHWAY	10	CABARRUS-ROWAN MPO	U-3440	PRE-STI (TRANSITION)												UNDER CONSTRUCTION
UNION	NC 84	NC 16 TO SR 1008 (WAXHAW-INDIAN TRAIL ROAD) IN WESLEY CHAPEL. CONSTRUCT FOUR LANE ROADWAY, PART ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-3467	REGION E	BGANY	2024	\$70,000,000	2024	\$3,000,000	2027		\$44,900,000			\$117,900,000	
GASTON	NC 273 (SOUTH MAINSTREET)	TUCKASEEGEE ROAD (AT BEATTY DRIVE) TO HIGHLAND STREET (AT A & E DRIVE) IN MOUNT HOLLY. WIDEN TO FOUR-LANES DIVIDED.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-3633	REGION F	T	2021						\$6,315,000			\$6,315,000	UNDER CONSTRUCTION; BUILD NC BOND FUNDING: \$4,910 M FOR CONSTRUCTION, PAYBACK FY 2021-2035 (FY 2021 / YR 2&3 SALE); PROJECT INCORPORATES WORK PREVIOUSLY UNDER EB-5746
UNION	US 601	EXISTING US 74 TO THE MONROE BYPASS. WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-4024	REGION E	T	2028	\$3,300,000	2028	\$400,000	2030		\$13,700,000			\$17,400,000	COORDINATE WITH U-5723
MECKLENBURG	NEW ROUTE	SR 3457 (CAMPUS RIDGE ROAD) TO SR 3448 (PLEASANT PLAINS ROAD) IN MATTHEWS. CONSTRUCT TWO LANE ROADWAY ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-4713													OTHER FUNDS PROVIDED BY TOWN OF MATTHEWS. U-4713A TO BE LET WITH U-4714AC AND B.
MECKLENBURG	SR 3440 (MCKEE ROAD) EXTENSION	SR 3448 (PLEASANT PLAINS ROAD) TO SR 1009 (JOHN STREET)	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-4713A	DIVISION 10	L, T	2020	\$2,680,000	2021	\$500,000	2024		\$8,260,000	2020	\$1,155,000	\$12,595,000	BUILD NC BOND FUNDING: \$888,488 FOR PE, PAYBACK FY 2020-2034 (FY 2019 / YR 1 SALE); \$280,117 FOR ROW, PAYBACK FY 2020-2034 (FY 2019 / YR 1 SALE); \$4M FOR CONSTRUCTION, PAYBACK FY 2024-2038 (FY 2024 / YR 6 SALE)
MECKLENBURG	CAMPUS RIDGE ROAD REALIGNMENT	SR 1009 (JOHN STREET) TO SR 3457 (CAMPUS RIDGE ROAD)	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-4713B	PRE-STI (TRANSITION)												COMPLETE
UNION, MECKLENBURG	SR 1009 (JOHN STREET-OLD MONROE ROAD)	SR 3448-SR 3474 (TRADE STREET) TO SR 1377 (WESLEY CHAPEL-STOUTS ROAD). WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-4714													OTHER FUNDS PROVIDED BY TOWN OF INDIAN TRAIL.
MECKLENBURG	SR 1009 (JOHN STREET-OLD MONROE ROAD)	SR 3448-SR 3474 (TRADE STREET) TO WEST OF I-485.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-4714AA	DIVISION 10	BGANY, T	2028	\$9,148,000	2028	\$1,900,000	2030		\$14,300,000			\$25,348,000	
MECKLENBURG	SR 1009 (JOHN STREET-OLD MONROE ROAD)	I-485. IMPROVE INTERCHANGE	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-4714AB	DIVISION 10												LET WITH I-5507

UNION, MECKLENBURG	SR 1009 (JOHN STREET-OLD MONROE ROAD)	EAST OF I-485 TO WEST OF MORNINGSIDE MEADOW LANE	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-4714AC	DIVISION 10	BGANY, BGDA, S(M), T, T(DA)	2019	\$11,780,000	2019	\$2,200,000	2024	\$20,439,000		\$34,419,000	TO BE LET WITH U-4714B. BUILD NC BOND FUNDING: \$8.4M FOR CONSTRUCTION, PAYBACK FY 2024-2038 (FY 2024 / YR 6 SALE). \$7.7M IN STBG-DA FUNDS SWITCHED WITH \$7.7M IN STATE TRUST FUNDS "T(DA)" AS PART OF FUND SWAP.
UNION	SR 1009 (JOHN STREET-OLD MONROE ROAD)	WEST OF MORNINGSIDE MEADOW LANE TO EAST OF SR 1377 (WESLEY CHAPEL-STOUTS ROAD)	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-4714B	DIVISION 10	BGANY, BGDA, O, S(M), T	2021	\$46,000,000	2021	\$2,300,000	2024	\$51,674,000		\$99,974,000	TO BE LET WITH U-4714AC. BUILD NC BOND FUNDING: \$20M FOR CONSTRUCTION, PAYBACK FY 2024-2038 (FY 2024 / YR 6 SALE); \$8.5M FOR CONSTRUCTION, PAYBACK FY 2026-2040 (FY 2026 / YR 8 SALE).
MECKLENBURG, UNION, IREDELL	VARIOUS	STBG-DA IN CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION (CRTPQ).	HIGHWAY	10, 12	CHARLOTTE REGIONAL TPO	U-4744	DIVISION 10, 12	BGDA, L					2020	\$251,739,000		\$251,739,000	
CABARRUS	SR 1445 (DERITA ROAD)	SR 2894 (CONCORD MILLS BOULEVARD) TO SR 1394 (POPLAR TENT ROAD) IN CONCORD. WIDEN TO 4-LANES DIVIDED.	HIGHWAY	10	CABARRUS-ROWAN MPO	U-4910											SEGMENTS A AND B LET TOGETHER
CABARRUS	SR 1445 (DERITA ROAD)	SR 2894 (CONCORD MILLS BOULEVARD) TO AVIATION BOULEVARD. WIDEN TO 4-LANES DIVIDED.	HIGHWAY	10	CABARRUS-ROWAN MPO	U-4910A	DIVISION 10										UNDER CONSTRUCTION
CABARRUS	SR 1445 (DERITA ROAD)	AVIATION BOULEVARD TO SR 1394 (POPLAR TENT ROAD). WIDEN TO 4-LANES DIVIDED.	HIGHWAY	10	CABARRUS-ROWAN MPO	U-4910B	PRE-STI (TRANSITION)										UNDER CONSTRUCTION
UNION, MECKLENBURG	IDLEWILD ROAD	SR 3175 (STALLINGS ROAD) TO SR 1524 (STEVENS MILL ROAD). WIDEN EXISTING ROADWAY.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-4913	DIVISION 10	T	2026	\$8,000,000	2026	\$3,900,000	2028	\$28,000,000		\$39,900,000	
MECKLENBURG, UNION, IREDELL	VARIOUS	CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION (CRTPQ) PLANNING (PL) SUPPLEMENT.	HIGHWAY	10, 12	CHARLOTTE REGIONAL TPO	U-4950	DIVISION 10, 12	BGDA, L						2020	\$15,031,000	\$15,031,000	FORMERLY U-9999C - IN PROGRESS
MECKLENBURG	NC 51	MATTHEWS TOWNSHIP PARKWAY TO SR 3128 (LAWYERS ROAD). WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5007	REGION E	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$100,000,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$10,500,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$58,699,000		\$169,199,000	
MECKLENBURG	SR 2975 (SUGAR CREEK ROAD)	CONSTRUCT GRADE SEPARATION OVER NORTH CAROLINA RAILROAD/NORFOLK SOUTHERN RAILWAY CROSSING 715 352H AND THE CLOSURE OF CRAIGHEAD ROAD CROSSING 715 355D.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5008											DP ARE FEDERAL RAILROAD ADMINISTRATION (FRA) PRIA GRANT, NCR, NSR AND CITY OF CHARLOTTE FUNDS
MECKLENBURG	NORTHCROSS DRIVE EXTENSION	NC 73 IN HUNTERSVILLE TO WESTMORELAND ROAD IN CORNELIUS. CONSTRUCT ROAD ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5108	PRE-STI (TRANSITION)	BA, BGANY, L, S(M)	2020	\$3,500,000			2023	\$11,772,000	2020	\$960,000	RIGHT-OF-WAY IN PROGRESS. ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING AND RIGHT- OF-WAY TO COVER ANTICIPATED EXPENDITURES. \$6.150M IN BGANY USED AS PART OF FUND SWAP.
UNION	STALLINGS	SR 1364 (PLEASANT PLAINS ROAD) AT SR 1357 (POTTERS ROAD) IN STALLINGS. CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES AND MODIFICATION OF TRAFFIC SIGNAL.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5112	PRE-STI (TRANSITION)	BGDA, CMAQ, HSIP, L	2021	\$676,000			2023	\$4,571,000		\$5,247,000	RIGHT-OF-WAY IN PROGRESS - PROJECT TO BE ADMINISTERED BY THE TOWN OF STALLINGS. \$1.6M IN STBG-DA SWITCHED FOR CMAQ AS PART OF I-77 PPSL FUND SWAP.
MECKLENBURG	HUNTERSVILLE	INTERSECTION OF US 21 AND GILEAD ROAD IN HUNTERSVILLE. CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5114	PRE-STI (TRANSITION)										UNDER CONSTRUCTION
ROWAN	NEW ROUTE	SR 1211 (KIMBALL ROAD) EXTENSION, NORTH CHAPEL STREET TO SR 1221 (BOSTIAN ROAD) IN LANDIS. CONSTRUCT TWO-LANE CONNECTOR ON NEW LOCATION.	HIGHWAY	9	CABARRUS-ROWAN MPO	U-5608	DIVISION 9										UNDER CONSTRUCTION
CABARRUS, ROWAN	VARIOUS	STBG-DA IN THE CABARRUS-ROWAN METROPOLITAN PLANNING ORGANIZATION (MPO) AREA.	HIGHWAY	9, 10	CABARRUS-ROWAN MPO	U-5614	DIVISION 9, 10	BGDA, L					2020	\$63,521,000		\$63,521,000	\$6M STBG-ANY AREA PROVIDED AS PART OF FUND SWAP
UNION	US 74 (ROOSEVELT BOULEVARD)	SR 1514 (ROCKY RIVER ROAD) INTERSECTION. RECONFIGURE TO SUPERSTREET.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5703											OTHER FUNDS PROVIDED BY THE CITY OF MONROE
UNION	US 74 (ROOSEVELT BLVD)	SR 1514 (ROCKY RIVER ROAD) INTERSECTION. RECONFIGURE TO SUPERSTREET.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5703A	STATEWIDE MOBILITY										COMPLETE
UNION	US 74 (ROOSEVELT BLVD)	REALIGN JAMES HAMILTON ROAD TO INTERSECT WITH SR 1514 (ROCKY RIVER ROAD) AT MYERS ROAD.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5703B	STATEWIDE MOBILITY	O, T	2023	\$900,000			2025	\$1,600,000		\$2,500,000	
UNION	US 74	US 601 INTERCHANGE. CONSTRUCT IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5723	STATEWIDE MOBILITY	T					2025	\$15,001,000		\$15,001,000	RIGHT-OF-WAY IN PROGRESS. COORDINATE WITH U-4024
ROWAN	SR 2528 (JULIAN ROAD)	US 601 (JAKE ALEXANDER BOULEVARD) TO SR 2667 (SUMMIT PARK DRIVE) IN SALISBURY. WIDEN TO MULTILANES.	HIGHWAY	9	CABARRUS-ROWAN MPO	U-5738	DIVISION 9	T					2022	\$14,995,000		\$14,995,000	UNDER CONSTRUCTION
CABARRUS	NC 3 (DALE EARNHARDT BOULEVARD)	INTERSECTION OF NC 3 (DALE EARNHARDT BOULEVARD) AND US 29/601 (CANNON BOULEVARD). CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	10	CABARRUS-ROWAN MPO	U-5761	REGION E	T					2024	\$8,100,000		\$8,100,000	RIGHT-OF-WAY IN PROGRESS.
MECKLENBURG	NC 51 (MATTHEWS TOWNSHIP PARKWAY)	SR 3356 (SARDIS ROAD) TO SR 1010 (EAST JOHN STREET/ MONROE ROAD). WIDEN EXISTING ROADWAY.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5763	REGION E	T	2026	\$16,000,000	2026	\$5,600,000	2029	\$21,700,000		\$43,300,000	
UNION	US 74	NC 200 (DICKERSON BOULEVARD) TO SR 1007 (ROCKY RIVER ROAD). WIDEN EXISTING ROADWAY.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5764	REGION E	T	2025	\$24,500,000	2025	\$2,700,000	2028	\$43,399,000		\$70,599,000	RIGHT-OF-WAY IN PROGRESS. COORDINATE WITH U-5931
MECKLENBURG	NC 73 (SAM FURR ROAD)	SR 5544 (WEST CATAWBA AVENUE) TO SR 2316 (NORTHCROSS DRIVE). WIDEN EXISTING ROADWAY.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5765	REGION E	T	2023	\$58,500,000	2023	\$7,500,000	2026	\$31,499,000		\$97,499,000	COORDINATE WITH R-5721.
MECKLENBURG	NC 160	SOUTH CAROLINA LINE TO I-485. WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5766											
MECKLENBURG	NC 160	SOUTH CAROLINA LINE TO NC 49 (SOUTH TRYON ROAD). WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5766A	REGION E	T	2025	\$20,500,000	2025	\$4,100,000	2028	\$65,399,000		\$89,999,000	
MECKLENBURG	NC 160	NC 49 (SOUTH TRYON ROAD) TO I-485. WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5766B	REGION E	T	2025	\$65,400,000	2025	\$6,500,000	2028	\$65,799,000		\$137,699,000	
MECKLENBURG	US 21 (STATESVILLE ROAD)	NORTHCROSS CENTER COURT TO SR 2147 (WESTMORELAND ROAD). WIDEN TO MULTI- LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5767	REGION E	T	2026	\$39,080,000	2026	\$4,400,000	2029	\$27,302,000		\$70,782,000	BUILD NC BOND FUNDING: \$11.8M FOR RIGHT OF WAY PAYBACK 2026 - 2040 (FY 2026 / YR 8 SALE)
MECKLENBURG	NC 49 & BACK CREEK CHURCH ROAD	NC 49, JOHN KIRK DRIVE TO I-485. WIDEN EXISTING ROADWAY. REALIGN BACK CREEK CHURCH ROAD ON NEW LOCATION TO THE NC 49 AND MALLARD CREEK CHURCH ROAD INTERSECTION. CLOSE EXISTING AT GRADE RAIL CROSSING AT NC 49 AND BACK CREEK CHURCH ROAD.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5768	REGION E	L, T	2026	\$29,400,000	2026	\$4,000,000	2029	\$56,300,000		\$89,700,000	LOCAL FUNDING PROVIDED BY THE CITY OF CHARLOTTE
UNION	NC 16 (PROVIDENCE ROAD SOUTH)	SR 1316 (REA ROAD EXTENSION) TO SR 3530 (WAXHAW PARKWAY) IN WAXHAW. WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5769											
UNION	NC 16 (PROVIDENCE ROAD SOUTH)	SR 1316 (REA ROAD EXTENSION) TO SR 1307 (BONDS GROVE CHURCH RD). WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5769A	REGION E	T	2024	\$10,700,000	2024	\$4,400,000	2027	\$26,401,000		\$41,501,000	
UNION	NC 16 (PROVIDENCE ROAD SOUTH)	SR 1307 (BONDS GROVE CHURCH RD) TO SR 3530 (WAXHAW PARKWAY) IN WAXHAW. WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5769B	REGION E	T	2024	\$15,500,000	2024	\$2,800,000	2027	\$31,400,000		\$49,700,000	
MECKLENBURG	US 21	SR 2136 (GILEAD ROAD) TO HOLLY POINT DRIVE. WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5771	REGION E	BA, T	2022	\$53,050,000	2022	\$1,640,000	2025	\$22,401,000		\$77,091,000	
MECKLENBURG	NC 115 (OLD STATESVILLE ROAD)	NC 24 (HARRIS BOULEVARD) TO I-485. WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5772	REGION E	T	2028	\$6,500,000	2028	\$4,300,000	2030	\$33,700,000		\$44,500,000	
CLEVELAND	US 74 BUSINESS (MARION STREET)	INTERSECTION OF US 74 BUSINESS (MARION STREET) AND NC 150 (CHERRYVILLE ROAD). REALIGN INTERSECTION.	HIGHWAY	12	GASTON-CLEVELAND- LINCOLN MPO	U-5775	REGION F	L, T					2022	\$4,000,000		\$4,000,000	RIGHT-OF-WAY IN PROGRESS. \$300,000 FROM CITY OF SHELBY
IREDELL	NC 115	SR 1645 (OLD WILKESBORO ROAD) TO HARTNESS ROAD. WIDEN TO MULTI-LANES.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-5779	REGION F	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$6,400,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$9,100,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$22,100,000		\$37,600,000	
IREDELL	NC 150	INTERSECTION OF NC 150 AND SR 2399 (WIGGINS ROAD). REALIGN INTERSECTION.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-5780	REGION F	T	2019	\$550,000				\$1,450,000		\$2,000,000	RIGHT-OF-WAY IN PROGRESS. PROJECT TO BE LET WITH W-5601J.
IREDELL	US 21	SR 1933 TO FORT DOBBS ROAD. WIDEN TO MULTI-LANES AND REALIGN OFFSET INTERSECTIONS OF SR 1922 AND SR 2171.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-5799	REGION F	T	2020	\$22,360,000	2020	\$1,600,000	2024	\$15,200,000	2020	\$2,265,000	BUILD NC BOND FUNDING: \$1.757M FOR PE, PAYBACK 2020-2034 (FY 2019 / YR 1 SALE); \$42,703 FOR ROW, PAYBACK FY 2020-2034 (FY 2019 / YR 1 SALE)
GASTON	NC 7	INTERSECTION OF NC 7/US 74 AND NC 7/US 29. CONSTRUCT NORTHBOUND THROUGH LANE AND INTERSECTION IMPROVEMENTS.	HIGHWAY	12	GASTON-CLEVELAND- LINCOLN MPO	U-5800	REGION F	T	2024	\$2,400,000	2024	\$3,800,000	2024	\$4,400,000		\$10,400,000	DESIGN-BUILD PROJECT. TO BE LET WITH I-5719.
MECKLENBURG	CHARLOTTE	SR 2940 (EASTWAY DRIVE) AND SHAMROCK DRIVE. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5803	DIVISION 10	L, T, T(DA)	2024	\$3,000,000			2025	\$25,638,000		\$28,638,000	LOCAL CONTRIBUTION OF \$5M BY CITY OF CHARLOTTE FOR RIGHT-OF-WAY AND CONSTRUCTION - CITY PAYING 100% OF PRELIMINARY ENGINEERING AND UTILITIES. \$7.82M IN STBG-DA FUNDS SWITCHED WITH \$7.82M IN STATE TRUST FUNDS "T(DA)" AS PART OF FUND SWAP.
MECKLENBURG	SR 3448 (SOUTH TRADE STREET)	FULLWOOD LANE TO WEDDINGTON ROAD. WIDEN TO FOUR-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5804											

MECKLENBURG	SR 3448 (SOUTH TRADE STREET)	FULLWOOD LANE TO FOUR MILE CREEK. WIDEN TO FOUR-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5804A													COMPLETE - BY TOWN OF MATTHEWS USING TOWN FUNDS.
MECKLENBURG	SR 3448 (SOUTH TRADE STREET)	FOUR MILE CREEK TO WEDDINGTON ROAD. WIDEN TO FOUR-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5804B	DIVISION 10	T					2019		\$1,470,000			\$1,470,000	COMPLETE. BUILD NC BOND FUNDING: \$1.134 M FOR CONSTRUCTION, PAYBACK FY 2019-2033 (FY 2019 / YR 1 SALE).
MECKLENBURG	SR 1009 (MONROE ROAD)	INTERSECTION OF SR 1009 (MONROE ROAD) AND RAMA ROAD/IDLEWILD ROAD. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5805	DIVISION 10	BGANY, L, T	2020	\$750,000			2023		\$7,440,000			\$8,190,000	\$4.24M IN BGANY USED AS PART OF FUND SWAP.
CABARRUS	SR 2894 (CONCORD MILLS BOULEVARD)	INTERSECTION OF SR 2894 (CONCORD MILLS BOULEVARD) AND ENTRANCE #1 - KINGS GRANT PAVILION. CONSTRUCT 2-LANE GRADE SEPARATED DIRECTIONAL LEFT FLYOVER.	HIGHWAY	10	CABARRUS-ROWAN MPO	U-5806	DIVISION 10	T					2021		\$10,380,000	2021	\$2,010,000	\$12,390,000	UNDER CONSTRUCTION. \$1.5M PROVIDED BY CITY OF CONCORD. BUILD NC BOND FUNDING: \$1.557 M FOR PE, PAYBACK FY 2021-2035 (FY 2021 / YR 2&3 SALE); \$8.068 M FOR CONSTRUCTION, PAYBACK FY 2021-2035 (FY 2021 / YR 2&3 SALE)
MECKLENBURG	SR 2136 (GILEAD ROAD)	US 21 (STATESVILLE ROAD) TO NC 115. WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5807	DIVISION 10	T	2028	\$33,700,000	2028	\$2,000,000	2030		\$8,700,000			\$44,400,000	
UNION	SR 1362 (CHESTNUT LANE CONNECTOR)	SR 1367 (MATTHEWS INDIAN TRAIL ROAD) TO SR 1368 (GRIBBLE ROAD). CONSTRUCT ROAD ON NEW LOCATION. INTERSECTION OF US 74 AND EXISTING SR 1362 (CHESTNUT LANE CONNECTOR). CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5808	DIVISION 10	T	2019	\$1,615,000			2023		\$13,501,000			\$15,116,000	RIGHT-OF-WAY IN PROGRESS
IREDELL	SR 1305 (OATES ROAD - MIDNIGHT LANE)	US 21 (CHARLOTTE HIGHWAY) TO SR 1474 (BLUEFIELD ROAD). WIDEN TO THREE-LANES WITH OVERPASS OVER I-77.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-5816	DIVISION 12	T	2026	\$12,600,000	2026	\$3,200,000	2029		\$29,601,000			\$45,401,000	
IREDELL	SR 1246 (FAIRVIEW ROAD)	EXTEND SR 1246 (FAIRVIEW ROAD) OVER I-77 TO CONNECT WITH SR 1206 (ALCOVE ROAD) AND CONSTRUCT PARALLEL NORTH-SOUTH CONNECTOR ROADS TO SR 1109 (WILLIAMSON ROAD).	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-5817	DIVISION 12	BA, BGANY, BGDA, T	2019	\$5,800,000	2019	\$1,900,000	2025		\$19,225,000			\$26,925,000	RIGHT-OF-WAY IN PROGRESS. COORDINATE WITH R-5100. BUILD NC BOND FUNDING: \$5.3M FOR CONSTRUCTION, PAYBACK FY 2025-2038 (FY 2024 / YR 6 SALE).
GASTON	NC 27 (WEST CHARLOTTE AVENUE)	INTERSECTION OF NC 27 (WEST CHARLOTTE AVENUE) AND SR 2534 (HAWTHORNE STREET). CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-5819	DIVISION 12	T	2028	\$700,000	2028	\$600,000	2030		\$2,800,000			\$4,100,000	
ROWAN	NEW ROUTE	SR 2576 (BENDIX DRIVE) TO US 52 (EAST INNES STREET) AT NEWSOME ROAD IN SALISBURY. CONSTRUCT A NEW MULTILANE ROADWAY.	HIGHWAY	9	CABARRUS-ROWAN MPO	U-5820													FUNDING FOR PART B REFLECTS REIMBURSEMENT TO CITY OF SALISBURY
ROWAN	NEW ROUTE	SR 2576 (BENDIX DRIVE) TO SR 1006 (FAITH ROAD) IN SALISBURY.	HIGHWAY	9	CABARRUS-ROWAN MPO	U-5820A	DIVISION 9	T					2019		\$2,609,000			\$2,609,000	UNDER CONSTRUCTION; BUILD NC BONDS: \$2.023 MILLION FOR CONSTRUCTION - PAYBACK 2020-2033 (FY 2019 / YR 1 SALE)
ROWAN	NEW ROUTE	SR 1006 (FAITH ROAD) TO US 52 (EAST INNES STREET) IN SALISBURY.	HIGHWAY	9	CABARRUS-ROWAN MPO	U-5820B	DIVISION 9	T					2020		\$1,100,000			\$1,100,000	
GASTON	NC 279 (NEW HOPE ROAD)	SR 2478 (TITMAN ROAD) TO SR 2435 (UNION-NEW HOPE ROAD). WIDEN TO 4-LANES.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-5821	DIVISION 12	T	2023	\$56,675,000	2023	\$6,000,000	2026		\$44,900,000			\$107,575,000	BUILD NC BOND FUNDING - \$25M FOR RIGHT-OF-WAY, PAYBACK FY 2024-2038 (FY 2024 / YR 6 SALE)
MECKLENBURG	CORNELIUS	INTERSECTION OF NC 115 AND POTTS STREET. CONSTRUCT IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5873	EXEMPT	BA, CMAQ, S(M)	2020	\$1,700,000			2023		\$3,416,000	2020	\$100,000	\$5,216,000	RIGHT-OF-WAY IN PROGRESS. STBG-DA FUNDS ARE EXEMPT SINCE THEY ARE BEING USED ON AN ELIGIBLE REGIONAL IMPACT PROJECT. ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING AND RIGHT-OF-WAY TO COVER ANTICIPATED EXPENDITURES. PROJECT PART OF I-77 PPSL FUND SWAP.
MECKLENBURG	NORTH UNIVERSITY RESEARCH PARK I-85 OVERPASS	SR 2722 (LOUIS ROSE PLACE) TO DOUG MAYES PLACE. CONSTRUCT NEW ROUTE.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5874	DIVISION 10	BGANY, BGDA, L, O	2020	\$3,346,000			2022		\$25,481,000			\$28,827,000	RIGHT-OF-WAY IN PROGRESS; OTHER FUNDS PROVIDED BY THE CITY OF CHARLOTTE; \$1.750M IN CMAQ FUNDS PREVIOUSLY AUTHORIZED REPLACED WITH STBG-DA FUNDS, AS PROJECT IS NOT ELIGIBLE FOR CMAQ FUNDS. ADDITIONAL FUNDING FOR ROW TO COVER ANTICIPATED EXPENDITURES.
ROWAN	NEW ROUTE	AIRPORT PARKWAY, SR 1710 (HARRISON ROAD) NEAR US 70 / US 601 (JAKE ALEXANDER BOULEVARD) TO SR 2539 (PEACH ORCHARD ROAD) AT US 29 IN SALISBURY. CONSTRUCT 2-LANE ROADWAY ON MULTILANE RIGHT OF WAY.	HIGHWAY	9	CABARRUS-ROWAN MPO	U-5901	DIVISION 9	T	2027	\$8,900,000	2027	\$6,900,000	2030		\$39,502,000			\$55,302,000	
MECKLENBURG	SR 2112 (LAKEVIEW ROAD)	REAMES ROAD TO NC 115. UPGRADE ROADWAY.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5905													SEGMENTS A AND B TO BE LET TOGETHER. STBG-DA FUNDS ON SEGMENT B ARE EXEMPT SINCE THEY ARE BEING USED ON AN ELIGIBLE REGIONAL IMPACT PROJECT.
MECKLENBURG	SR 2112 (LAKEVIEW ROAD)	REAMES ROAD TO NC 115. UPGRADE ROADWAY.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5905A	DIVISION 10	BA, BGDA					2021		\$8,661,000			\$8,661,000	RIGHT-OF-WAY IN PROGRESS
MECKLENBURG	SR 2112 (LAKEVIEW ROAD)	IMPROVE INTERSECTIONS OF SR 2112 (LAKEVIEW ROAD)/NC 24 (HARRIS BOULEVARD) AND SR 2112 (LAKEVIEW ROAD)/US 21 (STATESVILLE ROAD).	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5905B	EXEMPT	BA, BGDA					2021		\$3,162,000			\$3,162,000	
MECKLENBURG	CORNELIUS	SR 2195 (TORRENCE CHAPEL ROAD) AND SR 5544 (WEST CATAWBA AVENUE). INTERSECTION IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5906	DIVISION 10	BA, CMAQ, S(M)	2020	\$1,153,000			2023		\$11,841,000	2020	\$849,000	\$13,843,000	RIGHT-OF-WAY IN PROGRESS. ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING AND RIGHT-OF-WAY TO COVER ANTICIPATED EXPENDITURES. \$8.644M IN STBG-DA AND \$829K IN BA SWITCHED FOR CMAQ AS PART OF I-77 PPSL FUND SWAP.
MECKLENBURG	DAVIDSON	POTTS-SLOAN-BEATTY CONNECTOR. CONSTRUCT ROADWAY ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5907	DIVISION 10	BA, T(DA)	2020	\$1,048,000			2023		\$5,056,000	2021	\$207,000	\$6,311,000	RIGHT-OF-WAY IN PROGRESS. FUNDING IS SUBJECT TO ROADS BEING ADDED TO STATE MAINTAINED SYSTEM. ADDITIONAL FUNDS FOR PRELIMINARY ENGINEERING AND RIGHT-OF-WAY TO COVER ANTICIPATED EXPENDITURES.
MECKLENBURG	HUNTERSVILLE	MAIN STREET, NC 115 (OLD STATESVILLE ROAD)/SR 2004 (MOUNT HOLLY-HUNTERSVILLE ROAD) TO SOUTH OF RAMAH CHURCH ROAD. WIDEN AND REALIGN.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5908													RIGHT-OF-WAY IN PROGRESS; SEGMENTS A & B TO BE LET TOGETHER. STBG-DA FUNDS ON SEGMENT B ARE EXEMPT AS THEY ARE BEING USED ON AN ELIGIBLE REGIONAL IMPACT PROJECT. ADD'L FUNDING FOR ROW TO COVER ANTICIPATED EXPENDITURES. BGANY USED AS PART OF FUND SWAP.
MECKLENBURG	HUNTERSVILLE	MAIN STREET, NC 115 (OLD STATESVILLE ROAD)/SR 2004 (MOUNT HOLLY-HUNTERSVILLE ROAD) TO SOUTH OF RAMAH CHURCH ROAD. WIDEN AND REALIGN.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5908A	DIVISION 10	BGANY, BGDA, L	2020	\$825,000			2021		\$4,653,000			\$5,478,000	RIGHT-OF-WAY IN PROGRESS
MECKLENBURG	HUNTERSVILLE	INSTALL ROUNDABOUTS AT INTERSECTIONS OF NC 115/REALIGNED MAIN STREET (SOUTH OF SR 2439 (RAMAH CHURCH ROAD)) AND NC 115/SR 2004 (MOUNT HOLLY-HUNTERSVILLE ROAD).	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5908B	EXEMPT	BGANY, BGDA, L	2020	\$825,000			2021		\$9,204,000			\$10,029,000	RIGHT-OF-WAY IN PROGRESS
CLEVELAND	US 74 (DIXON BOULEVARD)	INTERSECTION OF US 74 (DIXON BOULEVARD) AND NC 226 (EARL ROAD). CONSTRUCT IMPROVEMENTS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-5929	STATEWIDE MOBILITY	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$7,200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$2,000,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY		\$6,500,000			\$15,700,000	TO BE LET WITH U-2567
UNION	US 74	INTERSECTION OF US 74 AND SECREST SHORTCUT ROAD. CONSTRUCT IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5931	STATEWIDE MOBILITY	T	2025	\$1,100,000	2025	\$1,000,000	2028		\$4,600,000			\$6,700,000	RIGHT-OF-WAY IN PROGRESS. COORDINATE WITH U-5764.
MECKLENBURG	NC 16 (BROOKSHIRE BOULEVARD)		HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5955	REGION E												
MECKLENBURG	NC 16 (BROOKSHIRE BOULEVARD)	IMPROVE I-85 NORTHBOUND RAMP TO EASTBOUND NC 16.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5955A	REGION E	T					2023		\$1,100,000			\$1,100,000	
MECKLENBURG	NC 16 (BROOKSHIRE BOULEVARD)	I-85 TO IDAHO DRIVE. ADD WESTBOUND THROUGH LANE ON NC 16 BETWEEN A POINT WEST OF IDAHO DRIVE AND I-85. CONVERT NC 16 AND IDAHO DRIVE INTERSECTION TO AN INTERCHANGE.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5955B	REGION E	T	2025	\$4,300,000	2025	\$345,000	2028		\$12,700,000			\$17,345,000	

CABARRUS	US 29	REALIGN UNION CEMETERY ROAD TO INTERSECT US 29 AT ROCK HILL CHURCH ROAD AND CONSTRUCT IMPROVEMENTS ALONG US 29 FROM 0.6 MILE WEST OF ROCK HILL CHURCH ROAD TO JUST EAST OF ROCK HILL CHURCH ROAD.	HIGHWAY	10	CABARRUS-ROWAN MPO	U-5956	REGION E	T	2022	\$3,400,000	2022	\$2,100,000	2025	\$11,800,000			\$17,300,000	
MECKLENBURG	NC 27 (FREEDOM DRIVE)	SR 1644 (TODDVILLE ROAD) TO SR 1600 (MOORES CHAPEL ROAD). WIDEN TO 4-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5957	REGION E	T	2026	\$13,100,000	2026	\$500,000	2028	\$17,899,000			\$31,499,000	
GASTON	US 74 (WILKINSON BOULEVARD)	US 74 (WILKINSON BOULEVARD) AT NC 273 (PARK STREET). CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-5959	REGION F	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$9,400,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$6,000,000			\$16,700,000	
IREDELL	NC 150 (OAK RIDGE FARM HIGHWAY)	NC 115 TO NC 801 (PARK AVENUE). WIDEN TO MULTI-LANES.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-5960	REGION F	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$18,700,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$3,800,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$27,000,000			\$49,500,000	
GASTON	NC 274 (UNION ROAD)	OSCEOLA STREET TO NIBLUCK DRIVE. UPGRADE ROADWAY.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-5961	REGION F	O, T	2024	\$13,400,000	2024	\$3,700,000	2027	\$9,998,000			\$27,098,000	\$5M IN OTHER FUNDING PROVIDED BY CITY OF GASTONIA
LINCOLN	NC 16 BUSINESS	NC 16 BUSINESS, SR 1373 (CAMPGROUND ROAD), SR 1386 (WILL PROCTOR ROAD). REALIGN OFFSET INTERSECTIONS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-5962	REGION F	O, T	2024	\$3,300,000	2024	\$300,000	2026	\$4,200,000			\$7,800,000	OTHER FUNDING PROVIDED BY LINCOLN COUNTY
IREDELL	US 64 (DAVIE AVENUE)	US 64 (DAVIE AVENUE) AND US 21 (SULLIVAN ROAD). CONVERT S-APPROACH INTERSECTION TO A SINGLE LANE ROUNDABOUT.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-5964	REGION F	T	2024	\$11,000,000	2024	\$700,000	2026	\$3,298,000			\$14,998,000	
GASTON	US 29 (FRANKLIN BOULEVARD)	US 29 (FRANKLIN BOULEVARD) AND NC 274. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-5965	REGION F	T	2023	\$6,900,000	2023	\$300,000	2025	\$3,600,000			\$10,800,000	
GASTON	US 321 (SOUTH YORK ROAD)	19TH AVENUE TO CLYDE. CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-5970	REGION F	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$2,100,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$500,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,900,000			\$4,500,000	
UNION	INDIAN TRAIL	UNIONVILLE-INDIAN TRAIL ROAD AND SARDIS ROAD. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-5987	DIVISION 10	BGDA, CMAQ, L	2020	\$25,000			2020	\$3,796,000			\$3,821,000	UNDER CONSTRUCTION. \$1.68M IN STBG-DA SWITCHED FOR CMAQ AS PART OF I-77 PPSL FUND SWAP. ADDITIONAL FUNDING FOR PE AND RIGHT-OF-WAY TO COVER ANTICIPATED EXPENDITURES.
MECKLENBURG	SR 2467 (MALLARD CREEK ROAD)	SR 2472 (MALLARD CREEK CHURCH ROAD) TO BREEZEWOOD DRIVE. WIDEN TO FOUR-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6028	DIVISION 10	T	2026	\$7,700,000	2026	\$4,000,000	2028	\$20,400,000			\$32,100,000	
CABARRUS, MECKLENBURG	POPLAR TENT ROAD	DERITA ROAD TO NC 73. WIDEN TO FOUR-LANES.	HIGHWAY	10	CABARRUS-ROWAN MPO, CHARLOTTE REGIONAL TPO	U-6029	NOT FUNDED	T	NOT FUNDED	\$43,403,000	NOT FUNDED	\$1,085,000	NOT FUNDED	\$80,200,000			\$124,688,000	
MECKLENBURG	SR 4979 (BALLANTYNE COMMONS PARKWAY)	ANNALEXA LANE TO WILLIAMS POND LANE. WIDEN TO FOUR-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6030	NOT FUNDED	T	NOT FUNDED	\$22,700,000	NOT FUNDED	\$4,610,000	NOT FUNDED	\$24,298,000			\$51,608,000	
UNION	SR 1009 (CHARLOTTE AVENUE)	SEYMOUR STREET TO NC 200 (DICKERSON BOULEVARD). WIDEN TO FOUR-LANES DIVIDED.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6031	DIVISION 10	T	2028	\$7,700,000	2028	\$4,500,000	2030	\$10,100,000			\$22,300,000	
MECKLENBURG, CABARRUS	SR 2467 (MALLARD CREEK ROAD)/ SR 1445 (DERITA ROAD)	I-485 TO CONCORD MILLS BOULEVARD (SR 2894). WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	U-6032	DIVISION 10	T	2022	\$14,400,000	2022	\$2,600,000	2025	\$27,525,000			\$44,525,000	RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: \$6M FOR CONSTRUCTION, PAYBACK FY 2025-2038 (FY 2024 / YR 6 SALE)
IREDELL	US 21 (CHARLOTTE HIGHWAY)	NC 150 (PLAZA DRIVE) TO SR 1245 (MEDICAL PARK ROAD). WIDEN TO 4-LANES DIVIDED.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-6037	DIVISION 12	T	2027	\$15,500,000	2027	\$4,600,000	2030	\$23,800,000			\$43,900,000	
GASTON	US 74 (WILKINSON BOULEVARD)	NC 7 (CATAWBA STREET) TO SR 2209 (WESLEYAN DRIVE). IMPLEMENT ADAPTIVE SIGNAL SYSTEM.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6038	DIVISION 12	T					2019	\$600,000			\$600,000	UNDER CONSTRUCTION; BUILD NC BOND FUNDING: \$456,129 FOR CONSTRUCTION, PAYBACK FY 2020-2034 (FY 2019 / YR 1 SALE)
IREDELL	SR 2321 (EAST BROAD STREET)	VINE STREET TO SR 2422 (SIGNAL HILL DRIVE). UPGRADE ROADWAY AND IMPLEMENT ACCESS MANAGEMENT SOLUTIONS.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-6039	DIVISION 12	T					2019	\$5,350,000			\$5,350,000	UNDER CONSTRUCTION. DESIGN-BUILD PROJECT - TO BE LET WITH I-3819 B
GASTON	US 29/US 74 (FRANKLIN BOULEVARD)	SR 2200 (COX ROAD) TO 400 FEET EAST OF LINEBERGER ROAD. ADD LANE IN THE EASTBOUND DIRECTION.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6043	DIVISION 12	T	2023	\$600,000	2023	\$900,000	2025	\$2,699,000			\$4,199,000	
GASTON	SR 2200 (COX ROAD)	I-85 TO US 29/74. SELECTIVE WIDENING AND OPERATIONAL IMPROVEMENTS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6044	DIVISION 12	T	2025	\$21,100,000	2025	\$1,200,000	2028	\$5,400,000			\$27,700,000	
IREDELL	STATESVILLE	CONSTRUCT BROOKDALE DRIVE-US 21 CONNECTOR.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-6054	DIVISION 12	BGANY, BGDA, L	2023	\$1,540,000			2024	\$2,218,000	2020	\$326,000	\$4,084,000	ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING TO COVER ANTICIPATED EXPENDITURES; \$1,644M IN BGANY USED AS PART OF FUND SWAP.
ROWAN, CABARRUS	SR 2739 (NORTH MAIN STREET / SOUTH MAIN STREET)	SR 2000 (JACKSON PARK ROAD) / NORTH LOOP ROAD IN KANNAPOLIS TO SR 1211 (KIMBALL ROAD) IN CHINA GROVE. UPGRADE ROADWAY INCORPORATING BICYCLE LANES AND SIDEWALKS.	HIGHWAY	9, 10	CABARRUS-ROWAN MPO	U-6062	DIVISION 9, 10	T	2028	\$28,900,000	2028	\$3,900,000	2031	\$28,400,000			\$61,200,000	COORDINATE WITH EB-5921
GASTON	NC 275	INTERSECTION OF NC 275 AND NC 274, INTERSECTION OF NC 275 AND SR 1327 (FAIRVIEW ROAD), AND INTERSECTION OF SR 1456 (WHITE JENKINS ROAD) AND SR 1327 (FAIRVIEW ROAD). IMPROVE INTERSECTIONS AND CLOSE INTERSECTION OF NC 275 AND SR 1456 (WHITE JENKINS ROAD)	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6078	DIVISION 12	T	2025	\$2,000,000	2025	\$2,500,000	2027	\$3,900,000			\$8,400,000	
MECKLENBURG	NC 16 (BROOKSHIRE BOULEVARD)	NC 16 (BROOKSHIRE BOULEVARD) AT SR 2004 (MOUNT HOLLY HUNTERSVILLE ROAD). CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6084	REGION E	T					2018	\$1,963,000			\$1,963,000	ECONOMIC DEVELOPMENT PROJECT
MECKLENBURG	NC 51	PARK ROAD TO CARMEL ROAD IN PINEVILLE. CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6086	EXEMPT	BGANY, L					2025	\$7,553,000			\$7,553,000	PE AND ROW FUNDED UNDER W-5710R; \$5.643M IN BGANY USED AS PART OF FUND SWAP
UNION	WESLEY CHAPEL	POTTER ROAD AT WESLEY CHAPEL ROAD. CONSTRUCT ROUNDABOUT.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6087	DIVISION 10	BGDA, CMAQ, L, S(M)					2023	\$1,880,000			\$1,880,000	RIGHT-OF-WAY IN PROGRESS. STATE MATCH IS SPOT MOBILITY FUNDS FROM THE HIGHWAY FUND. ADDITIONAL FUNDING FOR PE AND RIGHT-OF-WAY TO COVER ANTICIPATED EXPENDITURES. CURRENT MATCH FOR PE EXCEEDS FEDERAL AGREEMENT. PROJECT PART OF I-77 FUND SWAP.
UNION	MARVIN	NEW TOWN ROAD AT MARVIN ROAD. CONSTRUCT ROUNDABOUT.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6088	DIVISION 10	BGDA, CMAQ, L, S(M)					2023	\$1,943,000			\$1,943,000	RIGHT-OF-WAY IN PROGRESS. STATE MATCH FOR CONSTRUCTION IS A COMBINATION OF SPOT SAFETY FUNDS (\$121,000), SMALL CONSTRUCTION (\$66,610), AND CONTINGENCY FUNDS (\$105,000). PROJECT PART OF I-77 PPSL FUND SWAP.
UNION	WEDDINGTON	WEDDINGTON-MATTHEWS ROAD AT TILLEY MORRIS ROAD. CONSTRUCT ROUNDABOUT.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6090	DIVISION 10	CMAQ, L, S(M)	2020	\$261,000			2022	\$2,443,000	2020	\$391,000	\$3,095,000	RIGHT-OF-WAY IN PROGRESS. STATE MATCH IS SPOT SAFETY FUNDS FROM THE HIGHWAY FUND. ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING AND RIGHT-OF-WAY TO COVER ANTICIPATED EXPENDITURES. \$1,988M IN STBG-DA SWITCHED FOR CMAQ AS PART OF I-77 PPSL FUND SWAP.
UNION	STALLINGS	WEDDINGTON-MATTHEWS ROAD AT CHESTNUT LANE. CONSTRUCT ROUNDABOUT.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6091	DIVISION 10	CMAQ, L, O, S(M)	2020	\$450,000			2022	\$2,425,000	2020	\$375,000	\$3,250,000	UNDER CONSTRUCTION. STATE MATCH IS SPOT SAFETY FUNDS FROM THE HIGHWAY FUND. ADDITIONAL FUNDING FOR PE AND ROW TO COVER ANTICIPATED EXPENDITURES. OTHER FUNDS PROVIDED BY DEVELOPER. LOCAL FUNDS PROVIDED BY STALLINGS AND UNION COUNTY PER AGREEMENT.
MECKLENBURG	DAVIDSON	DAVIDSON-CONCORD ROAD AT ROBERT WALKER DRIVE. CONSTRUCT ROUNDABOUT.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6092	EXEMPT	BGDA, CMAQ, L	2022	\$795,000			2023	\$2,471,000	2020	\$150,000	\$3,416,000	ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING TO COVER ANTICIPATED EXPENDITURES. \$1.206M IN STBG-DA SWITCHED FOR CMAQ AS PART OF I-77 PPSL FUND SWAP.

CABARRUS	VARIOUS	EXTEND LEFT TURN LANE AT NC 73 AND SR 1430, CONSTRUCT RIGHT AND LEFT TURN AT ACCESS ROAD ON NC 73. CONSTRUCT ROUNDABOUT AT SR 1620 AND SR 1621 (BARR ROAD). CONSTRUCT 200 FEET SB ON-RAMP RIGHT TURN LANE AT I-85 AND EXTEND STORAGE TO NB OFF RAMP	HIGHWAY	10	CABARRUS-ROWAN MPO	U-6098	DIVISION 10	T					2019	\$850,000			\$850,000	ECONOMIC DEVELOPMENT PROJECT - UNDER CONSTRUCTION
MECKLENBURG	US 74 (INDEPENDENCE BOULEVARD)	I-277 TO WEST OF IDLEWILD ROAD. WIDEN ROADWAY TO ALLOW FOR TWO-WAY EXPRESS LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6103	STATEWIDE MOBILITY	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$10,500,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,100,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$93,200,000			\$104,800,000	
MECKLENBURG	CORNELIUS	SR 2415 (BAILEY ROAD), POOLE PLACE DRIVE TO US 21 (STATESVILLE ROAD). CONSTRUCT ROADWAY ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6105	DIVISION 10	BGANY, BGDA, L	2022	\$2,064,000			2024	\$4,633,000			\$6,697,000	\$3M IN BGANY USED AS PART OF FUND SWAP
MECKLENBURG	HUNTERSVILLE	SR 2136 (GILEAD ROAD), SR 2120 (MCCOY ROAD) TO WYNFIELD CREEK PARKWAY. WIDEN ROADWAY TO 4-LANES DIVIDED.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6106	DIVISION 10	BGANY, BGDA, L	2022	\$3,134,000			2025	\$10,684,000			\$13,818,000	\$8.750M IN BGANY USED AS PART OF FUND SWAP 12/20. 4-25-2022: \$1.343M IN STBG-DA FUNDS SWITCHED WITH \$1.343M IN BG-ANY AS PART OF FUND SWAP.
MECKLENBURG	US 521 (LANCASTER HIGHWAY/ JOHNSTON ROAD)	SOUTH CAROLINA STATE LINE TO SR 4979 (BALLANTYNE COMMONS PARKWAY). WIDEN TO MULTILANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6109	REGION E	NHP	2024	\$5,000,000	2024	\$1,700,000	2026	\$47,400,000			\$54,100,000	
ROWAN	US 29	NC 152 IN CHINA GROVE. RAMP AND INTERSECTION IMPROVEMENTS.	HIGHWAY	9	CABARRUS-ROWAN MPO	U-6130	REGION D	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$2,500,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$2,000,000			\$4,800,000	
LINCOLN	NC 16 BYPASS	SR 1380 (OPTIMIST CLUB ROAD) INTERSECTION. UPGRADE AT-GRADE INTERSECTION TO INTERCHANGE.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6134	REGION F	T	2024	\$500,000	2024	\$100,000	2026	\$25,400,000			\$26,000,000	
GASTON	NC 279 (NORTH NEW HOPE ROAD)	US 29/74 (FRANKLIN BOULEVARD) INTERSECTION. ADD RIGHT TURN LANE FROM NC 279 (NORTH NEW HOPE ROAD) TO US 29/74 (FRANKLIN BOULEVARD).	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6138	REGION F	T	2025	\$5,600,000	2025	\$300,000	2026	\$800,000			\$6,700,000	
LINCOLN	NC 73	SR 1383 (INGLESIDE FARM ROAD) TO NC 16. WIDEN TO MULTI-LANES.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6139	NOT FUNDED	NHP	NOT FUNDED	\$5,900,000	NOT FUNDED	\$1,500,000	NOT FUNDED	\$42,000,000			\$49,400,000	
LINCOLN	NC 27 (EAST MAIN STREET)	US 321 BUS TO NC 150 (EAST). CONSTRUCT ACCESS MANAGEMENT AND INTERSECTION IMPROVEMENTS. INCLUDES CONSTRUCTION OF NORTHBOUND TURN LANE FROM SR 1294 (LITHINA INN ROAD) TO NC 27 (E MAIN STREET) AND WIDENING OF BRIDGE #540042 OVER SEABOARD RR ON NC 150.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6140	REGION F	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$35,000,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$9,300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$33,500,000			\$77,800,000	
GASTON	US 29/74 (FRANKLIN BOULEVARD)	SR 2329 (REDBUD DRIVE) INTERSECTION. IMPROVE INTERSECTION AREA INCLUDING NEW GRADE-SEPARATED CROSSING OF US 29/74.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6141	NOT FUNDED	NHP	NOT FUNDED	\$12,200,000	NOT FUNDED	\$900,000	NOT FUNDED	\$8,800,000			\$21,900,000	
LINCOLN	NC 73 EXTENSION	US 321 TO SR 1356 (CAMP CREEK ROAD) CONSTRUCT MULTI-LANES ON NEW LOCATION.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6142	NOT FUNDED	T	NOT FUNDED	\$32,300,000	NOT FUNDED	\$4,800,000	NOT FUNDED	\$69,302,000			\$106,402,000	
GASTON	NC 7 (EAST CATAWBA STREET)	US 74 (WILKINSON BOULEVARD) INTERSECTION. CONSTRUCT NORTHBOUND RIGHT-TURN LANE ON NC 7 (EAST CATAWBA STREET) AND EXTEND EXISTING WESTBOUND LEFT-TURN LANE ON US 74 (WILKINSON BOULEVARD).	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6143	REGION F	L, NHP	2022	\$1,600,000	2022	\$1,100,000	2023	\$4,400,000			\$7,100,000	PROJECT TO BE LET WITH B-6051. LOCAL FUNDS PROVIDED BY CITY OF BELMONT.
LINCOLN	NC 16	SR 1389 (FAIRFIELD FOREST ROAD) TO SR 1379 (WEBBS ROAD). WIDEN TO MULTI-LANES.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6144	NOT FUNDED	T	NOT FUNDED	\$5,500,000	NOT FUNDED	\$4,900,000	NOT FUNDED	\$21,599,000			\$31,999,000	
IREDELL	NC 3	CABARRUS-IREDELL COUNTY LINE TO SR 1147 (ROCKY RIVER ROAD). WIDEN TO MULTI-LANES.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-6145	NOT FUNDED	T	NOT FUNDED	\$5,200,000	NOT FUNDED	\$3,300,000	NOT FUNDED	\$28,801,000			\$37,301,000	
GASTON	US 29/74 (WILKINSON BOULEVARD)	MARKET STREET TO SR 2015 (ALBERTA AVENUE). WIDEN TO SIX LANES (INCLUDES REPLACEMENT OF BRIDGE 350082 OVER SOUTH FORK OF CATAWBA RIVER).	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6146	REGION F	HFB, T	2022	\$8,380,000	2022	\$5,500,000	2024	\$28,302,000			\$42,182,000	BFP IS FOR BRIDGE REPLACEMENT OVER SOUTH FORK OF CATAWBA RIVER. BUILD NC BOND FUNDING: \$2M FOR RIGHT-OF-WAY, PAYBACK FY 2022-2036 (FY 2022 / YR 4 SALE);
GASTON	NC 273	SR 2525 (SOUTH POINT ROAD) INTERSECTION. CONSTRUCT ROUNDABOUT.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	U-6150	NOT FUNDED	T	NOT FUNDED	\$300,000	NOT FUNDED	\$1,500,000	NOT FUNDED	\$1,700,000			\$3,500,000	
IREDELL	STATESVILLE	SR 1363 (BETHEHEM ROAD). RELOCATE ROADWAY ADJACENT TO STATESVILLE REGIONAL AIRPORT.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-6153	DIVISION 12	BA, O, T					2024	\$4,648,000	2020	\$452,000	\$5,100,000	OTHER FUNDS PROVIDED BY THE CITY OF STATESVILLE. STATE TRUST FUNDS ALLOCATED DUE TO FUNDING SWAP WITH U-5816 FOR BA FUNDS. \$2.098M IS MAXIMUM STATE TRUST FUNDS ALLOCATED TO THE PROJECT.
MECKLENBURG	SR 3687 (PARK ROAD)	JOHNSTON ROAD TO NC 51 (PINEVILLE-MATTHEWS ROAD). WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6165	NOT FUNDED	BGANY	NOT FUNDED	\$21,255,000	NOT FUNDED	\$2,000,000	NOT FUNDED	\$9,400,000			\$32,655,000	
MECKLENBURG	NEW ROUTE	SR 3168 (SAM NEWELL ROAD) TO SR 5215 (NORTHEAST PARKWAY). CONSTRUCT MULTI-LANES ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6166	NOT FUNDED	T	NOT FUNDED	\$6,600,000	NOT FUNDED	\$500,000	NOT FUNDED	\$8,498,000			\$15,598,000	
MECKLENBURG	ARDREY KELL ROAD	US 521 (JOHNSTON ROAD) TO SR 3624 (REA ROAD). WIDEN TO MULTI-LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6167	NOT FUNDED	BGANY	NOT FUNDED	\$94,300,000	NOT FUNDED	\$1,500,000	NOT FUNDED	\$31,401,000			\$127,201,000	
MECKLENBURG	SR 1441 (CAROWINDS BOULEVARD EXTENSION)	NC 49 (SOUTH TRYON STREET TO NC 160 (STEELE CREEK ROAD). CONSTRUCT TWO LANE DIVIDED ROADWAY ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6168	NOT FUNDED	T	NOT FUNDED	\$9,700,000	NOT FUNDED	\$1,600,000	NOT FUNDED	\$18,800,000			\$30,100,000	
UNION	SR 1009 (OLD MONROE ROAD)	SR 1377 (WESLEY CHAPEL-STOUTS ROAD) TO SR 1349 (AIRPORT ROAD).	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6169	NOT FUNDED	BGANY	NOT FUNDED	\$3,000,000	NOT FUNDED	\$2,800,000	NOT FUNDED	\$26,100,000			\$31,900,000	
UNION	SR 1004 (LAWYERS ROAD)	I-485 TO SR 1524 (STEVENS MILL ROAD). WIDEN ROADWAY TO FOUR LANES.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6170	NOT FUNDED	BGANY	NOT FUNDED	\$3,000,000	NOT FUNDED	\$1,400,000	NOT FUNDED	\$8,800,000			\$13,200,000	
MECKLENBURG	BAILEY ROAD EXTENSION	US 21 (STATESVILLE ROAD) TO FUTURE NORTHCROSS DRIVE EXTENSION. CONSTRUCT 2 LANE ROADWAY ON NEW LOCATION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6171	NOT FUNDED	T	NOT FUNDED	\$900,000	NOT FUNDED	\$2,300,000	NOT FUNDED	\$19,500,000			\$22,700,000	
IREDELL	SR 1005 (OLD MOUNTAIN ROAD)	US 21/NC 115 (NORTH MAIN STREET) TO SR 1004 (BUFFALO SHOALS ROAD). WIDEN TO FOUR LANES WITH A MEDIAN.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-6175	NOT FUNDED	BGLT5	NOT FUNDED	\$21,800,000	NOT FUNDED	\$3,540,000	NOT FUNDED	\$28,602,000			\$53,942,000	
ROWAN	SR 2120 (LONG FERRY ROAD)	SR 2182 (I-85 SERVICE ROAD) NEAR SPENCER. CONSTRUCT RIGHT-TURN LANE ON SR 2120, AND CONSTRUCT CUL-DE-SAC, REMOVE RESIDUAL PAVEMENT AND STRENGTHEN REMAINING PAVEMENT ON SR 2182.	HIGHWAY	9	CABARRUS-ROWAN MPO	U-6237	DIVISION 9	T			2021	\$50,000	2021	\$365,000			\$415,000	UNDER CONSTRUCTION; ECONOMIC DEVELOPMENT PROJECT
IREDELL	MOORESVILLE	SILICON SHORES EAST-WEST CONNECTOR ROAD PROJECT.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-6239	EXEMPT	DP, L	2022	\$6,149,000			2023	\$15,056,000	2021	\$525,000	\$21,730,000	DP REPRESENTS FEDERAL 2019 BUILD GRANT FUNDS AWARDED TO THE TOWN OF MOORESVILLE
UNION	NC 84	SR 1007 (ROCKY RIVER ROAD) INTERSECTION. CONSTRUCT INTERSECTION IMPROVEMENTS	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6246	EXEMPT	BGDA, L, S(M)	2023	\$350,000			2025	\$2,080,000	2022	\$200,000	\$2,630,000	STBG-DA FUNDS ARE EXEMPT SINCE THEY ARE BEING USED ON AN ELIGIBLE REGIONAL IMPACT PROJECT. LOCAL MATCH IS \$50K FROM THE CITY OF MONROE AND \$50K FROM UNION COUNTY. STATE MATCH IS SPOT MOBILITY FUNDS.
UNION	NC 84	SR 1162 (POTTER ROAD) INTERSECTION. IMPROVE INTERSECTION.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6247	EXEMPT	BGDA, L, S(M)	2023	\$270,000			2025	\$2,555,000	2021	\$363,000	\$3,188,000	“(S)(M)” FUNDS REPRESENT SPOT MOBILITY FUNDS, STBG-DA FUNDS ARE EXEMPT AS THEY ARE BEING USED ON AN ELIGIBLE REGIONAL IMPACT PROJECT.
UNION	NC 75	SR 1111 (OLD PROVIDENCE ROAD) INTERSECTION. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	U-6248	EXEMPT	BGDA, L	2023	\$1,598,000			2025	\$3,543,000	2021	\$200,000	\$5,341,000	STBG-DA FUNDS ARE EXEMPT AS THEY ARE BEING USED ON AN ELIGIBLE REGIONAL IMPACT PROJECT.
IREDELL	NC 115	SR 1102 (LANGTREE ROAD) INTERSECTION. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	U-6249	EXEMPT	BGDA, L	2023	\$500,000			2025	\$4,006,000	2021	\$560,000	\$5,066,000	STBG-DA FUNDS ARE EXEMPT SINCE THEY ARE BEING USED ON AN ELIGIBLE REGIONAL IMPACT PROJECT
DAVIDSON, DAVIE, FORSYTH, ROWAN, STOKES	VARIOUS	DIVISION 9 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	9	NORTHWEST PIEDMONT RPO, WINSTON-SALEM URBAN AREA MPO, HIGH POINT URBAN AREA MPO, CABARRUS-ROWAN MPO	W-5209												COMPELTE
ANSON, CABARRUS, MECKLENBURG, STANLY, UNION	VARIOUS	DIVISION 10 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	10	ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	W-5210												DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS
UNION, MECKLENBURG	VARIOUS	DIVISION 10 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS IN DIVISION CATEGORY.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	W-5210DIV	DIVISION 10											
CABARRUS	VARIOUS	DIVISION 10 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS IN REGIONAL CATEGORY.	HIGHWAY	10	CABARRUS-ROWAN MPO	W-5210REG	REGION E											
UNION	VARIOUS	DIVISION 10 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS IN STATEWIDE CATEGORY.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	W-5210SW	STATEWIDE MOBILITY											

ALEXANDER, CATAWBA, CLEVELAND, GASTON, IREDELL, LINCOLN	VARIOUS	DIVISION 12 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO, GREATER HICKORY MPO, CHARLOTTE REGIONAL TPO	W-5212												DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS; SEGMENT J: ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING AND RIGHT-OF-WAY TO COVER ANTICIPATED EXPENDITURES. STATE MATCH TO BE FUNDED WITH SPOT SAFETY FUNDS.
IREDELL, CATAWBA	VARIOUS	DIVISION 12 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS IN THE DIVISION CATEGORY.	HIGHWAY	12	CHARLOTTE REGIONAL TPO, GREATER HICKORY MPO	W-5212DIV	DIVISION 12	HSIP	2020	\$50,000			2020	\$2,500,000			\$2,550,000	
IREDELL	SR 1302 (PERTH ROAD)	SR 1302 (PERTH ROAD) AT SR 1378 (JUDAS ROAD) AND SR1302 (CORNELIUS ROAD) INTERSECTIONS. CONSTRUCT INTERSECTION IMPROVEMENTS.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	W-5212J	DIVISION 12	BGDA, S(M)					2020	\$356,000			\$356,000	\$178K IN BGANY USED AS PART OF FUND SWAP.
IREDELL	SR 1302 (PERTH ROAD)	INSTALL SIGNAL AT SR 1302 (PERTH ROAD) AND SR 1378 (JUDAS ROAD) INTERSECTION.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	W-5212JA	DIVISION 12	BGANY, BGDA, S(M)	2020	\$25,000			2022	\$125,000			\$150,000	\$62K IN BGANY USED AS PART OF FUND SWAP.
IREDELL	SR 1303 (PERTH ROAD)	INSTALL SIGNAL AND TURN LANES AT SR 1302 (CORNELIUS ROAD) AND SR 1303 (PERTH ROAD) INTERSECTION.	HIGHWAY	12	CHARLOTTE REGIONAL TPO	W-5212JB	DIVISION 12	BGANY, BGDA, S(M)	2022	\$885,000			2022	\$1,581,000			\$2,466,000	\$791K IN BGANY USED AS PART OF FUND SWAP.
GASTON	NC 279 (DALLAS CHERRYVILLE HIGHWAY)	SOUTH OF 1ST MARK'S CHURCH ROAD) TO NORTH OF NC 275 - CONSTRUCT SAFETY IMPROVEMENTS, INCLUDING PASSING ZONES	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	W-5212N	REGION F	T					2021	\$14,445,000			\$14,445,000	UNDER CONSTRUCTION; BUILD NC BOND FUNDING: \$11.22 M FOR CONSTRUCTION, PAYBACK FY 2021-2035 (FY 2021 / YR 2&3 SALE).
GASTON, IREDELL, CATAWBA	VARIOUS	DIVISION 12 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS IN THE REGIONAL CATEGORY.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO, CHARLOTTE REGIONAL TPO, GREATER HICKORY MPO	W-5212REG	REGION F											
ROWAN	SR 1004 (STOKES FERRY ROAD)	SR 2380 (ODDIE ROAD). INTERSECTION IMPROVEMENTS.	HIGHWAY	9	CABARRUS-ROWAN MPO	W-5303												UNDER CONSTRUCTION - LET WITH B-4257
ROWAN	NC 801; SR 1951 (PARKS ROAD)	NC 801 AT SR 2048 (COOL SPRINGS ROAD / WOODLEAF ROAD), SR 1951 (PARKS ROAD) AT SR 2048 (WOODLEAF ROAD) AND NC 801 AT SR 2004 (WOODLEAF BARBER ROAD / QUARRY ROAD). WIDENING, INTERSECTION REALIGNMENT, TURN LANES AND GEOMETRIC IMPROVEMENTS.	HIGHWAY	9	CABARRUS-ROWAN MPO	W-5314	PRE-ST1 (TRANSITION)											UNDER CONSTRUCTION
ROWAN	SR 1221 (OLD BEATTY FORD ROAD)	SR 1210 (OLD BEATTY FORD ROAD) / SR 1221 (BOSTIAN ROAD) TO SR 1337 (LENTZ ROAD). RELOCATE EXISTING ROAD WITH GRADE SEPARATION OVER I-85.	HIGHWAY	9	CABARRUS-ROWAN MPO	W-5516	DIVISION 9											UNDER CONSTRUCTION
GASTON	NC 274	SR 1443 (DAMERON ROAD) TO SR 1405 (RAMSEUR ROAD) REALIGNMENT AND WIDENING.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO	W-5601R	REGION F	HSIP					2025	\$2,500,000			\$2,500,000	
IREDELL	NC 150	NC 150 AT NC 152 (WESTERN INTERSECTION)	HIGHWAY	12	CHARLOTTE REGIONAL TPO	W-5601U	REGION F	HSIP	2022	\$472,000			2024	\$1,150,000			\$1,622,000	
DAVIDSON, DAVIE, FORSYTH, ROWAN, STOKES	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 9.	HIGHWAY	9	NORTHWEST PIEDMONT RPO, WINSTON-SALEM URBAN AREA MPO, HIGH POINT URBAN AREA MPO, CABARRUS-ROWAN MPO	W-5709												IN PROGRESS; \$1.3M NHP FUNDING APPLIED TO W-5709E
DAVIDSON, DAVIE, FORSYTH, ROWAN, STOKES	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	9	NORTHWEST PIEDMONT RPO, WINSTON-SALEM URBAN AREA MPO, HIGH POINT URBAN AREA MPO, CABARRUS-ROWAN MPO	W-5709DIV	DIVISION 9	HSIP	2020	\$90,000			2020	\$555,000			\$645,000	
DAVIDSON, DAVIE, FORSYTH, ROWAN, STOKES	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	9	NORTHWEST PIEDMONT RPO, WINSTON-SALEM URBAN AREA MPO, HIGH POINT URBAN AREA MPO, CABARRUS-ROWAN MPO	W-5709REG	REGION D	HSIP	2020	\$90,000			2020	\$555,000			\$645,000	
DAVIDSON, DAVIE, FORSYTH, ROWAN, STOKES	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	9	NORTHWEST PIEDMONT RPO, WINSTON-SALEM URBAN AREA MPO, HIGH POINT URBAN AREA MPO, CABARRUS-ROWAN MPO	W-5709SW	STATEWIDE MOBILITY	HSIP	2020	\$120,000			2020	\$740,000			\$860,000	
ANSON, CABARRUS, MECKLENBURG, STANLY, UNION	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 10.	HIGHWAY	10	ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	W-5710												STATE MATCH FOR SEGMENTS Y & Z ARE SPOT SAFETY FUNDS. ADDITIONAL FUNDING FOR PRELIMINARY ENGINEERING AND RIGHT-OF-WAY TO COVER ANTICIPATED EXPENDITURES.
ANSON, CABARRUS, MECKLENBURG, STANLY, UNION	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	10	ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	W-5710DIV	DIVISION 10	HSIP	2020	\$120,000			2020	\$720,000			\$840,000	
ANSON, CABARRUS, MECKLENBURG, STANLY, UNION	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	10	ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	W-5710REG	REGION E	HSIP	2020	\$120,000			2020	\$720,000			\$840,000	
ANSON, CABARRUS, MECKLENBURG, STANLY, UNION	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	10	ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	W-5710SW	STATEWIDE MOBILITY	HSIP	2020	\$160,000			2020	\$960,000			\$1,120,000	
MECKLENBURG	MECKLENBURG COUNTY	SR 2108 (SUNSET BOULEVARD), SR 2025 (MIRANDA ROAD) AND SR 2040 (LAWING ROAD) NEAR CHARLOTTE. SAFETY IMPROVEMENTS.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	W-5710X	DIVISION 10	BGANY, HSIP, L					2025	\$9,214,000			\$9,214,000	\$3.482M IN STBG-DA FUNDS SWITCHED WITH \$3.482M IN BGANY AS PART OF FUND SWAP.
UNION	UNION COUNTY	CONSTRUCT IMPROVEMENTS AT SR 1315 (NEW TOWN ROAD) AND SR 1008 (WAXHAW-INDIAN TRAIL ROAD) INTERSECTION	HIGHWAY	10	CHARLOTTE REGIONAL TPO	W-5710Y	DIVISION 10	BGANY, HSIP, S(M)					2021	\$2,581,000			\$2,581,000	\$1.385M IN BGANY USED AS PART OF FUND SWAP.
UNION	UNION COUNTY	INTERSECTION OF NC 200, NC 522, SR 1007 (SOUTH ROCKY RIVER ROAD), AND SR 1146 (PARKWOOD SCHOOL ROAD). CONSTRUCT S-APPROACH ROUNDABOUT.	HIGHWAY	10	CHARLOTTE REGIONAL TPO	W-5710Z	REGION E	BGANY, BGDA, HSIP, L, S(M)	2020	\$35,000			2022	\$2,571,000	2020	\$195,000	\$2,801,000	\$1.486M IN BGANY USED AS PART OF FUND SWAP.
ALEXANDER, CATAWBA, CLEVELAND, GASTON, IREDELL, LINCOLN	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 12.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO, GREATER HICKORY MPO, CHARLOTTE REGIONAL TPO	W-5712												IN PROGRESS
ALEXANDER, CATAWBA, CLEVELAND, GASTON, IREDELL, LINCOLN	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO, GREATER HICKORY MPO, CHARLOTTE REGIONAL TPO	W-5712DIV	DIVISION 12	HSIP	2020	\$120,000			2020	\$720,000			\$840,000	
ALEXANDER, CATAWBA, CLEVELAND, GASTON, IREDELL, LINCOLN	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO, GREATER HICKORY MPO, CHARLOTTE REGIONAL TPO	W-5712REG	REGION F	HSIP	2020	\$120,000			2020	\$720,000			\$840,000	
ALEXANDER, CATAWBA, CLEVELAND, GASTON, IREDELL, LINCOLN	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO, GREATER HICKORY MPO, CHARLOTTE REGIONAL TPO	W-5712SW	STATEWIDE MOBILITY	HSIP	2020	\$160,000			2020	\$960,000			\$1,120,000	
DAVIDSON, DAVIE, FORSYTH, ROWAN, STOKES	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 9.	HIGHWAY	9	NORTHWEST PIEDMONT RPO, WINSTON-SALEM URBAN AREA MPO, HIGH POINT URBAN AREA MPO, CABARRUS-ROWAN MPO	W-5809												
ANSON, CABARRUS, MECKLENBURG, STANLY, UNION	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 10.	HIGHWAY	10	ROCKY RIVER RPO, CHARLOTTE REGIONAL TPO, CABARRUS-ROWAN MPO	W-5810												PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
ALEXANDER, CATAWBA, CLEVELAND, GASTON, IREDELL, LINCOLN	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 12.	HIGHWAY	12	GASTON-CLEVELAND-LINCOLN MPO, GREATER HICKORY MPO, CHARLOTTE REGIONAL TPO	W-5812												PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.

Table 7-5 Transportation Improvements (2018-2025 Horizon)

2018 TO 2025 HORIZON YEARS															
DIV. #	Index #	Tier	TIP #	FACILITY	FROM	TO	LENGTH	TIP LENGTH	EXISTING	FUTURE	DESCRIPTION	REGIONALLY SIGNIFICANT	FUNC. CLASS.	FUNDING SOURCE	EXEMPT
9	11	S	I-3802B	I-85 (I-3802B) includes I-3610 NC 152 Interchange and I-3804 OBF Interchange	North of Lane Street	US Hwy 29/601 connector in Rowan Co.	6.1	13.6	4 Lanes	8 Lanes	Freeway / Expressway	YES	Interstate	F	
9	12	S	I-2304	I-85 (I-2304)	North of Exit 81	Davidson County line	1.5	6.8	4 lanes	8 lanes	Freeway / Expressway	YES	Interstate	F	
9	30	D	STP	Coach Deal Drive (U-5608)	N. Chapel Street	Bostian Rd	0.6	0.6		2 Lanes	Connector to US 29 with sidewalks and bike lane	NO	Major Collector	F	
9	54	D	U-5820	Newsome Road	Bendix Dr	US 52	0.6	0.6		2 Lanes	New Roadway	NO	Major Collector	S	
9	32	D	U-5738	Julian Road	Jake Alexander Blvd	Summit Park Drive	1.3	1.3	2 Lanes	4 Lanes	Widen with median-divided, sidewalks, bike lanes, and bus turnouts	NO	Local	S	
9	8	S	I-4718	I-85 (I-4718)**	Cabarrus County line	NC 152	5.0	5.0			Pavement Rehabilitation			F	93.126
9	58	S	I-5858	I-85	N. of Peach Orchard Rd	US 601	11.2	11.2			Pavement Rehabilitation			F	93.126
9	74	D	U-6237	Service Road near SR 2120 Long Ferry Road									Local	S	
10	13	S	I-3803	I-85 (I-3803)	Speedway Blvd	NC 73	7.2	12.8	4 Lanes	8 Lanes	Freeway / Expressway	YES	Interstate	F	
10	15	R	U-3440	NC 3 (U-3440)	Kannapolis Parkway	Loop Road	2.5	2.5	2 Lanes	4 Lanes	Widen to improve access to downtown Kannapolis	YES	Minor Arterial	S	
10	17	D	U-4910	Derita Road (U-4910)	Poplar Tent Road	Aviation Blvd	1.5	2.6	2 Lanes	4 Lanes	Widen and improve with entrance to the Concord Airport	YES	Major Collector	F	
10	17	D	STP	Derita Road (U-4910)	Aviation Blvd	Concord Mills Blvd	1.1	2.6	2 Lanes	4 Lanes	Median-divided widened with sidewalks and bike lanes (\$4.1 mil local part.)	YES	Major Collector	F	
10	11	S	I-3802A	I-85 (I-3802)	NC 73	North of Lane Street Interchange	7.5	13.6	4 Lanes	8 Lanes	Freeway / Expressway	YES	Interstate	F	
10	51	R	U-5761	Intersection of NC 3 and US 29/601							Intersection Improvement		Principal Arterial	S	93.127
10	52	D	U-5806	Intersection of Concord Mills Blvd							Construct 2-lane grade separated directional left flyover (\$2.4 mil local par	YES	Minor Arterial	S	
10	60	D	R-5778	Bill McGee Rd	Wallace Rd	Proposed Industrial Site	0.5	0.5		2 Lanes	Improve Existing Road and Extend to Industrial Site	NO	Local	S	
10	50	S	Y-4810K	Rogers Lake Road							Rogers Lake Road Railroad Grade Separation		Major Collector	F	93.126
10	62	D	U-5522	Concord Traffic Management System										F	93.126
10	73	D	STP	Intersection of Harris Road and Poplar Tent Road			0.75				Intersection Improvement		Minor Arterial	F	93.127
10	75	D	U-6098	Left Turn Lane at NC 73							Intersection Improvement		Principal Arterial	S	93.127



Table 7-6 Transportation Improvements (2026-2035)

2026 TO 2035 HORIZON YEARS															
DIV. #	Index #	Tier	TIP #	FACILITY	FROM	TO	LENGTH	TIP LENGTH	EXISTING	FUTURE	DESCRIPTION	REGIONALLY SIGNIFICANT	FUNC. CLASS.	FUNDING SOURCE	EXEMPT
9	63	D	U-6062	Main St (US 29A)	Jackson Park Rd/Loop Rd	Coach Deal Rd	4.3	4.3	2 Lanes	3 Lanes	Improve roadway incorporating bike lanes and sidewalks	NO	Minor Arterial	F	
9	72	R	U-6130	NC 152 Intersection Improvements							Intersection and ramp improvement	YES	Principal Arterial	S	
9	68	S	R-5860	US 52 Widening	Rockwell Bypass	Misenheimer Bypass	4.6	4.6	2 Lanes	4 Lanes	Widen with median-divided	YES	Principal Arterial	F	
9	34	D	U-5901	Airport Pkwy Extension	Jake Alexander Blvd	US 29/Peach Orchard Road	3.6	3.6		2 Lanes	Connector road on multi-lane right-of-way	YES	Principal Arterial	S	
10	66	R	P-5723	22nd Street	Airport Road	US 29	0.5			2 Lanes	22nd Street Railroad Grade Separation	NO	Local	F	
10	59	D	U-6032	Odeil School Road	Concord Mills Blvd	I-485	0.9	0.9	2 Lanes	6 Lanes	Median-divided widening	YES	Major Collector	S	
10	36	D	U-3415A	Poplar Tent Road (U-3415)	Derita Rd	George Liles Pkwy	1.35	1.35	2 Lanes	4 Lanes	Median-divided widened with sidewalks and bike lanes	NO	Minor Arterial	F	
10	61	R	U-5956	Intersection of US 29, Rock Hill Church Rd, Union Cemetery Rd							Realign Union Cemetery Rd to intersection US 29 at Rock Hill Church Rd	YES	Principal Arterial	S	

Table 7-7
Transportation Improvements (2036-2045)

[illegible]

Table 7-8
Transportation Improvements (2046-2050)

2046 TO 2050 HORIZON YEAR														
DIV. #	Index #	Tier	TIP #	FACILITY	FROM	TO	LENGTH	TIP LENGTH	EXISTING	FUTURE	DESCRIPTION	REGIONALLY S	FUNC. CLASS.	FUNDING EXEMPT
9	31	R		NC 152 Bypass	NC 152 East	NC 152 West	7.5			3 Lanes	Urban bypass to facilitate east-west traffic	NO	Minor Arterial	F
10	38	D	R-2246	George Liles Pkwy (R-2246)	NC 49	Roberta Rd	5.21	6.5	2 Lanes	4 Lanes	Widen roadway with part on new location	NO	Minor Arterial	F
10	41	R		US Hwy 29	I-85	Church Street	0.36		4 Lanes	7 Lanes	Median-divided widened with sidewalks and bike lanes	YES	Principal Arterial	F
10	45	R		US Hwy 601	NC 3 (South Union Street)	Flowes Store Road	1.15		2 Lanes	4 Lanes Divided	Median-divided widened with sidewalks and bike lanes	YES	Principal Arterial	F

Rocky River RPO Projects List

IDNUM	Route	DESCRIPTION	COMMENTS	FirstYearCON	FirstYearOther	TotalRemainingAmount
B-5377	SR 2170 (CENTER PROSPECT)	REPLACE BRIDGE 890157 OVER POLE CAT CREEK.	RIGHT OF WAY IN PROGRESS			
B-5801	SR 2166 (PLYLER ROAD)	REPLACE BRIDGE 890163 OVER POLE CAT CREEK.	UNDER CONSTRUCTION			
B-5806	SR 2111 (BELK MILL ROAD)	REPLACE BRIDGE 890129 OVER LANES CREEK.		2022		1225
C-5617	VARIOUS	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE ROCKY RIVER RPO.		2020	2020	62
EE-4910	VARIOUS	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 10 PROJECT MITIGATION.	IN PROGRESS			
HO-0002	US 74	I-40 IN ASHEVILLE TO I-140 IN WILMINGTON. IMPLEMENT BROADBAND, ITS, AND RESILIENCY IMPROVEMENTS.				
HO-0002D	US 74	EASTERN END OF MONROE BYPASS TO I-140 IN WILMINGTON. VULNERABILITY ASSESSMENTS, INSTALLATION OF FLOOD GAUGES, AND FLOOD MONITORING.		2023		2200
HS-2010	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 10.				
R-5790	VARIOUS	DIVISION 10 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	OTHER FUNDS ARE STATE HIGHWAY FUNDS	2020		2500
RC-2010	VARIOUS	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 10.				
RX-2010	VARIOUS	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 10.				
TK-6169	UNION COUNTY	ADMINISTRATION			2020	732
W-5210	VARIOUS	DIVISION 10 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS			
W-5710	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 10.				
W-5710DIV	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.		2020		840
W-5710REG	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.		2020		840
W-5710SW	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.		2020		1120
W-5810	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 10.				
Y-5810	VARIOUS	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 10.				
Z-5810	VARIOUS	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 10.				

Table 5-1: Fiscally-Constrained List of Highway Projects - Statewide Tier

ID NUMBER	MODE	COUNTY	MILE-AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	STIP COST	REGIONALLY SIGNIFICANT	EXEMPT	FUNCTIONAL CLASSIFICATION	2020 COST	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
2035 HORIZON YEAR PROJECTS																			
I-5719 H129671	Highway	Gaston	9.8	I-85	I-85 Widening	US 321	NC 273	Widen to 8 Lanes. Construct interchange improvements at SR 2200 (Cox Rd).	Statewide	\$388,909,000	Yes	No	Interstate	\$388,909,000	\$388,909,000	\$388,909,000			2035
I-5985A	Highway	Cleveland	10.5	I-85	I-85 Widening	SC State Line	US 74	Widen to six lanes.	Statewide	\$143,400,000	Yes	No	Interstate	\$143,400,000	\$143,400,000	\$143,400,000			2035
I-5985B	Highway	Gaston	6.6	I-85	I-85 Widening	US 74	US 321	Widen to eight lanes	Statewide	\$141,300,000	Yes	No	Interstate	\$141,300,000	\$141,300,000	\$141,300,000			2035
U-2567	Highway	Cleveland	0.5	US 74	Dixon Blvd Interchange	NC 150 (Dekalb St)	NA	US 74-NC 150 (Dekalb Street). Construct interchange.	Statewide	\$23,300,000	Yes	No	Principal Arterial	\$23,300,000	\$23,300,000	\$23,300,000			2035
U-5929	Highway	Cleveland	0.5	US 74	US 74/NC 226 Intersection Improvements	US 74 (Dixon Blvd)	NC 226 (Earl Rd)	Construct interchange.	Statewide	\$17,500,000	Yes	No	Principal Arterial	\$17,500,000	\$17,500,000	\$17,500,000			2035

Table 5-2: Fiscally-Constrained List of Highway Projects - Regional Tier

ID NUMBER	IMPROVE- MENT TYPE	MODE	COUNTY	JURISDIC- TION	MILE- AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION- ALLY SIGNIFI- CANT	EXEMPT	REGU- LATION	FUNC- TIONAL CLASSIFI- CATION	STIP PRO- GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
2025 HORIZON YEAR PROJECTS																						
BR-0020	Capacity	Highway	Gaston	Belmont	0.4	US 29/US 74	US 29/74 (Wilkinson Blvd) Catawba River Bridge Replacement	NC 7 (Catawba St)	East Bank of Catawba River	Widen existing four-lane bridge and cross section to six-lanes. The road on both sides of the bridge will be widened to six lanes	Regional	Yes	No		Other Principal Arterial	\$44,000,000	NA	\$44,000,000				2025
R-5712	Intersection	Highway	Lincoln	Lincoln County	0.5	NC 16 BUS	NC 16 BUS Intersection	SR 1439 Unity Church/SR 1387 (Triangle Cir)		Add turn lanes.	Regional	No	Yes	§ 93.127	Local / Minor Arterial	\$4,552,000	NA	\$4,552,000				2025
R-5713	Access Management	Highway	Cleveland	Shelby/ Cleveland County	6.0	US 74	Dixon Blvd Access Management	US 74 Bus	NC 226	Placement of Directional Crossovers and Management of Access Roads to increase Safety and Efficiency. Construct access management improvements.	Regional	No	Yes	§ 93.127	Principal Arterial	\$3,830,000	NA	\$3,830,000				2025
U-5775	Intersection	Highway	Cleveland	Shelby	0.5	US 74 Business	Marion Street Intersection	NC 150 (Cherryville Road)		Realign intersection.	Regional	No	Yes	§ 93.127	Minor Arterial	\$3,153,000	NA	\$3,153,000				2025

Table 5-2: Fiscally-Constrained List of Highway Projects - Regional Tier (continued)

ID NUMBER	IMPROVEMENT TYPE	MODE	COUNTY	JURISDICTION	MILEAGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGIONALLY SIGNIFICANT	EXEMPT	REGULATION	FUNCTIONAL CLASSIFICATION	STIP PROGRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
2025 HORIZON YEAR PROJECTS																						
U-6143 H172124	Intersection	Highway	Gaston	Belmont	0.1	US 74	US 74 Wilkinson Blvd)/NC 7 (E Catawba St) Intersection Improvements	NC 7		Construct northbound right-turn lane on NC 7 (E Catawba St) and extend existing westbound left-turn lane on US 74 (Wilkinson Blvd).	Regional	No	Yes	\$ 93,127	Principal Arterial/ Minor Arterial	\$2,210,000	NA	\$2,210,000				2025
U-6146 H170685	Capacity	Highway	Gaston	Cramerton	1.2	US 29/US 74	US 74 (Wilkinson Blvd) Widening	Market St	SR 2015 (Alberta Ave)	Widen existing four-lane bridge and cross section to six-lanes. Widen road on both sides of bridge to six-lanes.	Regional	Yes	No		Other Principal Arterial	\$31,305,000	NA	\$31,305,000				2025
2035 HORIZON YEAR PROJECTS																						
R-2307A	Capacity	Highway	Lincoln	Lincoln County	0.2	NC 150	NC 150 Widening	Relocated NC 16	East of SR 1840 (Greenwood Rd)	Widen to multi-lanes with a bypass of the Terrell Historic District.	Regional	No	No		Other Principal Arterial	\$1,414,000	NA	\$1,414,000	\$1,414,000			2035
U-2523B H090331-B	Capacity	Highway	Gaston	Dallas	1.9	NC 279	Lower Dallas Hwy Widening	North of SR 2275 (Robinson-Clemmer Rd)	West of NC 275 in Dallas	Widen to Multi-Lanes	Regional	Yes	No		Principal Arterial	\$27,450,000	NA	\$27,450,000	\$27,450,000			2035
U-5959 H150398	Intersection	Highway	Gaston	Belmont	0.5	US 74	US 74/NC 273 Intersection Improvements	US 74 (Wilkinson Blvd)	NC 273 (Park St)	Construct intersection improvements.	Regional	No	Yes	\$ 93,127	Principal Arterial	\$853,000	NA	\$853,000	\$853,000			2035
U-5961 H150202	Capacity	Highway	Gaston	Gastonia	1.0	NC 274	Union Rd Widening	Osceola St	Niblick Dr	Upgrade roadway to 5 lanes.	Regional	Yes	No		Principal Arterial	\$7,900,000	NA	\$7,900,000	\$7,900,000			2035
U-5962 H150551	Intersection	Highway	Lincoln	Lincoln County	0.5	NC 16 BUS	NC 16 BUS Intersection Realignment	SR 1373 (Campground Rd)/SR 1386 (Will Proctor)		Realign offset intersections.	Regional	No	Yes	\$ 93,127	Minor Arterial	\$17,002,000	NA	\$17,002,000	\$17,002,000			2035
U-5965 H141272	Intersection	Highway	Gaston	Gastonia	0.5	US 29/US 74	Franklin Blvd Intersection Improvements	US 29/74 (Franklin Blvd)	NC 274 (Broad St)	Construct intersection improvements.	Regional	No	Yes	\$ 93,127	Other Principal Arterial	\$3,450,000	NA	\$3,450,000	\$3,450,000			2035
R-2707D H090186-D	Capacity	Highway	Cleveland	Cleveland County	4.1	Shelby Bypass	Shelby Bypass / US 74	East of NC 150	Existing US 74 west of SR 2238 (Long Branch Rd)	Construct Freeway on New Location.	Regional	Yes	No		New Route	\$84,460,000	NA	\$84,460,000	\$84,460,000			2035
R-2707E H090186-E	Capacity	Highway	Cleveland	Cleveland County	2.6	Shelby Bypass	Shelby Bypass / US 74	Existing US 74 West of SR 2238 (Long Branch Road)	West of SR 1001 (Stony Point Rd)	Construct Freeway on New Location.	Regional	Yes	No		Principal Arterial	\$42,950,000	NA	\$42,950,000	\$42,950,000			2035

Table 5-2: Fiscally-Constrained List of Highway Projects - Regional Tier (continued)

ID NUMBER	IMPROVE- MENT TYPE	MODE	COUNTY	JURISDICTION	MILE- AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION- ALLY SIGNIFI- CANT	EXEMPT	REGU- LATION	FUNC- TIONAL CLASSIFI- CATION	STIP PRO- GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
2035 HORIZON YEAR PROJECTS																						
R-4045	Capacity	Highway	Cleveland	Cleveland County	0.5	US 74	US 74 Upgrade	West of US 74 BUS (Ellenboro Rd)	East of Bridges 48 and 49 over Sandy Run.	Upgrade at-grade intersection to interchange and upgrade US 74 to full control of access.	Regional	Yes	No		Principal Arterial	\$29,900,000	NA	\$29,900,000	\$29,900,000		2035	
R-5721A H090185-A	Capacity	Highway	Lincoln	Lincoln County	2.7	NC 73	NC 73 Widening	NC 16 Business	Beatties Ford Rd	Widen to Multi- Lanes.	Regional	Yes	No		Other Principal Arterial	\$165,130,000	NA	\$165,130,000	\$165,130,000		2035	
U-5800	Capacity	Highway	Gaston	Belmont	0.5	NC 7	NC 7 Intersection Improvements and Widening	NC 7/US 74	NC 7/US 29	Construct northbound through lane and intersection improvements.	Regional	No	Yes	\$ 93.127	Minor Arterial/ Other Principal Arterial	\$7,040,000	NA	\$7,040,000	\$7,040,000		2035	
U-5970 H090601	Access Management	Highway	Gaston	Gastonia	0.2	US 321	US 321 Access Management	19th Ave	Clyde St	Construct access management improvements.	Regional	No	Yes	\$ 93.127	Principal Arterial	\$5,300,000	NA	\$5,300,000	\$5,300,000		2035	
U-6134 H170830	Intersection	Highway	Lincoln	Lincoln County	0.5	NC 16	NC 16 Interchange Improvements	NC 16	Optimist Club Rd	Upgrade at-grade intersection to interchange.	Regional	No	No		Local	\$25,976,000	NA	\$25,976,000	\$25,976,000		2035	
U-6138 H172121	Intersection	Highway	Gaston	Gastonia	0.5	NC 279	US 74/N New Hope Rd Intersection Improvements	N New Hope Rd	US 29/74	Add right turn lane on south bound New Hope Rd onto west bound Franklin Blvd	Regional	No	Yes	\$ 93.127	Principal Arterial	\$2,875,000	NA	\$2,875,000	\$2,875,000		2035	
U-6140 H170989	Intersection	Highway	Lincoln	Lincolnton	2.3	NC 27	NC 27 (E Main St) Improvements	US 321 BUS	NC 150 (East)	Construct access management and intersection improvements. Includes construction of northbound turn lane from SR 1294 (Lithina Inn Rd) to NC 27 (E Main St) and widening of bridge # 540042 over Seaboard RR on NC 150.	Regional	No	Yes	\$ 93.127	Minor Arterial	\$32,110,000	NA	\$32,110,000	\$32,110,000		2035	
2045 HORIZON YEAR PROJECTS																						
U-6141 H171306	Intersection	Highway	Gaston	Gastonia	0.5	US 29/74	US 74 (Franklin Blvd/ Redbud Dr Intersection Improvements	Redbud Dr		Replace existing full-movement intersection with quadrant intersection.	Regional	No	Yes	\$ 93.127	Minor Arterial	\$28,510,000	80	\$4,888,870	\$5,959,505	\$7,264,603	\$8,020,709	2045
H184216	Intersection	Highway	Gaston	Gastonia	0.5	NC 279 (S New Hope Rd)	NC 279/ Redbud Dr Intersection Improvements	SR 2329 (Redbud Dr)		Construct median U-turn intersection to improve capacity.	Regional	No	Yes	\$ 93.127	Other Principal Arterial		80	\$1,578,836	\$1,924,592	\$2,346,067	\$2,590,247	2045

Table 5-2: Fiscally-Constrained List of Highway Projects - Regional Tier (continued)

ID NUMBER	IMPROVE- MENT TYPE	MODE	COUNTY	JURISDIC- TION	MILE- AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION- ALLY SIGNIFI- CANT	EXEMPT	REGU- LATION	FUNC- TIONAL CLASSIFI- CATION	STIP PRO- GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
2045 HORIZON YEAR PROJECTS																						
H184214	Intersection	Highway	Lincoln	Lincolnton	0.5	NC 27 (W Main St)	NC 27/Grove St Intersection Improvements	SR 1008 (Grove St)		Construct mini-roundabout.	Regional	No	Yes	§ 93.127	Minor Arterial		80	\$2,444,435	\$2,979,753	\$3,632,302	\$4,010,355	2045
H184215	Intersection	Highway	Cleveland	Kings Mountain	0.5	US 74 BUS (King St)	US 74 BUS/ NC 161 Intersection Improvements	NC 161 (York Rd/Cleveland Ave)		Construct right turn lanes on each approach.	Regional	No	Yes	§ 93.127	Other Principal Arterial		80	\$3,157,671	\$3,849,183	\$4,692,133	\$5,180,494	2045
H184875	Capacity	Highway	Lincoln	Lincolnton	1.3	US 321 BUS (N Generals Boulevard/ Maiden Highway)	US 321 BUS Widening	NC 27 (E Main Street)	US 321 (N Aspen Street)	Widen to 4-lane divided.	Regional	Yes	No		Arterial		80	\$19,398,700	\$23,646,907	\$28,825,447	\$31,825,623	2045
H184218	Intersection	Highway	Gaston	Belmont	2.0	US 74 (Wilkinson Blvd)	US 74/NC 273 Interchange	NC 273 (Park St)		Construct interchange.	Regional	Yes	No		Minor Arterial / Other Principal Arterial		80	\$44,052,824	\$53,700,147	\$65,460,179	\$72,273,327	2045
H184221	Intersection	Highway	Gaston	Lowell / Randle	0.5	NC 7 (E Ozark Ave/ Lowell Rd)	NC 7/Cox Rd Intersection Improvements	SR 2200 (Spencer Mountain Rd/ Cox Rd)		Construct additional through lane on SB SR 2200 (Spencer Mountain Rd).	Regional	No	Yes	§ 93.127	Other Principal Arterial		75	\$789,418	\$962,296	\$1,173,033	\$1,295,124	2045
H184603	Capacity	Highway	Lincoln	Lincoln County	2.3	NC 16 Business	NC 16 BUS Widening	NC 73	SR 1439 (Unity Church Road)/ SR 1387 (Triangle Circle)	Widen roadway to 4-lane boulevard with sidewalks and bicycle lanes.	Regional	Yes	No		Minor Arterial		75	\$45,368,888	\$55,304,422	\$67,415,782	\$74,432,470	2045
H184607	Capacity	Highway	Lincoln	Lincoln County	1.4	NC 16 Business	NC 16 BUS Widening	SR 1439 (Unity Church Road)/SR 1387 (Triangle Road)	SR 1389 (Fairfield Forest Road)	Widen roadway from 2 lanes to 4 lanes with median, sidewalks and bicycle lanes.	Regional	Yes	No		Minor Arterial		75	\$26,497,939	\$32,300,840	\$39,374,544	\$43,472,678	2045
H184210	Intersection	Highway	Gaston	Belmont	0.5	NC 273 (Park St/ Keener Blvd)	NC 273/NC 7 Intersection Improvements	NC 7 (Catawba St)		Improve intersection with the addition of left turn lanes in all directions as well as a right turn lane on NC 273 (Keener Blvd) to NC 7 (Catawba St).	Regional	No	Yes	§ 93.127	Minor Arterial		70	\$3,947,089	\$4,811,479	\$5,865,166	\$6,475,618	2045
H190678	Intersection	Highway	Gaston	Gastonia	0.5	NC 274 (Bessemer City Road)	NC 274/ Jenkins Rd/ Brown St/ Milton Ave Intersection Improvements	Jenkins Road/Brown Street/Milton Avenue		Realign intersection to make Jenkins Road the through movement.	Regional	No	Yes	§ 93.127	Other Principal Arterial		70	\$1,578,836	\$1,924,592	\$2,346,067	\$2,590,247	2045

Table 5-2: Fiscally-Constrained List of Highway Projects - Regional Tier (continued)

ID NUMBER	IMPROVEMENT TYPE	MODE	COUNTY	JURISDICTION	MILE-AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION-ALLY SIGNIFI-CANT	EXEMPT	REGU-LATION	FUNC-TIONAL CLASSIFI-CATION	STIP PRO-GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
2045 HORIZON YEAR PROJECTS																						
R-0617C H090049-C	Capacity	Highway	Lincoln	Lincolnton/ Lincoln County	2.0	NC 150	NC 150	US 321 at Lincolnton	US 321 Bypass	Widen to Multi-Lanes, Part on New Location from US 321 at Lincolnton to US 321 Bypass.	Regional	Yes	No		Minor Arterial	\$49,100,000	70	\$54,210,367	\$66,082,135	\$80,553,754	\$88,937,854	2045
H191616	Modernization	Highway	Cleveland	Boiling Springs	6.1	NC 150 (College Avenue)	NC 150 (College Ave) Modernization	NC 150/SR 1161 (Main Street)	NC 18 (S Lafayette Street)	Modernize roadway and construct roundabouts at various intersections.	Regional	No	Yes	§ 93.126	Minor Arterial		65	\$16,685,973	\$20,340,108	\$24,794,478	\$27,375,108	2045
U-6150 H170691	Intersection	Highway	Gaston	Belmont	0.5	NC 273	NC 273/South Point Rd Intersection Improvements	South Point Rd	Armstrong Rd	Construct roundabout.	Regional	No	Yes	§ 93.127	Minor Arterial	\$4,010,000	45	\$4,427,364	\$5,396,932	\$6,578,830	\$7,263,560	2045
2050 HORIZON YEAR PROJECTS																						
U-6142 H170271	Capacity	Highway	Lincoln	Lincoln County	3.9	New Route	NC 73 Extension	US 321	SR 1356 (Camp Creek Rd)	Construct new four-lane divided boulevard on new location.	Regional	Yes	No		Other Principal Arterial	\$100,210,000	70	\$110,639,937	\$134,869,466	\$164,405,127	\$181,516,544	2050
H184885	Intersection	Highway	Lincoln	Lincolnton	0.5	SR 1267 (Sigmon Road/ Wilma Sigmon Road)	Wilma Sigmon Rd/ US 321 BUS Intersection Improvements	US 321 BUS (N Generals Boulevard)		Construct left turn lanes.	Regional	No	Yes	§ 93.127	Minor Arterial		65	\$1,578,836	\$1,924,592	\$2,346,067	\$2,590,247	2050
H184901	Capacity	Highway	Lincoln	Lincoln County	0.4	US 321 BUS (Maiden Hwy)	US 321 BUS Widening	US 321	SR 1276 (Finger Mill Rd)	Widen to 4-lane roadway.	Regional	Yes	No		Minor Arterial		60	\$7,270,372	\$8,862,543	\$10,803,390	\$11,927,816	2050
UNMET NEEDS																						
H190215	Modernization	Highway	Cleveland	Cleveland County	7.1	NC 150	Cherryville Rd Modernization	Shelby Bypass	SR 1427 (Grove Rd)	Modernize roadway to current design standards by increasing lane widths and shoulder widths. Improve horizontal and vertical geometry where needed, and provide turn lanes where appropriate.	Regional	No	Yes	§ 93.126	Other Principal Arterial		65	\$11,915,240	\$14,524,611	\$17,705,420	\$19,548,214	
H191852	Modernization	Highway	Gaston	Gaston County	5.0	NC 275 (Dallas-Stanley Highway)	NC 275 Modernization	NC 279 (East Trade St)	SR 2000 (Hickory Grove Rd)	Modernize roadway and improve various intersections.	Regional	No	Yes	§ 93.126	Minor Arterial		65	\$20,443,160	\$24,920,098	\$30,377,461	\$33,539,171	

Table 5-2: Fiscally-Constrained List of Highway Projects - Regional Tier (continued)

ID NUMBER	IMPROVE- MENT TYPE	MODE	COUNTY	JURISDIC- TION	MILE- AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION- ALLY SIGNIFI- CANT	EXEMPT	REGU- LATION	FUNC- TIONAL CLASSIFI- CATION	STIP PRO- GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
UNMET NEEDS																						
U-2221C H090323-C	Capacity	Highway	Cleveland	Shelby	1.6	NC 180	N Post Rd	SR 2052 (Elizabeth Ave)	NC 150 (Cherryville Rd)	NC 226 to NC 150. Widen to Multi-Lanes. Section C: SR 2052 to NC 150.	Regional	Yes	No		Minor Arterial	\$18,100,000	65	\$19,983,863	\$24,360,217	\$29,694,968	\$32,785,645	
H190681	Capacity	Highway	Gaston	Gastonia	2.7	NC 274 (Union Road)	NC 274 (Union Rd) Widening	SR 2439 (Beaty Road)	SR 2416 (Robinson Rd)	Widen to five lanes.	Regional	Yes	No		Other Principal Arterial		65	\$43,727,120	\$53,303,116	\$64,976,200	\$71,738,976	
H190754	Capacity	Highway	Gaston	Belmont / Mt. Holly / Gaston County	11.9	New Route	Belmont-Mt. Holly Loop	NC 273 (South Point Road)	NC 273 (North Main Street)	Construct 4-lane roadway on new location.	Regional	Yes	No		Minor Arterial		65	\$604,305,379	\$736,644,885	\$897,966,004	\$991,427,027	
U-6144 H170832	Capacity	Highway	Lincoln	Lincoln County	1.5	NC 16 BUS	NC 16 BUS Widening	SR 1389 (Fairfield Forest Rd)	SR 1379 (Webbs Rd)	Widen to a four-lane divided facility.	Regional	Yes	No		Minor Arterial	\$32,510,000	60	\$35,893,667	\$43,754,180	\$53,336,101	\$58,887,365	
H191865	Modernization	Highway	Cleveland	Cleveland County	5.3	NC 18 (Fallston Rd)	NC 18 Modernization	SR 1337 (E Zion Church Rd)	SR 1800 (Jim Cline Rd)	Modernize roadway.	Regional	No	Yes	§ 93.126	Minor Arterial		60	\$8,922,077	\$10,875,962	\$13,257,737	\$14,637,613	
H170270	Capacity	Highway	Cleveland	Kings Mountain	0.9	NC 161	York Rd	US 74 Business (King St)	I-85	Widen from three-lanes to four-lanes.	Regional	Yes	No		Minor Arterial		60	\$17,808,823	\$21,708,856	\$26,462,975	\$29,217,262	
H171296	Capacity	Highway	Lincoln	Lincoln County	2.8	NC 27 (Riverside Dr)	NC 27 (Riverside Dr) Widening	SR 1184 (Rock Dam Rd)	SR 1008 (Grove St)	Widen existing two-lane road to three-lane.	Regional	Yes	No		Major Collector		60	\$48,958,255	\$59,679,840	\$72,749,392	\$80,321,207	
H190179	Intersection	Highway	Lincoln	Lincoln County	2.0	NC 16	NC 16 Interchange Improvements	NC 16	SR 1386 (St. James Church Rd)	Convert at-grade intersection to interchange.	Regional	Yes	No		Other Principal Arterial		60	\$18,995,710	\$23,155,665	\$28,226,626	\$31,164,476	
H184701	Capacity	Highway	Lincoln	Lincoln County	4.5	NC 73	NC 73 Widening	SR 1383 (Ingleside Farm Road)	SR 1362 (Amity Church Road)	Widen to 4-lane boulevard.	Regional	Yes	No		Other Principal Arterial		55	\$60,987,215	\$74,343,075	\$90,623,794	\$100,055,991	
U-6139 H170661	Capacity	Highway	Lincoln	Lincoln County	1.8	NC 73	NC 73 Widening	SR 1383 (Ingleside Farm Rd)	NC 16	Widen from two to four lanes from Anderson Creek, west of SR 1383 (Ingleside Farm Rd) to NC 16, including widening of railroad bridge and interchange improvements at NC 16	Regional	Yes	No		Principal Arterial	\$49,110,000	55	\$54,221,408	\$66,095,594	\$80,570,160	\$88,955,967	
H171310	Capacity	Highway	Gaston	Gastonia	1.2	I-85/New	I-85/New	Davidson Ave/Tulip Drive	Fairview Dr/ NA	New interchange at I-85/Davidson Ave. New 2-lane alignment connecting Tulip Dr to Fairview Dr. Include sidewalks and bike facilities.	Regional	Yes	No		Interstate/ Local		55	\$21,878,888	\$26,670,242	\$32,510,877	\$35,894,635	

Table 5-2: Fiscally-Constrained List of Highway Projects - Regional Tier (continued)

ID NUMBER	IMPROVEMENT TYPE	MODE	COUNTY	JURISDICTION	MILE-AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION-ALLY SIGNIFI-CANT	EXEMPT	REGU-LATION	FUNC-TIONAL CLASSIFI-CATION	STIP PRO-GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
UNMET NEEDS																						
	Capacity	Highway	Gaston/ Mecklenburg	Gastonia/ Gaston County/ Belmont/ Cramerton	6.7	New	Catawba Crossings	NC 279 (S New Hope Rd)	NC 160 (Steele Creek Rd)	Construct new Boulevard on new location.	Regional	Yes	No		New Route		55	\$323,274,859	\$394,070,249	\$480,369,435	\$530,366,672	
H171317	Capacity	Highway	Gaston	Mount Holly	1.8	NC 273	Highland St/N Main St Widening	A&E Dr	SR 1939 (Lanier Ave)	Widen two-lane facility to four-lane divided facility with sidewalks and bike lanes on both sides.	Regional	No	No		Minor Arterial		55	\$42,445,282	\$51,740,562	\$63,071,457	\$69,635,985	
H184813	Capacity	Highway	Gaston	Belmont	1.5	NC 273 (South Point Road)	NC 273 (South Point Rd) Widening	SR 2529 (Henry Chapel Road)	NC 273 (R. L. Stowe Road)	Widen to 4-lane boulevard.	Regional	Yes	No		Minor Arterial		55	\$31,875,917	\$38,856,565	\$47,365,936	\$52,295,820	
H171283	Intersection	Highway	Gaston	Bessemer City	0.5	NC 161 (13th Street)	NC 161/ NC 274 Intersection Improvements	13th St, W Pennsylvania	13th St, W Virginia Ave	Improve intersections on each side of RR with dual mini roundabouts and crosswalks.	Regional	No	Yes	§ 93.127	Other Principal Arterial		50	\$3,157,671	\$3,849,183	\$4,692,133	\$5,180,494	
H184952	Capacity	Highway	Gaston	Gaston County	5.5	NC 279 (Dallas-Cherryville Highway)	NC 279 Widening	SR 1608 (Long Shoals Road)	US 321	Widen to 4-lane boulevard.	Regional	Yes	No		Minor Arterial		50	\$78,823,641	\$96,085,578	\$117,127,784	\$129,318,538	
H170792	Intersection	Highway	Gaston	Mount Holly	0.5	NC 273 (Mountain Island Highway)	NC 273/Lucia Riverbend Hwy Intersection Improvements	SR 1992 (Lucia Riverbend Hwy)		Improve intersection by installing a roundabout.	Regional	No	Yes	§ 93.127	Major Collector		50	\$1,838,295	\$2,240,871	\$2,731,609	\$3,015,917	
	Capacity	Highway	Gaston	Stanley	1.7	New	Stanley Southern Connector	NC 275 (Dallas-Stanley Hwy)	NC 27 (Charles Raper Jonas Hwy)	Construct New, Four-Lane Divided Facility from NC 275 to NC 27 (Charles Raper Jonas Hwy)	Regional	No	No		New Route		50	\$24,218,307	\$29,521,981	\$35,987,131	\$39,732,700	
H184703	Capacity	Highway	Lincoln	Lincoln County	4.6	NC 73	NC 73 Widening	SR 1362 (Amity Church Road)	NC 27	Widen to 4-lane boulevard.	Regional	Yes	No		Other Principal Arterial		40	\$64,855,915	\$79,058,998	\$96,372,477	\$106,403,002	
H193391	Capacity	Highway	Gaston	Belmont	1.9	NC 273 (South Point Rd)	South Point Rd Widening	NC 273 (Lower Armstrong Rd)	SR 2529 (Henry Chapel Rd)	Widen to four lane roadway.	Regional	Yes	No		Minor Arterial		40	\$52,292,579	\$63,744,362	\$77,704,022	\$85,791,519	
	Intersection	Highway	Cleveland	Kings Mountain	0.5	NC 216	S Battleground Ave	Mountain St/ Gold St	NA	Mountain St and Gold St Railroad Intersection Crossing Changes. Crosswalks, pedheads, turn lanes on every approach, and signalization if justified. Safety improvements	Regional	No	Yes	§ 93.127	Minor Arterial		40	\$233,737	\$284,924	\$347,321	\$383,471	

Table 5-2: Fiscally-Constrained List of Highway Projects - Regional Tier (continued)

ID NUMBER	IMPROVE- MENT TYPE	MODE	COUNTY	JURISDICTION	MILE- AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION- ALLY SIGNIFI- CANT	EXEMPT	REGU- LATION	FUNC- TIONAL CLASSIFI- CATION	STIP PRO- GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
UNMET NEEDS																						
H171291	Capacity	Highway	Gaston	Mount Holly	0.8	New Route	Lanier Ave/ Sella Ridge Dr/New Alignment/ Woodcliff Ln/New Alignment	NC 273 (N Main St)	SR 1923 (Woodlawn Ave)	Upgrade and connect existing two-lane ROW sections of Lanier Ave and Woodcliff Ln to cross Dutchman's Creek and connect to Woodlawn Ave at Hawthorne St.	Regional	No	No		Minor Arterial		40	\$19,844,748	\$24,190,638	\$29,488,252	\$32,557,413	
H150203	Intersection	Highway	Gaston	Mt. Holly Gaston County	0.5	NC 273 (Mountain Island Highway)	NC 273/ Sandy Ford Rd Intersection Improvements	SR 1918 (Sandy Ford Road)		Construct turn lanes on all three approaches to the intersection.	Regional	No	Yes	\$ 93.127	Major Collector		40	\$2,368,253	\$2,886,888	\$3,519,100	\$3,885,371	
R-0617BB H090049- BB	Capacity	Highway	Lincoln	Cherryville/ Lincolnton	3.2	NC 150	NC 150	West of Indian Creek	US 321 at Lincolnton	Widen to Multi- Lanes, Part on New Location from West of Indian Creek to US 321 at Lincolnton.	Regional	Yes	No		Other Principal Arterial		35	\$79,240,983	\$96,594,317	\$117,747,933	\$130,003,232	
H190792	Capacity	Highway	Cleveland	Cleveland County	7.5	NC 150 (Cherryville Rd)	NC 150 (Cherryville Rd) Widening	NC 180	SR 1651 (Delview Rd)	Widen from a two lane road to a four lane roadway.	Regional	Yes	No		Other Principal Arterial		35	\$159,225,013	\$194,094,402	\$236,599,993	\$261,225,511	
U-2221A	Capacity	Highway	Cleveland	Cleveland County	0.9	NC 180	NC 180 Widening	NC 226 (Earl Rd)	SR 2200 (Taylor Rd)	Widen to multi- lanes.	Regional	Yes	No		Minor Arterial		35	\$8,385,405	\$10,221,762	\$12,460,271	\$13,757,146	
	Capacity	Highway	Gaston	Gastonia / Gaston County	3.5	NC 274	Union Rd/ Union-New Hope Rd Widening	Beaty Rd	South Carolina State Line	Widen to a 4-lane facility from Beaty Rd to South Carolina State Line. Include sidewalks and bike facilities along both sides.	Regional	Yes	No		Minor Arterial		35	\$22,512,978	\$27,443,195	\$33,453,101	\$36,934,927	
	Capacity	Highway	Cleveland	Kings Mountain	3.6	New Route	Kings Mountain Blvd Extension	Shelby Rd (US 74 Business)	NC 216	Extend Kings Mountain Blvd from Shelby Road to NC 216.	Regional	Yes	No		New Route		35	\$54,609,059	\$66,568,138	\$81,146,189	\$89,591,949	
H184892	Capacity	Highway	Gaston	Gaston County	4.4	NC 279 (South New Hope Road)	NC 279 (S New Hope Rd) Widening	South Carolina State Line	SR 2435 (Union New Hope Road)	Widen to 4-lane boulevard.	Regional	Yes	No		Minor Arterial		30	\$66,982,374	\$81,651,140	\$99,532,284	\$109,891,685	
H190923	Capacity	Highway	Gaston	Mount Holly	0.5	NC 273	NC 273 Extension	NC 273 (Lucia Riverbend Hwy)	NC 16	Construct new portion of NC 273 from Lucia Riverbend Highway to NC 16 and construct a new interchange.	Regional	Yes	No		Major Collector		25	\$28,795,531	\$35,101,592	\$42,788,645	\$47,242,121	

Table 5-3: Fiscally-Constrained List of Highway Projects - Division Tier

ID NUMBER	IMPROVE- MENT TYPE	MODE	COUN- TY	JURISDIC- TION	MILE- AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION- ALLY SIGNIFI- CANT	EXEMPT	REGU- LATION	FUNC- TIONAL CLASSIFI- CATION	STIP PRO- GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2020 COST	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
2025 HORIZON YEAR PROJECTS																							
U-6043 H090439	Capacity	Highway	Gaston	Gastonia	1.1	US 29/US 74	Franklin Blvd	SR 2200 (Cox Rd)	400 feet east of Lineberger Rd	Add lane in the eastbound direction, widening from five to six lanes.	Division	Yes	No		Principal Arterial	\$10,500,000	NA	\$10,500,000	\$10,500,000			2025	
U-6078 H150542	Intersection	Highway	Gaston	Gastonia	0.5	NC 275	NC 275 Intersection Improvements	NC 274, SR 1456 (White Jenkins Rd), SR 1327 (Fairview Rd)		Improve intersections and close intersection of NC 275 and SR 1456 (White Jenkins Rd).	Division	No	Yes	\$ 93,127	Major Collector	\$8,600,000	NA	\$8,600,000	\$8,600,000			2025	
H191177	Intersection	Highway	Gaston	Gastonia	0.5	SR 2200 (Cox Rd)	Cox Rd/ Aberdeen Blvd Intersection Improvements	SR 2200 (Cox Road)	SR 2381 (Aberdeen Boulevard)	Construct quadrant intersection improvements.	Division				Other Principal Arterial		75	\$4,428,000	\$4,888,870	\$5,959,505	\$7,264,603	\$8,020,709	2025
H184878	Moderniza- tion	Highway	Gaston	Gastonia	1.5	SR 2439 (Beaty Road)	Beaty Rd Modernization	SR 2445 (Kendrick Road)	NC 279 (New Hope Road)	Modernize roadway and construct roundabout at Kendrick Road.	Division	No	No		Minor Arterial		70	\$6,045,000	\$6,674,168	\$8,135,774	\$9,917,463	\$10,949,681	2025
H184868	Moderniza- tion	Highway	Gaston	Gastonia	2.5	SR 2439 (Lowell Bethesda Road)	Lowell Bethesda Rd Modernization	NC 279 (New Hope Road)	US 29/74 (Wilkinson Boulevard)	Modernize roadway and construct roundabouts at the intersections of Titman Road Cramerton Road and Gaston Road.	Division	No	No		Minor Arterial		65	\$13,898,000	\$15,344,515	\$18,704,878	\$22,801,142	\$25,174,303	2025
	Capacity	Highway	Gaston	Gastonia	0.4	Gaston Mall Drive	Gaston Mall Drive Extension	Cox	Franklin Blvd	Extend Gaston Mall Drive from Cox Rd to Franklin Blvd.	Division	No	No		Local		60	\$2,073,569	\$2,289,388	\$2,790,751	\$3,401,910	\$3,755,983	2025
H184825	Capacity	Highway	Gaston	Gastonia	1.5	SR 2329 (Redbud Drive)	Redbud Dr Widening	NC 279 (New Hope Road)	US 29/74 (Wilkinson Boulevard)	Widen to a 4-lane boulevard.	Division	Yes	No		Minor Arterial		60	\$29,784,000	\$32,883,943	\$40,085,343	\$48,863,809	\$53,949,593	2025
	Capacity	Highway	Gaston	Lowell	0.4	New Route	Lineberger Connector Extension	Lineberger Rd	S Main St	Extend the Lineberger Connector from Lineberger Rd to S Main St in Lowell.	Division	No	No		Local		60	\$3,100,000	\$3,422,650	\$4,172,192	\$5,085,879	\$5,615,221	2025

Table 5-3: Fiscally-Constrained List of Highway Projects - Division Tier (continued)

ID NUMBER	IMPROVE- MENT TYPE	MODE	COUN- TY	JURISDIC- TION	MILE- AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION- ALLY SIGNIFI- CANT	EXEMPT	REGU- LATION	FUNC- TIONAL CLASSIFI- CATION	STIP PRO- GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2020 COST	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
2025 HORIZON YEAR PROJECTS																							
H170856	Capacity	Highway	Gaston	Belmont	1.2	SR 2083 (Hazeline Ave)	Hazeline Ave Extension	US 29/74 (Wilkinson Blvd)	Hawley Avenue	Construct two-lane road from US 29/74 to Hawley Avenue. This road will be an extension of Hazeline Ave, and consist of connecting short sections of existing road with new segments.	Division	No	No		New Route (Local)		55	\$15,453,000	\$17,061,361	\$20,797,703	\$25,352,284	\$27,990,971	2025
H150211		Highway	Gaston	Cramerton	0.5	SR 2014 (Lakewood Rd)	Lakewood Rd Intersection Improvements	Eagle Rd		Construct roundabout with pedestrian and bicycle facilities.	Division	No	Yes	\$ 93.127	Minor Arterial		50	\$1,144,440	\$1,263,554	\$1,540,266	\$1,877,575	\$2,072,995	2025
2035 HORIZON YEAR PROJECTS																							
U-3608	Capacity	Highway	Gaston	Belmont	0.3	NC 7	N Main St Widening	I-85	US 29/74 (Wilkinson Blvd)	Widen to four lanes throughout, and construct operational improvements.	Division	No	No		Minor Arterial	\$5,615,000	NA	\$5,615,000	\$5,615,000	\$5,615,000		2035	
U-6044 H150539	Capacity	Highway	Gaston	Gastonia	0.3	SR 2200 (Cox Rd)	Cox Rd Improvements	I-85	US 29/74	Selective widening and operational movements.	Division	Yes	No		Principal Arterial	\$33,500,000	NA	\$33,500,000	\$33,500,000	\$33,500,000		2035	
U-5821 H090612	Capacity	Highway	Gaston	Gastonia Cramerton	3.8	NC 279	S. New Hope Rd Widening	SR 2478 (Titman Rd)	SR 2435 (Union-New Hope Rd)	Widen existing facility to four- lanes divided.	Division	Yes	No		Principal Arterial	\$100,565,000	NA	\$100,565,000	\$100,565,000	\$100,565,000		2035	
U-5819 H141299	Intersection	Highway	Gaston	Mount Holly	0.5	NC 27	W Charlotte Ave Intersection	NC 27 (W Charlotte Ave)	SR 2534 (Hawthorne St)	Construct interrection improvements.	Division	No	Yes	\$ 93.127	Minor Arterial	\$2,550,000	NA	\$2,550,000	\$2,550,000	\$2,550,000		2035	
H172044	Moderniza- tion	Highway	Gaston	Dallas	1.6	SR 1001 (Philadelphia Church Rd/ Oakland St)	Oakland St Modernization	SR 1803 (Carr Rd)	NC 275- 279 (West Trade St)	Widen substandard two-lane road to 12 ft. lanes and include wide shoulders.	Division	No	Yes	\$ 93.126	Minor Arterial		55	\$2,719,000	\$3,001,996	\$3,659,416	\$4,460,808	\$4,925,092	2035
	Capacity	Highway	Gaston	Lowell	0.5	3rd St	3rd Street Extension	N Main St (NC 7)	First St (NC 7)	Extend 3rd St as a 2-lane facility from NC 7 (Main St) to NC 7 (First St). Includes a traffic circle at NC 7 (First St) connecting to Potts St and improvements to Ash St.	Division	No	No		New Route (local)		55	\$3,214,836	\$3,549,439	\$4,326,746	\$5,274,279	\$5,823,230	2035

Table 5-3: Fiscally-Constrained List of Highway Projects - Division Tier (continued)

ID NUMBER	IMPROVE- MENT TYPE	MODE	COUN- TY	JURISDIC- TION	MILE- AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION- ALLY SIGNIFI- CANT	EXEMPT	REGU- LATION	FUNC- TIONAL CLASSIFI- CATION	STIP PRO- GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2020 COST	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR		
2035 HORIZON YEAR PROJECTS																									
	Intersection	Highway	Gaston	Bessemer City	0.5	SR 1307	Alabama Ave	8th St	NA	Install traffic circle	Division	No	Yes	§ 93.126	Local/ Minor Arterial		50	\$861,514	\$951,181	\$1,159,484	\$1,413,405	\$1,560,513	2035		
H170845	Intersection	Highway	Gaston	Bessemer City	0.5	SR 1484 (E Maine Ave)	SR 1484 (E Maine Ave)	SR 1448 (12th St)	NA	Intersection improvements. Crosswalks, pedheads, turn lanes on every approach, and signalization if justified.	Division	No	Yes	§ 93.127	Minor Arterial		50	\$2,860,000	\$3,157,671	\$3,849,183	\$4,692,133	\$5,180,494	2035		
H190676	Moderniza- tion	Highway	Gaston	Gastonia	1.9	SR 1131 (Linwood Rd)	Linwood Rd	SR 1136 (S Myrtle School Rd)	US 29/74 (Franklin Blvd)	Modernize roadway.	Division	No	No		Minor Arterial		50	\$5,345,000	\$5,901,312	\$7,193,666	\$8,769,039	\$9,681,728	2035		
	Capacity	Highway	Gaston	Gastonia Lowell	2.3	Aberdeen Blvd	Lineberger Connector	Aberdeen Blvd	Lineberger Rd	Relocate and extend Lineberger Road as a three-lane facility, including improvements to the intersection of Lineberger/ Hwy 7 and the rail crossing. Extend Aberdeen Blvd as a three- lane facility from existing Aberdeen Blvd to the relocated Lineberger Rd. Extend Scalybark Rd.	Division	Yes	No		Local		50	\$19,235,358	\$21,237,390	\$25,888,259	\$31,557,644	\$34,842,189	2035		
H184911	Moderniza- tion	Highway	Lincoln	Lincoln County	1.7	SR 1379 (Webbs Rd)	SR 1379 (Webbs Rd) Modernization	NC 16 Business	SR 1376 (Burton Ln)	Widen existing lanes to include wide shoulders and roundabouts at Eastwind Cove Rd/Legacy Dr and SR 1376 (Burton Ln).	Division	No	Yes	§ 93.126	Local		50	\$6,690,000	\$7,386,301	\$9,003,859	\$10,975,654	\$12,118,009	2035		
H150212	Intersection	Highway	Gaston	Mount Holly	0.5	SR 2040 (West Catawba)	West Catawba Intersection Improvements	West Catawba (SR 2040)	South Hawthorne St	Install traffic circle at West Catawba and South Hawthorne Street, including pedestrian upgrades.	Division	No	Yes	§ 93.126	Minor Arterial		50	\$2,214,000	\$2,444,435	\$2,979,753	\$3,632,302	\$4,010,355	2035		

























Table 5-3: Fiscally-Constrained List of Highway Projects - Division Tier (continued)

ID NUMBER	IMPROVE- MENT TYPE	MODE	COUN- TY	JURISDIC- TION	MILE- AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION- ALLY SIGNIFI- CANT	EXEMPT	REGU- LATION	FUNC- TIONAL CLASSIFI- CATION	STIP PRO- GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2020 COST	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
2035 HORIZON YEAR PROJECTS																							
H191842	Capacity	Highway	Lincoln	Lincoln County	0.2	SR 1380 (Optimist Club Rd)	Optimist Club Road Extension	SR 1387 (Triangle Circle)	NC 16 Business	Construct an extension of Optimist Club Road.	Division	No	No		Major Collector		50	\$2,643,000	\$2,918,086	\$3,557,130	\$4,336,122	\$4,787,429	2035
	Intersection	Highway	Gaston	Cramerton	1.1	Armstrong Ford Rd	Armstrong Ford Rd Realignment	NC 279 (South New Hope Rd)	Armstrong Ford Rd	Realign Armstrong Ford Rd - new 2LDIV facility	Division	No	No		Minor Arterial/ Major Collector		45	\$7,019,594	\$7,750,199	\$9,447,449	\$11,516,388	\$12,715,023	2035
	Capacity	Highway	Gaston	Gastonia	0.5	SR 2445	Kendrick Rd	SR 2437 (Robinwood Rd)	SR 2439 (Beaty Rd)	Widen Kendrick Road at intersections. Include pedestrian and bicycle upgrades.	Division	No	No		Minor Collector		35	\$3,135,102	\$3,461,406	\$4,219,435	\$5,143,467	\$5,678,803	2035
2045 HORIZON YEAR PROJECTS																							
H193410	Moderniza- tion	Highway	Lincoln	Lincoln County	2.4	SR 1439 (Unity Church Rd)	Unity Church Rd Modernization	NC 16 Business	End of Facility	Widen existing lanes to include wide shoulders. No additional lanes will be added.	Division	No	No		Local		45	\$4,813,000	\$5,313,941	\$6,477,664	\$7,896,237	\$8,718,083	2045
H193411	Moderniza- tion	Highway	Lincoln	Lincoln County	10.5	SR 1008 (Reepsville Rd)	Reepsville Rd Modernization	Clarks Creek	SR 1002 (Cat Square Rd)	Widen existing lanes to include wide shoulders. No additional lanes will be added.	Division	No	No		Minor Collector		45	\$14,874,000	\$16,422,098	\$20,018,446	\$24,402,374	\$26,942,192	2045
H170836	Capacity	Highway	Gaston	Mount Holly	1.3	New Route	W Catawba Ave Extension	SR 2040 (W Catawba Ave)	NC 27 (W Charlotte Ave)	Construct new 2-lane alignment with sidewalks.	Division	No	No		Minor Arterial		45	\$16,120,000	\$17,797,783	\$21,695,398	\$26,446,569	\$29,199,149	2045
H184897	Capacity	Highway	Gaston	Ranlo	1.2	SR 2200 (Spencer Mountain Rd)	Spencer Mountain Rd Widening	NC 7 (East Ozark Ave/ Lowell Rd)	SR 2332 (Mitchem Rd)	Widen to 4-lane roadway.	Division	No	No		Minor Arterial		45	\$19,213,000	\$21,212,704	\$25,858,168	\$31,520,963	\$34,801,690	2045
	Capacity	Highway	Lincoln	Lincoln County	5.8	St. James Church Rd/N Little Egypt Rd	St. James Church Rd/N Little Egypt Rd Widening	NC 73	NC 16 Business	Widen from two-lane to three-lane.	Division	No	No		Local		45	\$23,960,173	\$26,453,967	\$32,247,238	\$39,309,203	\$43,400,537	2045
	Capacity	Highway	Gaston	Dallas	3.2	SR 1804 (Ratchford Rd)	Ratchford Rd	US 321	NC 279 (Lower Dallas Rd)	Widen existing two-lane road to three-lanes; One-half mile of road on new location.	Division	No	No		Local		40	\$24,431,395	\$26,974,234	\$32,881,441	\$40,082,293	\$44,254,090	2045
	Capacity	Highway	Gaston	Gastonia	2.8	New	Gaston Day School Rd Extension	Kinmere Dr	NC 274 (Union Rd)	Construct new 3-lane facility with sidewalks and bike facilities.	Division	No	No		New Route (Minor Arterial)		40	\$26,893,318	\$29,692,396	\$36,194,865	\$44,121,339	\$48,713,523	2045

Table 5-3: Fiscally-Constrained List of Highway Projects - Division Tier (continued)

ID NUMBER	IMPROVE- MENT TYPE	MODE	COUN- TY	JURISDIC- TION	MILE- AGE	ROUTE	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	FUNDING TIER	REGION- ALLY SIGNIFI- CANT	EXEMPT	REGU- LATION	FUNC- TIONAL CLASSIFI- CATION	STIP PRO- GRAMMED COST (MINUS LOCAL FUNDING)	TOTAL POINTS (105 MAX)	2020 COST	2025 COST	2035 COST	2045 COST	2050 COST	2050 MTP HORIZON YEAR
2045 HORIZON YEAR PROJECTS																							
H191670	Capacity	Highway	Lincoln	Lincoln County	1.1	New Route	Webbs Rd Extension	SR 1386 (St. James Church Road)	NC 16 Business	Construct an extension of Webbs Road.	Division	No	No		Major Collector		35	\$10,610,000	\$11,714,297	\$14,279,663	\$17,406,830	\$19,218,546	2045
	Capacity	Highway	Gaston	Bessemer City	1.7	New	Southridge Parkway West Extension	SR 1302 (Crowders Mountain Rd)	SR 1307 (Edgewood Rd)	Construct new three lane facility from Crowders Mountain Rd to Edgewood Rd.	Division	No	No		New Route (Minor Arterial/ Major Collector)		35	\$15,677,500	\$17,309,227	\$21,099,851	\$25,720,600	\$28,397,621	2045
2050 HORIZON YEAR PROJECTS																							
H171301	Capacity	Highway	Gaston	Bessemer City	0.6	SR 1307 (Edgewood Rd)	Edgewood Rd Widening	SR 1395 (Southridge Pkwy)	I-85	Widen existing two-lane road to a three-lane facility.	Division	No	No		Minor Arterial		35	\$10,932,000	\$12,069,811	\$14,713,033	\$17,935,105	\$19,801,805	2050
H184699	Capacity	Highway	Lincoln	Lincoln County	1.5	SR 1380 (Optimist Club Rd)	SR 1380 (Optimist Club Rd) Widening	SR 1386 (N. Little Egypt Rd)	SR 1388 (Triangle Cir)	Widen to four- lane divided.	Division	No	No		Local		35	\$17,797,000	\$19,649,326	\$23,952,419	\$29,197,865	\$32,236,802	2050
	Capacity	Highway	Gaston	Bessemer City	0.9	SR 1448	Puetts Chapel Rd	SR 1484 (Maine Ave)	Proposed NC 274 Bypass	Widen existing two-lane road to a three-lane facility.	Division	No	No		Minor Arterial		35	\$8,533,683	\$9,421,876	\$11,485,214	\$14,000,411	\$15,457,586	2050
H171281	Capacity	Highway	Lincoln	Lincolnton	1.5	New Route	Motz Ave Extension	NC 27 (W Main St)	SR 1262 (S Laurel St)	Widen Motz Ave to 11-foot lanes and extend on new location west to NC 27 (W Main St) and east to SR 1262 (S Laurel St) at Flint Street.	Division	No	No		Major Collector		35	\$39,828,000	\$43,973,330	\$53,603,244	\$65,342,056	\$72,142,909	2050
UNMET NEEDS																							
H170852	Capacity	Highway	Gaston	Gastonia	1.2	SR 1255 (Hudson Blvd)	Hudson Blvd Extension	SR 1136 (Davis Park Rd)	SR 1128 (Chapel Grove Rd)	Construct new 3-lane facility with sidewalks and bike facilities.	Division	No	No		New Route (Minor Arterial)		35	\$21,110,000	\$23,307,146	\$28,411,281	\$34,633,193	\$38,237,843	Unfunded



Table 7-2 2050 MTP Fiscally Constrained Roadway Projects

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
IREDELL COUNTY													
Connector Rd	Ird Co		Widen from 2 lanes to 4 lanes, with median and shared-use path  	\$22.73	Statesville Hwy (NC 115)	Charlotte Hwy (US 21)	0.9	Minor Collector	Yes	No	2050-1032	--	2045
Mecklenburg Hwy (NC 115) at Langtree Rd	Ird Co		Construct intersection improvements	\$4.05	--	--	--	Minor Arterial	No	Yes**	2050-E120	U-6249	2025
Charlotte Hwy (US 21)	Ird Co & Mor		Widen from 2 lanes to 4 lanes, with median, and construct intersection improvements	\$35.10	W Plaza Dr (NC 150)	Medical Park Rd	2.5	Minor Arterial	No	No	2050-E117	U-6037	2035
Cornelius Rd	Ird Co & Mor		Widen from 2 lanes to 4 lanes, with median and shared-use path  	\$76.45	Bluefield Rd	US 21	1.9	Minor Collector	No	No	2050-1029	--	2050
I-77 at Cornelius Rd	Ird Co & Mor		Convert grade separation to interchange	\$25.06	--	--	--	Interstate	Yes	No	2050-E109	I-5962	2035
Mecklenburg Hwy (NC 115) at Faith Rd / Campus Ln	Ird Co & Mor		Realign roadway and construct intersection improvements	\$0.00 ⁵	--	--	--	Minor Arterial	No	Yes**	2050-E119	C-5529	2025
Oakridge Farm Hwy (NC 150)	Ird Co & Mor		Widen from 2/4 lanes to 4/6 lanes, with median, wide outside lanes and sidewalks  	\$28.70	Statesville Hwy (NC 115)	Park Ave / Mt Ulla Hwy (NC 801)	1.3	Principal Arterial - Other	Yes	No	2050-E111	U-5960	2035
River Hwy / W Plaza Dr (NC 150)	Ird Co & Mor		Widen from 2/4 lanes to 6 lanes, with median, wide outside lanes and sidewalks  	\$290.01	Catawba River	I-77	6.2	Principal Arterial - Other	No	No	2050-E113	R-2307	2035
Silicon Shores East-West Connector Rd	Ird Co & Mor		New 4 lane roadway, with median, bike lanes and sidewalks  	\$13.60	Langtree Rd	Mecklenburg Hwy (NC 115)	0.8	Minor Collector	No	No	2050-E121	U-6239	2025
I-40 at I-77	Ird Co & Sta		Interchange reconstruction	\$197.71	--	--	--	Interstate	No	No	2050-E101	I-3819B	2025
Wilkesboro Hwy (NC 115)	Ird Co & Sta		Widen to multi-lanes	\$13.70	Old Wilkesboro Rd	Hartness Rd	0.9	Minor Arterial	No	No	2050-E103	U-5779	2035
Brawley School Rd	Mor		Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks  	\$25.84	Talbert Rd	Charlotte Hwy (US 21)	0.8	Major Collector	No	No	2050-E115	R-3833C	2035

1 Jurisdiction Key

Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville

2 Improvement Type (Imp. Type) Key

 Widening
 Improve Existing Interchange
 Improve Existing Intersection
 New Roadway
 New Interchange

3 Project Description Key

 Bicycle Improvements
 Pedestrian Improvements

4 Project Cost Estimate

Escalated based on anticipated horizon year

5

No funding is identified because it has been expended and the project is under construction

**

40 CFR 93.127, Project exempt from regional emissions analyses

Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
IREDELL COUNTY (continued)													
Fairview Rd / I-77 Overpass	Mor	NR	New grade separated overpass	\$23.48	Fairview Rd	Alcove Rd	0.1	Minor Collector	No	Yes**	2050-E118	U-5817	2035
NC 801 at Oakridge Farm Hwy (NC 150)	Mor	IS	Construct intersection improvements	\$2.98	--	--	--	Principal Arterial - Other	No	Yes**	2050-E110	C-5701	2025
Oakridge Farm Hwy (NC 150) at Wiggins Rd	Mor	IS	Realign intersection	\$1.30	--	--	--	Principal Arterial - Other	No	Yes**	2050-E112	U-5780	2025
Oates Rd / Midnight Ln	Mor	NR	New 3 lane roadway, including grade separation over I-77, with bike lanes and sidewalks	\$41.30	Charlotte Hwy (US 21)	Bluefield Rd	1.5	Minor Collector	No	No	2050-E114	U-5816	2035
Plaza Dr (NC 150)	Mor	W	Widen from 5 lanes to 6 lanes, with bike lanes and sidewalks	\$111.93	Charlotte Hwy (US 21)	Statesville Hwy (NC 115)	1.8	Principal Arterial - Other	No	No	2050-1037	--	2045
Williamson Rd	Mor	W	Widen to multi-lanes	\$58.28	I-77	River Hwy / W Plaza Dr (NC 150)	3.2	Major Collector	No	No	2050-E116	R-5100	2035
Bethlehem Rd	Sta	NR	Relocate roadway adjacent to Statesville Regional Airport	\$2.55	Aviation Dr	Bethlehem Rd / Lowes Aviation DR	0.8	Local	No	Yes**	2050-E106	U-6153	2025
Brookdale Dr / US 21 Connector	Sta	NR	New 2 lane roadway	\$2.93	Brookdale Dr	Sullivan Rd (US 21)	0.1	Unclassified	No	No	2050-E102	U-6054	2025
East Broad St	Sta	W	Improve roadway and implement access management solutions	\$5.35	Vine St	Signal Hill Dr	0.7	Minor Arterial	No	No	2050-E105	U-6039	2025
Garner Bagnal Blvd (US 70)	Sta	W	Widen from 2 to 4 lanes, with median, bike lanes, sidewalks, and/or shared-use path	\$112.34	Buffalo Shoals Rd	I-77	2.5	Principal Arterial - Other	No	No	2050-1013	--	2050
Salisbury Rd	Sta	W	Road diet from 4 lanes to 3 lanes, paved shoulder, with wide outside lanes and sidewalks	\$14.40	Opal St	Salisbury Hwy (US 70)	1.2	Minor Arterial	No	N/A	2050-1012	--	2045
Sullivan Rd (US 21) at Davie Ave (US 64)	Sta	IS	Convert intersection to roundabout	\$1.10	--	--	--	Minor Arterial	No	Yes**	2050-E104	U-5964	2035

1 Jurisdiction Key
Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville

2 Improvement Type (Imp. Type) Key

W

Widening

IC

Improve Existing Interchange

IS

Improve Existing Intersection

NR

New Roadway

NIC

New Interchange

3 Project Description Key

Bicycle Improvements






Pedestrian Improvements

4 Project Cost Estimate
Escalated based on anticipated horizon year

5 No funding is identified because it has been expended and the project is under construction

** 40 CFR 93.127, Project exempt from regional emissions analyses

Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
IREDELL COUNTY (continued)													
Turnersburg Hwy (US 21)	Sta		Widen roadway to multi-lanes and realign intersection	\$23.05	Pump Station Rd	Fort Dobbs Rd	0.8	Minor Arterial	Yes	No	2050-E100	U-5799	2025
Main St / Shelton Ave (US 21 / NC 115)	Tro		Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks  	\$32.15	Cedar Ln	Moose Club Rd	2.2	Minor Arterial	Yes	No	2050-E107	R-2522	2035
S Main St (US 21 / NC 115) at Houston Rd / Flower House Loop	Tro		Realign and signalize intersection	\$2.95	--	--	--	Minor Arterial	No	Yes**	2050-E108	R-5711	2025

1 Jurisdiction Key

Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville

Clf - Charlotte
Mat - Matthews
Stg - Stallings

Cor - Cornelius
Mck Co - Mecklenburg County
Tro - Troutman


Dav - Davidson
Mnt - Mint Hill
Un Co - Union County


Hnt - Huntersville
Mon - Monroe
Wax - Waxhaw


Ind - Indian Trail
Mor - Mooresville
Wed - Weddington


Ird Co - Iredell County
Pin - Pineville
Wes - Wesley Chapel


2 Improvement Type (Imp. Type) Key

 Widening


 Improve Existing Interchange


 Improve Existing Intersection

 New Roadway

 New Interchange

3 Project Description Key

 Bicycle Improvements

 Pedestrian Improvements





























4 Project Cost Estimate

Escalated based on anticipated horizon year






5 No funding is identified because it has been expended and the project is under construction



** 40 CFR 93.127, Project exempt from regional emissions analyses

Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
MECKLENBURG COUNTY													
Albemarle Rd (NC 24 / NC 27)	Clt		Widen from 4 lanes to 6 lanes, with median and shared-use path  	\$63.45	WT Harris Blvd (NC 24)	Eastern Circumferential Rd	2.1	Principal Arterial - Other	Yes	No	2050-3086	--	2045
Ardrey Kell Rd	Clt		Widen from 2 lanes to 6 lanes, with median and shared-use path  	\$109.44	Rea Rd	Providence Rd (NC 16)	2.6	Major Collector	No	No	2050-3132	--	2050
Arequipa Dr / Northeast Pkwy	Clt		New 2 lane roadway, with bike lanes and sidewalks  	Included with U-2509	Margaret Wallace Rd	Sam Newell Rd	1.3	Minor Collector	No	No	2050-E344	--	2045
Billy Graham Pkwy	Clt		Widen from 4 lanes to 6 lanes, with median, curb and gutter, and shared-use path  	\$17.38	Josh Birmingham Pkwy	I-85	1.2	Principal Arterial - Other	Yes	No	2050-3081	--	2035
Brookshire Blvd (NC 16)	Clt		Widen from 4 lanes to 6 lanes, with median and shared-use path  	\$112.51	I-85	Bellhaven Blvd	3.5	Principal Arterial - Other	Yes	No	2050-3067	--	2045
Brookshire Blvd (NC 16)	Clt		Widen from 4 lanes to 6 lanes, with bicycle and pedestrian accommodations  	\$9.50	Idaho Dr	I-85	0.4	Principal Arterial - Other	Yes	No	2050-E334	U-5955	2035
Brookshire Blvd (NC 16) at Mount Holly-Huntersville Rd	Clt		Convert intersection to continuous flow intersection, with bicycle and pedestrian accommodations  	\$1.96	--	--	--	Principal Arterial - Other	Yes	No	2050-E326	U-6084	2025
Brookshire Fwy (NC 16)	Clt		Widen from 4 lanes to 6 lanes, with median and paved shoulders	\$75.75	I-77	Idaho Drive	1.8	Principal Arterial - Other - Freeway	Yes	No	2050-3074	--	2045
Eastway Dr	Clt		Widen from 4 lanes to 6 lanes, with median and shared-use path  	\$29.68	Kilborne Dr	Sugar Creek Rd	1.1	Principal Arterial - Other	Yes	No	2050-3079	--	2045
Eastway Dr at Shamrock Dr	Clt		Construct intersection improvements, with bicycle and pedestrian accommodations  	\$8.00	--	--	--	Principal Arterial - Other	Yes	Yes**	2050-E337	U-5803	2035

1 Jurisdiction Key
Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville

2 Improvement Type (Imp. Type) Key
 Widening
 Improve Existing Interchange
 Improve Existing Intersection
 New Roadway
 New Interchange




























3 Project Description Key
 Bicycle Improvements
 Pedestrian Improvements

4 Project Cost Estimate
Escalated based on anticipated horizon year

5 No funding is identified because it has been expended and the project is under construction

** 40 CFR 93.127, Project exempt from regional emissions analyses


Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)


Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
MECKLENBURG COUNTY (continued)													
Freedom Dr (NC 27)	Clt		Widen from 2 lanes to 4 lanes, with bike lanes and sidewalks  	\$17.10	Moore's Chapel Rd	Toddville Rd	1.2	Principal Arterial - Other	Yes	No	2050-E333	U-5957	2035
I-277	Clt		Upgrade interchanges along corridor to improve operations	\$558.38	Kenilworth Ave	N Davidson St	2	Interstate	Yes	No	2050-3082	I-6022A	2050
I-277 (John Belk Fwy)	Clt		Improve interchanges along corridor to improve operations	\$32.96	South Blvd	Kenilworth Ave	0.6	Interstate	Yes	No	2050-3083	--	2035
I-485 at Brookshire Blvd (NC 16)	Clt		Construct interchange improvements, with bicycle and pedestrian accommodations  	\$12.00	--	--	--	Interstate	No	No	2050-E327	I-5973	2025
I-485 at S Tryon St (NC 49)	Clt		Interchange improvements, with shared-use path  	\$67.76	--	--	--	Interstate	No	No	2050-3108	I-6019	2035
I-485 at Providence Rd (NC 16)	Clt		Construct interchange improvements, with bicycle and pedestrian accommodations  	\$41.30	--	--	--	Interstate	Yes	Yes*	2050-E358	I-5963	2035
I-77	Clt		Widen from 8 lanes to 10 lanes, interchange improvements, and installation of a collector-distributor road	\$628.22	I-277 (John Belk Fwy)	I-277 (Brookshire Fwy)	1.8	Interstate	Yes	No	2050-3078	I-5718B	2050
I-77	Clt		Widen from 6 lanes to 10 lanes, including express lanes and median improvements	\$790.50	South Carolina State Line	I-277 (John Belk Fwy) (Exit 9)	9.4	Interstate	Yes	No	2050-E340	I-5718A	2045
I-77 at I-85	Clt		Construct interchange improvements	\$82.10	--	--	--	Interstate	Yes	No	2050-E332	I-6014	2035
I-77 at Sunset Rd (US 21)	Clt		Convert to diverging diamond interchange, with shared-use path  	\$56.11	--	--	--	Interstate	Yes	Yes**	2050-3061	I-6056	2035
I-85 at Billy Graham Pkwy	Clt		Convert to diverging diamond interchange, with shared-use path  	\$19.34	--	--	--	Interstate	Yes	Yes**	2050-3075	--	2035
I-85 at Brookshire Blvd (NC 16)	Clt		Convert to diverging diamond interchange, with shared-use path  	\$41.85	--	--	--	Interstate	No	Yes**	2050-3072	I-6020	2035
I-85 at I-485 (NE of Charlotte)	Clt		Construct interchange improvements	\$13.50	--	--	--	Interstate	No	No	2050-E324	I-6012	2035


1 Jurisdiction Key


Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville


2 Improvement Type (Imp. Type) Key

 Widening


 Improve Existing Interchange


 Improve Existing Intersection

 New Roadway

 New Interchange

3 Project Description Key

 Bicycle Improvements

 Pedestrian Improvements













4 Project Cost Estimate

Escalated based on anticipated horizon year


5 No funding is identified because it has been expended and the project is under construction

* 40 CFR 93.126, Exempt projects
** 40 CFR 93.127, Project exempt from regional emissions analyses

Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
MECKLENBURG COUNTY (continued)													
I-85 at I-485 (W of Charlotte)	Clt	IC	Construct interchange improvements	\$4.30	--	--	--	Interstate	No	No	2050-E335	I-6016	2035
I-85 at Mallard Creek Church Rd	Clt	IC	Interchange improvements, with shared-use path  	\$19.34	--	--	--	Interstate	No	No	2050-3057	I-6017	2035
I-85 at WT Harris Blvd (NC 24)	Clt	IC	Construct interchange improvements	\$16.40	--	--	--	Interstate	Yes	Yes**	2050-E330	I-6013	2035
I-85 at Sugar Creek Rd	Clt	IC	Convert to diverging diamond interchange, with shared-use path  	\$20.62	--	--	--	Interstate	Yes	Yes**	2050-3068	I-6053	2035
Independence Blvd (US 74)	Clt	W	Widen from 4/6 to 6/8 lanes, with express lanes	\$1,203.20	Idlewild Rd	I-485	6.4	Principal Arterial - Other	No	No	2050-E342	U-2509	2045
Independence Blvd (US 74)	Clt	W	Widen roadway to allow for two-way express lanes	Included with U-2509	I-277	West of Idlewild Rd	4.9	Principal Arterial - Other - Freeway	Yes	No	2050-E338	--	2045
Johnston Rd (US 521)	Clt	W	Upgrade roadway to improve operations	\$8.59	I-485	Ballantyne Commons Pkwy	0.8	Principal Arterial - Other	No	No	2050-3130	--	2035
Krefeld Dr / Independence Pointe Pkwy	Clt	NR	New 2 lane roadway, with bike lanes and sidewalks  	Included with U-2509	Crownpoint Executive Dr	Sam Newell Rd	0.9	Minor Collector	No	No	2050-E345	--	2045
Krefeld Dr Ext	Clt	NR	New 2 lane roadway, with bike lanes and sidewalks  	Included with U-2509	Krefeld Dr	Sardis Rd N	0.8	Minor Collector	No	No	2050-E343	--	2045
Lakeview Rd	Clt	W	Construct roadway improvements, with bike lanes and sidewalks  	\$11.82	Reames Rd	Old Statesville Rd (NC 115)	1.7	Minor Collector	Yes	No	2050-E325	U-5905	2025
Lancaster Hwy / Johnston Rd (US 521)	Clt	W	Widen to multi-lanes	\$43.70	SC State Line	Ballantyne Commons Pkwy	3	Principal Arterial - Other	No	No	2050-E359	U-6109	2035
Mallard Creek Rd	Clt	W	Widen from 2/3 lanes to 4 lanes, with bike lanes and sidewalks  	\$22.39	Mallard Creek Church Rd	Breezewood Dr	1.5	Minor Arterial	Yes	No	2050-E323	U-6028	2035

1 Jurisdiction Key
Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville

2 Improvement Type (Imp. Type) Key
 Widening
 Improve Existing Interchange
 Improve Existing Intersection
 New Roadway
 New Interchange

3 Project Description Key
 Bicycle Improvements
 Pedestrian Improvements

4 Project Cost Estimate
Escalated based on anticipated horizon year

5 No funding is identified because it has been expended and the project is under construction

** 40 CFR 93.127, Project exempt from regional emissions analyses

Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
MECKLENBURG COUNTY (continued)													
Mallard Creek Rd Connector	Clt	NR	Widen from 2 lanes to 4 lanes and construct new 4 lane roadway, with median, bike lanes and sidewalks	\$0.00 ⁵	Sugar Creek Rd	Mallard Creek Church Rd	4.1	Minor Arterial	No	No	2050-E329	U-2507	2025
Mallard Creek Rd/Odell School Rd	Clt	W	Widen from 2 lanes to 4 lanes, with median, bicycle and pedestrian accommodations	\$28.40	I-485	Concord Mills Blvd	1.4	Major Collector	Yes	No	2050-E321	U-6032	2035
Monroe Rd at Rama Rd / Idlewild Rd	Clt	IS	Construct intersection improvements, with bicycle and pedestrian accommodations	\$7.13	--	--	--	Minor Arterial	No	Yes**	2050-E339	U-5805	2025
North University Research Park Bridge	Clt	NR	New 2 lane roadway, with bike lanes and sidewalks	\$12.90	Louis Rose Pl	Doug Mayes Pl	0.3	Local	No	No	2050-E328	U-5874	2025
Old Statesville Rd (NC 115)	Clt	W	Widen from 2 lanes to 4 lanes, with bike lanes and sidewalks	\$70.70	WT Harris Blvd (NC 24)	I-485	2.2	Principal Arterial - Other	No	No	2050-E322	U-5772	2035
Providence Rd (NC 16)	Clt	W	Implement super street, with shared-use path	\$33.57	Providence Country Club Dr	Ballantyne Commons Pkwy / McKee Rd	1.2	Minor Arterial	No	No	2050-3131	--	2035
Providence Rd (NC 16) at Ballantyne Commons Pkwy / McKee Rd	Clt	IS	Construct intersection improvements, with bicycle and pedestrian accommodations	\$0.64	--	--	--	Principal Arterial - Other	Yes	Yes**	2050-E356	C-5534	2025
S Tryon St (NC 49)	Clt	W	Widen from 4 lanes to 6 lanes, with median and shared-use path	\$23.62	Arrowood Rd	Shopton Rd	1.3	Principal Arterial - Other	Yes	No	2050-3103	--	2035
S Tryon St (NC 49)	Clt	W	Widen from 4 lanes to 6 lanes, with median and shared-use path	\$11.19	I-485	Arrowood Rd	0.5	Principal Arterial - Other	Yes	No	2050-3107	--	2035
S Tryon St (NC 49)	Clt	W	Widen from 4 lanes to 6 lanes, with median and shared-use path	\$152.48	I-485	Steele Creek Rd (NC 160)	4.4	Principal Arterial - Other	No	No	2050-3113	--	2045

1 Jurisdiction Key
Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville

2 Improvement Type (Imp. Type) Key

W Widening

IC Improve Existing Interchange

IS Improve Existing Intersection

NR New Roadway

NIC New Interchange

3 Project Description Key

Bicycle Improvements


Pedestrian Improvements

4 Project Cost Estimate
Escalated based on anticipated horizon year

5 No funding is identified because it has been expended and the project is under construction

** 40 CFR 93.127, Project exempt from regional emissions analyses



Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
MECKLENBURG COUNTY (continued)													
Steele Creek Rd (NC 160)	Clt		Widen from 2 lanes to 4 lanes, with bike lanes and sidewalks  	\$161.81	I-485	South Carolina State Line	6.9	Principal Arterial - Other	No	No	2050-E349	U-5766	2035
Steele Creek Rd (NC 160) at Hamilton Rd	Clt		Construct intersection improvements, with bicycle and pedestrian accommodations  	\$1.31	--	--	--	Principal Arterial - Other	No	Yes**	2050-E351	U-5762	2025
Tuckaseegee Rd at Thrift Rd and Berryhill Rd	Clt		Convert intersection to roundabout, with bicycle and pedestrian accommodations  	\$2.85	--	--	--	Major Collector	No	Yes*	2050-E336	C-5538	2025
University City Blvd (NC 49) and Back Creek Church Rd	Clt		Widen from 4 lanes to 6 lanes, with bike lanes and sidewalks  	\$90.88	John Kirk Dr	I-485	2.1	Principal Arterial - Other	Yes	No	2050-E331	U-5768	2035
Westinghouse Blvd	Clt		Widen from 4 lanes to 6 lanes, with median, shared-use path  	\$36.65	S Tryon St (NC 49)	Nations Ford Rd	2.1	Minor Arterial	Yes	No	2050-3114	--	2035
Wilkinson Blvd (US 74 / US 29)	Clt		Widen from 4 lanes to 6 lanes, with median, shared-use path  	\$49.23	Little Rock Rd	I-485	1.5	Principal Arterial - Other	Yes	No	2050-3076	--	2050
WT Harris Blvd (NC 24)	Clt		Widen from 4 lanes to 6 lanes, with median and shared-use path  	\$61.54	I-77	Sugar Creek Rd	3.1	Principal Arterial - Other	Yes	No	2050-3053	--	2045
WT Harris Blvd (NC 24)	Clt		Widen from 4 lanes to 6 lanes, with median and shared-use path  	\$43.76	Sugar Creek Rd	Research Dr / IBM Dr	2.7	Principal Arterial - Other	Yes	No	2050-3060	--	2045
WT Harris Blvd (NC 24)	Clt		Widen from 5 lanes to 6 lanes, with median and shared-use path  	\$16.78	N Tryon St (US 29)	University City Blvd (NC 49)	0.8	Principal Arterial - Other	No	No	2050-3063	--	2035
WT Harris Blvd (NC 24)	Clt		Widen from 4 lanes to 6 lanes, with median and shared-use path  	\$46.01	University City Blvd (NC 49)	The Plaza	3.3	Principal Arterial - Other	No	No	2050-3069	--	2035
I-485 at Weddington Rd	Clt & Mat		Construct new interchange, with bicycle and pedestrian accommodations  	\$9.00	--	--	--	Interstate	No	No	2050-E354	R-0211EC	2025

1 Jurisdiction Key

Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville

2 Improvement Type (Imp. Type) Key

 Widening
 Improve Existing Interchange
 Improve Existing Intersection
 New Roadway
 New Interchange

3 Project Description Key

 Bicycle Improvements
 Pedestrian Improvements

4 Project Cost Estimate

Escalated based on anticipated horizon year

5

No funding is identified because it has been expended and the project is under construction

























*

40 CFR 93.126, Exempt projects

**

40 CFR 93.127, Project exempt from regional emissions analyses


Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)


Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
MECKLENBURG COUNTY (continued)													
Pineville-Matthews Rd (NC 51)	Clt & Pin		Construct access management solutions	\$5.64	Park Rd	Carmel Rd	1.5	Principal Arterial - Other	Yes	Yes*	2050-E352	U-6086	2025
I-485	Clt, Mat & Pin		Widen from 4/6 lanes to 6/8 lanes including express lanes	\$306.76	I-77 (Exit 67)	Independence Blvd (US 74) (Exit 51)	10.7	Interstate	Yes	No	2050-E357	I-5507	2025
I-77 at Westmoreland Rd	Cor		Interchange improvements to convert 2 lane Westmoreland Road flyover into 4 lane single point interchange, with bike lanes and shared-use path  	\$49.73	--	--	--	Interstate	Yes	No	2050-3012	--	2035
N Main St (NC 115) at Potts St	Cor		Construct intersection improvements, with bicycle and pedestrian accommodations  	\$5.22	--	--	--	Minor Arterial	No	Yes*	2050-E301	U-5873	2025
Northcross Dr Ext	Cor		Improve existing roadway and construct new 3 lane roadway, with bike lanes and sidewalks  	\$12.21	Sam Furr Rd (NC 73)	Westmoreland Rd	1.5	Local	No	No	2050-E309	U-5108	2025
Statesville Rd (US 21) at Catawba Ave	Cor		Convert intersection to roundabout, with bicycle and pedestrian accommodations  	\$12.44	--	--	--	Principal Arterial - Other	No	Yes*	2050-E302	C-5621	2025
Torrence Chapel Rd at W Catawba Ave	Cor		Construct intersection improvements, with bicycle and pedestrian accommodations  	\$13.84	--	--	--	Principal Arterial - Other	Yes	Yes**	2050-E303	U-5906	2025
W Catawba Ave	Cor		Widen from 2 lanes to 4 lanes, with 10 ft. shared-use path  	\$22.37	Jetton Rd	Sam Furr Rd (NC 73)	2.4	Minor Arterial	No	No	2050-E306	R-2555B	2035
Statesville Rd (US 21)	Cor & Hnt		Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks  	\$23.20	Northcross Center Ct	Westmoreland Rd	1.2	Minor Arterial	Yes	No	2050-E307	U-5767	2035
Bailey Rd Ext	Cor & Mck Co		Construct roadway on new location	\$3.28	Poole Place Dr	US 21 (Statesville Rd)	0.4	Unclassified	No	No	2050-E308	U-6105	2025


1 Jurisdiction Key


Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville


2 Improvement Type (Imp. Type) Key

 Widening



 Improve Existing Interchange

 Improve Existing Intersection

 New Roadway

 New Interchange

3 Project Description Key

 Bicycle Improvements  Pedestrian Improvements

4 Project Cost Estimate

Escalated based on anticipated horizon year

5

No funding is identified because it has been expended and the project is under construction

* 40 CFR 93.126, Exempt projects

** 40 CFR 93.127, Project exempt from regional emissions analyses

Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
MECKLENBURG COUNTY (continued)													
Davidson-Concord Rd at Robert Walker Dr	Dav	IS	Convert intersection to roundabout	\$1.21	--	--	--	Major Collector	No	Yes**	2050-E305	U-6092	2025
Potts-Sloan-Beaty Connector	Dav	NR	New 2 lane roadway, with bike lanes and sidewalks	\$4.50	Main St (NC 115)	Griffith St	0.8	Minor Collector	No	No	2050-E300	U-5907	2025
Davidson-Concord Rd (NC 73)	Dav & Hnt	W	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	\$251.20	Davidson-Concord Rd	Poplar Tent Rd	2.4	Principal Arterial - Other	Yes	No	2050-E311	R-5706A	2045
Gilead Rd	Hnt	W	Widen from 3 lanes to 4 lanes, with bike lanes and sidewalks	\$12.80	Statesville Rd (US 21)	Old Statesville Rd (NC 115)	0.7	Major Collector	No	No	2050-E317	U-5807	2035
Gilead Rd	Hnt	W	Widen roadway from 2 to 4 lanes, with a median	\$8.77	McCoy Rd	Wynfield Creek Pkwy	0.5	Minor Arterial	No	No	2050-E320	U-6106	2025
I-77 at Gilead Rd	Hnt	IC	Convert existing interchange to diverging diamond interchange, with bicycle and pedestrian accommodations	\$0.00 ⁵	--	--	--	Interstate	No	Yes**	2050-E319	I-5714	2025
I-77 at Sam Furr Rd (NC 73)	Hnt	IC	Convert existing interchange to split diamond interchange, with bicycle and pedestrian accommodations	\$43.45	--	--	--	Interstate	Yes	Yes**	2050-E313	I-5715	2035
Main St	Hnt	W	Widen and realign roadway, with bike lanes and sidewalks	\$9.63	Old Statesville Rd (NC 115) at Mt Holly-Huntersville Rd	Ramah Church Rd	1.2	Minor Collector	No	No	2050-E316	U-5908	2025
NC 73	Hnt	W	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	\$197.28	Vance Rd Ext	W Catawba Ave	7.8	Principal Arterial - Other	No	No	2050-E314	R-5721	2035
Old Statesville Rd (NC 115)	Hnt	W	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	\$70.23	Main St	Sam Furr Rd (NC 73)	1.5	Minor Arterial	No	No	2050-3023	--	2050
Sam Furr Rd (NC 73)	Hnt	W	Widen to multi-lanes	\$40.34	Old Statesville Rd (NC 115)	Davidson-Concord Rd	2.7	Principal Arterial - Other	Yes	No	2050-E310	R-2632AB	2035

1 Jurisdiction Key
Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville

2 Improvement Type (Imp. Type) Key

W Widening

IC Improve Existing Interchange

IS Improve Existing Intersection

NR New Roadway

NIC New Interchange

3 Project Description Key

Bicycle Improvements
































Pedestrian Improvements

4 Project Cost Estimate
Escalated based on anticipated horizon year






5 No funding is identified because it has been expended and the project is under construction



****** 40 CFR 93.127, Project exempt from regional emissions analyses

Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
MECKLENBURG COUNTY (continued)													
Sam Furr Rd (NC 73)	Hnt		Widen from 3/4 lanes to 6 lanes, with median, wide outside lanes and sidewalks  	\$56.38	W Catawba Ave	Northcross Dr	1.1	Principal Arterial - Other	No	No	2050-E312	U-5765	2035
Statesville Rd (US 21)	Hnt		Widen from 2 lanes to 4 lanes, with median, shared-use path  	\$74.57	Hambright Rd	Gilead Rd	2.4	Minor Arterial	Yes	No	2050-3037	--	2045
Statesville Rd (US 21)	Hnt		Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks  	\$19.50	Gilead Rd	Holly Point Dr	2.2	Minor Arterial	No	No	2050-E315	U-5771	2035
Statesville Rd (US 21) at Gilead Rd	Hnt		Construct intersection improvements, with bicycle and pedestrian accommodations  	\$0.00 ⁵	--	--	--	Minor Arterial	No	Yes**	2050-E318	U-5114	2025
Independence Pointe Pkwy	Mat		New 2 lane roadway, with bike lanes and sidewalks  	Included with U-2509	Sam Newell Rd	Matthews Township Pkwy (NC 51)	0.9	Minor Collector	No	No	2050-E347	--	2045
Independence Pointe Pkwy	Mat		New 2 lane roadway, with median, bike lanes and sidewalks  	Included with U-2509	Matthews Township Pkwy (NC 51)	Campus Ridge Rd	1.9	Minor Collector	Yes	No	2050-E348	--	2045
Matthews Township Pkwy (NC 51)	Mat		Widen from 4 lanes to 6 lanes, with median and shared-use path  	\$47.90	Sardis Rd	Monroe Rd / W John St	0.7	Minor Arterial	No	No	2050-E350	U-5763	2035
McKee Rd Ext	Mat		New 2 lane roadway	\$9.44	Pleasant Plains Rd	E John St	0.8	Local	No	No	2050-E353	U-4713A	2035
Northeast Pkwy	Mat		New 2 lane roadway, with bike lanes and sidewalks  	Included with U-2509	Overcash Dr	Matthews-Mint Hill Rd	0.4	Minor Collector	No	No	2050-E346	--	2045
Poplar Tent Rd	Mck Co & Cab Co		Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks  	\$17.88	Davidson-Concord Rd / Davidson Hwy (NC 73)	Huntersville-Concord Rd	1.4	Minor Arterial	No	No	2050-3022	U-6029	2045
Ardrey Kell Rd	Mck Co & Clt		Widen from 2 lanes to 4 lanes, with median and shared-use path  	\$83.81	Lancaster Hwy (US 521)	Rea Rd	2.7	Major Collector	Yes	No	2050-3133	U-6167	2045

1 Jurisdiction Key
Cab Co - Cabarrus County
Mar - Marvin
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Tro - Troutman
Dav - Davidson
Mnt - Mint Hill
Un Co - Union County
Hnt - Huntersville
Mon - Monroe
Wax - Waxhaw
Ind - Indian Trail
Mor - Mooresville
Wed - Weddington
Ird Co - Iredell County
Pin - Pineville
Wes - Wesley Chapel

2 Improvement Type (Imp. Type) Key
 Widening
 Improve Existing Interchange
 Improve Existing Intersection
 New Roadway
 New Interchange



































3 Project Description Key
 Bicycle Improvements
 Pedestrian Improvements

4 Project Cost Estimate
Escalated based on anticipated horizon year

5 No funding is identified because it has been expended and the project is under construction

** 40 CFR 93.127, Project exempt from regional emissions analyses

Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³		Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
MECKLENBURG COUNTY (continued)														
Brookshire Blvd (NC 16)	Mck Co & Clt		Widen from 4 lanes to 6 lanes, with median and shared-use path	 	\$152.71	Gaston County Line	Bellhaven Blvd	4.8	Principal Arterial - Other	Yes	No	2050-3059	--	2045
Eastern Circumferential Rd	Mck Co & Clt		Widen from 2 lanes to 4 lanes, with shared-use path	 	\$76.86	Rosemallow Rd	Rocky River Rd	1.8	Minor Arterial	Yes	No	2050-3064	--	2045
Eastern Circumferential Rd	Mck Co & Clt		New 4 lane roadway, with shared-use path	 	\$50.80	Rocky River Rd	Plaza Rd Ext	1.3	Minor Arterial	Yes	No	2050-3071	--	2050
I-485 at Rocky River Rd	Mck Co & Clt		Convert to diverging diamond interchange		\$26.36	--	--	--	Interstate	Yes	No	2050-3066	--	2045
I-85 at I-485	Mck Co & Clt		Interchange improvements		\$32.47	--	--	--	Interstate	Yes	No	2050-3052	--	2045
Mt Holly Rd (NC 27)	Mck Co & Clt		Widen from 2 lanes to 4 lanes, with median, shared-use path	 	\$50.28	Rhyne Rd	Belmeade Dr	1.6	Principal Arterial - Other	No	No	2050-3062	--	2045
Steele Creek Rd (NC 160)	Mck Co & Clt		Widen from 2 lanes to 4 lanes, with median, shared-use path	 	\$35.82	I-485	Western Pkwy	1.3	Principal Arterial - Other	Yes	No	2050-3095	--	2045
Western Pkwy	Mck Co & Clt		New 4 lane roadway, with median and shared-use path	 	\$148.97	Billy Graham Pkwy	Steele Creek Rd (NC 160)	3	Principal Arterial - Other	No	No	2050-3091	--	2050
Old Statesville Rd (NC 115)	Mck Co & Hnt		Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	 	\$69.17	Hambright Rd	Mt Holly-Huntersville Rd	2	Minor Arterial	No	No	2050-3040	--	2050
Statesville Rd (US 21)	Mck Co, Clt & Hnt		Widen from 2 lanes to 4 lanes, with median, shared-use path	 	\$77.48	WT Harris Blvd (NC 24)	Hambright Rd	2.1	Minor Arterial	No	No	2050-3049	--	2050
Albemarle Rd (NC 24 / NC 27)	Mck Co, Clt & Mnt		Widen from 4 lanes to 6 lanes, with median and shared-use path	 	\$75.79	Circumferential Rd	I-485	2.7	Principal Arterial - Other	Yes	No	2050-3085	--	2050
Fairview Rd (NC 218)	Mck Co, Un Co & Mnt		Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	 	\$60.45	Brief Rd	Rock Hill Church Rd	1.8	Minor Arterial	No	No	2050-3097	--	2050
Matthews-Mint Hill Rd (NC 51)	Mnt		Widen from 2 lanes to 4 lanes, with median and shared-use path	 	\$43.25	Matthews Township Pkwy (NC 51)	Lawyers Rd	4	Principal Arterial - Other	Yes	No	2050-E341	U-5007	2035

1 Jurisdiction Key

Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville

2 Improvement Type (Imp. Type) Key

 Widening

 Improve Existing Interchange

 Improve Existing Intersection

 New Roadway

 New Interchange

3 Project Description Key

 Bicycle Improvements Pedestrian Improvements












4 Project Cost Estimate

Escalated based on anticipated horizon year

5

No funding is identified because it has been expended and the project is under construction

Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
MECKLENBURG COUNTY (continued)													
I-77	Mor, Cor, & Hnt		Construct peak period shoulder lanes	\$47.00	I-485	NC 150	16.4	Interstate	No	No	2050-E304	I-6065	2025
I-485 at Pineville-Matthews Rd (NC 51)	Pin		Interchange improvements, with bike lanes and sidewalks  	\$21.64	--	--	--	Interstate	Yes	No	2050-3123	I-6015	2035
Main St (NC 51)	Pin		Realign existing roadway and construct access management measures	\$1.18	Johnson Dr	Church St	0.1	Minor Arterial	No	No	2050-E355	EB-5949	2025
Park Rd	Pin		Widen from 2 lanes to 4 lanes, with median, shared-use path  	\$41.97	Johnston Rd	Pineville-Matthews Rd (NC 51)	0.9	Major Collector	No	No	2050-3121	U-6165	2045
Pineville-Matthews Rd (NC 51)	Pin		Widen from 6 lanes to 7 lanes, with bike lanes, sidewalks, and/or shared-use path  	\$3.74	I-485	Park Rd	0.2	Principal Arterial - Other	Yes	No	2050-3122	--	2035

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2 Improvement Type (Imp. Type) Key

 Widening


 Improve Existing Interchange


 Improve Existing Intersection

 New Roadway

 New Interchange

3 Project Description Key

 Bicycle Improvements

 Pedestrian Improvements

4 Project Cost Estimate

Escalated based on anticipated horizon year

5 No funding is identified because it has been expended and the project is under construction

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Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
UNION COUNTY													
Chestnut Ln Connector	Ind	NR	New 2 lane roadway, with bike lanes and sidewalks	\$15.12	Matthews-Indian Trail Rd	Gribble Rd	0.4	Minor Collector	No	No	2050-E202	U-5808	2025
Indian Trail Rd N at Matthews-Indian Trail Rd	Ind	IS	Construct intersection improvements, with bicycle and pedestrian accommodations	\$2.73	--	--	--	Major Collector	No	Yes**	2050-E203	U-6250	2025
Unionville-Indian Trail Rd at Sardis Church Rd	Ind	IS	Construct intersection improvements	\$2.87	--	--	--	Major Collector	No	Yes**	2050-E205	U-5987	2025
New Town Rd at Marvin Rd	Mar	IS	Convert intersection to roundabout	\$1.65	--	--	--	Major Collector	No	Yes**	2050-E217	U-6088	2025
Providence Rd S (NC 16)	Mar, Wax & Wed	W	Widen from 2 lanes to 4 lanes, with median, wide outside lanes and sidewalks	\$81.60	Rea Rd Ext	Waxhaw Pkwy	5.8	Minor Arterial	No	No	2050-E219	U-5769	2035
E John St / Old Monroe Rd	Mat & Stg	W	Widen from 2/3 lanes to 4 lanes, with median, bike lanes and sidewalks	\$89.68	S Trade St	Wesley Chapel-Stouts Rd	6.5	Major Collector	No	No	2050-E204	U-4714	2035
Idlewild Rd	Mat & Stg	W	Widen from 2/3 lanes to 4 lanes, with median, bike lanes and sidewalks	\$8.01	Stallings Rd	Stevens Mill Rd	1	Major Collector	No	No	2050-E200	U-4913	2035
Lawyers Rd	Mck Co, Un Co & Stg	W	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	\$10.27	I-485	Stevens Mill Rd	0.4	Major Collector	No	No	2050-2001	U-6170	2045
Charlotte Ave	Mon	W	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks	\$26.80	Seymour St	Dickerson Blvd / N MLK Jr Blvd (NC 200)	0.4	Minor Arterial	No	No	2050-E215	U-6031	2035
Roosevelt Blvd (US 74)	Mon	W	Widen from 4 lanes to 6 lanes, with median, bike lanes and sidewalks	\$78.70	Dickerson Blvd (NC 200)	Rocky River Rd	3.2	Principal Arterial - Other	No	No	2050-E210	U-5764	2035
Roosevelt Blvd (US 74) at Rocky River Rd	Mon	IS	Implement Super Street	\$1.15	--	--	--	Principal Arterial - Other	No	Yes**	2050-E208	U-5703	2025
Roosevelt Blvd (US 74) at Secrest Shortcut Rd	Mon	IS	Construct intersection improvements	\$10.50	--	--	--	Principal Arterial - Other	No	Yes**	2050-E213	U-5931	2035

1 Jurisdiction Key

Cab Co - Cabarrus County
Mar - Marvin
Sta - Statesville

2 Improvement Type (Imp. Type) Key

W

Widening

IC

Improve Existing Interchange

IS

Improve Existing Intersection

NR

New Roadway

NIC

New Interchange

3 Project Description Key

Bicycle Improvements

Pedestrian Improvements

4 Project Cost Estimate

Escalated based on anticipated horizon year

5





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** 40 CFR 93.127, Project exempt from regional emissions analyses






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Table 7-2 2050 MTP Fiscally Constrained Roadway Projects (continued)

Project Name	Jurisdiction ¹	Imp Type ²	Project Description ³	Project Cost Estimate (\$M) ⁴	Start of Project	End of Project	Project Length (miles)	Functional Class	Regional Significance	Exempt Status	2050 MTP ID	TIP No	Horizon Year
UNION COUNTY (continued)													
Roosevelt Blvd (US 74) at US 601	Mon	IS	Construct intersection improvements	\$8.00	--	--	--	Principal Arterial - Other	N	Yes**	2050-E216	U-5723	2035
Weddington Rd (NC 84) at Rocky River Rd	Mon & Un Co	IS	Construct intersection improvements	\$1.68	--	--	--	Minor Arterial	N	Yes**	2050-E218	U-6246	2025
Pleasant Plains Rd at Potter Rd	Stg	IS	Construct intersection improvements	\$2.10	--	--	--	Major Collector	N	N	2050-E201	U-5112	2025
Weddington-Matthews Rd at Chestnut Ln	Stg & Un Co	IS	Convert intersection to roundabout	\$2.37	--	--	--	Local	N	Yes**	2050-E206	U-6091	2025
Skyway Dr (US 601)	Un Co & Mon	W	Widen from 2 lanes to 4 lanes, with median, bike lanes and sidewalks  	\$28.50	Roosevelt Blvd (US 74)	Monroe Expressway	2.1	Minor Arterial	Yes	N	2050-E209	U-4024	2035
Kensington Dr	Wax	W	Construct roadway improvements	\$3.17	Providence Rd (NC 16)	Sunset Hills Rd	0.2	Minor Collector	N	Yes**	2050-E220	EB-5950	2025
E South Main St (NC 75) at Old Providence Rd	Wax	IS	Construct intersection improvements	\$2.72	--	--	--	Minor Arterial	N	Yes**	2050-E221	U-6248	2025
Rea Rd / Marvin School Rd / Weddington Rd (NC 84)	Wed	NR	Improve existing roadway and construct new 4 lane roadway, with median, wide outside lanes and sidewalks  	\$47.50	Providence Rd S (NC 16)	Waxhaw-Indian Trail Rd	4	Minor Arterial	N	N	2050-E214	U-3467	2035
Weddington-Matthews Rd at Tilley Morris Rd	Wed	IS	Convert intersection to roundabout	\$2.46	--	--	--	Minor Arterial	N	Yes**	2050-E207	U-6090	2025
Potter Rd at Wesley Chapel Rd	Wes	IS	Convert intersection to roundabout	\$1.43	--	--	--	Major Collector	N	Yes**	2050-E211	U-6087	2025
Weddington Rd (NC 84) at Potter Rd	Wes	IS	Construct intersection improvements	\$2.23	--	--	--	Minor Arterial	N	Yes**	2050-E212	U-6247	2025

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Un Co - Union County
Hnt - Huntersville
Mon - Monroe
Wax - Waxhaw
Ind - Indian Trail
Mor - Mooresville
Wed - Weddington
Ird Co - Iredell County
Pin - Pineville
Wes - Wesley Chapel

2 Improvement Type (Imp. Type) Key
 Widening
 Improve Existing Interchange
 Improve Existing Intersection
 New Roadway
 New Interchange

3 Project Description Key
 Bicycle Improvements
 Pedestrian Improvements

4 Project Cost Estimate
Escalated based on anticipated horizon year

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Appendix E: VMT and speeds

Based on 2008 8-hour Non-attainment Boundary

2018: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Cabarrus (NA part)	Miles	VMTassn	Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	10.1	127,561	49.6	31,244	48.1	38,315	50.9	31,635	46.0	26,366	54.6
Rural Minor Art.	20.1	236,751	56.5	62,264	56.1	64,488	57.2	66,786	55.0	43,212	58.3
Rural Major Collect.	49.9	382,966	41.6	97,727	39.1	112,747	45.0	108,128	36.7	64,365	50.8
Rural Minor Collect.	50.3	235,453	41.0	57,139	40.7	68,581	40.9	69,808	39.0	39,925	45.9
Rural Local		437,581	28.5	95,639	28.9	149,646	28.2	114,106	29.0	78,190	28.2
Urban Interstate	28.2	1,591,375	63.0	431,108	62.1	429,201	66.5	449,693	59.0	281,373	66.5
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	37.5	793,321	36.4	178,034	35.1	263,059	37.5	192,857	32.1	159,370	43.3
Urban Minor Art.	70.1	824,508	35.1	183,288	34.5	279,240	35.8	208,613	31.6	153,367	40.8
Urban Collector	101.0	631,082	30.6	143,565	28.8	216,106	32.8	165,978	26.3	105,433	39.1
Urban Local		887,556	23.2	185,420	23.9	326,266	22.1	217,443	22.8	158,427	25.6
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	130.3	1,420,311	38.3	344,013	38.3	433,777	38.2	390,464	36.9	252,058	41.1
Urban	236.9	4,727,842	36.5	1,121,415	37.3	1,513,871	35.5	1,234,584	34.2	857,971	41.7
County	367.1	6,148,153	36.9	1,465,429	37.5	1,947,648	36.1	1,625,047	34.8	1,110,029	41.6

2018: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Gaston (NA part)	Miles	VMTassn	Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	4.6	111,658	61.3	30,820	61.1	30,802	61.4	29,729	61.2	20,307	61.4
Rural Principal Art.	15.0	247,325	62.6	65,872	62.7	70,634	62.6	64,958	62.6	45,862	62.6
Rural Minor Art.	15.7	235,044	44.8	56,373	39.7	78,052	49.8	58,123	37.8	42,497	58.6
Rural Major Collect.	37.7	265,822	45.2	66,144	42.7	79,996	48.1	71,080	41.9	48,602	50.0
Rural Minor Collect.	52.0	167,927	45.5	44,744	44.7	48,464	46.5	49,541	44.9	25,177	46.4
Rural Local		202,232	29.0	46,250	29.8	69,047	28.6	51,207	29.6	35,728	27.9
Urban Interstate	34.2	1,781,787	51.7	461,494	46.7	500,645	60.8	471,872	44.2	347,777	61.2
Urban Frwy/Exprwy	4.6	95,955	46.1	22,212	41.3	29,348	48.6	22,286	42.5	22,110	53.2
Urban Principal Art.	82.3	1,202,869	32.2	280,255	31.2	402,399	32.9	307,267	29.2	212,947	37.3
Urban Minor Art.	121.9	971,024	34.1	225,260	32.9	322,467	35.4	250,482	31.3	172,815	38.3
Urban Collector	68.3	281,505	27.7	63,667	26.7	95,803	28.2	71,210	25.3	50,825	32.5
Urban Local		934,435	24.1	192,433	24.4	349,980	23.7	219,257	24.2	172,765	24.5
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	125.1	1,230,008	44.6	310,203	43.8	376,995	45.3	324,638	42.8	218,172	47.6
Urban	311.3	5,267,576	34.8	1,245,321	34.1	1,700,643	35.2	1,342,373	32.3	979,239	39.3
County	436.4	6,497,584	36.3	1,555,524	35.7	2,077,638	36.7	1,667,011	33.9	1,197,411	40.6

2018: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Iredell (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	6.1	226,119	61.4	59,750	56.3	64,931	66.3	58,468	58.7	42,970	66.5
Rural Principal Art.	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Minor Art.	5.0	111,123	15.9	22,376	14.4	37,887	14.2	23,330	13.9	27,531	25.5
Rural Major Collect.	12.4	142,767	38.7	33,382	36.5	48,666	40.1	34,729	35.0	25,990	45.5
Rural Minor Collect.	19.9	191,596	30.8	45,075	30.9	63,496	29.2	50,398	28.0	32,628	41.2
Rural Local		442,360	28.2	97,148	29.1	155,772	27.2	108,827	28.4	80,614	29.1
Urban Interstate	16.5	661,800	58.6	162,576	52.9	206,225	62.9	160,461	54.7	132,538	66.4
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	6.7	140,164	26.2	29,458	24.5	47,371	25.1	31,850	23.0	31,486	35.9
Urban Minor Art.	17.5	163,832	31.9	35,487	30.6	55,588	32.2	38,421	28.9	34,337	37.3
Urban Collector	21.8	258,669	28.5	56,061	27.0	89,908	29.5	61,948	22.9	50,752	40.4
Urban Local		440,767	24.4	92,223	24.5	163,264	23.9	104,095	24.1	81,185	25.8
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	43.5	1,113,966	30.7	257,730	30.9	370,752	29.1	275,751	29.6	209,732	35.8
Urban	62.4	1,665,232	34.1	375,805	33.3	562,355	33.5	396,775	31.3	330,298	40.3
County	105.9	2,779,198	32.6	633,535	32.3	933,107	31.6	672,526	30.6	540,030	38.5

2018: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Lincoln (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	7.2	116,338	49.9	30,687	44.2	37,917	52.2	25,824	47.4	21,910	59.7
Rural Minor Art.	37.5	530,022	46.7	123,332	44.3	169,552	47.4	122,653	43.5	114,486	52.7
Rural Major Collect.	10.9	72,594	55.1	18,527	55.2	23,789	55.1	17,702	55.3	12,576	54.6
Rural Minor Collect.	29.6	118,697	40.3	31,580	38.2	35,611	41.4	30,655	38.7	20,851	44.5
Rural Local		563,596	30.7	131,607	31.5	192,200	30.1	137,167	31.2	102,622	30.2
Urban Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Frwy/Exprwy	17.4	238,323	66.5	65,839	66.5	71,543	66.5	58,278	66.5	42,664	66.5
Urban Principal Art.	9.6	144,489	43.2	34,386	40.1	47,187	44.8	34,667	40.8	28,248	48.4
Urban Minor Art.	30.9	308,737	38.3	70,624	36.4	104,905	38.4	71,040	36.0	62,168	43.9
Urban Collector	16.2	67,591	36.2	16,717	34.2	23,011	36.9	16,542	35.9	11,321	38.2
Urban Local		173,266	26.2	36,760	26.5	64,140	25.8	38,923	26.3	33,444	26.4
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	85.1	1,401,248	38.6	335,732	38.0	459,069	38.3	334,001	37.7	272,446	41.0
Urban	74.1	932,406	39.7	224,326	39.6	310,785	39.0	219,450	38.9	177,845	42.3
County	159.2	2,333,654	39.0	560,058	38.7	769,854	38.6	553,451	38.2	450,291	41.5

2018: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Mecklenburg	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	7.3	179,088	27.8	40,722	21.0	59,512	37.8	43,267	19.9	35,587	47.6
Rural Minor Art.	3.8	89,301	36.0	21,274	32.8	27,880	40.0	22,204	30.3	17,943	44.8
Rural Major Collect.	5.8	71,253	38.6	18,879	36.4	22,560	43.7	21,254	33.9	8,560	45.9
Rural Minor Collect.	16.2	194,055	31.5	46,912	31.3	63,459	32.2	54,903	28.2	28,781	38.8
Rural Local		366,116	27.4	81,988	27.8	125,118	27.2	97,238	26.6	61,772	28.6
Urban Interstate	144.3	8,936,120	46.7	2,172,360	42.8	2,700,765	52.4	2,319,991	38.4	1,743,004	60.6
Urban Frwy/Exprwy	144.3	7,818,897	50.7	1,910,608	47.8	2,420,659	57.6	2,050,449	41.2	1,437,180	64.3
Urban Principal Art.	195.6	5,270,203	22.1	1,164,280	21.0	1,806,129	22.4	1,302,361	17.9	997,433	34.3
Urban Minor Art.	231.2	4,872,387	22.5	1,092,486	21.5	1,688,841	23.3	1,247,030	18.5	844,030	32.8
Urban Collector	342.1	4,379,941	22.1	977,070	20.7	1,504,152	22.8	1,105,733	18.0	792,985	33.7
Urban Local		7,989,941	22.2	1,709,745	22.3	2,936,587	21.8	2,023,007	21.2	1,320,602	24.6
Urban HOV	9.3	65,041	66.0	17,919	67.1	13,626	66.1	27,337	65.2	6,159	66.2
Rural	33.1	899,812	29.7	209,774	27.8	298,529	31.9	238,867	26.1	152,642	36.1
Urban	1,066.8	39,332,530	28.9	9,044,467	28.2	13,070,760	29.2	10,075,909	24.7	7,141,394	39.0
County	1,099.9	40,232,342	29.0	9,254,241	28.1	13,369,289	29.3	10,314,775	24.8	7,294,036	38.9

2018: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Rowan (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	12.7	94,147	57.8	24,915	57.9	25,389	57.6	26,134	57.9	17,709	57.8
Rural Minor Art.	10.9	112,320	59.6	27,406	59.1	34,583	59.9	26,690	59.1	23,641	60.4
Rural Major Collect.	59.0	374,024	55.4	94,578	54.9	109,322	55.7	99,533	54.5	70,591	56.8
Rural Minor Collect.	61.8	252,408	51.8	71,748	51.7	64,430	51.9	79,117	51.5	37,112	52.3
Rural Local		358,166	29.7	80,345	30.3	121,974	29.0	88,514	30.4	67,333	29.5
Urban Interstate	38.8	1,445,410	63.2	393,131	61.5	420,659	65.0	366,547	61.7	265,074	65.2
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	37.8	414,327	42.1	95,617	41.9	137,618	41.7	101,546	41.5	79,546	43.9
Urban Minor Art.	61.2	475,585	37.9	108,511	37.4	162,261	37.3	114,767	36.9	90,046	41.5
Urban Collector	118.0	472,864	37.4	111,812	37.2	153,405	37.0	122,941	36.9	84,706	39.2
Urban Local		641,627	25.5	138,028	26.1	233,560	24.8	150,894	25.9	119,145	26.0
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	144.4	1,191,065	43.8	298,992	44.9	355,699	42.2	319,989	44.6	216,386	43.9
Urban	255.9	3,449,813	41.5	847,099	42.6	1,107,503	40.0	856,695	41.4	638,516	43.1
County	400.2	4,640,878	42.1	1,146,090	43.2	1,463,202	40.5	1,176,684	42.2	854,902	43.3

2018: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Union (NA part)	Miles	VTAssn	Spd	VT	Spd	VT	Spd	VT	Spd	VT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	28.4	377,311	60.0	104,627	60.2	113,300	59.8	89,668	60.1	69,716	60.0
Rural Minor Art.	13.4	79,681	44.1	20,267	42.4	20,139	47.1	26,967	41.0	12,309	50.8
Rural Major Collect.	108.5	668,533	43.1	160,703	42.3	207,865	43.5	173,470	40.2	126,494	48.6
Rural Minor Collect.	76.4	268,521	39.6	64,459	38.8	86,115	40.2	69,178	36.2	48,768	45.7
Rural Local		989,779	31.4	221,762	31.7	338,245	31.0	251,191	30.9	178,582	32.8
Urban Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Frwy/Exprwy	24.5	398,028	60.2	97,799	60.3	124,265	59.7	103,467	59.1	72,496	62.6
Urban Principal Art.	19.5	458,185	40.2	106,972	39.4	153,721	41.4	115,778	37.5	81,713	43.3
Urban Minor Art.	48.0	486,983	29.4	107,461	28.2	163,284	29.9	120,150	25.1	96,088	38.9
Urban Collector	72.8	707,048	30.7	162,225	29.5	238,555	31.3	179,410	26.4	126,858	40.5
Urban Local		1,156,085	26.9	250,658	26.9	414,412	26.9	286,416	26.2	204,600	27.8
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	226.7	2,383,825	38.5	571,819	39.0	765,663	38.0	610,474	37.0	435,869	41.5
Urban	164.8	3,206,329	31.9	725,115	31.6	1,094,237	31.9	805,222	29.4	581,755	36.4
County	391.6	5,590,155	34.4	1,296,935	34.5	1,859,901	34.2	1,415,696	32.3	1,017,624	38.4

2018: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
NC NA	Miles	VTAssn	Spd	VT	Spd	VT	Spd	VT	Spd	VT	Spd
Rural Interstate	10.8	337,777		90,570		95,733		88,197		63,276	
Rural Principal Art.	80.8	1,141,771		298,066		345,066		281,487		217,151	
Rural Minor Art.	106.4	1,394,242		333,292		432,580		346,753		281,617	
Rural Major Collect.	284.1	1,977,958		489,939		604,946		525,896		357,177	
Rural Minor Collect.	306.2	1,428,657		361,657		430,157		403,601		233,242	
Rural Local	0.0	3,359,831		754,739		1,152,001		848,250		604,841	
Urban Interstate	262.0	14,416,493		3,620,669		4,257,495		3,768,563		2,769,766	
Urban Frwy/Exprwy	190.8	8,551,204		2,096,458		2,645,816		2,234,481		1,574,450	
Urban Principal Art.	389.0	8,423,557		1,889,003		2,857,484		2,086,327		1,590,744	
Urban Minor Art.	580.7	8,103,056		1,823,117		2,776,585		2,050,503		1,452,850	
Urban Collector	740.3	6,798,700		1,531,117		2,320,941		1,723,763		1,222,879	
Urban Local	0.0	12,223,678		2,605,266		4,488,209		3,040,034		2,090,169	
Urban HOV	9.3	65,041		17,919		13,626		27,337		6,159	
Rural	788.2	9,640,235		2,328,264		3,060,483		2,494,183		1,757,305	
Urban	2,172.1	58,581,729		13,583,548		19,360,155		14,931,008		10,707,018	
County	2,960.4	68,221,964		15,911,812		22,420,639		17,425,191		12,464,323	

Based on 2008 8-hour Non-attainment Boundary

2026: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Cabarrus (NA part)	Miles	VTAssn	Spd	VT	Spd	VT	Spd	VT	Spd	VT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	10.1	132,920	46.2	31,176	45.2	39,762	45.9	32,021	43.8	29,962	50.8
Rural Minor Art.	20.1	279,473	52.9	68,728	52.7	83,338	53.4	73,594	51.5	53,813	54.2
Rural Major Collect.	49.9	441,980	39.4	105,711	38.3	138,008	40.1	117,405	35.7	80,855	46.8
Rural Minor Collect.	50.3	336,796	40.9	79,583	40.8	101,329	40.7	97,983	39.1	57,901	45.3
Rural Local		686,046	28.3	147,556	28.6	237,419	28.0	175,578	28.4	125,493	28.3
Urban Interstate	28.2	1,819,587	61.6	479,280	59.0	513,201	66.2	495,843	57.1	331,262	66.4
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	37.5	876,416	31.6	189,331	30.3	297,248	31.8	205,146	26.8	184,690	41.0
Urban Minor Art.	70.1	975,308	31.0	212,001	30.5	337,506	31.2	241,156	27.0	184,645	38.9
Urban Collector	101.0	794,037	28.4	172,765	27.2	282,067	28.9	201,017	24.4	138,188	38.4
Urban Local		1,160,336	23.8	240,653	24.2	430,717	23.1	283,869	23.4	205,097	25.2
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	130.3	1,877,215	36.2	432,753	36.5	599,855	35.6	496,581	35.1	348,025	38.6
Urban	236.9	5,625,683	34.0	1,294,031	34.4	1,860,739	33.0	1,427,031	31.3	1,043,883	40.2
County	367.1	7,502,898	34.5	1,726,784	34.9	2,460,594	33.6	1,923,612	32.2	1,391,908	39.8

2026: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Gaston (NA part)	Miles	VTAssn	Spd	VT	Spd	VT	Spd	VT	Spd	VT	Spd
Rural Interstate	4.6	120,781	61.1	32,800	60.9	34,426	61.4	31,652	60.9	21,903	61.4
Rural Principal Art.	15.0	278,611	62.7	72,973	62.7	84,041	62.8	70,553	62.6	51,043	62.7
Rural Minor Art.	15.7	256,035	40.7	59,623	34.8	85,422	45.8	61,905	33.0	49,085	58.6
Rural Major Collect.	37.7	318,238	44.3	79,550	41.5	97,168	47.5	85,525	40.9	55,994	49.2
Rural Minor Collect.	52.0	181,672	45.2	48,483	44.4	52,206	46.3	53,171	44.3	27,813	46.4
Rural Local		213,218	28.9	48,370	29.6	72,504	28.5	53,903	29.4	38,441	28.2
Urban Interstate	34.2	1,890,824	48.7	473,933	42.7	558,526	59.6	483,174	39.5	375,190	61.2
Urban Frwy/Exprwy	4.6	112,673	43.2	25,659	38.7	36,051	44.8	25,475	38.8	25,487	53.0
Urban Principal Art.	83.0	1,269,945	30.8	295,935	29.6	426,665	32.0	324,282	27.3	223,063	36.9
Urban Minor Art.	123.0	1,101,601	32.8	256,556	31.5	365,376	34.2	286,751	29.5	192,919	37.9
Urban Collector	69.9	319,962	27.7	71,824	26.8	108,866	27.5	80,059	25.2	59,214	33.7
Urban Local		1,034,575	24.1	213,671	24.5	387,245	23.7	244,562	24.2	189,097	24.5
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	125.1	1,368,555	43.7	341,799	42.4	425,767	44.9	356,710	41.2	244,278	47.8
Urban	314.6	5,729,581	33.6	1,337,578	32.4	1,882,728	34.5	1,444,303	30.2	1,064,971	39.1
County	439.7	7,098,135	35.1	1,679,377	34.0	2,308,496	36.1	1,801,013	31.9	1,309,249	40.5

2026: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Iredell (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	6.1	250,998	54.9	63,601	46.9	74,896	65.5	63,390	47.6	49,110	66.5
Rural Principal Art.	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Minor Art.	5.0	118,119	14.9	23,285	14.0	40,584	13.3	24,325	13.2	29,925	21.6
Rural Major Collect.	12.4	147,886	35.9	33,056	34.4	51,037	36.1	35,030	32.2	28,764	43.7
Rural Minor Collect.	19.9	208,914	26.6	48,937	26.2	70,600	25.2	53,464	23.4	35,913	40.4
Rural Local		493,061	27.9	106,598	28.8	175,621	26.6	120,382	27.9	90,460	29.4
Urban Interstate	23.0	684,683	58.8	160,191	53.7	216,754	62.8	160,056	53.7	147,682	66.3
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	6.7	149,491	24.5	31,720	23.1	51,019	23.3	34,162	21.1	32,590	35.2
Urban Minor Art.	17.5	178,994	29.2	38,532	28.1	60,757	29.3	42,407	26.0	37,298	35.8
Urban Collector	21.8	282,464	25.5	60,924	24.2	99,007	26.1	67,561	20.1	54,972	39.4
Urban Local		499,115	24.2	103,712	24.2	186,039	23.7	117,743	23.6	91,620	25.8
Urban HOV	6.2	90,152	66.7	31,445	66.8	24,550	67.2	33,204	66.1	953	67.2
Rural	43.5	1,218,979	28.9	275,477	28.8	412,737	27.5	296,591	27.3	234,173	34.7
Urban	75.1	1,884,899	33.1	426,524	32.8	638,126	32.4	455,134	30.2	365,116	39.9
County	118.6	3,103,878	31.3	702,001	31.1	1,050,864	30.3	751,725	29.0	599,289	37.7

2026: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Lincoln (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	7.2	124,577	49.0	32,419	43.2	41,201	49.9	27,367	48.2	23,590	59.6
Rural Minor Art.	37.5	592,551	43.7	135,313	41.4	193,351	43.9	134,923	40.2	128,964	50.8
Rural Major Collect.	10.9	75,287	55.1	18,864	55.2	24,733	55.1	18,014	55.3	13,676	54.9
Rural Minor Collect.	29.6	139,443	39.4	37,418	37.5	41,356	39.6	37,026	38.5	23,643	44.0
Rural Local		711,015	29.7	161,419	30.3	247,693	29.1	169,530	30.0	132,373	29.6
Urban Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Frwy/Exprwy	17.4	271,136	66.5	73,548	66.5	84,988	66.5	64,606	66.5	47,995	66.5
Urban Principal Art.	9.6	159,029	41.0	36,912	38.3	53,350	42.4	37,467	38.7	31,300	45.5
Urban Minor Art.	30.9	336,762	34.9	75,115	32.9	114,854	34.4	76,515	31.8	70,278	43.1
Urban Collector	16.2	70,009	36.2	17,531	34.5	23,229	36.9	17,762	35.7	11,487	38.2
Urban Local		178,386	26.2	37,799	26.5	66,015	25.9	40,125	26.3	34,447	26.4
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	85.1	1,642,873	36.5	385,433	36.1	548,333	36.0	386,860	35.6	322,247	39.4
Urban	74.1	1,015,323	38.5	240,905	38.3	342,436	37.8	236,475	37.1	195,508	42.1
County	159.2	2,658,196	37.3	626,338	36.9	890,768	36.7	623,335	36.2	517,755	40.4

2026: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Mecklenburg	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	7.3	193,802	25.8	42,558	19.7	65,417	31.5	45,173	18.9	40,654	46.1
Rural Minor Art.	3.8	100,562	34.1	22,685	30.4	33,492	38.1	23,646	27.5	20,739	44.9
Rural Major Collect.	5.8	78,406	38.3	18,423	36.8	27,361	41.9	21,476	33.1	11,146	45.9
Rural Minor Collect.	16.2	236,536	30.1	53,858	30.2	82,326	30.2	63,660	26.6	36,693	38.1
Rural Local		521,422	26.8	113,946	27.0	182,567	26.7	133,883	25.5	91,026	28.6
Urban Interstate	158.5	9,459,826	47.6	2,227,747	44.4	2,937,210	52.2	2,360,853	39.2	1,934,016	60.0
Urban Frwy/Exprwy	144.6	8,565,819	48.0	2,010,013	44.7	2,755,899	55.2	2,146,787	37.2	1,653,120	64.4
Urban Principal Art.	196.5	5,722,620	20.3	1,247,845	19.4	1,979,064	20.3	1,408,194	16.1	1,087,517	33.0
Urban Minor Art.	233.6	5,372,582	20.8	1,189,460	20.0	1,885,595	21.3	1,366,478	16.7	931,049	32.2
Urban Collector	343.6	4,854,855	20.0	1,067,423	18.7	1,691,288	20.5	1,212,341	16.0	883,803	32.9
Urban Local		9,078,295	21.5	1,934,667	21.7	3,355,359	21.1	2,298,040	20.3	1,490,228	24.5
Urban HOV	40.1	1,204,199	61.3	369,167	64.7	342,116	63.0	457,239	57.6	35,677	65.0
Rural	33.1	1,130,727	28.4	251,469	26.7	391,163	29.7	287,838	24.9	200,258	34.9
Urban	1,116.8	44,258,195	27.6	10,046,323	27.1	14,946,530	27.7	11,249,932	23.2	8,015,410	38.5
County	1,149.9	45,388,922	27.6	10,297,792	27.1	15,337,693	27.7	11,537,770	23.3	8,215,668	38.4

2026: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Rowan (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	12.7	103,382	57.8	27,725	57.9	28,486	57.6	27,330	57.8	19,841	57.9
Rural Minor Art.	10.9	120,120	59.3	28,143	58.6	38,970	59.8	27,543	58.5	25,464	60.4
Rural Major Collect.	59.0	399,548	55.2	100,353	54.6	117,501	55.4	104,631	54.6	77,064	56.7
Rural Minor Collect.	61.8	297,611	51.9	83,738	51.8	80,359	52.3	90,638	51.4	42,875	52.5
Rural Local		395,213	29.6	88,402	30.3	135,832	28.9	96,577	30.2	74,402	29.5
Urban Interstate	38.8	1,677,718	65.1	454,474	65.1	492,377	65.1	420,224	65.3	310,643	65.2
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	37.8	412,534	41.4	93,806	41.0	139,756	40.9	99,169	40.8	79,803	43.5
Urban Minor Art.	61.7	513,918	37.5	116,983	36.8	177,217	37.0	123,198	36.4	96,520	41.3
Urban Collector	119.3	532,189	37.2	123,880	36.7	177,280	37.1	134,581	36.5	96,448	39.5
Urban Local		719,832	25.8	154,394	26.4	263,225	25.1	168,610	26.1	133,602	26.4
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	144.4	1,315,874	43.7	328,360	44.8	401,149	42.2	346,720	44.3	239,646	43.9
Urban	257.7	3,856,191	42.1	943,537	43.5	1,249,857	40.3	945,782	42.2	717,015	43.6
County	402.0	5,172,065	42.5	1,271,897	43.8	1,651,005	40.7	1,292,501	42.8	956,662	43.7

2026: 2050 MTP

		24 Hour		AM Peak		Midday		PM Peak		Night	
Union (NA part)	Miles	VTAssn	Spd	VTMT	Spd	VTMT	Spd	VTMT	Spd	VTMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	28.4	452,503	60.2	121,847	60.3	133,169	59.8	114,892	60.7	82,594	60.0
Rural Minor Art.	13.4	93,672	40.1	25,319	39.1	24,984	41.8	28,888	37.0	14,482	46.7
Rural Major Collect.	108.5	767,505	40.5	183,118	39.4	242,803	40.8	196,268	37.0	145,315	47.6
Rural Minor Collect.	76.4	315,337	37.7	74,076	37.2	104,157	38.2	79,817	33.7	57,287	44.9
Rural Local		1,203,646	30.3	271,603	30.6	411,994	29.8	306,188	29.5	213,862	32.4
Urban Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Frwy/Exprwy	26.2	532,151	58.6	127,915	58.6	167,192	57.9	138,404	57.7	98,640	61.0
Urban Principal Art.	19.5	515,029	36.4	118,672	35.5	179,265	37.6	127,811	32.9	89,280	41.6
Urban Minor Art.	48.0	568,628	27.2	124,682	26.0	191,468	27.2	137,989	23.1	114,488	37.2
Urban Collector	73.8	814,080	29.0	182,052	27.9	276,848	29.4	202,866	24.6	152,314	39.5
Urban Local		1,434,744	26.4	306,418	26.4	522,568	26.5	352,876	25.4	252,882	27.7
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	226.7	2,832,663	36.9	675,963	37.2	917,107	36.2	726,053	35.0	513,540	40.7
Urban	167.5	3,864,631	30.6	859,740	30.2	1,337,341	30.5	959,947	27.9	707,604	35.7
County	394.2	6,697,294	32.9	1,535,702	32.9	2,254,448	32.6	1,686,000	30.6	1,221,144	37.6

2026: 2050 MTP

		24 Hour		AM Peak		Midday		PM Peak		Night	
NC NA	Miles	VTAssn	Spd	VTMT	Spd	VTMT	Spd	VTMT	Spd	VTMT	Spd
Rural Interstate	10.8	371,779		96,401		109,322		95,042		71,013	
Rural Principal Art.	80.8	1,285,795		328,697		392,076		317,337		247,685	
Rural Minor Art.	106.4	1,560,532		363,095		500,141		374,825		322,472	
Rural Major Collect.	284.1	2,228,849		539,075		698,610		578,349		412,815	
Rural Minor Collect.	306.2	1,716,309		426,092		532,332		475,759		282,126	
Rural Local	0.0	4,223,622		937,894		1,463,629		1,056,041		766,057	
Urban Interstate	282.7	15,532,637		3,795,625		4,718,069		3,920,150		3,098,793	
Urban Frwy/Exprwy	192.8	9,481,779		2,237,136		3,044,130		2,375,272		1,825,242	
Urban Principal Art.	390.5	9,105,064		2,014,222		3,126,366		2,236,232		1,728,244	
Urban Minor Art.	584.8	9,047,793		2,013,329		3,132,772		2,274,494		1,627,198	
Urban Collector	745.5	7,667,596		1,696,399		2,658,585		1,916,186		1,396,427	
Urban Local	0.0	14,105,282		2,991,314		5,211,168		3,505,826		2,396,974	
Urban HOV	46.3	1,294,351		400,613		366,666		490,442		36,630	
Rural	788.2	11,386,885		2,691,253		3,696,111		2,897,354		2,102,168	
Urban	2,242.6	66,234,503		15,148,637		22,257,757		16,718,603		12,109,506	
County	3,030.9	77,621,388		17,839,890		25,953,867		19,615,957		14,211,674	

Based on 2008 8-hour Non-attainment Boundary

2035: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Cabarrus (NA part)	Miles	VTAssn	Spd	VT	Spd	VT	Spd	VT	Spd	VT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	10.1	149,610	41.9	34,095	41.7	45,558	41.0	36,787	38.8	33,171	47.6
Rural Minor Art.	20.1	324,795	48.7	76,108	49.1	101,799	49.0	82,298	44.8	64,590	53.4
Rural Major Collect.	49.9	517,661	34.6	120,939	33.8	163,498	35.2	135,802	30.0	97,421	43.7
Rural Minor Collect.	50.3	439,554	37.3	103,670	37.3	135,805	38.3	127,868	33.7	72,210	43.7
Rural Local		928,418	27.9	201,249	28.2	322,130	27.7	238,655	27.5	166,383	28.3
Urban Interstate	28.2	2,008,473	58.3	502,801	54.6	606,795	65.1	522,963	51.0	375,913	66.4
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	37.5	992,371	26.3	210,987	25.0	338,120	26.5	229,931	21.0	213,333	38.7
Urban Minor Art.	70.1	1,144,836	25.9	247,039	25.3	396,755	26.1	282,437	21.3	218,605	37.2
Urban Collector	101.2	974,041	24.6	210,816	23.6	347,672	24.8	244,307	20.5	171,246	36.6
Urban Local		1,446,210	23.0	302,950	23.2	536,376	22.5	355,534	22.2	251,350	25.1
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	130.3	2,360,038	33.6	536,062	33.8	768,789	33.4	621,410	31.4	433,775	37.2
Urban	237.1	6,565,931	30.0	1,474,593	29.8	2,225,718	29.6	1,635,172	26.2	1,230,448	38.7
County	367.3	8,925,969	30.9	2,010,656	30.8	2,994,507	30.5	2,256,583	27.5	1,664,223	38.3

2035: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Gaston (NA part)	Miles	VTAssn	Spd	VT	Spd	VT	Spd	VT	Spd	VT	Spd
Rural Interstate	4.6	137,516	61.4	37,776	61.4	38,988	61.4	36,162	61.4	24,591	61.4
Rural Principal Art.	15.0	293,916	62.6	77,288	62.5	85,624	62.7	76,047	62.4	54,956	62.6
Rural Minor Art.	15.7	260,327	44.4	60,441	39.6	85,142	48.3	62,491	37.4	52,252	58.4
Rural Major Collect.	37.7	328,875	43.4	78,923	40.6	100,822	46.3	86,531	39.7	62,600	48.8
Rural Minor Collect.	52.0	213,847	44.1	58,032	42.9	61,227	46.2	63,643	42.0	30,945	46.5
Rural Local		243,162	29.1	55,748	29.8	82,950	28.7	62,598	29.7	41,866	28.2
Urban Interstate	34.2	2,170,209	55.3	560,415	52.0	613,939	60.9	572,800	50.1	423,056	61.1
Urban Frwy/Exprwy	4.6	114,796	42.2	26,066	37.7	35,850	43.9	26,049	37.5	26,831	52.0
Urban Principal Art.	85.5	1,363,574	30.9	315,432	30.1	465,200	31.6	347,222	27.9	235,720	36.2
Urban Minor Art.	123.1	1,172,265	31.9	270,524	30.8	393,178	33.2	301,888	28.6	206,676	37.4
Urban Collector	69.9	333,251	27.0	73,609	25.9	113,685	27.0	83,243	24.5	62,714	33.3
Urban Local		1,121,524	24.1	232,017	24.4	418,794	23.7	265,892	24.2	204,822	24.5
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	125.1	1,477,643	44.0	368,207	43.1	454,753	44.8	387,472	41.7	267,211	47.7
Urban	317.3	6,275,619	34.5	1,478,062	34.3	2,040,645	34.4	1,597,093	32.2	1,159,818	39.1
County	442.3	7,753,262	36.0	1,846,270	35.8	2,495,398	35.9	1,984,565	33.7	1,427,029	40.4

2035: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Iredell (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	6.1	269,689	50.0	65,001	41.0	84,349	63.1	65,635	40.0	54,704	66.5
Rural Principal Art.	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Minor Art.	5.0	213,603	31.5	48,653	25.3	73,374	37.9	50,804	24.8	40,772	46.8
Rural Major Collect.	12.4	159,716	32.6	35,349	29.9	54,866	33.3	37,555	27.8	31,946	44.3
Rural Minor Collect.	20.6	232,581	27.4	57,702	26.0	72,298	27.2	61,973	24.3	40,608	38.7
Rural Local		572,426	28.1	124,267	28.5	202,701	27.3	141,704	27.7	103,753	29.8
Urban Interstate	23.0	731,907	55.4	164,659	48.1	230,639	61.7	166,301	47.9	170,307	66.1
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	6.7	168,890	26.2	36,019	24.2	57,878	26.7	38,415	21.3	36,579	37.2
Urban Minor Art.	17.5	198,836	29.3	44,153	28.1	66,432	30.0	48,012	25.6	40,239	35.5
Urban Collector	21.8	317,837	29.1	69,995	27.8	110,470	30.7	78,774	23.8	58,597	38.9
Urban Local		558,696	23.9	117,333	23.9	206,057	23.8	134,073	22.9	101,233	25.9
Urban HOV	6.2	113,275	65.3	34,605	65.8	39,158	67.0	38,090	63.2	1,422	67.2
Rural	44.2	1,448,014	31.5	330,973	29.4	487,587	32.5	357,671	28.1	271,784	39.2
Urban	75.2	2,089,441	33.5	466,765	32.3	710,634	33.9	503,665	29.8	408,377	40.3
County	119.4	3,537,455	32.6	797,737	31.0	1,198,221	33.3	861,337	29.1	680,160	39.8

2035: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Lincoln (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	7.2	134,973	45.9	35,166	37.0	44,643	48.2	29,657	46.8	25,506	59.5
Rural Minor Art.	38.6	603,375	38.5	136,895	37.3	194,232	37.1	139,823	35.3	132,425	47.2
Rural Major Collect.	10.9	77,001	55.1	19,028	55.2	25,268	55.1	18,448	55.3	14,257	55.0
Rural Minor Collect.	29.6	185,935	40.2	49,283	39.5	58,045	39.9	50,161	39.4	28,447	43.5
Rural Local		878,864	29.7	197,828	30.3	308,791	29.1	208,889	29.9	163,355	29.9
Urban Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Frwy/Exprwy	17.4	283,194	66.5	75,456	66.5	87,826	66.5	67,367	66.5	52,545	66.5
Urban Principal Art.	9.3	154,976	39.6	35,318	37.1	51,348	40.3	36,227	37.3	32,083	44.7
Urban Minor Art.	30.9	344,077	33.9	75,701	32.2	118,523	33.3	77,712	30.5	72,141	42.8
Urban Collector	16.2	71,948	35.7	17,965	33.6	23,813	36.6	18,207	35.5	11,964	38.0
Urban Local		184,802	26.3	39,097	26.5	68,963	26.0	41,429	26.3	35,313	26.5
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	86.2	1,880,149	34.7	438,200	34.4	630,980	33.8	446,978	33.9	363,990	37.8
Urban	73.9	1,038,996	38.0	243,536	37.8	350,473	37.1	240,941	36.4	204,046	42.2
County	160.1	2,919,145	35.8	681,737	35.5	981,453	34.9	687,919	34.7	568,036	39.3

2035: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Mecklenburg	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	7.3	248,475	32.4	55,384	26.3	82,247	40.3	59,792	24.2	51,052	48.4
Rural Minor Art.	3.8	108,139	32.5	23,427	28.5	36,877	36.3	24,830	25.4	23,006	45.6
Rural Major Collect.	5.8	92,951	35.4	21,235	34.3	32,200	38.4	24,491	29.4	15,025	45.2
Rural Minor Collect.	16.2	285,061	28.1	63,484	28.1	99,762	28.5	73,797	23.6	48,018	38.8
Rural Local		730,731	24.9	159,351	24.6	254,903	25.2	187,731	23.1	128,746	28.0
Urban Interstate	158.5	10,258,307	42.8	2,337,249	39.4	3,256,482	47.6	2,481,039	33.3	2,183,536	58.6
Urban Frwy/Exprwy	145.0	9,260,041	44.0	2,088,713	40.1	3,071,848	51.4	2,240,161	32.2	1,859,319	63.9
Urban Principal Art.	197.7	6,482,501	18.6	1,409,286	17.8	2,253,586	18.9	1,603,788	14.3	1,215,841	32.3
Urban Minor Art.	234.8	6,127,184	18.7	1,349,117	17.9	2,167,520	19.3	1,563,632	14.5	1,046,914	31.7
Urban Collector	347.6	5,382,444	17.6	1,170,986	16.5	1,888,918	17.7	1,336,468	13.8	986,072	30.9
Urban Local		10,226,670	20.2	2,175,202	20.3	3,793,463	19.9	2,603,633	18.5	1,654,372	24.3
Urban HOV	45.6	1,620,190	53.8	481,848	55.3	520,836	59.7	553,958	47.3	63,549	64.1
Rural	33.1	1,465,357	27.6	322,880	26.3	505,990	28.9	370,641	23.9	265,847	34.4
Urban	1,129.2	49,357,336	25.1	11,012,402	24.3	16,952,652	25.5	12,382,680	20.2	9,009,603	37.8
County	1,162.4	50,822,694	25.1	11,335,282	24.4	17,458,642	25.6	12,753,320	20.3	9,275,450	37.7

2035: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Rowan (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	12.7	121,286	57.8	31,495	57.8	34,657	57.7	32,491	57.8	22,643	57.8
Rural Minor Art.	10.9	133,982	57.9	29,643	57.1	44,292	59.0	30,449	55.0	29,599	60.5
Rural Major Collect.	59.0	454,212	54.6	118,442	53.9	128,224	55.2	124,878	53.5	82,668	56.6
Rural Minor Collect.	61.8	357,794	51.1	100,567	50.9	95,037	51.9	110,216	49.8	51,973	52.7
Rural Local		446,137	29.7	100,708	30.3	152,596	29.0	109,839	30.1	82,994	29.6
Urban Interstate	38.8	1,814,619	65.0	480,480	64.8	550,580	65.0	438,237	65.1	345,322	65.2
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	41.4	473,876	40.9	108,995	40.3	159,383	40.8	116,023	39.9	89,476	43.4
Urban Minor Art.	61.7	561,710	36.4	126,265	35.6	193,108	35.7	134,521	35.0	107,816	41.1
Urban Collector	119.3	597,937	36.9	142,942	36.2	194,911	37.0	155,390	35.9	104,693	39.5
Urban Local		786,233	25.9	169,695	26.3	285,728	25.3	186,430	26.1	144,380	26.3
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	144.4	1,513,412	43.5	380,854	44.5	454,806	42.2	407,875	43.8	269,877	44.0
Urban	261.3	4,234,375	41.7	1,028,377	42.7	1,383,710	40.3	1,030,602	41.3	791,687	43.7
County	405.7	5,747,787	42.2	1,409,231	43.2	1,838,516	40.8	1,438,477	42.0	1,061,563	43.8

2035: 2050 MTP

		24 Hour		AM Peak		Midday		PM Peak		Night	
Union (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	28.4	525,127	60.0	139,374	59.9	156,385	59.9	133,990	60.2	95,377	60.0
Rural Minor Art.	13.4	103,021	35.5	26,526	34.2	28,374	37.1	31,410	31.7	16,710	44.6
Rural Major Collect.	108.5	912,956	40.3	216,143	38.9	294,860	41.4	232,832	36.1	169,121	47.6
Rural Minor Collect.	76.4	356,659	37.2	83,129	36.6	118,451	37.6	92,687	33.5	62,391	44.6
Rural Local		1,438,972	29.9	324,004	30.2	493,013	29.6	370,325	28.8	251,631	31.8
Urban Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Frwy/Exprwy	26.2	613,946	57.7	146,067	57.8	196,556	57.8	159,537	55.4	111,786	61.0
Urban Principal Art.	20.7	592,303	34.6	136,350	33.7	205,161	36.1	147,066	30.1	103,726	41.1
Urban Minor Art.	48.1	704,876	26.5	155,107	25.5	240,596	26.9	171,465	21.8	137,708	37.2
Urban Collector	73.9	931,570	26.2	206,431	25.1	316,755	26.7	232,218	21.5	176,166	37.9
Urban Local		1,643,170	25.7	351,439	25.6	597,960	25.9	404,417	24.3	289,353	27.5
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	226.7	3,336,735	36.2	789,177	36.4	1,091,083	36.0	861,244	34.1	595,231	40.1
Urban	168.9	4,485,865	29.1	995,394	28.7	1,557,028	29.4	1,114,703	25.9	818,739	35.3
County	395.6	7,822,600	31.8	1,784,571	31.7	2,648,112	31.8	1,975,947	28.9	1,413,970	37.2

2035: 2050 MTP

		24 Hour		AM Peak		Midday		PM Peak		Night	
NC NA	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	10.8	407,205		102,776		123,337		101,797		79,295	
Rural Principal Art.	80.8	1,473,387		372,802		449,115		368,765		282,705	
Rural Minor Art.	107.4	1,747,241		401,694		564,090		422,104		359,354	
Rural Major Collect.	284.2	2,543,373		610,060		799,737		660,537		473,038	
Rural Minor Collect.	306.8	2,071,431		515,867		640,625		580,346		334,593	
Rural Local	0.0	5,238,711		1,163,156		1,817,083		1,319,742		938,729	
Urban Interstate	282.8	16,983,515		4,045,605		5,258,435		4,181,341		3,498,134	
Urban Frwy/Exprwy	193.2	10,271,977		2,336,301		3,392,080		2,493,114		2,050,482	
Urban Principal Art.	398.9	10,228,491		2,252,386		3,530,676		2,518,671		1,926,758	
Urban Minor Art.	586.3	10,253,784		2,267,905		3,576,113		2,579,666		1,830,099	
Urban Collector	749.9	8,609,028		1,892,744		2,996,224		2,148,608		1,571,453	
Urban Local	0.0	15,967,305		3,387,733		5,907,341		3,991,408		2,680,822	
Urban HOV	51.8	1,733,465		516,453		559,994		592,048		64,971	
Rural	789.9	13,481,348		3,166,354		4,393,988		3,453,291		2,467,715	
Urban	2,262.8	74,047,564		16,699,129		25,220,861		18,504,857		13,622,718	
County	3,052.8	87,528,912		19,865,484		29,614,849		21,958,147		16,090,433	

Based on 2008 8-hour Non-attainment Boundary

2045: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Cabarrus (NA part)	Miles	VMTassn	Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	10.1	172,959	42.3	38,758	41.1	54,131	43.0	42,837	38.8	37,234	47.8
Rural Minor Art.	20.1	347,340	42.6	78,499	42.9	110,955	43.2	86,840	37.3	71,047	50.1
Rural Major Collect.	49.9	629,687	35.2	146,016	34.5	202,718	36.4	162,554	29.7	118,400	44.8
Rural Minor Collect.	50.3	523,591	34.5	121,441	34.4	166,596	35.7	146,857	30.1	88,697	41.9
Rural Local		1,163,474	26.8	250,514	27.1	411,510	26.9	293,232	25.8	208,218	27.8
Urban Interstate	28.2	2,166,836	54.9	524,440	50.7	683,820	63.1	545,083	45.1	413,492	66.2
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	37.5	1,177,619	24.4	249,317	23.3	406,234	24.5	274,917	19.2	247,150	38.1
Urban Minor Art.	70.1	1,370,793	23.8	292,086	23.2	482,644	23.8	333,501	19.1	262,562	36.5
Urban Collector	101.2	1,067,393	22.5	228,517	21.7	379,242	22.1	265,479	18.7	194,154	35.1
Urban Local		1,703,943	22.1	355,738	22.3	633,592	21.8	419,167	20.9	295,446	24.8
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	130.3	2,837,051	32.0	635,227	32.1	945,908	32.3	732,320	29.1	523,596	36.3
Urban	237.1	7,486,583	27.8	1,650,098	27.4	2,585,532	27.5	1,838,148	23.5	1,412,805	37.8
County	367.3	10,323,634	28.8	2,285,325	28.6	3,531,441	28.7	2,570,468	24.9	1,936,400	37.4

2045: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Gaston (NA part)	Miles	VMTassn	Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	4.6	149,371	61.4	40,245	61.3	43,419	61.4	38,226	61.3	27,480	61.4
Rural Principal Art.	15.0	315,083	62.5	80,983	62.4	93,626	62.7	78,575	62.4	61,900	62.7
Rural Minor Art.	16.5	279,785	38.7	65,408	32.6	89,344	46.3	68,282	29.7	56,751	57.6
Rural Major Collect.	37.7	356,326	41.1	85,187	38.1	112,192	44.5	91,763	36.7	67,184	47.5
Rural Minor Collect.	52.0	251,805	42.5	69,127	41.0	72,520	45.2	75,290	40.1	34,868	46.0
Rural Local		267,584	29.5	62,510	30.3	89,731	28.9	69,706	30.0	45,637	28.6
Urban Interstate	34.2	2,283,897	54.2	571,698	50.3	675,295	60.4	581,855	47.9	455,051	61.1
Urban Frwy/Exprwy	4.6	119,714	41.3	26,626	37.2	37,517	42.8	26,561	36.7	29,010	50.0
Urban Principal Art.	88.1	1,500,816	30.3	346,240	29.5	513,705	31.0	379,968	27.0	260,904	36.2
Urban Minor Art.	126.5	1,241,404	31.3	283,199	30.3	421,495	32.1	317,970	28.0	218,741	37.1
Urban Collector	70.6	378,871	26.4	83,326	25.6	128,967	26.2	95,355	23.9	71,223	32.9
Urban Local		1,199,775	24.1	247,598	24.4	449,584	23.6	284,739	24.2	217,854	24.5
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	125.9	1,619,954	42.2	403,459	40.6	500,833	44.1	421,842	38.8	293,820	47.5
Urban	324.0	6,724,478	33.9	1,558,687	33.5	2,226,562	33.9	1,686,447	31.2	1,252,783	38.9
County	449.9	8,344,433	35.2	1,962,146	34.7	2,727,394	35.4	2,108,289	32.5	1,546,603	40.3

2045: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Iredell (NA part)	Miles	VTAssn	Spd	VT	Spd	VT	Spd	VT	Spd	VT	Spd
Rural Interstate	6.1	284,120	45.9	65,733	36.2	91,166	59.0	66,621	34.7	60,600	66.2
Rural Principal Art.	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Minor Art.	5.0	218,070	31.5	48,525	25.5	75,092	37.2	51,079	24.8	43,373	46.7
Rural Major Collect.	12.4	178,274	26.8	38,795	24.9	60,923	25.8	42,093	22.6	36,464	41.7
Rural Minor Collect.	20.6	262,180	26.8	64,055	24.8	83,790	27.6	68,964	23.0	45,371	38.9
Rural Local		661,723	27.6	142,331	28.1	236,535	27.0	163,691	26.7	119,165	29.9
Urban Interstate	23.0	750,023	52.5	164,647	44.2	237,711	59.3	164,564	43.7	183,100	65.6
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	6.7	198,456	26.2	43,601	24.5	67,329	27.2	47,158	21.3	40,368	36.7
Urban Minor Art.	17.5	220,985	26.8	48,484	25.6	74,153	27.9	53,363	22.6	44,986	34.1
Urban Collector	21.8	341,092	26.9	74,919	25.8	119,272	28.1	83,831	21.8	63,070	37.1
Urban Local		622,460	23.4	129,832	23.4	230,688	23.2	149,216	22.1	112,723	25.9
Urban HOV	6.2	135,007	63.0	37,653	64.7	52,453	65.8	42,693	58.5	2,209	67.1
Rural	44.2	1,604,366	30.0	359,439	27.8	547,506	30.9	392,448	26.2	304,973	38.8
Urban	75.2	2,268,023	31.7	499,136	30.3	781,605	32.4	540,826	27.5	446,456	39.5
County	119.4	3,872,390	31.0	858,575	29.2	1,329,112	31.8	933,274	27.0	751,429	39.2

2045: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Lincoln (NA part)	Miles	VTAssn	Spd	VT	Spd	VT	Spd	VT	Spd	VT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	7.2	148,802	43.9	39,013	34.6	49,407	46.9	31,787	43.8	28,595	59.3
Rural Minor Art.	38.6	697,464	41.1	157,778	39.8	229,272	40.6	161,656	38.5	148,759	47.2
Rural Major Collect.	10.9	83,098	55.1	20,898	55.1	26,604	55.1	19,766	55.3	15,829	55.1
Rural Minor Collect.	29.6	230,477	38.4	59,730	37.4	74,397	38.8	61,696	37.1	34,655	41.7
Rural Local		1,015,332	29.2	226,366	29.7	359,348	28.7	241,893	29.3	187,725	29.6
Urban Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Frwy/Exprwy	17.4	309,167	66.5	82,451	66.5	96,374	66.5	70,397	66.5	59,945	66.5
Urban Principal Art.	10.9	168,658	38.3	37,747	35.7	56,298	38.6	38,930	36.1	35,683	44.1
Urban Minor Art.	30.8	374,787	37.5	83,269	35.6	128,877	37.3	85,183	35.4	77,457	43.4
Urban Collector	16.6	78,534	35.0	19,824	32.9	26,295	36.0	19,530	34.3	12,885	38.0
Urban Local		189,218	26.0	40,299	26.6	70,296	25.0	42,491	26.4	36,132	26.7
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	86.2	2,175,173	34.7	503,785	34.3	739,028	34.1	516,797	34.0	415,563	37.5
Urban	75.7	1,120,364	39.2	263,590	39.1	378,140	38.2	256,531	38.2	222,102	42.8
County	161.9	3,295,537	36.1	767,375	35.8	1,117,168	35.4	773,329	35.3	637,666	39.2

2045: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Mecklenburg	Miles	VTAssn	Spd	VT	Spd	VT	Spd	VT	Spd	VT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	7.3	288,121	37.3	65,107	34.9	94,892	40.3	70,739	31.1	57,383	46.4
Rural Minor Art.	3.8	125,332	30.4	26,762	26.7	43,554	32.8	28,532	23.3	26,484	46.3
Rural Major Collect.	5.8	105,846	28.5	23,455	27.9	36,798	29.9	26,657	22.4	18,936	42.2
Rural Minor Collect.	16.2	342,817	22.9	76,088	22.9	120,388	22.4	87,642	18.7	58,699	36.6
Rural Local		980,111	23.8	210,697	23.2	345,745	23.9	247,420	22.2	176,249	27.3
Urban Interstate	157.7	10,537,215	40.0	2,311,999	36.9	3,407,370	43.2	2,457,853	30.6	2,359,993	56.9
Urban Frwy/Exprwy	145.0	9,796,556	39.6	2,149,775	36.1	3,296,813	45.3	2,315,126	28.1	2,034,842	62.5
Urban Principal Art.	198.1	7,501,830	17.0	1,614,177	16.5	2,634,329	17.0	1,854,689	12.8	1,398,635	31.5
Urban Minor Art.	234.3	6,781,377	16.0	1,476,494	15.5	2,425,968	16.3	1,728,739	12.1	1,150,176	30.0
Urban Collector	350.8	5,954,226	15.6	1,275,802	14.8	2,102,745	15.5	1,462,755	12.1	1,112,924	28.9
Urban Local		11,536,501	18.2	2,445,920	18.3	4,309,000	17.9	2,933,354	16.3	1,848,227	23.6
Urban HOV	65.2	2,697,687	45.4	733,328	46.2	990,719	52.6	823,940	37.1	149,701	60.6
Rural	33.1	1,842,227	25.7	402,108	24.9	641,377	25.9	460,990	22.5	337,751	32.7
Urban	1,151.2	54,805,394	22.4	12,007,494	21.8	19,166,944	22.5	13,576,456	17.6	10,054,499	36.4
County	1,184.3	56,647,621	22.5	12,409,603	21.9	19,808,321	22.6	14,037,447	17.7	10,392,250	36.3

2045: 2050 MTP		24 Hour		AM Peak		Midday		PM Peak		Night	
Rowan (NA part)	Miles	VTAssn	Spd	VT	Spd	VT	Spd	VT	Spd	VT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	17.3	189,460	55.3	46,521	55.5	56,860	55.0	49,364	55.3	36,715	55.6
Rural Minor Art.	10.9	138,636	57.7	29,821	57.0	46,791	58.5	31,151	54.8	30,873	60.5
Rural Major Collect.	59.0	508,201	54.0	132,411	53.3	143,789	54.9	141,379	52.6	90,622	55.8
Rural Minor Collect.	61.8	384,708	49.4	108,826	49.0	105,441	50.6	118,118	47.8	52,323	51.5
Rural Local		492,955	30.0	111,158	30.7	168,800	29.3	122,929	30.6	90,068	29.9
Urban Interstate	38.8	2,018,944	64.8	524,678	64.1	625,314	65.0	477,444	65.0	391,508	65.2
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Principal Art.	42.1	480,989	39.9	110,145	38.9	161,381	40.2	116,169	38.0	93,294	43.2
Urban Minor Art.	61.7	602,459	35.9	137,306	35.1	207,005	35.3	145,570	34.2	112,577	40.7
Urban Collector	119.9	652,123	36.3	154,699	35.6	214,466	36.3	168,065	35.2	114,893	39.3
Urban Local		851,038	25.7	183,648	26.0	310,163	25.2	201,324	25.8	155,903	26.3
Urban HOV	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural	148.9	1,713,960	43.4	428,737	44.2	521,680	42.4	462,941	43.5	300,601	44.0
Urban	262.5	4,605,553	41.5	1,110,476	42.2	1,518,328	40.3	1,108,572	40.7	868,175	43.9
County	411.4	6,319,513	42.0	1,539,213	42.7	2,040,009	40.8	1,571,514	41.5	1,168,777	43.9

2045: 2050 MTP

		24 Hour		AM Peak		Midday		PM Peak		Night	
Union (NA part)	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rural Principal Art.	20.1	488,300	56.7	126,771	56.1	151,156	58.6	123,878	54.1	86,496	58.5
Rural Minor Art.	13.4	109,586	30.2	27,377	29.3	32,267	31.3	32,091	26.4	17,851	40.4
Rural Major Collect.	108.5	1,050,946	35.7	241,811	34.3	345,147	35.9	264,595	31.5	199,392	45.4
Rural Minor Collect.	76.4	441,682	34.9	103,365	34.6	144,615	35.0	118,214	31.1	75,489	43.3
Rural Local		1,769,361	28.6	392,984	28.8	615,755	28.2	451,277	27.1	309,345	31.3
Urban Interstate	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Urban Frwy/Exprwy	34.5	855,222	56.0	205,923	56.0	274,015	57.8	221,130	50.7	154,154	61.7
Urban Principal Art.	20.7	670,683	30.5	151,996	29.7	235,928	31.8	162,710	25.1	120,050	40.4
Urban Minor Art.	48.1	787,371	23.0	170,758	22.2	273,266	22.9	189,774	18.6	153,573	35.4
Urban Collector	74.7	1,075,279	22.9	236,175	22.0	372,559	23.0	266,090	18.3	200,455	36.7
Urban Local		1,889,885	24.7	401,719	24.6	691,860	24.9	464,116	23.0	332,189	27.4
Urban HOV	0.2	984	38.5	329	38.7	149	38.7	506	38.3	0	0.0
Rural	218.4	3,859,875	33.2	892,308	33.2	1,288,940	32.9	990,056	30.6	688,572	38.4
Urban	178.3	5,279,424	27.1	1,166,899	26.8	1,847,777	27.1	1,304,326	23.4	960,421	35.1
County	396.7	9,139,299	29.4	2,059,207	29.2	3,136,717	29.2	2,294,382	26.0	1,648,993	36.4

2045: 2050 MTP

		24 Hour		AM Peak		Midday		PM Peak		Night	
NC NA	Miles	VMT	Assn Spd	VMT	Spd	VMT	Spd	VMT	Spd	VMT	Spd
Rural Interstate	10.8	433,490		105,978		134,585		104,848		88,080	
Rural Principal Art.	77.0	1,602,725		397,152		500,072		397,179		308,322	
Rural Minor Art.	108.3	1,916,213		434,170		627,274		459,632		395,137	
Rural Major Collect.	284.1	2,912,377		688,572		928,171		748,807		546,827	
Rural Minor Collect.	306.8	2,437,260		602,631		767,746		676,781		390,103	
Rural Local	0.0	6,350,541		1,396,560		2,227,424		1,590,148		1,136,408	
Urban Interstate	282.0	17,756,915		4,097,463		5,629,510		4,226,799		3,803,144	
Urban Frwy/Exprwy	201.4	11,080,660		2,464,776		3,704,719		2,633,214		2,277,951	
Urban Principal Art.	404.0	11,699,052		2,553,222		4,075,203		2,874,543		2,196,084	
Urban Minor Art.	589.1	11,379,176		2,491,596		4,013,407		2,854,101		2,020,073	
Urban Collector	755.7	9,547,518		2,073,262		3,343,546		2,361,104		1,769,606	
Urban Local	0.0	17,992,818		3,804,753		6,695,184		4,494,407		2,998,475	
Urban HOV	71.7	2,833,678		771,310		1,043,320		867,139		151,910	
Rural	787.0	15,652,607		3,625,063		5,185,272		3,977,395		2,864,877	
Urban	2,304.0	82,289,818		18,256,381		28,504,889		20,311,307		15,217,241	
County	3,090.9	97,942,425		21,881,444		33,690,161		24,288,702		18,082,118	

Based on 2008 8-hour Non-attainment Boundary

2050: 2050 MTP		24 Hour		AM Peak	
Cabarrus (NA part)	Miles	VMTassn	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0
Rural Principal Art.	10.1	193,569	41.5	43,408	39.9
Rural Minor Art.	20.1	368,164	40.7	81,481	40.6
Rural Major Collect.	49.9	673,793	33.1	153,712	32.4
Rural Minor Collect.	50.3	586,318	32.4	135,111	32.2
Rural Local		1,329,855	26.4	283,655	26.5
Urban Interstate	28.2	2,257,644	52.3	536,618	48.2
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0
Urban Principal Art.	37.5	1,261,728	22.6	266,105	21.4
Urban Minor Art.	70.1	1,467,008	22.0	312,290	21.3
Urban Collector	101.2	1,155,707	21.0	247,963	20.4
Urban Local		1,850,884	21.5	386,375	21.7
Urban HOV	0.0	0	0.0	0	0.0
Rural	130.3	3,151,699	30.7	697,368	30.7
Urban	237.1	7,992,972	26.0	1,749,351	25.6
County	367.3	11,144,671	27.2	2,446,719	26.9

2050: 2050 MTP		24 Hour		AM Peak	
Gaston (NA part)	Miles	VMTassn	Spd	VMT	Spd
Rural Interstate	4.6	153,061	61.4	40,278	61.3
Rural Principal Art.	15.0	329,227	62.5	83,801	62.4
Rural Minor Art.	16.5	289,815	37.7	66,821	31.3
Rural Major Collect.	37.7	377,281	40.4	88,501	37.7
Rural Minor Collect.	52.0	249,969	42.1	66,460	40.3
Rural Local		280,137	29.5	65,838	30.2
Urban Interstate	34.2	2,308,565	54.0	566,501	50.2
Urban Frwy/Exprwy	4.6	121,114	40.9	26,894	36.7
Urban Principal Art.	88.1	1,551,992	29.6	354,941	28.8
Urban Minor Art.	126.5	1,292,645	30.4	292,717	29.6
Urban Collector	70.6	392,381	26.4	86,116	25.6
Urban Local		1,244,635	24.1	257,298	24.4
Urban HOV	0.0	0	0.0	0	0.0
Rural	125.9	1,679,489	41.8	411,700	39.9
Urban	324.0	6,911,332	33.3	1,584,467	32.9
County	449.9	8,590,822	34.7	1,996,166	34.2

2050: 2050 MTP		24 Hour		AM Peak	
Iredell (NA part)	Miles	VMTassn	Spd	VMT	Spd
Rural Interstate	6.1	294,907	42.3	66,245	32.8

Rural Principal Art.	0.0	0	0.0	0	0.0
Rural Minor Art.	5.0	219,246	30.4	48,650	24.7
Rural Major Collect.	12.4	185,711	23.2	40,020	22.8
Rural Minor Collect.	20.6	285,608	26.9	69,468	24.9
Rural Local		716,475	27.4	154,270	27.5
Urban Interstate	23.0	768,181	50.0	165,568	41.3
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0
Urban Principal Art.	6.7	201,604	25.0	44,094	23.8
Urban Minor Art.	17.5	232,857	25.1	50,590	24.0
Urban Collector	21.8	355,195	26.4	77,188	25.6
Urban Local		660,976	23.2	136,379	23.1
Urban HOV	6.2	142,734	61.4	38,501	63.9
Rural	44.2	1,701,947	28.9	378,653	26.8
Urban	75.2	2,361,547	30.7	512,320	29.3
County	119.4	4,063,494	29.9	890,973	28.2

2050: 2050 MTP

		24 Hour		AM Peak	
Lincoln (NA part)	Miles	VMTassn	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0
Rural Principal Art.	7.2	156,293	50.4	40,862	43.7
Rural Minor Art.	38.6	747,915	40.0	168,865	38.2
Rural Major Collect.	13.7	149,137	55.6	37,214	55.1
Rural Minor Collect.	29.6	233,315	37.7	58,733	36.3
Rural Local		1,064,625	28.8	233,788	29.2
Urban Interstate	0.0	0	0.0	0	0.0
Urban Frwy/Exprwy	17.4	325,558	66.5	87,208	66.5
Urban Principal Art.	10.9	173,234	43.0	40,027	41.9
Urban Minor Art.	30.8	381,573	38.7	84,204	36.8
Urban Collector	17.4	95,884	36.2	23,507	33.8
Urban Local		192,555	26.2	40,680	27.0
Urban HOV	0.0	0	0.0	0	0.0
Rural	89.1	2,351,286	34.8	539,462	34.5
Urban	76.4	1,168,803	40.6	275,625	40.8
County	165.5	3,520,089	36.5	815,088	36.4

2050: 2050 MTP

		24 Hour		AM Peak	
Mecklenburg	Miles	VMTassn	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0
Rural Principal Art.	7.3	313,941	35.4	69,855	33.1
Rural Minor Art.	3.8	129,012	26.8	27,070	23.2
Rural Major Collect.	5.8	120,562	26.1	26,665	25.6
Rural Minor Collect.	16.2	368,143	20.0	80,895	19.8
Rural Local		1,182,037	24.0	250,706	23.4

Urban Interstate	158.3	10,619,746	38.9	2,293,631	36.3
Urban Frwy/Exprwy	145.0	10,046,770	37.3	2,167,157	34.2
Urban Principal Art.	198.1	7,955,079	15.7	1,699,732	15.4
Urban Minor Art.	236.6	7,285,676	14.8	1,579,062	14.5
Urban Collector	348.9	6,200,707	14.5	1,318,603	13.8
Urban Local		12,220,563	17.3	2,582,950	17.4
Urban HOV	67.6	3,092,013	39.2	814,899	39.6
Rural	33.1	2,113,695	24.6	455,191	23.8
Urban	1,154.6	57,420,553	20.9	12,456,034	20.4
County	1,187.7	59,534,247	21.0	12,911,225	20.5

2050: 2050 MTP

		24 Hour		AM Peak	
Rowan (NA part)	Miles	VMTassn	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0
Rural Principal Art.	17.3	205,286	55.1	51,004	55.1
Rural Minor Art.	10.9	147,111	56.7	31,602	55.4
Rural Major Collect.	59.0	533,276	52.8	140,470	51.8
Rural Minor Collect.	61.8	412,903	48.6	115,049	48.2
Rural Local		526,210	30.1	120,135	30.7
Urban Interstate	38.8	2,115,598	64.6	543,616	63.6
Urban Frwy/Exprwy	0.0	0	0.0	0	0.0
Urban Principal Art.	42.1	497,102	39.5	114,144	38.4
Urban Minor Art.	69.4	652,907	36.0	150,497	35.1
Urban Collector	119.8	685,556	36.0	160,634	35.2
Urban Local		889,535	25.7	191,677	26.0
Urban HOV	0.0	0	0.0	0	0.0
Rural	148.9	1,824,786	43.1	458,259	43.6
Urban	270.0	4,840,697	41.3	1,160,569	41.8
County	418.9	6,665,483	41.8	1,618,828	42.3

2050: 2050 MTP

		24 Hour		AM Peak	
Union (NA part)	Miles	VMTassn	Spd	VMT	Spd
Rural Interstate	0.0	0	0.0	0	0.0
Rural Principal Art.	20.1	516,245	55.5	131,470	54.7
Rural Minor Art.	13.4	129,213	28.7	31,534	27.8
Rural Major Collect.	108.5	1,139,780	34.4	261,493	32.9
Rural Minor Collect.	76.4	496,787	34.0	114,933	33.5
Rural Local		1,962,526	28.1	432,642	28.1
Urban Interstate	0.0	0	0.0	0	0.0
Urban Frwy/Exprwy	34.5	917,689	54.2	216,348	54.2
Urban Principal Art.	20.7	703,918	29.5	158,132	28.4
Urban Minor Art.	48.1	825,757	21.3	177,896	20.7
Urban Collector	74.7	1,136,061	21.1	246,568	20.4

Urban Local		2,031,109	24.1	428,683	24.0
Urban HOV	0.2	1,141	38.2	397	38.7
Rural	218.4	4,244,551	32.3	972,071	32.1
Urban	178.3	5,615,674	25.8	1,228,025	25.5
County	396.7	9,860,225	28.2	2,200,096	28.1

2050: 2050 MTP		24 Hour		AM Peak	
NC NA	Miles	VM Tassn	Spd	VM T	Spd
Rural Interstate	10.8	447,968		106,523	
Rural Principal Art.	77.0	1,714,561		420,400	
Rural Minor Art.	108.3	2,030,477		456,022	
Rural Major Collect.	287.0	3,179,539		748,074	
Rural Minor Collect.	306.8	2,633,042		640,650	
Rural Local	0.0	7,061,864		1,541,035	
Urban Interstate	282.6	18,069,734		4,105,934	
Urban Frwy/Exprwy	201.4	11,411,131		2,497,608	
Urban Principal Art.	404.0	12,344,656		2,677,174	
Urban Minor Art.	599.1	12,138,422		2,647,255	
Urban Collector	754.4	10,021,492		2,160,579	
Urban Local	0.0	19,090,256		4,024,043	
Urban HOV	74.1	3,235,888		853,796	
Rural	789.9	17,067,453		3,912,705	
Urban	2,315.6	86,311,579		18,966,390	
County	3,105.5	103,379,031		22,879,095	

Midday		PM Peak		Night	
VMT	Spd	VMT	Spd	VMT	Spd
0	0.0	0	0.0	0	0.0
60,700	42.7	48,526	37.6	40,935	47.5
117,898	41.9	91,813	34.5	76,972	49.5
220,640	34.2	170,701	27.5	128,740	43.7
189,938	33.8	161,159	27.4	100,110	41.5
472,644	26.5	332,460	25.0	241,096	27.8
728,713	60.6	557,698	41.4	434,615	66.1
0	0.0	0	0.0	0	0.0
435,048	22.5	296,618	17.3	263,957	37.7
516,347	21.8	359,015	17.4	279,356	35.7
410,772	20.5	286,657	17.2	210,315	34.4
688,711	21.2	454,755	19.9	321,043	24.8
0	0.0	0	0.0	0	0.0
1,061,820	31.1	804,658	27.4	587,853	35.8
2,779,590	25.9	1,954,743	21.5	1,509,288	37.3
3,841,410	27.1	2,759,401	23.0	2,097,141	36.8

Midday		PM Peak		Night	
VMT	Spd	VMT	Spd	VMT	Spd
45,026	61.4	38,718	61.3	29,039	61.4
98,937	62.7	82,193	62.4	64,296	62.7
93,212	44.1	69,702	29.1	60,080	57.3
122,596	43.6	95,161	35.6	71,024	47.4
74,075	45.0	74,490	39.5	34,943	46.0
93,701	29.1	73,504	30.0	47,093	28.7
698,974	60.0	578,350	47.3	464,740	61.1
38,140	42.7	26,921	36.1	29,159	49.7
536,018	30.3	391,124	26.2	269,910	35.9
442,005	30.8	328,636	27.3	229,287	36.7
133,897	25.9	98,483	23.8	73,885	33.1
466,843	23.6	295,594	24.1	224,900	24.5
0	0.0	0	0.0	0	0.0
527,548	43.6	433,767	38.2	306,474	47.5
2,315,878	33.3	1,719,108	30.5	1,291,880	38.7
2,843,426	34.8	2,152,875	31.8	1,598,354	40.1

Midday		PM Peak		Night	
VMT	Spd	VMT	Spd	VMT	Spd
95,478	54.8	67,703	30.6	65,482	66.0

0	0.0	0	0.0	0	0.0
75,516	35.8	51,266	23.4	43,814	45.7
63,597	21.0	43,954	19.5	38,140	39.6
95,175	28.4	74,955	22.9	46,010	38.7
254,868	27.2	178,183	25.9	129,154	30.0
244,453	57.2	167,159	40.1	191,000	65.3
0	0.0	0	0.0	0	0.0
67,925	25.9	48,009	20.0	41,576	35.3
79,468	25.9	56,135	20.9	46,664	33.3
124,293	27.2	86,610	21.6	67,104	36.8
245,896	22.9	157,429	21.8	121,273	26.0
58,014	63.7	43,340	56.4	2,879	67.1
584,633	29.8	416,062	24.8	322,599	38.4
820,049	31.3	558,683	26.3	470,495	39.1
1,404,682	30.7	974,744	25.6	793,094	38.8

Midday		PM Peak		Night	
VMT	Spd	VMT	Spd	VMT	Spd
0	0.0	0	0.0	0	0.0
51,819	55.0	33,843	46.4	29,770	60.6
248,821	39.8	173,212	37.2	157,017	46.8
47,598	55.9	36,412	55.1	27,913	56.1
76,707	38.5	61,872	36.1	36,003	41.7
379,473	28.3	252,400	28.8	198,964	29.4
0	0.0	0	0.0	0	0.0
101,292	66.5	75,124	66.5	61,934	66.5
57,776	42.3	40,521	42.0	34,911	46.7
132,230	38.7	85,791	36.4	79,347	44.4
31,602	37.0	24,048	35.6	16,728	39.7
71,435	25.2	43,467	26.8	36,973	26.8
0	0.0	0	0.0	0	0.0
804,416	34.3	557,740	33.8	449,667	37.6
394,334	39.5	268,950	39.8	229,893	43.7
1,198,750	35.8	826,690	35.5	679,561	39.4

Midday		PM Peak		Night	
VMT	Spd	VMT	Spd	VMT	Spd
0	0.0	0	0.0	0	0.0
105,567	38.5	76,098	28.5	62,422	46.3
44,235	28.2	29,580	21.1	28,128	41.5
42,043	26.9	30,463	20.5	21,391	40.4
130,157	19.3	93,607	16.3	63,483	34.1
418,656	24.1	294,160	22.2	218,515	27.5

3,462,744	41.2	2,443,860	29.6	2,419,511	56.0
3,412,101	41.6	2,337,986	26.2	2,129,526	62.0
2,810,766	15.5	1,962,599	11.8	1,481,983	30.6
2,622,784	14.9	1,858,220	11.2	1,225,611	29.3
2,201,668	14.3	1,513,613	11.2	1,166,823	27.9
4,581,744	16.9	3,100,346	15.3	1,955,522	23.2
1,170,005	46.4	907,660	30.5	199,449	60.0
740,658	24.7	523,907	21.4	393,938	31.9
20,261,811	20.8	14,124,283	16.2	10,578,425	35.6
21,002,469	20.9	14,648,190	16.4	10,972,363	35.4

Midday		PM Peak		Night	
VMT	Spd	VMT	Spd	VMT	Spd
0	0.0	0	0.0	0	0.0
59,706	55.0	54,753	54.8	39,823	55.5
48,835	57.8	33,213	53.4	33,462	60.4
151,766	54.3	148,117	51.1	92,923	55.1
116,304	50.4	126,433	46.4	55,117	51.4
179,225	29.4	132,108	30.6	94,741	30.0
662,814	65.0	494,335	64.9	414,833	65.2
0	0.0	0	0.0	0	0.0
166,321	39.9	120,326	37.6	96,310	43.0
222,488	35.4	158,740	34.4	121,182	40.9
228,538	36.1	176,674	34.8	119,710	39.2
325,678	25.2	209,042	25.8	163,138	26.3
0	0.0	0	0.0	0	0.0
555,836	42.3	494,624	42.8	316,067	43.9
1,605,839	40.2	1,159,116	40.5	915,173	44.0
2,161,675	40.8	1,653,740	41.2	1,231,240	43.9

Midday		PM Peak		Night	
VMT	Spd	VMT	Spd	VMT	Spd
0	0.0	0	0.0	0	0.0
162,404	58.6	129,791	51.1	92,580	58.6
41,712	30.2	35,647	24.2	20,320	39.5
374,812	34.4	285,557	30.2	217,918	44.9
165,448	34.3	132,361	30.0	84,045	43.1
687,698	27.8	500,283	26.5	341,902	31.2
0	0.0	0	0.0	0	0.0
302,541	56.4	231,156	47.7	167,643	61.6
248,564	30.8	170,123	24.3	127,099	39.9
288,418	20.8	198,474	17.1	160,969	34.4
398,268	20.8	277,666	16.7	213,559	35.5

749,811	24.2	496,416	22.2	356,198	27.4
183	38.7	561	37.8	0	0.0
1,432,074	32.1	1,083,639	29.4	756,767	38.1
1,987,785	25.6	1,374,397	22.0	1,025,468	34.6
3,419,859	28.0	2,458,036	24.8	1,782,235	36.0

Midday		PM Peak		Night	
VMT	Spd	VMT	Spd	VMT	Spd
140,504		106,421		94,520	
539,132		425,203		329,826	
670,229		484,433		419,793	
1,023,052		810,366		598,048	
847,804		724,876		419,712	
2,486,264		1,763,098		1,271,466	
5,797,699		4,241,402		3,924,699	
3,854,074		2,671,186		2,388,263	
4,322,417		3,029,320		2,315,745	
4,303,740		3,045,010		2,142,416	
3,529,037		2,463,752		1,868,123	
7,130,117		4,757,048		3,179,048	
1,228,202		951,561		202,328	
5,706,986		4,314,397		3,133,365	
30,165,286		21,159,280		16,020,623	
35,872,272		25,473,677		19,153,988	

Appendix F: MOVES Emissions Summary Spreadsheet

Charlotte Regional TPO / Rocky River RPO							
Year	Pollutant	Mecklenburg County (kg/day)	Union County Nonattainment Area (kg/day)	Iredell County Nonattainment Area (kg/day)	Charlotte Regional TPO/ Rocky River RPO Total (kg/day)	Emissions Budget (kg/day)	Comparison to Budget (negative indicates under budget) kg/day
2026	NOX	7,948	1,789	1,143	10,880	12,241	-1,361
2035	NOX	5,318	987	606	6,911	12,241	-5,330
2045	NOX	5,383	942	538	6,863	12,241	-5,378
2050	NOX	5,665	990	545	7,200	12,241	-5,041
2026	VOC	7,147	1,771	975	9,893	11,943	-2,050
2035	VOC	5,656	1,243	616	7,515	11,943	-4,428
2045	VOC	5,787	1,212	552	7,551	11,943	-4,392
2050	VOC	6,115	1,237	547	7,899	11,943	-4,044

Cabarrus-Rowan MPO						
Year	Pollutant	Cabarrus County Nonattainment Area (kg/day)	Rowan County Nonattainment Area (kg/day)	Cabarrus-Rowan MPO Total (kg/day)	Emissions Budget (kg/day)	Comparison to Budget (negative indicates under budget) kg/day
2026	NOX	1,978	1,763	3,741	4,903	-1,162
2035	NOX	1,135	824	1,959	4,903	-2,944
2045	NOX	1,072	680	1,752	4,903	-3,151
2050	NOX	1,128	672	1,800	4,903	-3,103
2026	VOC	1,936	1,553	3,489	4,888	-1,399
2035	VOC	1,455	957	2,412	4,888	-2,476
2045	VOC	1,421	815	2,236	4,888	-2,652
2050	VOC	1,477	780	2,257	4,888	-2,631

Gaston-Lincoln-Cleveland MPO

Year	Pollutant	Gaston County Nonattainment Area (kg/day)	Lincoln County Nonattainment Area (kg/day)	Gaston-Lincoln- Cleveland MPO Total (kg/day)	Emissions Budget (kg/day)	Comparison to Budget (negative indicates under budget) kg/day
2026	NOX	2,074	905	2,979	3,768	-789
2035	NOX	1,033	422	1,455	3,768	-2,313
2045	NOX	879	359	1,238	3,768	-2,530
2050	NOX	867	361	1,228	3,768	-2,540
2026	VOC	1,831	859	2,690	3,472	-782
2035	VOC	1,170	550	1,720	3,472	-1,752
2045	VOC	1,002	487	1,489	3,472	-1,983
2050	VOC	965	471	1,436	3,472	-2,036

Appendix G: MOVES Emissions Analysis Results

To obtain copies of the MOVES Emissions Analysis Results, please contact Todd Pasley at todd.pasley@ncdenr.gov

Appendix H: Public Participation Policies

Salisbury Post

Advertising Receipt

SALISBURY NEWSMEDIA, LLC
131 W. Innes Street
Salisbury, NC 28144
Phone: (704) 797-4211
Fax: (704) 633-7373
URL: www.salisburypost.com

PHIL CONRAD, AICP
CABARRUS-ROWAN MPO
57 UNION ST. SOUTH, #1013
CONCORD, NC 28025
Purchase Order #

Acct #: 297355
Ad #: 1527002
Phone: (704) 791-0608
Date: 10/07/22
Ad Taker: Susan Baker
Sales Rep: Susan Baker

Description	Start Date	Stop Date	Inserts	Cost
Legal Display	10/09/22	10/09/22	2	\$150.64

Copy of ad:

NOTICE

Cabarrus-Rowan Metropolitan Planning Organization

The Cabarrus-Rowan Metropolitan Planning Organization (CR MPO) has published for public review the City of Concord's Program of Projects (POP) for the Rider Transit System and MPO's 2023 safety targets, an annual federal requirement. This notice primarily satisfies the public participation requirements for the City of Concord's POP including the notice of public involvement activities and time established for public review and comment. If no substantial comments are received during the public comment period on the POP, then the MPO and City of Concord will certify the POP as the final program.

The Cabarrus-Rowan Metropolitan Planning Organization (CR MPO) is the federally designated transportation planning agency for Cabarrus and Rowan Counties including the Towns of China Grove, Cleveland, East Spencer, Faith, Granite Quarry, Harrisburg, Landis, Midland, Mount Pleasant, Rockwell, and Spencer, and Cities of Concord, Kannapolis, and Salisbury. The information will be available for public comment for twenty-eight days (October 10, 2022 – November 7, 2022). Copies are available for review on the MPO website at www.crmo.org as well as the CK Rider Transit Center and Cabarrus County Planning Office both in Concord and the Rowan County Planning Office in Salisbury.

Comments may be sent by email or mail to the following addresses:

CR MPO
57 Union Street South, #1013
Concord, NC 28025
pconrad@rlcassoc.com

All comments must be received by the close of business, Nov. 7, 2022.

Additional information can be obtained by contacting CR MPO staff at 704-791-0608, or by email at pconrad@rlcassoc.com.

Payment Type: CC

Total: \$150.64
Net: \$150.64
Prepaid: \$150.64
Refund: \$0.00

TOTAL Due: \$0.00



**PUBLIC PARTICIPATION PLAN
FOR THE
GASTON-CLEVELAND-LINCOLN METROPOLITAN
PLANNING ORGANIZATION**

Approved
November 27, 2012

Amended and Approved
March 26, 2015
July 28, 2016
September 24, 2020

The preparation of this document was funded by grants from the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA)

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PUBLIC PARTICIPATION PLAN FOR THE GASTON-CLEVELAND-LINCOLN MPO AREA

Study Area Profile and the Planning Process

Gaston, Cleveland, and Lincoln counties are within the Piedmont region of North Carolina and are part of the Charlotte-Gastonia-Concord Consolidated Metropolitan Statistical Area. The region is a mix of rural, suburban, and urban development and character with a sprawling urban core that includes over one-third of the persons living in the three counties. One of the unique features of this urban area is the number of incorporated municipalities. Including Gastonia, which is the largest city, there are 18 municipalities participating in the governance of the GCLMPO.

The U.S. Code of Federal Regulations, 23 CFR Section 450.316 guides the development of public participation plans for transportation planning process. The United States Department of Transportation, through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require:

"...each urbanized area, as a condition to the receipt of Federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensive planned development of the urbanized area"

These federal regulations require a single agency be responsible for the implementation of the urban transportation planning process in each urbanized area. This agency is designated as the Metropolitan Planning Organization (MPO) for the study area. In the Gastonia Urbanized Area, this function is fulfilled by the Gaston-Cleveland-Lincoln Metropolitan Planning Organization Board and is advised by the Technical Coordinating Committee (TCC). The Memorandum of Understanding (MOU) states voting members are elected officials appointed by their respective board or council to serve as each jurisdiction's representative. The TCC are members of the individual member governments and NCDOT staff that review the technical aspects of all transportation planning including roads, greenways, transit and bicycle and pedestrian planning.

The Board ensures that a continuing, cooperative and comprehensive (3C) planning process exists in the study area. The Federal Register states that: "The urban transportation planning process shall include the development of a transportation plan consisting of a transportation systems element for each mode out to twenty (20) years. The transportation plan shall be reviewed every four (4) years or earlier if needed to confirm its validity and its consistency with current transportation and land use conditions."

For the Gaston-Cleveland-Lincoln MPO area, the North Carolina Department of Transportation has led the development of Thoroughfare Plans, now known as Comprehensive Transportation Plans (CTPs). However, MPO staff leads the development of Metropolitan Transportation Plans (MTPs), project prioritizations for Transportation Improvement Program (TIP) development, and a range of smaller transportation plans and programs. This work frequently involves travel demand model development, which can take months to calibrate. These models are used to evaluate the various alternatives proposed during the planning process. The local planners and MPO staff provide demographic information and alternatives needed for the modeling. Much of this work is performed in coordination with the City of Charlotte Department of Transportation (CDOT), who

has been responsible for managing the Metrolina Regional Travel Demand Model (MRM) since its inception. The decision to have one (1) agency, CDOT, perform this work is to better provide the uniform and consistent data collection and output necessary for regional compliance for plan development and conformity determination reports for demonstrating progress in addressing Ozone non-attainment as established by US Environmental Protection Agency.

GCLMPO Contact List

The MPO will maintain a distribution list of all Technical Coordinating Committee (TCC) and Board members, their alternates and non-voting members stipulated in the MPO's MOU and bylaws, who shall be apprised of all upcoming meetings and opportunities for comment on MPO plans and related documents. These TCC and Board rosters will include representatives of local governments as well as the NCDOT, FHWA, FTA and other local transportation agencies, such as transit, airports and non-motorized modes.

The MPO will maintain an e-mail and mailing list of any interested person or organization who wishes to be made aware of all upcoming meetings, projects and opportunities for comment. The MPO will make specific attempts to include representatives of the following groups:

- Freight and Economic Development: Freight shippers, providers of freight transportation services, and economic development professionals;
- Environmental: Federal, state, and local environmental protection organizations and advocates;
- Land use: Land use planners;
- Aviation: Area airport representatives;
- Non-automotive Transportation: Bicycle and pedestrian advocates, planners, and users;
- Public Transportation: Public transportation, representatives of disabled persons, representatives of users of public transportation, governmental and non-profit providers of non-emergency medical transportation;
- Elderly, disabled, minority, limited English proficiency (LEP) populations; advocacy groups, etc.

Public Notice and Comment Periods

The MPO will provide adequate notice of upcoming meetings, as well as duration to public input and comment periods, in order to allow affected parties to review materials and submit comments. The public and interested parties will be notified by means listed under "Strategies to Solicit Public Input."

The MPO will provide a minimum of seven (7) days' notice for all upcoming public meetings, and all public comment periods will be 30 days, unless otherwise noted in this Public Participation Plan. Public comments will be accepted via in-person meetings, USPS mail, and/or by virtual means (email, Online GIS platforms, etc.).

All public comment provided to the MPO will be reviewed by the MPO staff and conveyed to the Technical Coordinating Committee (TCC) and MPO Board for consideration.

A written response to public comments, if warranted, will be made within 30 days after the TCC and MPO Board have reviewed the comments.

MPO Public Input and Comment Activities

All TCC and Board meetings are open to the public and include a public comment period. Public input or other participation is encouraged and welcomed at both the TCC and MPO Board meetings and will be allowed up to three (3) minutes per person or five (5) minutes per group. The following processes include, but are not limited to projects, project lists, programs, plans and policy updates or development necessitating public comment or input:

1. Transportation Improvement Program (TIP)

The MPO will solicit public input at the beginning of the Transportation Improvement Program (TIP) development cycle to update the MPO's candidate project list as well as the project ranking process for submittal to the NCDOT for consideration in developing the Statewide TIP (STIP). In addition, the MPO will solicit public input during the local input point assignment process for Regional Impact and Division Needs projects. The public comment periods for both Regional Impact and Division Needs Tiers will total no less than thirty (30) days. More information can be found in the GCLMPO's Local Input Point Methodology, located on the MPO's website.

2. Metropolitan Transportation Improvement Program (MTIP)

The MPO will solicit public input when adopting modifications to the local Metropolitan TIP (MTIP) periodically *when a formal amendment is required*. Public input will not be solicited for administrative modifications to the MTIP.

Formal/Major Amendments require documentation of a 30-day public review and public comment opportunity at the TCC and MPO Board meetings. Also, the amendment may require re-demonstration of fiscal constraint and local transportation conformity determination. Fiscal constraint may be shown by either the project cost impact being less than 5% of the expected annual budget or by showing other project cost reductions and/or revenue increases within the affected fiscal year(s).

Examples of Formal Amendments:

- Change in a unique project phase cost beyond a predetermined threshold; increases in highway projects that exceed both \$2 million and 25% of the original cost and may affect fiscal constraint and changes (increases or decreases) in transit projects that exceed either \$1 million or 25% of the original project cost;
- Any addition or deletion of a federally funded project to the first four (4) years of the Program;
- Addition or deletion of any regionally significant project into the first four (4) years of the Program;
- Change in project design or scope that significantly changes the termini or project type, purpose, or number of through lanes on a non-exempt (for transportation purposes) project;
- Any addition, deletion or significant modification of non-traditional funding source to a project (traditional sources of revenue include federal, state, or local government tax revenues. Non-traditional sources include state bonding and/or private participation);
- Project schedule shifts that move ROW, major capital acquisitions, or construction authorization dates either into or out of the four (4) year STIP time window;

- Project schedule shifts in years one (1) through four (4) that move project completion dates across Horizon Years as determined by the local Metropolitan Transportation plan;

Administrative Modifications do not require documentation of public review or comment, re-demonstration of fiscal constraint, or a transportation conformity determination.

Examples of Administrative Modifications:

- Any change to projects in years five (5) or later of the STIP;
- Minor change to project descriptions, scopes, sponsor funding;
- Minor cost increases in highway projects that do not exceed both \$2 million and 25% of the original project cost;
- Minor cost change (increase or decrease) in transit projects that do not exceed either \$1 million or 25% of the original project cost;
- Addition or deletion of a state funded project that is determined to not be regionally significant;
- An existing project or project segment (project break) is sub-divided into two (2) or more sub-segments without changing the overall project scope or description and both pieces remain in the first four (4) year period of an approved STIP;
- Schedule changes that move project authorization dates within the first four (4) year STIP time window and do not affect local air quality conformity findings;
- Funding source changes between traditional funding sources (i.e. substituting available Congestion Mitigation Air Quality (CMAQ) funds for FTA Section 5307 formula transit funds);
- Projects approved for Emergency Relief funds do not generally have to be included in the STIP, so any changes made for emergency projects may be considered minor modifications.

State funded projects are amended when the fiscal year changes or when there is a significant change in the project description. Unless the project is determined to be regionally significant for transportation conformity purposes these amendments are approved solely by the State Board of Transportation. Local approval of these changes is desired but not legally required. The GCLMPO may treat these as Administrative Modifications if the Board so chooses. If there is a change to a state funded project that is regionally significant this requires a new transportation conformity determination and this determination must be made before the amendment can be processed. The state public notification process will be the same for state funded projects as it is for federal-aid projects.

3. **Unified Planning Work Program (UPWP) Development:** The MPO will solicit input on the draft UPWP outlining the work tasks for the upcoming fiscal year following the posting of the TCC agenda, seven (7) days prior to the meeting, allowing a minimum of fourteen (14) days for public comment prior to the adoption by the Board. The same will apply for amendments to the UPWP.
4. **Comprehensive Transportation Plan (CTP) Development:** The MPO may choose to identify a steering committee comprised of members of the public as well as the TCC and MPO Board to oversee a significant update of a CTP. This update may involve periodic public input meetings to help guide the committee's work. For amendments to the CTP, please reference the CTP Amendment Policy. Two types of amendments may be requested: Administrative and

Procedural. Administrative Amendments do not require public involvement. Procedural Amendments require a full public engagement process, including a thirty (30) day public comment period, and one (1) public meeting. The MPO will also accept public comments at the MPO TCC and Board meetings for Procedural Amendments.

5. **Metropolitan Transportation Plan (MTP):** MPO staff will release a draft MTP and supporting conformity documents for 30-day public comment periods. The two (2) documents will be presented to the public at a series of public meetings with one (1) meeting each in Gaston, Cleveland and Lincoln counties. Verbal, written and email comments will be received and presented to the TCC and MPO Board for consideration. The TCC and MPO Board will recommend and approve the MTP and corresponding conformity report at their first meeting following a 30-day comment period. Major amendments to the MTP, including conformity (if needed), will also be released for public comment for thirty (30) days and a public comment opportunity given at the TCC and MPO Board meetings.
6. **Public Participation Plan (PPP):** Formal amendments to the PPP require documentation of a 45-day public review, public comment opportunity and a public meeting. (23 CFR 450.316 (3))
7. **Performance Measures:** The MPO will seek public input via a 30-day public comment period when initially adopting performance measures. Subsequent amendments will be announced via the TCC and Board agenda packets seven (7) days prior to a meeting.

Title VI Policy Statement

It is the policy of GCLMPO, as a federal-aid recipient, to ensure that no person shall, on the ground of race, color, national origin, Limited English Proficiency, sex, age, or disability, (and low-income, where applicable), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of our programs and activities, as provided by Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166, the Civil Rights Restoration Act of 1987, and other pertinent nondiscrimination authorities.

If you feel you have been subjected to discrimination, you may file a complaint. Allegations of discrimination should be promptly reported to our Title VI Coordinator.

Randi Gates
150 S. York St. Gastonia, NC 28052
704-854-6604
randig@cityofgastonia.com

The GCLMPO Title VI Program Plan can be accessed at www.gclmpo.org/TitleVI. To respond to the ever-changing demographics of our population we must use a range of methods to reach all populations. The end goal is to involve minority, low-income and limited English proficiency populations in the transportation decision-making process. To accomplish this, we must solicit adequate, effective, and meaningful participation by understanding unique needs, cultural perspectives and financial limitations of different socioeconomic groups.

The MPO attempts to increase participation of these groups by translating public input documents into Spanish and by holding multiple meetings.

Public Participation Processes and Strategies

The GCLMPO commits to the following strategies, as appropriate, for effective public participation in transportation planning in its study area.

- **Newspapers:** The GCLMPO will send news releases to major newspapers of record in each of the three counties. These news releases will be sent at least seven (7) days in advance of any public meeting pertaining to revised or new planning documents as required.
- **Legal Advertisements/Notice of Public Meetings:** Once per year the GCLMPO will advertise, in the major newspaper of record in each of the three (3) counties, all MPO Board and TCC meeting dates (for the calendar year) including the website address and physical location where the agendas will be available for review. If a meeting date changes, a new legal advertisement will be released.
- **Posting of Public Meetings for major planning documents:** The GCLMPO will distribute news releases, post on the GCLMPO website and email via the GCLMPO Contact List. In addition, the GCLMPO will post to traditional outlets such as municipal offices with populations greater than 3,000 persons as of the 2010 Census.
- **Social Media:** The GCLMPO will maintain a presence on various social media websites including Facebook and Twitter where upcoming meetings as well as news and updates will be posted regularly.
- **Internet:** The GCLMPO will maintain a Section 508/Americans with Disabilities Act (ADA) compliant website. All programs and projects developed by the MPO will be posted to the website (www.gclmpo.org). Hyperlinks to the NCDOT, local governments and other relevant transportation related programs or projects will be included on the website. The website will include announcements of upcoming meetings and opportunities for public input. This Public Participation Plan will be included on the website.
- **Public Participation Email List:** The MPO will maintain an e-mail list of any interested person or organization who wishes to be made aware of all upcoming meetings, projects and opportunities for public comment. You can sign up for this list on the MPO's website.
- **Meeting Locations:**
 - a. The GCLMPO will attempt to hold public comment and input meetings and utilize bulletin boards in public and/or government buildings (City Halls, Public Libraries, etc.) and other media forms for information dissemination and will attempt to notify Title VI population groups of meetings. In some instances, it may be necessary to hold public meetings virtually due to extenuating circumstances such as a Governor-declared state of emergency, local emergencies or severe inclement weather.
 - b. The GCLMPO will update its website and social media regarding meeting locations, method of meeting and possible meeting location changes when possible as soon as changes are determined by the Chairman.
 - c. MPO meetings: At the Gastonia Police Department; 200 Long Avenue; Gastonia, NC unless otherwise advertised. In some instances, it may be necessary to hold meetings virtually due to extenuating circumstances such as a Governor-declared state of emergency, local emergencies or severe inclement weather. If changes need to be made to the location or method of meeting the public will be notified at least seven (7) days in advance.
 - d. TCC meetings: Gaston County Administration Building; Room 3A; 128 West Main Avenue, Gastonia, NC unless otherwise advertised. In some instances, it may be

necessary to hold meetings virtually, due to extenuating circumstances such as a Governor-declared state of emergency, local emergencies or severe inclement weather. If changes need to be made to the location or method of meeting the public will be notified at least seven (7) days in advance.

- **Program and Sub-Committee meetings:** To the extent possible, GCLMPO meetings will be held in ADA-accessible locations along scheduled public transportation routes.
- **Meeting Format:** the MPO will employ visualization techniques to describe metropolitan transportation plans, TIPs, and other related documents. This will typically mean displaying information as maps, graphs, tables and charts in addition to written documents. MPO staff will present information verbally as well as through printed materials.
- **Meeting Times for TCC and MPO Board Meetings:** Regular meetings for both GCLMPO boards will be held bi-monthly beginning in January and in each odd-numbered month of the year, unless otherwise determined by the Board. The MPO Board will typically meet at 6:30 pm on the fourth Thursday of the month, unless otherwise advertised. The TCC will meet regularly at 10:00 am on the second Wednesday of the odd-numbered months of the year, unless otherwise advertised.
- **Board Meeting Agenda Packets -** The agenda will be electronically transmitted and posted on the MPO webpage at least seven (7) days in advance of any Board meetings. If any person or organization wishes to receive a hard copy they can request this by contacting GCLMPO staff in advance of the meeting.
- **Meeting Times for Public Participation Meetings:** MPO staff will work to schedule meetings at times convenient to the general public, with both day and evening meetings scheduled when possible.
- **Coordination with the NCDOT and Other Agencies:** The GCLMPO will coordinate with the NCDOT and other related agencies whenever possible in order to maximize the effectiveness of concurrent public outreach and public comment events and processes.
- **Translation:** The GCLMPO will provide translation of any requested documents into another language within a reasonable period of time.
- **Environmental Justice (EJ):** The MPO will distribute announcements of upcoming meetings and opportunities for public input to persons or organizations identified in the Title VI Program Plan.

Monitoring, Evaluation and Updates

GCLMPO staff will evaluate the effectiveness of this Public Participation Plan (PPP) a minimum of every two (2) years, or if modifications are necessary. The results of this evaluation will be presented to the TCC and Board for their feedback, recommendation and adoption of a modified PPP if necessary.

While this PPP does not list specific performance criteria we will track the number of attendees at public comment meetings, tracking the frequency of and geographic location of public meetings, tracking visitor trends on the MPO website, the number of comments received from the public, or the public comment period and any personal information provided.

Any recommended updates to this plan shall be available to the public for forty-five (45) calendar days before the revised document is adopted by the MPO. Copies of the updated public participation plan shall be distributed based on this policy and a copy provided to the NCDOT, FHWA and FTA for their records as well as posted on the MPO's website.

Social Media External Use Policy

Comments and Interactions

The GCLMPO reserves the right to repost, share, like, or retweet content from another social media account. A like, share, or retweet of content does not imply an endorsement of that account. Likewise, comments expressed on any MPO social media page do not necessarily reflect the opinions and position of the GCLMPO, its individual members, administrators or employees. In addition to information provided by the GCLMPO, the social media sites may contain comments and opinions from unrelated third parties which are being provided as a convenience to the public and for informational purposes only. These comments or opinions do not constitute an endorsement or an approval by the GCLMPO of any of the views or comments posted on the GCLMPO's social media pages. Furthermore, the GCLMPO bears no responsibility for the accuracy or legality of these materials. When in doubt, the GCLMPO will take a very conservative approach to what appears through social media.

Third party comments will be rejected or removed (if possible) when the content:

- Is off-subject or out of context;
- Contains obscenity or material that appeals to the prurient interest;
- Contains personal identifying information or sensitive personal information;
- Contains offensive terms that target protected classes;
- Is threatening, harassing, defamatory or discriminatory;
- Contains any copyrighted material owned by a third party;
- Circumvents Public Records and Open Meetings Laws;
- Incites or promotes violence or illegal activities;
- Contains information that reasonably could compromise individual or public safety;
- Advertises or promotes a commercial product or service, or any entity or individual.

Moderation of Third Party Content

The MPO's social media sites serve as a limited public forum and all content published is subject to monitoring. In the same manner as a public forum, user-generated posts should be suitable in terms of time, manner and place. The GCLMPO reserves the right to publish any posting, or to later remove it based on the aforementioned guidelines.

While endorsing the proper use of the limited public forum on the MPO's social media platforms the GCLMPO cannot guarantee that violations will not take place. If a comment violates these guidelines, the GCLMPO reserves the right to remove or hide a comment without prior notification.



Public Involvement Plan



Adopted by: Charlotte Regional Transportation Planning Organization

November 15, 2017

November 17, 2021 Amendment Adopted

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List of Acronyms

- **23 CFR 450.316** – Code of Federal Regulations, Title 23 – Highways, Part 450 – Planning Assistance and Standards
- **ADA** – Americans with Disabilities Act
- **CRTPO** – Charlotte Regional Transportation Planning Organization
- **CTP** – Comprehensive Transportation Plan
- **EJ** – Environmental Justice
- **FAST Act** – Fixing America’s Surface Transportation Act
- **HOA** – Homeowner’s Association
- **LEP** – Limited English Proficiency
- **MPO** – Metropolitan Planning Organization
- **MTP** – Metropolitan Transportation Plan
- **NAAQS** – National Ambient Air Quality Standard
- **NCDOT** – North Carolina Department of Transportation
- **NEPA** – National Environmental Policy Act
- **PIP** – Public Involvement Plan
- **RPO** – Rural Planning Organization
- **TCC** - Technical Coordinating Committee
- **TIP** – Transportation Improvement Program
- **TTY** – Teletypewriter
- **UPWP** – Unified Planning Work Program

The Charlotte Regional Transportation Planning Organization (CRTPO) adopted its initial Public Involvement Plan (PIP) in 2005. Since the last update in 2012, new federal regulations have been passed, the CRTPO's planning area boundary has expanded, and there have been advancements in public engagement techniques within the transportation planning field. In 2017, an analysis of the PIP evaluated the effectiveness of the CRTPO's public involvement program by surveying its current practices, assessing state and federal requirements, and developing recommendations based upon best practices.

This document incorporates revisions to strengthen the CRTPO's ability to solicit input, communicate, and engage with the public. A Steering Committee was organized to guide the evaluation process of the PIP. The evaluation process included peer Metropolitan Planning Organization (MPO) reviews and surveys of the CRTPO Technical Coordinating Committee (TCC), the MPO Board, and the public. This PIP was adopted on Month, XX, 2017 following a 45-day public comment period (August 17, 2017 – October 1, 2017).

I. Overview

The CRTPO is the MPO for the Charlotte Urbanized Area which includes Iredell, Mecklenburg, and the western portion of Union County. Federal legislation requires Urbanized Areas with populations larger than 50,000 to have an MPO, whose primary function is to carry out the transportation planning process by actively participating in the continuing, cooperative, and comprehensive (3-C) process upon which MPO activities were originally based. Given the Charlotte region's growth throughout the past several decades, and the recognition at the federal, state and local levels of the importance of an efficient transportation system to support continued economic vitality, transportation infrastructure improvements have taken on an exceedingly important and prominent role. As such, the CRTPO views public participation as essential in building public trust and ensuring that transportation planning efforts meet the needs and requests of the residents throughout the three county planning area.

The CRTPO defines its role in public participation as not only providing quality information about transportation planning to the public, but also ensuring that its awareness and education initiatives are all-inclusive to the diverse populations within its boundary. To accomplish successful public involvement, the CRTPO is dedicated to the following goals:

1. Education of residents to allow for meaningful input
2. Informing residents about the location to assist in making an informed decision
3. Providing opportunities to actively soliciting meaningful participation
4. Evaluating public input received

5. Communicating the method in which public input is incorporated into plan and process recommendations.

6. Improving the public involvement process to enhance participation opportunities and incorporate new methods and technologies as they are available

This PIP provides guidelines and techniques that CRTPO may incorporate as appropriate to fulfill its mission in a transparent, collaborative process. The strategies detailed in this document will enable CRTPO to conduct public involvement throughout the planning process.

A. CRTPO

The CRTPO is governed by a policy board that consists of elected officials representing the following jurisdictions:



- **Iredell County:** Iredell County, Mooresville, Statesville, and Troutman;
- **Mecklenburg County:** Charlotte, Cornelius, Davidson, Huntersville, Matthews, Mecklenburg County, Mint Hill, and Pineville; and,
- **Union County:** Fairview, Indian Trail, Marshville, Marvin, Mineral Springs, Monroe, Stallings, Union County, Waxhaw, Weddington, Wesley Chapel and Wingate.

The North Carolina Board of Transportation has two voting members on CRTPO board from representing NCDOT-Divisions 10 and 12. The Metropolitan Transit Commission also has a voting member on the policy board. Non-voting members of the CRTPO board include a member representing the Iredell, Mecklenburg, and Union County

Planning Commissions, North Carolina Turnpike Authority, and the Federal Highway Administration. The Charlotte-Mecklenburg Planning Department is the MPO's lead planning agency, and additional staff support is received from the Charlotte Department of Transportation.

B. Federal Requirements

The Federal laws and processes covering public participation in transportation planning include:

- 23 CFR 450.316 (Updated Annually);
- Fixing America's Surface Transportation Act (FAST) (2015);
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000);
- The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994);

- The Clean Air Act Amendments of 1990;
- National Environmental Policy Act (NEPA) (1969); and,
- Title VI of the Civil Rights Act of 1964.

1. **23 CFR 450.316 (Updated Annually)**

The Code of Federal Regulations (CFR) is updated annually and produced by the Federal Register through the federal government's departments and agencies. It is divided into 50 Titles representing topics subject to federal regulation. Title 23 of the CFR pertains to Highways. Part 450 (Planning Assistance and Standards) is broken into sections with Subpart C pertaining to Metropolitan Transportation Planning and Programming. [Section 316](#) details public participation requirements including:

- Development and use of a documented participation plan providing for reasonable opportunities to be involved in the metropolitan planning process;
- Adequate public notice of public participation activities and time for public review and comment at key decision points;
- Timely public notice and reasonable access to information about transportation issues and processes;
- Visualization techniques to describe Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP);
- Public information and meeting available in electronically accessible formats and means, such as World Wide Web;
- Public meetings at convenient and accessible locations and times;
- Explicit consideration and response to public input received;
- Seeking out and considering the needs of people traditionally underserved by existing transportation systems;
- Providing additional opportunities for public comment if the final MTP or TIP differs significantly from the version that was made available for public comment;
- Coordination with Statewide public involvement and consultation processes;
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process;
- Provide a summary, analysis, and report on the disposition of significant written and oral comments received;
- A minimum public comment period of 45 days before adoption or revision of the public involvement process; and,
- Consult with agencies and officials responsible for other planning activities that are affected by transportation or coordinate the planning process with such planning activities.

2. **FAST Act (2015)**

The FAST Act was signed into law on December 4, 2015. The FAST Act expands upon the requirements of previous transportation legislation (Intermodal Surface Transportation Efficiency Act (ISTEA), Transportation Equity Act for the 21st Century

(TEA-21), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and Moving Ahead for Progress in the 21st Century Act, (MAP-21); thus public involvement remains a feature of the planning process. The following were added as part of the FAST Act:

- The criteria required a representative from the transit provider to be part of the MPO process. *The FAST Act* states transit provider may “also serve as the representative of a local municipality;”
- It continues to encourage MPOs to consult with officials responsible for other types of planning activities. It adds tourism and the reduction of risk of natural disasters to the list of such activities; and,
- The *FAST Act* explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs, to the list of interested parties that a MPO must provide with reasonable opportunity to comment on a transportation plan.

3. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000)

The basis of *Executive Order 13166* lies in *Title VI of the Civil Rights Act of 1964*. It requires that Federal agencies work to ensure that recipients of Federal financial assistance provide “meaningful access” to their limited English proficiency applicants and beneficiaries.

4. The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508)

The Americans with Disabilities Act of 1990 mandates that public facilities be made accessible to people with disabilities and has been the basis for requiring that transit buses and street curbs be retrofitted or reconstructed with appropriate equipment and design details. *The Rehabilitation Act of 1973* (Section 504) states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives Federal financial assistance. The *Rehabilitation Act Amendments of 1998* (Section 508) states that Federal agencies must ensure that electronic and information technology is accessible to employees and members of the public with disabilities to the extent it does not pose an “undue burden.”

5. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)

The basis of *Executive Order 12898* lies in *Title VI of the Civil Rights Act of 1964*. It directs that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” *Executive Order 12898* defines minority populations as belonging to any of the following groups:

- Black – a person having origins in any of the black racial groups of Africa;
- Hispanic – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- Asian American – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands; and,
- American Indian and Alaskan Native – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

It defines low-income populations as those whose household incomes (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines. The three fundamental environmental justice principles include:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and,
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

6. The Clean Air Act Amendments of 1990

The Clean Air Act Amendments of 1990 require CRTPO to perform transportation conformity prior to adopting a MTP or TIP. A public review and comment period is required for transportation conformity in non-attainment (meaning an area that has work air quality than the National Ambient Air Quality Standard defined in the Clean Air Act) areas. This requirement is important in protecting air quality for both the public and the environment. Federal funding and approvals are given to projects that are consistent with the federal air quality goals.

7. Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

PUBLIC INVOLVEMENT STRATEGY & TECHNIQUES



Public Involvement Toolkit

Informational Techniques

- > Infographics/graphics
- > Brochures/Fact Sheets
- > Electronic Newsletters
- > Website/Digital Materials
- > Social Media
- > Multi-language Hotline
- > Radio Interviews
- > Informational Videos
- > TCC Ambassadors

Outreach Tools

- > Media Notices
- > E-blasts
- > Direct Mail
- > Social Media Advertisements
- > Bus Notices
- > Utility Bill Notices
- > Online Targeted Newspaper Ads

Engagement Methods

- > Informational Workshops/Open Houses
- > Public Meetings
- > Pop-up Events
- > Small Group Meetings
- > Participant Surveys
- > Interactive Mapping
- > Webinars
- > Web-based Engagement Platforms
- > Task Force Group
- > Social Media

II. Public Involvement Strategy & Techniques

This section contains a comprehensive list of public engagement tools and practices that CRTPO may implement. The CRTPO covers a large planning area, with diverse communities that have varied needs. This section allows for flexibility to engage with a variety of communities effectively. The project scope, size, and range of affected stakeholders will determine which strategies and techniques are most appropriate. A chart describing appropriate implementation is provided in Section G at the end of this chapter.

The PIP is an evolving document; as innovative technologies and tools become available, new techniques may be incorporated.

A. Maintain a Stakeholder Database

The CRTPO maintains a stakeholder database that is compiled of identified stakeholders, organizations, and groups that may have an interest or may be impacted by transportation plans throughout the region

Recommendations:

- The stakeholder database to disseminate e-blasts about CRTPO activities, news, and upcoming public participation opportunities.
- Assistance can be pursued from stakeholders in distributing CRTPO communications within the stakeholders' organization.
- The stakeholder list should be updated on a periodic basis to include newly identified stakeholders.

B. Partner with Stakeholders

The CRTPO may partner with stakeholders with an interest in transportation. Coordinating outreach efforts with identified stakeholder agencies may help expand the CRTPO's reach and provide additional public outreach resources.



C. Outreach to Underserved Populations

The CRTPO must provide equal opportunity to all populations regardless of race, color, national origin, limited English proficiency (LEP), income status, sex, age, and disability, in CRTPO programs and activities per federal requirements.

Title VI of the Civil Rights Act of 1964 (Title VI) correlates to Environmental Justice (EJ) guidance as both prohibit discrimination, and ensure fair treatment and meaningful involvement of all populations respectively. Requirements and guidelines in regards to Title VI, LEP, and EJ populations are previously stated in *Chapter I, Section B: Federal Requirements, Number 3: Executive Order 13166, Number 4: The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508), Number 5: Executive Order 12898, and Number 8: Title VI of the Civil Rights Act of 1964.*

> Title VI prohibits discrimination based on race, color or national origin in programs or activities which receive federal funding.

> Environmental Justice ensures fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income.

The CRTPO's public involvement efforts include strategies to specifically engage residents who have not traditionally participated in the transportation planning process. The following groups have traditionally demonstrated lower than average participation rates in CRTPO's public involvement processes:

- Disabled residents
- Economically disadvantaged residents
- Elderly residents
- Illiterate residents, or residents with limited literacy comprehension
- LEP
- Minority groups

Recommendations: CRTPO should establish relationships with organizations that represent underserved populations to build relationships with these groups and leaders as well as identify strategies to engage traditional non-participants in the transportation planning process.

Additional strategies to engage with these groups may incorporate the following:

- Holding meetings in transit accessible locations or in the targeted community neighborhood for those who do not have personal transportation;
- Holding meetings at various times throughout the day to allow for participation from all members of the community;
- Hosting meetings on days of the week or weekend when it is convenient for the public to attend;
- Participating in existing events to reach additional residents;
- Conducting meetings and providing materials in a language that can be understood by the community;
- Reaching out to churches in a specific neighborhood;
- Hosting pop-up events in areas where people congregate such as malls or transit stops; and,
- Producing materials for public consumption in English, Spanish, and other languages as necessary.

1. Title VI and Limited English Proficiency Plan

The CRTPO has developed and implemented a plan to reach minority and low-income populations, who usually do not participate in the transportation planning process. This plan is referred to as the [Title VI Plan](#). The CRTPO Title VI plan addresses Title VI and EJ populations. CRTPO has a separate plan entitled, [Limited English Proficiency Plan](#), to describe methods to engage populations with the limited ability to read, write, speak or understand English.

D. Informational Techniques

1. Develop and Implement Methods to Explain Complex Concepts

The CRTPO should attempt to simplify and explain complex concepts by using the following methods:

- **Clearly state the intent of public involvement:** Prepared materials should explain **how** the resident will be affected and **why** residents should participate;
- **Understand the needs of the audience:** Materials created for public distribution should incorporate graphics, and limit the amount of text if possible. Limit the use of industry vocabulary and acronyms whenever possible;
- **Use Graphics instead of text:** Infographics, visualizations, and/or renderings should be used to illustrate information when applicable; and,

2. Develop and Distribute Informational Handouts

Brochures, fact sheets, and other informational handouts can be used to inform residents of relevant initiatives and current planning efforts.

Recommendations:

- Consideration should be given to the preparation of these materials in other relevant languages as well as in large-print.
- Periodic reviews of materials should be conducted to ensure that relevant material is displayed.
- Graphics can be used to explain complex concepts. Informational materials should be available online and distributed at public events attended by the CRTPO.

3. Newsletters

The CRTPO has distributed quarterly newsletters to provide subscribers with periodic updates of relevant activities and public involvement opportunities since 2009. The newsletter is available online and distributed to over 750 stakeholders. Residents may elect to receive the newsletter through the [newsletter link](#) on the website. The CRTPO has distributed special edition newsletters on an as-needed basis to provide information on specific topics outside of the regular newsletter distribution cycle. The following recommendations have been developed to guide the development and readability of the CRTPO's newsletter.

Recommendations:

- Graphics should be incorporated as appropriate to illustrate and describe content.
- Newsletter content should be concise, easy to understand, and use graphics whenever applicable.
- Newsletters should be prepared in other relevant languages and at the request of a subscriber be available in a large-print format.
- Resident and stakeholder email addresses collected during public events can be added to the newsletter database.
- The newsletter should contain approximately five articles per edition to ensure readability and reader comprehension. If there is a consistent need to include more than five articles per edition, then staff may consider implementing a new schedule to include six newsletters a year (every other month).

4. Website

The CRTPO's website provides information about CRTPO and its activities, as well as the transportation planning activities of its member jurisdictions. Given the reach of the internet, the CRTPO website has become the central repository for meeting agendas and minutes, plan information, project information, mapping and other resources. The website provides the public access to documents such as, but not limited to:

- MTP: Current document and previous archived versions, as well as documentation of the MTP development process;
- CTP mapping and background information;
- TIP: Current document and previous archived versions, as well as documentation of the TIP development process (NCDOT Prioritization);

- PIP;
- UPWP;
- TCC and MPO meeting agendas and minutes;
- Frequently Asked Questions;
- Glossary of important terms; and,
- Documents and links to provide background information regarding the MPOs federal and state requirements.

Visit www.crtpo.org to review materials and information, contact us, or connect with us.

The following recommendations have been compiled to ensure that CRTPO's website continues to be a valuable resource for residents of the planning area.

Recommendations:

- Website content should be concise, easy to understand, and use graphics whenever applicable.
- Staff should review the CRTPO website content on a regular basis to determine if content needs to be added or updated.
- The website will be maintained in compliance with Section 508 of the Rehabilitation Act Amendments of 1998.

5. Social Media

The CRTPO has utilized social media to enhance its public involvement program and provide real-time information to planning area residents since 2016. It is anticipated that mediums such as social media will continue to become an ideal method to reach residents and conduct public involvement, with reduced reliance on holding large public meetings. The following recommendations are intended to ensure that the CRTPO's social media accounts are being used effectively.

Recommendations:

- Staff should use a content calendar will help to ensure that regular posts are being made on CRTPO's social media accounts. Determining a routine schedule for posting information will help CRTPO's social media accounts maintain their relevancy without overwhelming its followers.
- The subject and type of CRTPO's social media postings should be varied. Examples of relevant social media posts include: videos, questions designed to engage followers, and informational postings regarding CRTPOs core processes.
- The CRTPO may "share" posts from other organizations (such as NCDOT) or municipalities that pertain to the CRTPO.
- Images and videos should be incorporated frequently within social media posts
- Consider implementing a community-based social networking website (such as NextDoor) in a future plan development process. Community-based social media websites are organized by HOAs allowing organizations to target communications to

specific audiences. This technology allows local governments to distribute information about plans and processes to a broad audience in lieu of residents' attendance at a public meeting.

6. Multi-language Hotline

A toll-free telephone line provides instructions in multiple languages to offer non-English speaking residents with a method to provide feedback. The toll-free hotline allows a caller to leave a message detailing their feedback. CRTPO may implement the multi-language hotline for its plans and programs as needed. A multi-language hotline was available to residents during the development of the 2040 and 2045 MTPs.

7. Radio Interviews

The CRTPO pursues radio interviews regarding as a method to reach additional residents during the development of plans and programs. Radio interviews provide another source for the public and stakeholders to receive information. Radio interviews should be publicized through social media whenever possible.



8. Informational Videos

The CRTPO periodically develops short informational videos to present complex information in a simplified and concise manner. The CRTPO has developed brief videos to clearly convey the CTP public involvement process, and MTP and TIP development processes to residents. The following recommendations are intended to ensure that informational videos are a valuable resource for residents:



Recommendations:

- Videos should be limited to approximately three minutes in length to maintain the viewer's attention.
- Graphics may also be incorporated into informational videos to clarify a concept.

- Informational videos should be posted on the website, social media, and distributed as needed including to the news media.

9. Public Input at CRTPO Board Meetings

The CRTPO Board bylaws state that residents are provided with an opportunity to address the CRTPO on any issue related to the transportation planning process. Residents should sign up at the beginning of the meeting to speak or contact the CRTPO's secretary prior to the meeting.

Meeting agendas and minutes from MPO and TCC Meetings can be viewed on the website by clicking [here](#).

10. Public Attendance at Technical Coordinating Committee (TCC) Meetings

The TCC is the staff arm to the MPO. It is composed of representatives of various departments and communities involved in the transportation planning process. The TCC's primary responsibility is to carry out the various planning tasks described in the UPWP. These include updates to the MTP, analysis of operational issues in the thoroughfare system, recommendations for various transportation investment programs and the public involvement process for the MPO. Virtually all technical recommendations to the MPO originate at the TCC level.

TCC meetings are generally scheduled on the first Thursday of each month at 10:00 AM in the Charlotte-Mecklenburg Government Center. The TCC Bylaws are available on the [website](#). Residents may attend TCC meetings to gain insight on transportation planning efforts; however, public questions or comments should be addressed during the CRTPO Board meeting.

11. Technical Coordinating Committee (TCC) Member Outreach Assistance

TCC members may be asked to assist in public outreach coordination between the CRTPO and their respective jurisdiction. Staff may request TCC member assistance with the following tasks for public engagement within their respective jurisdictions.

- Promote the CRTPO's public meetings and opportunities for input to the TCC member's municipality;
- Facilitate coordination between the CRTPO and the municipality to disseminate information through local channels to the public; and,
- Present information at local events and meetings using the CRTPO's presentation materials.

1. **Technical Coordinating Committee (TCC)** meetings are held on the first Thursday of each month.

2. **CRTPO Metropolitan Planning Organization (MPO) Board** meetings are held on the third Wednesday of each month.

Meetings are located at the Charlotte-Mecklenburg Government Center (600 East Fourth Street, Charlotte, NC 28202) Room 267.



E. Outreach Tools

1. Media Releases

The CRTPO issues media releases to announce upcoming activities in radio, television and newspaper outlets in Iredell, Mecklenburg and Union Counties. Media releases should focus on upcoming public participation opportunities, and public comment periods for the CRTPO's plans and programs. This medium can also be used to announce milestones in the transportation planning process such as the approval of project funding or the adoption of a significant plan. Media outlets within the planning area that target non-English speakers should be included. A list of media outlets has been established and will be updated as necessary. A media list will be available on the updated public involvement page of the CRTPO website.

2. E-blasts

E-blasts are informational e-mails sent to numerous recipients simultaneously. E-blasts should be sent using a web-based communications service to the CRTPO distribution lists. The analytics feature tracks "open" and "click" rates and preferences of recipients. Residents may subscribe for e-blasts by sending a message to CRTPO staff through the "Contact Us" page on the website.

3. Direct Mail

Distribution of a direct mailing to a targeted area may be necessary when local area impacts are possible because of a proposed plan or project. Direct mailings should provide information about project scope, potential impacts, and methods to obtain further information.

4. Social Media Advertisements

Social media advertisements utilize social networking sites as a marketing tool. The advertisements are a cost-effective method that may be incorporated during the outreach phase to promote public participation opportunities and reach specific audiences. Social media sites allow the advertiser to set a daily limit on cost. Target audiences can be selected by demographic, location, and profile information. The target audience does not have to be a current CRTPO subscriber to receive the advertisement. The advertisement appears in the target audience's newsfeed or side bar of the screen. The CRTPO may choose to implement social media advertisements to publicize comment periods, project-related meetings, and events where staff will be present to provide information on a planning process.

5. Bus Flyer

The CRTPO may choose coordinate with transit providers within the planning area to distribute bus flyers to reach residents utilizing transit. Bus flyers may also be utilized when an amendment or proposed decision may affect transit operations. A Quick Response (QR) code should be incorporated on the bus flyer to direct residents to additional information regarding the particular issue.

6. Utility Bill Notices

The CRTPO may coordinate with utility companies to include public event notices in mailings throughout the three counties. Notices should include information regarding public participation opportunities.

7. Online Targeted Newspaper Ads

The CRTPO may publicize public participation notifications in online news media. Following the advertisement's run period, CRTPO should use advertisement "views" and click rates provided by the newspaper to determine the cost benefit of running newspaper advertisements. This method may be incorporated solely to reach targeted communities.

F. Engagement Methods

1. Conduct Public Engagement Events

The CRTPO seeks to involve the public and throughout the transportation planning process through a variety of engagement methods including; in-person outreach efforts to reach diverse audiences. These public engagement events are conducted to educate and solicit public input regarding the region's transportation plans and programs.

Open houses, public meetings and public workshops are the traditional methods that the CRTPO has used to conduct public involvement in the past. While the CRTPO has shifted its focus to using interactive and internet-based methods for reaching residents, public meetings may need to be conducted periodically to ensure that residents have an opportunity to provide input. The following section summarizes the types of public meetings and strategies to receive effective input.

- **Open Houses** - An informal, drop-in session that provides an opportunity for residents to review draft plans or obtain information regarding ongoing projects. Residents may attend at any time during the stated open house hours. Open houses do not include a set agenda or presentation. Staff should



consider the most appropriate materials to display for the most effective resident participation.

- **Public Workshops** - These meetings have a set agenda and include one or more of the following elements:
 - Presentation can be used to convey plan recommendations. Presentations should be brief and avoid industry jargon and technical information.
 - Break-out sessions/group activities are appropriate for the beginning of the planning process, and developing goals and objectives. Break-out sessions may also be used collect public input on alternatives to evaluate and consider during the decision-making process.
- **Public meetings** - A formal event that educates residents on recommendations from a plan, project, or program. Public meetings can include a presentation, facilitated discussion, and information about next steps. Interactive activities may be incorporated during the public meeting to actively solicit public input. Written comments can be solicited during the public meeting. Comment forms may include a survey to measure meeting efforts.
- **Outreach at Events** - Hosting an information table at a scheduled event (e.g. the Latin American Festival) reaches residents who may not typically attend a public meeting. Informational materials will be displayed, and staff will be available to educate attendees one-on-one and receive public input. Outreach at specific events may be implemented if CRTPO is targeting a particular community or population in which an event is taking place.
- **Pop-up Events** - A staffed information table at locations in a community where residents typically gather, such as a transit station, farmer's market, or festival. The purpose of the pop-up event is to answer questions, inform residents of ongoing plans and distribute fliers and other plan information. Pop-up events may be hosted in specific communities or locations to reach targeted populations.
- **Small Group Meetings** - The purpose of this meeting format is to solicit input from participants in an informal setting. Typically, staff will contact the chairman or group organizer to request a short presentation or discussion on the agenda. This meeting format is effective because group members do not need to dedicate additional time to attend a public meeting on the subject. Small group meetings are effective in reaching residents within targeted communities that may not regularly participate in the public involvement process.

The following recommendations are intended to guide CRTPO to hold successful public engagement events:

Recommendations:

- Determine the type of input is being sought from residents and the ability that comments would have the ability to change the recommendations within a plan or project.
- Offer a variety of timeframes throughout the day if several open houses have been scheduled to provide residents convenient options for their schedules.
- Consider an offering at least one interactive component during a public engagement event to make the topic relevant and easy for residents to understand. The CRTPO has used interactive mapping and videos during previous open houses.
- Investigate the feasibility of holding public meetings in locations other than government buildings. Churches, community centers, and other neighborhood facilities may be appropriate venues.
- Coordinate with the respective TCC members and community leaders within the general area where the public meetings will be held to assist in promoting the event.
 - Ensure that the particular communities in which the meetings will be held have promoted the public engagement events on their websites and social media accounts.
- Staff should track the results of each public engagement events to record the number of residents that attended and the major themes that were identified within the resident comments. This data will be helpful in determining the type of outreach that is pursued in the future and will inform staff of the specific issues that will need to be documented.

2. Surveys

Public surveys should be implemented during public engagement efforts to garner input on plans or projects. Survey results enable staff to analyze the responses from a series of meetings and geographically reference the results to identify trends. The CRTPO has successfully implemented public surveys in planning efforts associated with the CTP, MTP, and update of the PIP. The following recommendations will ensure that the surveys are designed to seek the most effective public input:

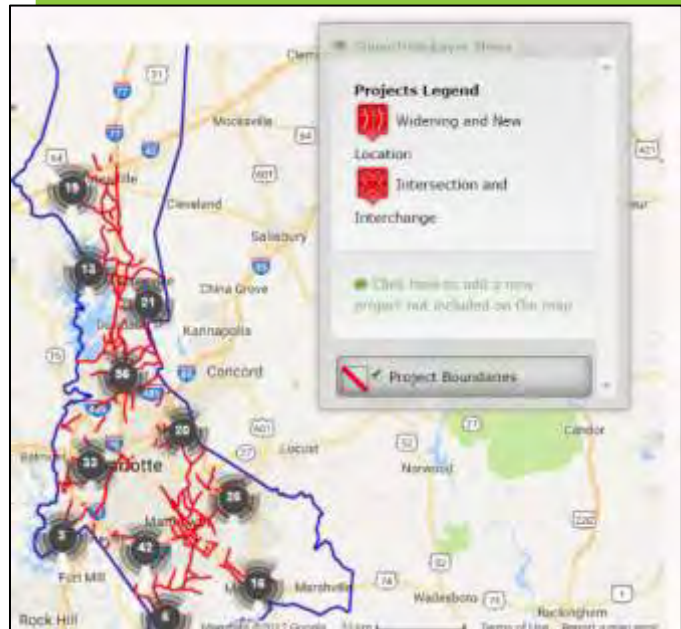
Recommendations:

- Real-time surveys can be implemented during public meetings as an effective interactive engagement measure. Polling software can be downloaded to participant's phones, which also allows for the results to be displayed on a large screen on a real-time basis.
- Online surveys should be promoted through e-blasts, social media, and the website.
- Surveys should be translated into any necessary languages to provide all populations with the opportunity to provide input.
- Surveys may also be incorporated to obtain participant feedback regarding the facilitation and logistics of a meeting or event conducted by the CRTPO. Surveys may

include questions to gain insight on public preferences for future public engagement efforts. Collected data will help evaluate CRTPO's public participation efforts and may be included as a performance measure.

3. Online Interactive Mapping

The CRTPO has used website-based mapping to provide residents an interactive opportunity to review and comment on projects during the CTP and MTP public engagement processes. Residents may click on a project to view a description and add a comment. The interactive mapping tool may also be utilized at public meetings, open houses, and other public events as a method to increase participation. The CRTPO may choose to implement a blank map (without any projects listed) that will allow



residents to comment anywhere on the map. This would allow the CRTPO to collect data on community concerns, vision, or areas where the community believes improvements are warranted. The CRTPO will solicit input from the public on the interactive maps through website announcements, social media, e-blasts, press releases, and other methods of outreach as appropriate.

4. Webinars

The CRTPO has incorporated webinars within its public engagement processes as a convenient method for residents to participate without having to attend a public meeting. Webinars are recorded presentations that are available online and may be viewed live or at a later time. Webinars will be promoted through notifications to media, e-blasts, and social media.

5. Web-based Public Engagement Platforms & Applications

CRTPO may implement a web-based public engagement application to increase outreach and provide residents with an alternative and convenient method to participate in the transportation planning process. Interactive public engagement applications have the ability to guide residents through a sequence of webpages to educate and seek input through a series of multiple choice or open-ended questions. Residents may view how other participants have responded to the questions, which provides a transparent process. Web-based public engagement applications can be utilized at a resident's convenience

as well as at in-person events. This tool may be implemented during the development or update of a plan or program.

6. Stakeholder Task Force

The CRTPO may consider forming a stakeholder task forces to receive input from residents from throughout the planning area. The goal of the task force would be to solicit feedback from members regarding a particular element of a plan or process. The task force would dissolve once its work has been completed within the specific plan or process. A task force could be comprised of residents, developers, members of an organization within the transportation industry, and other relevant participants at the discretion of staff. The following recommendations are intended to guide the formation of a stakeholder task force:

Recommendations:

- Identify a diverse group of residents from the three counties within CRTPO to receive balanced feedback;
- Include representatives of economically disadvantaged and/or minority populations on the task force;
- Target non-elected officials as members;
- Establish a meeting schedule, frequency and termination date so that the requested stakeholders are aware of the commitment.
- Staff should evaluate the effectiveness of input received from the task force at the conclusion to determine the benefits and lessons learned.

Table I: Implementation Guidelines

	INFORMATIONAL TECHNIQUES								OUTREACH TOOLS							ENGAGEMENT METHODS											
<div><div><div>+</div> = Highly Recommended</div><div><div>+</div> = CRTPO May Consider Implementing Depending on Need</div></div> <div>PLAN or PROGRAM</div>	Handouts	Articles in Regular Electronic Newsletter	Website	Social Media	Multi-language Hotline	Radio Interviews	Informational Videos	TCC Member Outreach Assistance	Media Release	E-blasts	Direct Mail	Social Media Advertisements	Bus Flyer	Utility Bill Notices	Online Targeted Newspaper Ads	Open Houses	Public Workshops	Public Meetings	Outreach at Events (Information Tables)	Pop-up Events	Small Group Meetings	Surveys	Online Interactive Mapping	Webinars	Web-based Public Engagement Platforms & Applications	Stakeholder Task Force	Social Media
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GENERAL GUIDELINES & POLICIES





III. General Guidelines and Policies

The following sections provide guidelines for the CRTPO's public engagement efforts.

A. Open Meetings

Official CRTPO meetings (TCC and MPO Board) are open to the public and subject to the *North Carolina Open Meetings Law*. This law states that official meetings include a majority of members gathering “for purposes of conducting hearings, participating in deliberations, or voting upon or otherwise transacting the public business.” The minutes and all materials presented at these meetings will be public record and will be available for review. The availability of these records will be posted on CRTPO's website and can be distributed on request.

B. Public Events

Public events will follow the guidelines outlined in *Chapter II, Section F: Engagement Methods*. All events should post clear directional signage to guide event participants from outside the facility to the designated meeting space. A sign-in sheet should be utilized at all CRTPO public events to collect names and contact information of attendees. Staff should be in attendance to provide information, answer questions, and solicit input as appropriate. The following guidelines provide details regarding implementation of CRTPO public events.

1. Adequate Notice

The CRTPO should provide adequate notice of all events where public participation is being requested. Adequate notice should be provided in advance of any public engagement events, public comment periods, and other opportunities where the resident

may participate and provide input. The list below provides guidelines regarding adequate public notice:

- Event notices should be posted on CRTPO's website and social media at least two weeks in advance of the meeting.
- Notice will be provided to mainstream and minority media at least one week prior to the event. If requested, a reading service for the blind will be enlisted to broadcast this information.
- If a mailing is required, they should be distributed at least two weeks prior to the public event.

2. Public Input

The CRTPO will solicit public input through a variety of methods for plans, projects and programs. Comment periods should occur for a minimum of 14 days and up to a maximum of 45 days in length, with a preference of a length of 30 days whenever possible.

The CRTPO will issue a media release, and post information on the website and on its social media accounts to inform residents of the topic in which public comment is being sought and the dates within the period. The results of the public comment period should be posted on the website and presented to the TCC and MPO. Public comments will be accepted up to close of business of the final day of the public comment period, unless otherwise specified. Public comments may be provided in the following methods:

- During the public comment portion of a regularly scheduled CRTPO meeting;
- In writing, including through e-mail and social media;
- With TTY (teletypewriter) and/or TDD (telecommunications device for the deaf); and,
- By voicemail/translator on the multi-language hotline.

3. Access by Persons with Disabilities

The *Americans with Disabilities Act of 1990* prohibits discrimination of persons with disabilities and affords persons with disabilities equal opportunities as persons without disabilities; including the ability to participate in State and local government services and programs. The following recommendations are designed to ensure that the CRTPO's public input meetings are ADA compliant.

Recommendations:

- All CRTPO events should be facilitated in venues that are ADA compliant;
- Meeting venues should provide free parking and access to transit, when applicable;
- All public documents may be provided in alternative formats, as necessary;
- Auxiliary aids and services to those participants in need will be provided. Public meeting announcements will include content with details regarding accommodations for persons with disabilities. Persons requiring special assistance should contact staff prior to the event to request services.
- The website will be updated and maintained according to the guidelines in the Rehabilitation Act Amendments of 1998 (Section 508).

In following the Americans with Disabilities Act (ADA) requirements CRTPO includes the following text on public event notices:

“In compliance with the Americans with Disabilities Act (ADA), accommodations will be provided for persons who require assistance in order to participate in Charlotte Regional Transportation Planning Organization meetings. If assistance is needed or to request this document in an alternative format, please contact CRTPO at (704) 336-2205 or (704) 336-5123 (fax) or info@crtpo.org.”

C. Social Media Policy

The CRTPO utilizes social media as a method to communicate information to stakeholders and residents. The web links to social media are available on the CRTPO’s website. In accordance with the City of Charlotte’s social media guidelines, the following outlines the CRTPO’s social media policy:

Comments posted on the CRTPO social media sites by the public are opinions expressed by the particular resident, not CRTPO. The comments will be seen by other members of the public. CRTPO reserves the right to remove comments/postings from their social media sites that contain the following:

- Vulgar, abusive or threatening language, defamatory statements or nudity in profile pictures or attachments;
- Personal attacks, hate speech or offensive terminology targeting individuals or groups of individuals;
- Suggestions or encouragement of illegal activity;
- Unsolicited business proposals or endorsements/promotion of commercial services, products or entities;
- Infringements of copyrights, trademarks or other intellectual property;
- Endorsements of political parties, candidates or groups; and,
- Off-topic comments/posts, spam or links to unrelated sites.

IMPLEMENTATION GUIDELINES



IV. Implementation Guidelines for Plans and Programs

This section provides public involvement guidelines for the CRTPO's programs and transportation plans. Recommended performance measures are listed for each plan to ensure targets are being met. The public involvement guidelines outlined in this section as well as the performance measures should be reviewed on an annual basis.

A. The Unified Planning Work Program (UPWP)

The UPWP is CRTPO's annual budget that identifies the major transportation planning activities to be undertaken the coming year. Estimated costs, funding sources, and a timeline of the associated activities are also provided within the UPWP. This document is developed and approved annually by the MPO Board. Residents will be given the opportunity to review and comment on the UPWP prior to adoption by the MPO Board. The UPWP will be available on CRTPO's website.

B. The Transportation Planning Process

The CRTPO is responsible for conducts its transportation process by developing and updating the following plans and programs:



Transportation projects are initially identified in the Comprehensive Transportation Plan (CTP). Based on data-driven prioritization process, a subset of these projects are scored and programmed into the Metropolitan Transportation Plan's (MTP) fiscally constrained project list and are ultimately submitted to NCDOT for consideration in an upcoming Transportation Improvement Plan (TIP) for design and construction. The four modes of transportation included in these plans are; highway and roadways, pedestrian, bicycle, and rail and transit.



Each plan requires public involvement as the purpose of these plans is to develop projects to improve connectivity and mobility for the regions residents. Amendments to these plans may require public involvement depending upon the level of change and impact to the residents. The plans and the recommended public involvement levels are further described below.

1. Comprehensive Transportation Plan (CTP)

The Comprehensive Transportation Plan (CTP) represents CRTPO's long-term vision for the evolution of the transportation network to serve residents and employers in the CRTPO planning area. It evaluates the condition of the entire surface transportation network through a needs-based assessment conveyed in four modal maps: highway, bicycle, pedestrian and public transit and rail. The four modal maps are mutually adopted by the CRTPO and North Carolina Board of Transportation. The CTP does not include specific projects or improvement schedules but instead represents the status of the network that will be required to support anticipated growth. Many jurisdictions reference the CTP in their development regulations to reserve rights-of-way for future transportation improvements.

[North Carolina General Statute 136-66.2](#) requires each MPO to coordinate with NCDOT to develop a CTP that will serve present and anticipated travel demand in and around the organization's planning area. The plan shall be based upon population growth, economic conditions and prospects, and patterns of land development throughout the planning area and shall provide for the safe and effective use of the transportation system.

CTP Amendment Guidelines

The CTP Amendment Guidelines table, found in Appendix A, identifies the mode and facility type, as well as the examples of amendment types. This table is not meant to be all-inclusive but serves as a guide for the most common scenarios resulting in a CTP amendment. CRTPO staff makes the final recommendation regarding the classification of a change as an administrative modification or procedural amendment.

CTP Map Amendment Classification

The CTP workgroup identified the following two types of CTP map amendments: administrative modification and procedural amendment.

Administrative Modifications are determined to have no to very minor impact to the overall transportation network and adjoining residents and property owners. Administrative modifications are intended to correct minor cartographic errors or revisions and do not alter the intent of the existing CTP alignment. Public involvement is not required if the proposed amendment is determined to be an administrative modification. Notice of administrative modifications will be provided to the CRTPO Board at least once a year.

Note: The TCC Bylaws address map amendments: Article V, Section 6 of the [TCC bylaws](#), contains specified circumstances that authorize the TCC to approve map amendments. In other instances, procedural amendments require public involvement and CRTPO Board approval.

Procedural Amendments have a greater impact on residents and/or property owners. These amendments may alter the intent of the future CTP component. Procedural amendments could enhance the scope, remove an alignment or portion of, change the facility type or change the impact to adjacent property(ies). Procedural amendments may vary due to the characteristics of each transportation mode represented within the four CTP maps. For example, an amendment to a bicycle facility will most likely not have the same impact to affected properties as an amendment to the highway map. The member jurisdiction is responsible for leading public engagement process.

The administrative modification and procedural amendments processes can be found in the Appendix C.

Public Involvement Process

The workgroup developed guidelines addressing the level of public involvement recommended based on the type of amendment. The guidelines are intended to provide a framework of potential public involvement methods that may be implemented based on a CTP amendment's magnitude of impact to stakeholders and the public.

Administrative modifications will not require public involvement and will be brought to the CRTPO Board as an information item at least once a year.

Procedural amendments require public involvement, including a public comment period open for 30 days in length if meeting schedules permit, with a minimum 14 days. Residents will have the opportunity to provide input during a public comment period, during a CRTPO Board meeting, by email, regular mail or facsimile.

Proposed changes will be reviewed to ensure that low-income and/or minority populations will not experience disproportionate impacts, as noted in Executive Order 12898 (see Chapter I, Section B). The CRTPO website will be updated with revised CTP maps once the CRTPO Board has approved the change.

Suggested tools and techniques that can be utilized by the member jurisdiction(s) or CRTPO staff to reach and engage residents can be found in Appendix D.

Waiver of Public Involvement Activities - Public involvement efforts for procedural amendments may be waived only if the agency proposing the amendment has conducted public involvement efforts sufficient to meet the guidelines in the CRTPO's PIP. The public involvement efforts must have been completed within twelve (12) months of the time the CRTPO receives the amendment request.

2. The Metropolitan Transportation Plan (MTP)

The MTP is the official intermodal transportation plan that is developed and adopted for the Charlotte region's metropolitan planning area that describes the programs and projects to be implemented within a 20-year horizon. FHWA requires MPO's that are classified as TMAs to update their MTP every four years based upon a re-evaluation of various components of the transportation planning process, socio-economic and financial assumptions, and transportation-related environmental and health issues. Since the MTP becomes the CRTPO's primary policy document upon adoption, plan-specific branding and a dedicated project website have been promoted through the most recent update.

There are two significant opportunities for public involvement during the development of the MTP. Residents are provided with an opportunity to provide input on the roadway projects that are submitted by the CRTPO jurisdictions for evaluation in the roadway ranking process. The second opportunity for public involvement exists during the public review of the draft fiscally constrained project list, which is the outcome of the roadway ranking process.

Roadway Project Submission Public Notification - Public notices should be concise and **specify that CRTPO is seeking input regarding the projects to be evaluated in the 2045 MTP** and why it is important for the public to participate. The following techniques may be utilized to inform residents and stakeholders about opportunities to participate in the prioritization process.

- E-blasts;
- Social Media;
- Bus Flyer;
- Utility Bill Notices;
- TCC Member Outreach; and,
- Online Targeted Newspaper Advertisements.

Roadway Project Submission Public Involvement Opportunities - The CRTPO should conduct public involvement activities to seek input regarding the proposed roadway projects to evaluate during the development of the MTP. Public engagement during the development may utilize the following:

- Online interactive mapping where residents can express support for project submissions;
- Open houses or public workshops;

- Informational presentation to an elected board or civic group; and,
- Staffed table (pop-up) at a regularly scheduled event

Fiscally Constrained Project List Public Notification - Public notices should be concise and **specify that CRTPO is seeking input on its draft fiscally constrained project list within the MTP** and why it is important for the public to participate. CRTPO Currently maintains a project website for the development of its MTP. This should be the central location for all online materials for this process. The following techniques may be utilized as appropriate to inform stakeholders and the public about participation opportunities.

- E-blasts;
- Social Media;
- Bus Flyer;
- Utility Bill Notices;
- TCC Member Outreach; and,
- Online Targeted Newspaper Advertisements

Fiscally Constrained Project List Involvement Opportunities – The CRTPO should conduct public involvement activities to seek input regarding the proposed roadway projects to evaluate during the development of the MTP. The following guidelines should be considered in planning for a public comment period for the fiscally constrained project list:

- The fiscally constrained project list should be made available for at least a 14-day public comment period. A 30-day public comment period is preferable if meeting schedules permit.
- The fiscally constrained project list should be made available on CRTPO's website along with instructions for residents to provide comments on the project list.
- A summary of public comments should be presented to the TCC and MPO in consideration with the adoption of the project list.

Public engagement during the fiscally constrained project list may include the following techniques:

- Online interactive mapping where residents can express support for the fiscally constrained projects;
- Open houses or public workshops;
- Informational presentation to an elected board or civic group;
- Staffed table (pop-up) at a regularly scheduled event; and,
- Recorded webinar that summarizes the process to develop the fiscally constrained project list.

Amendments to the Metropolitan Transportation Plan - MTP amendments are required when a project scope is modified, or when the project is included within the TIP. Residents will have the opportunity to review and provide input on the amendment. The following recommendations are intended to provide guidelines in accounting for public input in the MTP amendment process:

Recommendations:

- MTP amendments should follow the three-tiered impact system in determining the appropriate level of public involvement activities as described previously for the CTP amendments (Chapter IV: Section B.1).
- Amendments to the MTP will follow the same procedures for notification and public input solicitation as the CTP. A 30-day comment period will be enacted. CRTPO should coordinate with the affected municipality to determine if a public meeting is warranted during the 30-day period. The municipality of the proposed amendment should post information regarding the amendment on its website, social media, and other appropriate techniques.

3. Transportation Improvement Program

The TIP is a staged, prioritized, ten-year intermodal program of transportation projects, prepared in each metropolitan area, which is consistent with that area's metropolitan transportation plan. Each metropolitan TIP is incorporated in its entirety into the STIP. In North Carolina, the TIP is separated into a five-year Transportation Improvement Program and a five-year Development Program and is updated every two years. The TIP is developed through NCDOT's decision-making tool referred to as the Prioritization process, which is the mechanism for allocating funding from the Strategic Transportation Investments (STI) legislation (HB 817, 2013).

TIP Development Process - [NCDOT's Prioritization Process](#) is a two-step, data-driven process to develop the State Transportation Improvement Program (STIP) every two years. The first step is the submission of projects to NCDOT for scoring and the second phase is the local input points assignment process that each MPO, Rural Planning Organization (RPO), and NCDOT Division participate to indicate their local priorities.

TIP Development Process

CRTPO facilitates the coordination with municipalities, transportation providers, and public input to identify the projects from the MTP that are submitted for NCDOT Prioritization.



NCDOT scores projects for each mode based upon a defined set of criteria.



CRTPO allocates local input points based upon a methodology that has been approved by NCDOT. The application of local input points improve a projects score

The CRTPO uses the MTP and other plans as a basis for submitting projects to NCDOT for the TIP Development process. Due to the technical nature of the TIP Development process following the passage of STI, the CRTPO should ensure that all materials prepared through this effort are easy to understand for all residents within the planning area.

Project Submittal Phase:

It is important that residents provide input in during the project submittal phase within the TIP development process because the STI legislation limits project submission to MPOs, RPOs, or NCDOT Divisions. This requires residents, local governments, and other public interest groups to actively participate in the CRTPO's public involvement period of its project submission phase to ensure that their priorities are being considered within this process.

The CRTPO collaborates with its member jurisdictions and other surface transportation providers within the planning area to develop project submittal lists to submit to NCDOT for scoring in the TIP development process. The CRTPO receives a set amount of submittal slots from NCDOT, and has the opportunity to submit aviation, bicycle/pedestrian, roadway, rail, and transit projects to NCDOT for scoring.

It should be noted that both NCDOT Division offices (10 & 12) within CRTPO also receive a smaller number of project submittal slots during each round of NCDOT Prioritization. Staff should coordinate the project submittal process to the extent possible with the NCDOT Division offices to ensure that residents are aware of the projects that are being submitted by each organization.

Public Involvement Process:

The CRTPO should consider the following process recommendations to provide an opportunity for adequate public involvement in the project submittal phase of the TIP development process.

- A minimum 14-day public comment and review period should be held for the proposed list of projects to submit to NCDOT for the TIP Development process. A 30-day comment period is desirable if CRTPO meeting schedules, and NCDOT milestones allow for this timeframe within this phase.
- Draft lists and maps of projects proposed for project submittal should be easily found on CRTPO's webpage. Context should be provided in regards CRTPO's process to give priority to the submission of roadway projects from the current MTP.
- The public comment period should be announced by using media releases, newsletter articles, social media posts and CRTPO's website.
- Residents may attend the MPO Board meeting to provide comments on the TIP Development project submittal lists.
- Staff should summarize the public comments received on the project submittal lists and post a summary on the NCDOT Prioritization webpage.
- A summary of public comments received should be presented to the TCC and MPO during the endorsement presentations.
- The MPO board can divert from the recommended project submittal list proposed by the TCC based upon public comment received.

Public Involvement Techniques:

Public engagement during the project submittal process list may include the following techniques:

- The CRTPO's NCDOT Prioritization webpage should be used as the central location for information regarding this process. Links to the recommended project submittal lists and PDF (static) maps should be easily viewed on the webpage.
- Consider implementing online interactive mapping within the webpage where residents can express support for submission of projects;
- Open houses or public workshops can be held as deemed necessary;
- Informational presentation to an elected board or civic group;
- Staffed table (pop-up) at a regularly scheduled event; and,
- Recorded webinar that summarizes CRTPO's role in the NCDOT Prioritization process.

Local Input Point Assignment Phase:

This is the second step of CRTPO's TIP Development process, and it usually begins four to six months following the submission of projects for scoring. Based upon the STI legislation, local input points define up to 30% of Regional Impact and 50% of Division Needs tier project scores in the TIP Development process. Statewide Mobility projects are scored by NCDOT based upon 100% criteria scoring, and generally are not eligible for

local input points unless they are unfunded in the Statewide Tier. In most cases, a Regional Impact or Division Needs project must receive allocations of local input points from both CRTPO and an NCDOT Division in order to be funded within the TIP, making this a critical step in the TIP Development process.

The STI legislation requires each MPO, RPO and NCDOT Division to adopt a local input points assignment methodology with at least one quantitative and one qualitative criteria. The [CRTPO's local input points methodology](#) uses the scores and horizon years from its most current fiscally constrained MTP project list as its primary prioritization criteria for assigning local input points. Roadway projects that are not included within the fiscally constrained project list and non-highway projects are prioritized for local input points based upon the NCDOT quantitative score. Given data-driven requirements required as part of the CRTPO's methodology, the draft assignment of local input points to projects is developed by members of the TCC and presented to the MPO board as an information report as a request to open a public comment period.

Coordination with both NCDOT Division offices (10 & 12) on the mutual assignment of local input points to priority projects is integral to funding projects in the forthcoming TIP. Staff should coordinate with the NCDOT Division offices to ensure that residents are aware projects will most likely require mutual local input point assignments from both the CRTPO and the respective division to receive funding in the draft TIP.

Public Involvement Process:

The CRTPO should consider the following process recommendations to provide an opportunity for adequate public involvement in the local input points assignment phase of the TIP development process.

- A minimum 14-day public comment and review period should be held for the proposed list of projects to submit to NCDOT for the TIP Development process. A 30-day comment period is desirable if CRTPO meeting schedules, and NCDOT milestones allow for this timeframe within this phase.
- Draft lists and maps of projects proposed for local input points assignment should be easily found on CRTPO's webpage. The assignment of the NCDOT Division's allocation of local input points to these projects should also be shown if the data is available.
- Context should be provided in regards to the STI legislations requirements for adherence to CRTPO's adopted local input points methodology.
- The public comment period should be announced by using media releases, newsletter articles, social media posts and CRTPO's website.
- Residents may attend the MPO Board meeting to provide comments on the draft list of projects proposed for local input point assignment.

- Staff should summarize the public comments received on the draft list of projects proposed for local input points assignment and post a summary on the NCDOT Prioritization webpage.
- A summary of public comments received should be presented to the TCC and MPO during the endorsement presentations.
- The MPO board can divert from the recommended list of projects proposed for local input point assignment by the TCC based upon public comment received. If a diversion from the recommended local input points assignment occurs, it should be clearly documented on the final project list that is posted to the CRTPO website.

Public Involvement Techniques:

Public engagement during the local input point assignment process list may include the following techniques:

- The CRTPO's NCDOT Prioritization webpage should be used as the central location for information regarding this process. Links to the recommended local input point assignment lists and PDF (static) maps should be easily viewed on the webpage.
- Consider implementing online interactive mapping within the webpage where residents can express support for local input point assignment for specific projects;
- Open houses or public workshops can be held as deemed necessary;
- Informational presentation to an elected board or civic group;
- Staffed table (pop-up) at a regularly scheduled event; and,
- Recorded webinar that summarizes CRTPO's role in the NCDOT Prioritization process.

Public Involvement Opportunities Following Release of DRAFT TIP- Once the NCDOT Prioritization process is complete; CRTPO should begin the process of informing the public regarding the contents of the draft TIP. The release of a draft TIP will usually require project amendments to the current MTP, and an air quality conformity determination. MTP amendments and air quality conformity determination are incorporated into the TIP adoption process.

The following recommendations are intended to ensure that residents are adequately notified of the release of the draft TIP:

- The CRTPO currently maintains a webpage on its website with content on the current TIP and TIP archives. During the TIP adoption process, the following materials should be included on the webpage:
 - TIP adoption schedule;
 - Information regarding the public comment period;
 - Links to PDF (Static) maps that clearly label the projects identified through the TIP Development process. Given the CRTPO's unique geography, it may be helpful to divide the maps by County;
 - Link to the TIP Financial Plan;
 - Link to Air Quality Conformity Determination document; and,

- Link to lists and maps of MTP amendments that have been identified by the release of the draft TIP.
- The draft TIP will be available for residents to review the document and other related materials on its website.
- Emphasis should be placed on CRTPO's involvement in the project submittal and local input points processes within the most current round of NCDOT Prioritization led to the projects that are identified in the draft TIP.
- A minimum 14-day public comment and review period should be held for the draft TIP. A 30-day comment period is desirable if CRTPO meeting schedules, and FHWA milestones allow for this timeframe within the TIP adoption process.
- The public comment period should be announced by using media releases, newsletter articles, social media posts and CRTPO's website.
- Residents may attend the MPO Board meeting to provide comments on the draft TIP.

Amendments and Modifications to the Transportation Improvement Program

- An amendment or modification to the TIP is necessary when projects are added or removed, funding levels have changed, or a project schedule has shifted. Both TIP amendments and administrative modifications will require a recommendation from the TCC and adoption by the MPO.
- Administrative modifications may occur if a change will not alter the intent of a project and has minor impact. Public outreach is not necessary with an administrative modification.
- TIP Amendments are proposed when changes occur in funding sources, schedule, and project scope.
 - Staff should determine the level of public involvement that is appropriate for TIP amendments since their impacts may vary.
 - TIP amendments that also require an amendment to the MTP and/or a new conformity determination will be required to have a public involvement component.
 - Public involvement is recommended if the TIP amendment is recommended to cancel a regionally significant project.

C. Transportation Conformity Determinations

The CRTPO is required to demonstrate that projects included in the MTP and TIP follow the National Ambient Air Quality Standard (NAAQS). This requirement is important in protecting air quality for both residents and the environment. Conformity determinations are necessary during the TIP and MTP adoption process, and during certain TIP and MTP amendments.

A public comment period is required when a conformity determination is conducted. Staff will determine if a public meeting is warranted based upon the impact of the conformity determinations. Public involvement activities may be coordinated with MTP and TIP outreach efforts because the conformity determination is typically related to the requested action for the TIP and/or MTP.

D. Public Involvement Plan

A 45-day public comment period is required when an MPO updates its PIP. The recommended document should be available on the CRTPO's website. The public comment period should be announced by using media releases, newsletter articles, social media posts and the CRTPO's website.

Residents may attend the MPO board meeting to provide comments on the draft PIP. Public comments will be evaluated and appropriately considered prior to the adoption of the PIP by the CRTPO. The final PIP will be available on the CRTPO website. Hard copies may be available upon request.

E. Public Involvement Performance Measures and Periodic Reporting

The CRTPO should consider producing periodic reports that summarize the public involvement activities and associated performance measures as staff time allows. The report should include an assessment of each activity and any resulting recommended changes to future public involvement efforts. The MPO board members and the TCC will be notified that this report is available on CRTPO's website. The chart on the next page describes a summary of potential performance measures for the CRTPO's public involvement activities.

CRTPO Public Involvement Performance Measures and Targets

Tool/Effort	Measurements	Method to Reach Goals
Public Involvement Efforts		
Americans with Disabilities Act (ADA) Accessibility	Number of meetings that are ADA compliant and near transit (when applicable)	<ul style="list-style-type: none"> - Host meetings in locations with ADA accessibility; and, - Utilize facilities that are accessible to transit when available.
Participant Satisfaction	Performance based on level of participant satisfaction with the public involvement activity	<ul style="list-style-type: none"> - Conduct participant satisfaction surveys following CRTPO facilitated public meetings and workshops; - Ask leading questions to receive constructive feedback in regards improvements that can be made to the public involvement process; and, - Staff to evaluate responses and make the appropriate adjustments to its public involvement activities.
Website	Number of visitors	<ul style="list-style-type: none"> - Track unique website visitors and repeat visitors; and, - Eliminate City staff IP addresses from the website visitor counts.
Social Media	Number of new followers on social media accounts	<ul style="list-style-type: none"> - Use advertisements to target populations that are not currently following CRTPO; - Post interesting and informative information regularly to retain followers' interest; and, - Follow stakeholder organizations and comment on their pages as appropriate
	Number of "likes"/"re-tweets"	<ul style="list-style-type: none"> - Track the number of positive affirmations that particular posts receive on the CRTPO's Social Media accounts; - Evaluate posts that receive the greatest number of positive affirmations, and design future postings with similar information.
Newsletter	Percentage of opens compared to the total number sent	<ul style="list-style-type: none"> - Track the number of "opened newsletters" for each edition; and, - Identify the topics that have the greatest amount of "opens" to help shape future newsletter content
Plan Specific		
Share of Municipality Visits / Coordination	Number of visits and/or communications a municipality issues on behalf of CRTPO	<ul style="list-style-type: none"> - Track the municipalities visited and/or coordinated with during a plan or program. The purpose is to make sure all impacted areas receive opportunities to be educated and participate in the process.
Comments Received Per Meeting	Percent of attendees who submit a comment form during a public meeting	<ul style="list-style-type: none"> - Ensure that all attendees are verbally notified about the opportunity to comment and are physically handed a comment form. - If a low percentage is received, reformat comment form for future meetings to make it more user friendly.
Total Plan Comments	Total number of comments received on a plan or program during the comment period and all outreach events	<ul style="list-style-type: none"> - Determine what method (meeting, mail, online, phone, etc.) was most popular for obtaining comments. Review outreach strategies for areas that are low.

CONCLUSION



V. Conclusion

The public engagement strategies outlined in this document serve as the CRTPO's PIP with the goal of increasing and encouraging public participation in the transportation planning process. The strategies have been developed through practice and are supported by the results from research efforts. A comprehensive update to the PIP was necessary for the following reasons:

- An increase in population, membership and area of the MPO due to the expansion of the Charlotte Urbanized Area, as a result of the 2010 Census;
- A new name for the MPO, the Charlotte Regional Transportation Planning Organization, triggered by the expansion of the MPO's planning area boundary;
- New Federal transportation legislation enacted in 2015, Fixing America's Surface Transportation Act (FAST); and
- New State transportation legislation enacted in 2013, Strategic Transportation Investments (STI), which materially changed the manner in which public involvement can be conducted as part of the TIP development process.
- Advancements made within the social media field as an effective method for government agencies to reach its residents more efficiently.
- Decrease the reliance on holding public meetings, and move towards having a "pop-up" presence at existing events.

The CRTPO recognizes the importance of conducting effective public engagement as a critical component of the continuing, cooperative and comprehensive (3-C) process upon which MPO activities were originally based. This comprehensive PIP should be reviewed and updated regularly to include new and innovative public engagement techniques to increase the CRTPO's ability to effectively engage audiences and successfully acquire input.



VI. Appendices

Appendix A

CTP Amendment Guidelines

Table II: CTP Amendment Guidelines

Mode	Facility Type	Administrative Modifications (Notification Only to TCC & MPO)	Procedural Amendments (MPO Adoption Required & Public Engagement)
Highway	<ul style="list-style-type: none"> Thoroughfares (Minor, Major, Boulevard, Freeway, Expressway) 	Status change from recommended to existing Status change from needs improvement to existing Minor change to alignment **	Add or remove facility Status change to recommended/needs improvement Major change to alignment ** <i>Classification change **</i>
	<ul style="list-style-type: none"> Grade Separations, Interchanges Managed Lanes Interchange (Direct Access) 	Status change from recommended to existing Status change from needs improvement to existing	Add or remove facility Status change to recommended/needs improvement Change to location <i>Classification change **</i>
Bicycle and Pedestrian	<ul style="list-style-type: none"> On-Road Facility Multi-Use Path Sidewalks 	Status change from recommended to existing Status change from needs improvement to existing Realignment necessitated by roadway realignment Minor change to alignment ** <i>Classification change **</i>	Add or remove facility Status change to recommended/needs improvement Major change to alignment **
	<ul style="list-style-type: none"> Greenways Grade Separations 	Status change from recommended to existing Status change from needs improvement to existing Minor change to alignment **	Add or remove facility Status change to recommended/needs improvement Major change to alignment **
Transit and Rail	<ul style="list-style-type: none"> Fixed Guideway ** Commuter Rail ** Active Rail ** High Speed Rail Corridor 	Status change from recommended to existing Status change from needs improvement to existing Minor change to alignment **	Add or remove facility Status change to recommended/needs improvement Major change to alignment ** <i>Classification change **</i>
	<ul style="list-style-type: none"> Operational Strategies ** 	Status change from recommended to existing Realignment necessitated by roadway realignment	Add recommended/existing strategy
	<ul style="list-style-type: none"> Rail Stops, Bus Park & Rides Intermodal Connectors Rail-Rail Rail-Highway Grade Separations 	Status change from recommended to existing Status change from needs improvement to existing	Add or remove facility Status change to recommended/needs improvement Change to location

** See Appendix B for definition

Classification change - CRTPO staff can determine if public engagement is needed or not.

Appendix B

Definitions

- **Minor Change to alignment:**
 - If the recommended alignment stays on the same parcel(s) as the adopted alignment and does not move closer than 400 feet to an adjacent parcel unless the adjacent parcel(s) owner(s) provide agreement to the recommended alignment in written form; OR
 - If the recommended alignment is being proposed as part of a development proposal, has been approved by the jurisdiction and will be constructed as part of that development. If there are parcels affected by the recommended alignment that are outside the development proposal, those parcel owners must be notified and provide written concurrence to the recommended alignment; OR
 - If the recommended alignment is being proposed as part of a development proposal and public outreach related to the development proposal has included references to the CTP amendment and all parcel owners affected by the recommended alignment that are outside the development proposal must be notified and provide written concurrence to the recommended alignment.
- **Major Change to alignment:** Any other amendment that is not defined as a minor change.
- **Classification Change:** Refers to changes related to the type of facility. For example, a change for a highway facility may update a road from Freeway to Expressway or Boulevard to a Major Thoroughfare. The overall impact is significantly different depending on the transportation mode. CRTPO staff will determine the appropriate level of public engagement when the classification changes.
- **Operational Strategies:** Operational strategies are classified within the CTP as managed lanes on expressways, express bus or bus rapid transit modes.
- **Transit and Rail:**

The following describes the eligible transit technology within the CTP:

 - Fixed guideway is a facility that generally operates in a dedicated guideway separated from general vehicular travel for the exclusive use of public transit, high occupancy vehicles and light rail.
 - Commuter rail is a form of regional passenger rail service within a metropolitan area that provides travel between principal cities and adjacent suburban areas.
 - Active rail is defined as railways that carry primarily either freight or cargo in the railcars to and from its destination by private freight rail companies such as Norfolk-Southern, CSX, etc.

Appendix C

Administrative Modifications and Procedural Amendments Process

This appendix provides an overview of the Administrative Modifications and Procedural Amendments to the CTP.

Administrative Modifications Process:

1. Staff from the CRTPO member jurisdiction initiates the process by coordinating with CRTPO staff to verify and confirm the request is an administrative modification.
2. The proposed modification will be presented by the member jurisdiction at a Transportation Staff Meeting (TSM) for information.
3. Pending any comments from TSM, the modification is conducted internally without action from the Technical Coordinating Committee (TCC) and CRTPO Board.
4. CRTPO staff will present a comprehensive list of modifications to the TCC and CRTPO Board meetings once a year.
5. NCDOT staff brings a list of all amendments once a year to the NC Board of Transportation Meeting for inclusion within the statewide CTP.

Procedural Amendments Process:

1. Staff from the CRTPO member jurisdiction initiates the process by providing a map of the proposed amendment and coordinating with CRTPO staff to verify and confirm the request is a procedural amendment.
2. If confirmed, the member jurisdiction staff will conduct a presentation during a TSM for information and/or discussion as needed.
3. Provided no significant issues are identified during the presentation at TSM, the request will move to an upcoming TCC Meeting for information to recommend that the Board open a public comment period on the proposed amendment. Board approval of the request is required to start the public engagement period. The member jurisdiction must lead the public engagement process. The public engagement period is preferred to be 30 days in length if meeting schedules permit, with a minimum 14 days.
4. Following the close of the public comment period, member jurisdiction staff conducts a second presentation at TSM to summarize the comments received.
5. Member jurisdiction staff provides all agenda text, attachments and presentations to be included within an upcoming TCC and CRTBO Board agenda to present a summary of the comments received.
6. NCDOT staff brings a list of all amendments at least once a year to a NC Board of Transportation meeting for inclusion in the State CTP plan.

Public Comment Waiver for Procedural Amendments: The requirement for public comment can be waived if the member jurisdiction can demonstrate that an adequate

level of public engagement has been conducted within the last year as part of a local land development proposal or plan adoption the amendment has conducted public involvement efforts sufficient to meet the guidelines in the CRTPO's PIP (Section 4.3, Waiver of Public Involvement Activities).

Appendix D

Public Engagement Requirements and Techniques for CTP Amendments

This appendix summarizes the public involvement requirements and suggested techniques for member jurisdictions conducting engagement on CRTPO CTP amendments:

- The public engagement period for review and comment should be held for 30 days in length if meeting schedules permit, with a minimum 14 days.
- Media releases must specify the current alignment or project that will be amended within the CRTPO's CTP.
- Residents will have the opportunity to provide input during a public comment period during a CRTPO Board meeting, by email, regular mail or facsimile.
- The appropriate project, plan or study information, maps, or similar should be made available on CRTPO and/or jurisdiction's website along with instructions for residents to provide comments.
- Member jurisdiction staff should summarize the public comments received on the project submittal lists. Summaries will be posted on the member jurisdiction and CRTPO webpage.
- Member jurisdiction staff should present a summary of public comments received to the TCC and CRTPO Board.

Member jurisdiction and CRTPO may implement the following techniques to inform residents of an open public comment period on a CTP procedural amendment proposed by a member jurisdiction:

- Public comment period may be announced by distributing media releases, e-blasts and inclusion in newsletter articles.
- Post an announcement on the member jurisdiction and CRTPO website regarding the proposed amendment, with instructions on how residents can provide input.
- Social media advertisements may be used to promote the details of the CRTPO Board meetings scheduled to review and/or action on the amendment.
- Notices may be distributed as bus flyers or within utility bill mailings to affected communities.

Public engagement may include the following techniques:

- On-line interactive mapping where residents can express support for project submissions;
- Surveys (on-line or in-person);

- Open houses or public workshops;
- Informational presentation to an elected board, civic group or neighborhood association;
- Staffed table (pop-up) at a regularly scheduled event; and
- Virtual meetings or recorded webinars.

Additional Guidance for Member Jurisdictions:

The member jurisdiction or designee will distribute information to notify the residents within a reasonable vicinity of the proposed amendment. Notifications will include information summarizing the proposed CTP map modification, instructions for residents to obtain additional information regarding the proposal, a schedule of presentations to the TCC and CRTPO Board and ways the public can provide comments. Information can be distributed using one or more of the following methods:

- The distribution should be targeted to the affected property owners and adjacent parcels that may experience a secondary impact. The distribution area should be determined by CRTPO staff and the member jurisdiction's judgment.
- Media release to the appropriate markets.
- The jurisdiction of the proposed amendment should post information regarding the amendment on its website, social media and other appropriate channels.
- For transit and rail amendments, the local transit agency that has initiated the CTP map amendment will lead the public involvement activities in accordance with its local outreach policy.
- For State rail or freight amendments, amendments will follow the public notification methods described under Section I. Highway, Bicycle, and Pedestrian Mode Amendments. Proposed changes will be reviewed to ensure that low-income and/or minority populations will not experience disproportionate impacts, as noted in Executive Order 12898 (see Chapter I, Section B). The CRTPO website will be updated with revised CTP maps once the CRTPO Board has approved the change.

Cabarrus Rowan MPO Public Participation Policy

Cabarrus Rowan Metropolitan Planning Organization

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Cabarrus Rowan MPO Public Participation Policy

Cabarrus Rowan Metropolitan Planning Organization

Summary of Changes

The current Public Involvement Policy document was adopted in 2017. This Public Participation Policy document makes the following updates and revisions:

- Out of an abundance of caution, MPO staff are recommending adding language to the PPP that specifically mentions the permissibility of electronic meetings. Currently, the North Carolina Open Meetings Law, which the MPO abides by as stated in the approved PPP, includes language enabling electronic meetings and voting. The current proposed update lists the reasonable steps the MPO should take to ensure meetings held solely electronically are as publicly accessible as feasible. It addresses requirements for notification as well as providing the public with the means to both view or listen to the meeting in real-time.

When Feasible:

- Meetings will be streamed live on an online platform that allows visual and audio capabilities to the general public.
- Meeting agendas and materials will be posted online in advance of the meeting.
- If public comments cannot be made in person, a means to provide comments by phone call, email, letter, or video will be provided. It is requested that public comments be received 48 hours prior to the meeting.

The full Public Participation Policy document can be found at:

<http://www.crmppo.org>

Cabarrus Rowan MPO

The Cabarrus Rowan Metropolitan Planning Organization (CR MPO) is the officially designated body responsible for administering the transportation planning process. The MPO plans for regional transportation needs including highway, transit, air, bicycle and pedestrian facilities within both Cabarrus and Rowan counties as well as connections to the greater Metrolina Area. The priority goals of the MPO planning process include:

- Promote the safe and efficient management, operation and development of the transportation system;
- Serve the mobility needs of people and freight;
- Public participation and partnership;
- Foster economic growth and development; and,
- Minimize the negative effects of transportation including air quality.

The MPO is responsible for developing and directing a continuous, comprehensive transportation planning process carried out cooperatively by the local, State and Federal governments in conformance with Federal laws and guidelines. Broad responsibilities include, but are not limited to, the following:

- To advise the policy boards within the MPO planning area on the status and needs identified through the transportation planning process.
- To assist the general public in understanding decisions and policies related to the transportation planning and decision-making process.
- Identifying existing and future transportation needs by analyzing existing conditions, data, and trends and making projections of future changes.
- Increase safety and security of the transportation system for motorized and non-motorized users.
- Increasing the accessibility and mobility options available for people and freight.
- Protecting and enhancing the environment and the improving quality of life.
- Enhance the integration and connectivity of the transportation system across and between modes.
- Support and improve transit services.

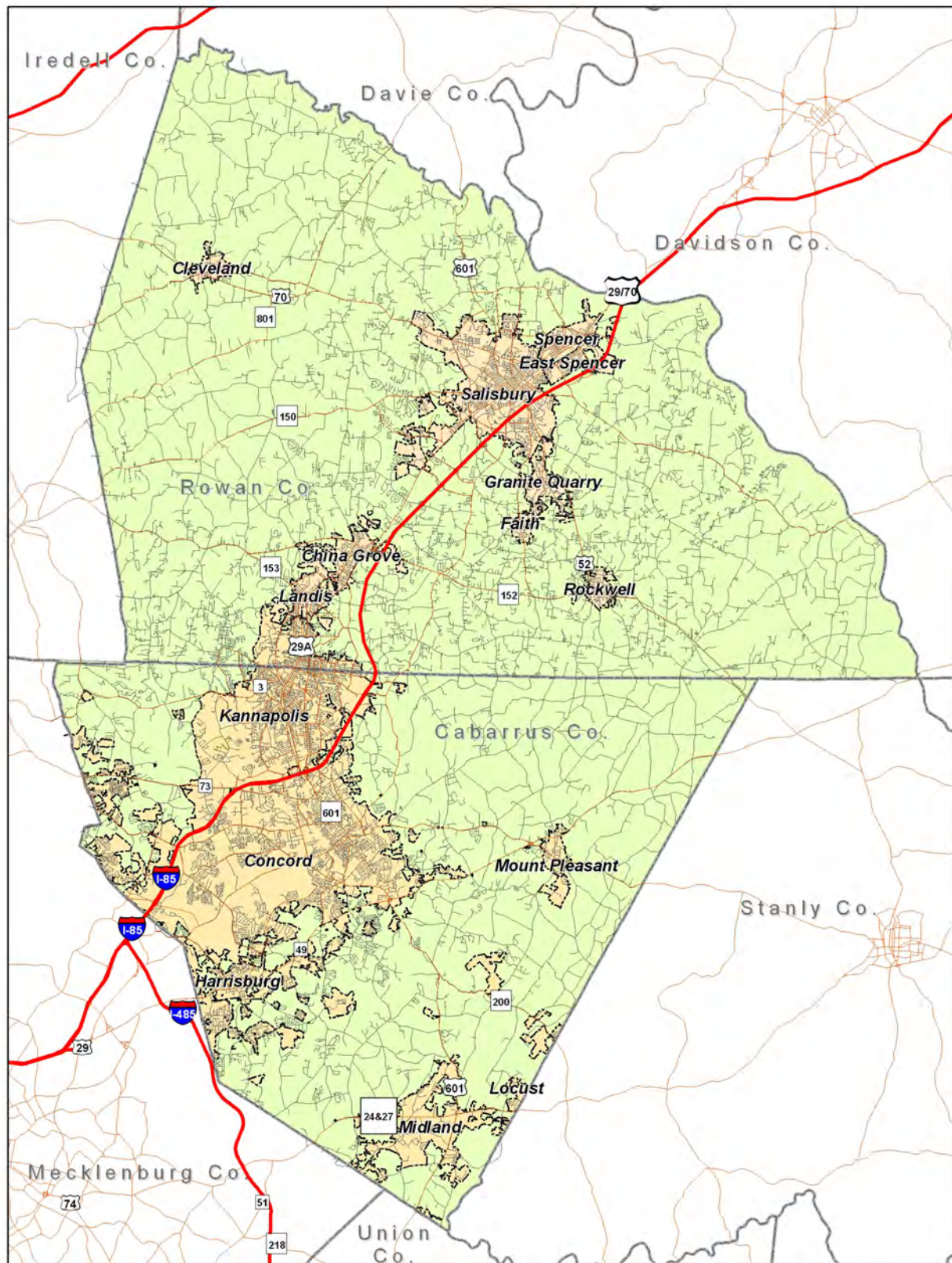


Figure 1 - Cabarrus Rowan Metropolitan Planning Organization

Participation in the Cabarrus Rowan MPO by member units of government is handled through two different groups: the **Transportation Advisory Committee (TAC)** and the **Technical Coordinating Committee (TCC)**.

The Transportation Advisory Committee is the policy and decision-making body for the Cabarrus-Rowan Metropolitan Planning Organization. The TAC is comprised of elected and appointed officials from the City of Concord, the City of Kannapolis, City of Salisbury, the Town of Landis, the Town of China Grove, the Town of Harrisburg, the Town of Spencer, the Town of Granite Quarry, the Town of Rockwell, the Town of Mount Pleasant, the Town of Cleveland, Cabarrus County, Rowan County, Town of Midland, Town of Faith, Town of East Spencer, and the North Carolina Department of Transportation. The TAC is responsible for approving the transportation planning documents and reports prepared by the MPO staff, developing policies on various transportation conditions and issues, and providing opportunities for citizen participation in the transportation planning process.

The Technical Coordinating Committee is the technical advisory body for the Cabarrus-Rowan Metropolitan Planning Organization. The TCC is comprised of professional planning and engineering staff from the City of Concord, the City of Kannapolis, City of Salisbury, the Town of Landis, the Town of China Grove, the Town of Harrisburg, the Town of Spencer, the Town of Granite Quarry, the Town of Rockwell, the Town of Mount Pleasant, the Town of Cleveland, Cabarrus County, Rowan County, Town of Midland, Town of Faith, Town of East Spencer, and the North Carolina Department of Transportation. The TCC makes recommendations to the TAC and is also responsible for providing opportunities for citizen participation in the transportation planning process.

MPO Plans and Programs

The Cabarrus Rowan MPO is responsible for creating and maintaining documents essential to the on-going transportation planning effort and guiding the prioritization and implementation of transportation projects.

Federally Required Documents

Metropolitan Transportation Plan (MTP)

The MTP is a multimodal plan with a minimum 20-year planning horizon that is fiscally constrained. The MTP must currently undergo an air quality conformity analysis determination. The MTP must be updated at least every four (4) years. The current MTP is the 2040 Metropolitan Transportation Plan Update approved March 2014 and amended August 2015.

Air Quality Conformity Determination (AQCD) (Clean Air Act (CAA) Amendments of 1990)

Transportation conformity is required for MPOs that are non-conforming or in maintenance for the State Implementation Plan (SIP) air quality standards regulated by the CAA. The MPO must meet conformity requirements or risk a conformity lapse where the use of Federal transportation funds is restricted to projects that do not increase roadway capacity.

Metropolitan Transportation Improvement Program (MTIP) and Rider Transit System Program of Projects (POP)

The MTIP is a ten-year (10) program that schedules State and Federal funding for roadway, bridge, safety, public transportation, passenger rail, bicycle, and pedestrian projects transportation projects in the MPO. The MTIP is a subset of the State Transportation Improvement Program (STIP) and must meet AQCD. The City of Concord Rider Transit System's Program of Projects (POP) is included in MTIP document.

Major Investment Study

A major investment study (MIS) is a planning tool to support decisions on significant federally funded transportation investments along a corridor or sub area level within the MPO. It is a detailed analysis designed to provide local decision-makers with more comprehensive corridor level technical analysis early in the transportation planning process.

Congestion Management Processes (CMP)

As a TMA, the Cabarrus Rowan MPO produces a CMP as an integral part of the MTP. The purposes of the CMP are to identify and address most of the major existing traffic congestion problems and conditions in the urban area and to identify a variety of tools and techniques that can be used to mitigate the identified problems.

Environmental Justice (EJ) Plan (Executive Order (EO) 12898, 1994)

The EJ Plan outlines specific goals and procedures the MPO will follow to involve minority and low-income populations in transportation planning processes and avoid disproportionately high and adverse impacts on minority and low-income populations.

Public Participation Policy

The Public Participation Policy details the MPO's commitment to public participation for all transportation plans and air quality conformity determination reports with clear, timely information; early and continuous involvement; and increased access for citizens, public agencies, providers of public transportation, and low income and limited English segments of the community. The Public Participation Policy outlines techniques to engage the public and provide outreach through traditional and new social media outlets. The Public Participation Policy includes performance measures that will provide information on the effectiveness of public involvement strategies. The Public Participation Plan will be implemented as a part of the MTP processes and outreach.

Unified Planning Work Program

The MPO prepares an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit.

Annual List of Federal Project Authorizations

Each year the North Carolina Department of Transportation (NCDOT) provides the CR MPO with an annual list of project that receive Federal Authorizations.

State Required Documents

Comprehensive Transportation Plan (CTP)

The MPO, with the cooperation of North Carolina Department of Transportation (NCDOT), develops a CTP based on population growth, economic conditions, and land use patterns. The CTP includes highway, transit, rail, bicycle and pedestrian elements in five maps to guide the development of the transportation system and document all expected projects at build-out with no regard to funding and/or timing constraints.

Strategic Prioritization Process

The NCDOT Strategic Planning Office of Transportation (SPOT) manages the STIP Project Prioritization process through a transparent, data-driven decision-making process for transportation projects along with local MPO input. The SPOT process develops an initial ranking and Statewide projects are prioritized with available funding. Remaining Statewide projects and Regional and Division level projects receive local

ranking and points through the MPO and NCDOT Division. Final STIP funding decisions are made using project scores and points along with the application of financial and scheduling constraints.

Other MPO Plans

Livable Communities Blueprint

The Livable Community Blueprint is a guide to assist Cabarrus County and the municipalities to identify bicycle and pedestrian routes on which they may focus over the next decade. The plan is located at <https://www.cabarruscounty.us/government/departments/active-living-parks/Pages/Livable-Community-Blueprint.aspx>

Carolina Thread Trail Masterplan for Cabarrus County

The Cabarrus County vision for greenway and trail development to connect the county, cities, towns and region within the Cabarrus Rowan MPO. The plan is located at https://www.cabarruscounty.us/government/departments/active-living-parks/Documents/parks_carolina_thread_trail_master_plan.pdf

Public Participation Policy

The Cabarrus-Rowan Metropolitan Planning Organization's (CR MPO's) Public Participation Policy is an umbrella policy, encompassing the plans and programs of the Urban Area's transportation planning process. Public involvement is an integral part of the CR MPO's planning efforts and is intended to offer opportunities for the general public and particularly, historically disadvantaged populations to provide meaningful input into the transportation planning and decision-making process. The Public Participation Policy is comprised of the public involvement programs for all the major planning activities, including the Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (MTIP), Major Investment Studies (MIS), and the Unified Planning Work Program (UPWP). The CR MPO will seek public input through a menu of techniques, including but not limited to, public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, social media outreach, website and traditional media relations. The techniques employed will vary, depending on the specific planning task. The MPO will hold a forty-five (45) day public comment period for amendments to the Public Participation Policy. The CR MPO's Public Participation Policy will be consistent with the requirements of the Fixing America's Surface Transportation Act (FAST Act), the National Environmental Policy Act (NEPA) and the FTA/FHWA Guidance on Public Participation.

Federal Requirements

The MPO's Public Participation Policy is designed to be consistent with the requirements of the following Federal laws and processes detailed in **Appendix A – Acronyms, Glossary of Terms and Federal Requirements**:

- FAST Act – Fixing America's Surface Transportation
- Title VI of the Civil Rights Act of 1964
- Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)
- Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency (2000)
- Americans with Disabilities Act of 1990
- Rehabilitation Act of 1973, Section 504

- Rehabilitation Act Amendments of 1998, Section 508
- National Environmental Policy Act
- Clean Air Act Amendments of 1990

Purpose

The purpose of the CR MPO Public Participation Policy is to have a proactive public participation process that provides complete information, timely public notice, and full public access to MPO activities at all key stages in the decision

-making process. This Policy is designed to ensure that the involvement of communities most affected by particular plans or projects are afforded ample opportunity to participate in the development of these plans and that transportation decisions will reflect public priorities.

Objectives

1. Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.
2. Maintain public involvement from the early stages of the planning process through detailed project development.
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Make special efforts to increase the involvement by groups of people who do not generally participate, particularly low-income and minority populations.
5. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
6. Ensure that technical information is available to the public in an understandable form and that all segments of the population are afforded access to this information.
7. Maximize the use of communications technology to facilitate the exchange of information, including use of the MPO web site and other electronically accessible formats (dropbox, e-mail, etc.).
8. Establish a channel for an effective feedback process.
9. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the FAST Act, NEPA and the FTA/FHWA Guidance on Public Participation.

The Public Participation Policy consists of levels of public involvement depending on the nature and scope of each project or plan. Special emphasis will be given to engage the public in planning studies that form the basis for later programming decisions. Planning activities include corridor studies and special regional studies, environmental assessment studies, development of the MPO MTP and CTP. The MPO shall make every effort to involve the affected community through methods such as local direct mailing, transportation committees of local jurisdictions, public information meetings, and newsletters.

Public Involvement Opportunities

Open Meetings

The TCC holds regular monthly meetings on the 3rd Wednesday of every month and the TAC holds regular monthly meetings on the 4th Wednesday of every month except the months of December and July. All of

these meetings are open to members of the public and media and subject to the North Carolina Open Meetings Law. At the beginning of each regular meeting, the TCC and TAC provide time to receive public comments. All materials presented during MPO committee meetings will be public record and made available for review at the CR MPO office. Copies of archived records are available upon request.

Electronic Meetings

The CR MPO may choose to hold electronic meetings solely online or electronically. For CR MPO boards, the decision to hold an electronic meeting will be made by the Chair and Vice-Chair of each respective board in consultation with the MPO Director. In these cases, a telephone number will also be published for individuals without internet access.

When Feasible:

- Meetings will be streamed live on an online platform that allows visual and audio capabilities to the general public.
- Meeting agendas and materials will be posted online in advance of the meeting.
- If public comments cannot be made in person, a means to provide comments by phone call, email, letter, or video will be provided. It is requested that public comments be received 48 hours prior to the meeting.

Adequate Notice

The local news media will receive notification of all TCC and TAC meetings. The CR MPO will provide at least a week notice to citizens and media outlets of meetings in accordance with North Carolina Open Meetings Law. Meeting notices and the meeting schedule for the year is posted on the CR MPO website and publicized.

Access by Persons with Disabilities

All TAC, TCC and other MPO meetings will be held in facilities that are accessible to people with disabilities. All notices for planning activities of the Cabarrus Rowan Metropolitan Planning Organization will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions requested). The MPO will use the North Carolina Department of Health and Human Services database of sign language interpreters in our region to secure a sign language interpreter for a scheduled meeting upon request. Currently the database is available at [HTTP://WWW.NCDHHS.GOV/DSDHH/DIRECTORIES.HTM](http://www.ncdhhs.gov/dsdhh/directories.htm).

Public Outreach for General Programs and Plans: The MPO will involve residents, member municipalities, affected public agencies, representatives of neighborhood groups, planning committees, public and private providers of transportation, freight handlers, non-motorized transportation users, the disabled, economic development and business groups and associations, and other parties who express an interest in the process.

Public Outreach for Special Studies: For special studies, the MPO will identify and involve persons and groups that might be affected by potential changes to transportation services or facilities under review. Examples include: abutting property owners, neighborhood associations, environmental groups, appropriate federal, State and local agencies responsible for land-use, environmental and economic

development, and businesses within the study area.

Transportation Equity

During the adoption of transportation plans, policies and programs, the MPO will ensure fair and full participation in the transportation planning process by all citizens who may be potentially affected and be consistent with the Environmental Justice Executive Order guidance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MPO will identify low-income and minority populations by traffic analysis zones or by census tracts, so the effects or burdens of transportation programs and on these groups can be reviewed and addressed to ensure transportation programs are distributed throughout the planning area fairly. Public outreach to low-income and minority populations will be made by maintaining a distribution email or mailing list of community organizations and leaders, inviting them to public meetings/workshops and speaking at community meetings. Public notices for adoption of new or major updates to the MTP or MTIP will be placed in newspapers and other available media outlets to reach low-income, minority and Spanish speaking communities.

Format of Public Meetings

Public meetings allow the MPO staff an opportunity to interact with citizens that may be directly affected by specific transportation plans. The general format of public meetings may include: a presentation by MPO staff; a question and answer period, and a summary of materials covered. Meetings may also incorporate using maps to identify where citizens are located, and an interactive activity. The CR MPO will hold multiple public meetings at various locations throughout the planning area. At least one will be in the evening or on a weekend to allow those with traditional work schedules to attend, and at least one will be during the traditional work day to allow those who work in the evenings or on weekends to attend. As appropriate, meetings will be held in minority communities.

Visualization Techniques

The Cabarrus Rowan MPO will use visualization techniques to clearly present information relating to MPO transportation plans, MTIPs and other planning projects. The goal of the MPO visualization policy is to help the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. See the definition of visualization in the glossary (Appendix A) for examples of visualization techniques.

Time Period for Public Comments

The MPO shall allow reasonable time for public review and comment at key decision points. Minimum public review and notification periods shall be as follows:

- Amendments to the MPO's Public Participation Policy – 45 days
- Adoption of the MTIP & major MTIP amendments, Air Quality Conformity Determination, MTP/CTP & major amendments – 30 days
- TAC & TCC Meetings – 7 days

Public Outreach Timelines and Actions Table

Planning Document	Update	Amendment	Administrative Modification
Metropolitan Transportation Plan (MTP)	At least one public meeting during the 30 days public review period prior to approval	Public Review and Comment period to last 30 days prior to approval	No public participation required for correcting small, non-substantial items

Metropolitan Transportation Improvement Program (MTIP) Air Quality Conformity Determinations (AQCD)	Public Review and Comment Period to last 30 days prior to approval	Public comment period on the MTP during the TAC Meeting prior to final approval	
	Public comment period during the TAC Meeting prior to final approval		
Prioritization List	Public Review and Comment Period to last 28 days after initial TAC list approval	NA	No public participation required
Comprehensive Transportation Plan (CTP)	Public Review and Comment Period to last 30 days prior to approval	Public Review and Comment period to last 30 days prior to approval	No public participation required for correcting small, non-substantial items
Public Participation Policy	Public Review and Comment Period to last 45 days prior to approval	Public Review and Comment Period to last 45 days prior to approval	No public participation required for correcting small, non-substantial items
	Public comment period during the TAC Meeting prior to final approval		
Major Investment Study (MIS)	Public comment on a case by case basis to meet goals of MIS.	Public comment on a case by case basis to meet goals of MIS.	No public participation required
Unified Planning Work Program (UPWP)	Public comment period during the TAC Meeting prior to draft approval	Public comment period during the TAC Meeting prior to draft approval	No public participation required
Annual List of Federal Project Authorizations	Annual Authorizations made available for review and comment at MPO and on the website.	Annual Authorizations made available for review and comment at MPO and on the website.	No public participation required

General Guidelines

The following are general minimum requirements for all plans and projects requiring public involvement:

1. A public notice inviting comments at the beginning of the review period containing the following:
 - a. Locations where the document can be reviewed;
 - b. Instructions for submitting comments;
 - c. Contact information for questions or additional information, noting that comments on the public participation process are also welcome;
 - d. The due date for comments;
 - e. Date, time, location and special accommodations for any scheduled public meetings;
 - f. A link for additional information on the Internet.
2. MPO will include maps, photos, or renderings on public notices to attract interest, when possible.
3. The public notice (ad, poster or website notification) may be submitted to the following outlets, which will also be advised of any significant developments during the public review period:
 - a. For major updates of the MTP, CTP, MTIP or AQCD only, at least one major newspaper and publications serving minority communities. MPO will maintain the list of newspapers;
 - b. MPO Web site;
 - c. Press release to media outlets. MPO will maintain the list of media contacts;
 - d. Local newspapers and representatives of the MPO municipalities based on the project;
 - e. TCC and TAC members, as well as representatives of stakeholder agencies.
4. Documents may be available for public review for at least 28 calendar days at the following locations:

- a. Municipal and county government offices;
 - b. The MPO and NCDOT Division 9 and 10 offices;
 - c. Libraries in Rowan and Cabarrus Counties.
5. Documents should contain maps, photos, renderings, or other visualization tools to aid in understanding and shall be as jargon-free and succinct as possible.
6. The document shall also be available on the MPO website for the duration of the public review period. The website should be accessible and compatible with assistive technology tools.
7. During the public review period, comments should be submitted:
 - a. in writing;
 - b. via standard mail, e-mail and fax or Internet forms, if available.
8. Public comments received will be:
 - a. Acknowledged with a written or e-mailed receipt message;
 - b. Responded to as appropriate, which could include a direct communication to the commenter or a response in the revised document;
 - c. Documented and presented to the MPO's TCC and TAC, in summary form or verbatim, before a vote is taken to adopt the plan or document in question; and
 - d. Included in summary form or verbatim with final documents, if sufficiently significant.

Implementation Guidelines

Minor items are performed administratively with limited public involvement outside the regular meeting structure of the MPO. Members of the TAC will represent citizens in making decisions, and materials will be distributed to inform stakeholders and implementing agencies of changes. Residents may also attend and speak at the beginning of each TAC meeting upon recognition by the TAC Chair, who may impose a reasonable time limit for speakers. Items in this category would include:

- Administrative modifications to the MTIP, MTP or CTP;
- Small projects with few impacts; and
- Technical/preliminary/exploratory studies.

Full updates of the MTP, CTP, MTIP and major MTIP amendments with Air Quality Conformity Determinations, or other major projects, studies, plans, or amendments, especially those impacting much of the urban area or substantially affecting minority or low-income populations, will have additional involvement to increase public participation:

1. The MPO will ensure that as many people as possible receive information including:
 - a. Progress/update newsletters to provide timely notice at project kick-off, at the beginning of public comment periods, and otherwise as appropriate;
 - b. Targeted postal mailings to generate interest and announce public meetings or workshops where possible; and survey material to elicit comments that might not otherwise be volunteered.
2. Public notices (announcements, ads or posters) may be placed in the following additional locations:
 - a. Transit hubs and onboard buses, where possible;
 - b. Bulletin boards in recreation centers, especially those in minority or low-income communities impacted by the item in question or places of worship in affected areas.

2. An electronic notice will be sent to a list of interested parties, including representatives of neighborhood and community organizations, especially in minority and low-income communities, to provide timely information about public comment periods and meetings.
3. Multiple public meetings will be held in transit-accessible locations during regular service hours.
4. Special services will be provided upon seven business days advance notice, when practical and subject to availability, of services and resources including translation for non-English speakers, materials for the visually impaired, and services for the deaf and hard of hearing, in accordance with MPO policies. The availability of these services should be mentioned in public notices.

Metropolitan Transportation Plan (MTP) and Air Quality Conformity Determinations (AQCD)

The multi-modal Metropolitan Transportation Plan (MTP) public review and participation process is designed to provide early and adequate opportunities for citizens, public and elected officials to be involved in the Cabarrus-Rowan (CR) MTP development. This public participation program is designed to involve all parties in the early stages of plan development and the subsequent update process. It is also designed to provide gradual progression from the general information (vision setting and formulation of goals, objectives and policies) pertaining to the plan to very specific information regarding alternatives and plan selection.

1. The Cabarrus-Rowan (CR) Metropolitan Planning Organization will provide opportunity for early and meaningful public involvement in the development and update of the MTP.
2. Proactive participation techniques will be employed to involve citizens and provide full access to information and technical data. The technique will generally include, but not be limited to: public meetings/hearings, surveys, charrettes, mass media, etc. Visualization techniques shall be utilized to enhance the public's understanding of MPO plans and programs. The techniques will be utilized in an appropriate manner when presenting and describing MPO plans and programs.
3. Information dissemination, notification of meeting, publication of proposed plans will be integral elements of the public involvement process.
4. The MPO will initiate the MTP update process as required by the FAST Act, the Clean Air Act Amendments (CAAA) and subsequent federal regulations. Elements of the Transportation Plan, and/or amendments will meet all current Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and the North Carolina Department of Transportation (NCDOT) requirements.
5. The public comment period for all elements of the MTP will be for a minimum 30 day public comment period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the MPO. The contact person, phone number and e-mail address will be included in the public notice.
6. Public meeting(s) will be held to: formulate a vision for the MTP development; provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the Transportation Plan update process; and to receive citizen input.
7. All public meetings (forums) designed to solicit public comment will be held at various locations and times of day around the metropolitan area to encourage the greatest public participation. Public meetings will be held at a location which is accessible to persons with disabilities. Outreach activities will be conducted to inform minority and low-income groups and limited English-speaking

groups of the opportunity for public comment. At least one-quarter of these meeting shall be held in minority and/or low income areas and within ¼ mile walk of a transit route in an easily accessible area.

8. The Cabarrus-Rowan MPO will maintain a website which shall include information on the MTP, meetings, other programs and appropriate information. The MPO staff shall post on the CR MPO website draft documents that are subject to the MPO's public review process for review and comment. Staff will also use the website to distribute information to the MPO membership.
9. The MPO shall assess the distribution of impacts on low-income and minority groups for investments identified in the MTP and publicize these findings on the MPO website.
10. The TCC will assemble all comments and forward comments to the Transportation Advisory Committee (TAC). The TAC may choose to hold a public hearing before adopting the Metropolitan Transportation Plan.
11. Any significant revision and amendment to the MTP will be subject to the public review process as outlined above.
12. The public participation component of the MTP will generally follow the same citizen input and review as outlined in this policy. Public input will be solicited to review and comment on any major MTP amendment proposal as well as analyses conducted as part of the amendment request. Adequate opportunity will be provided for public involvement in the amendment of the MTP, and any significant revisions to the MTP will also be subject to public comment period as described in # 5 of this policy.
13. The CR MPO will endeavor to involve the public at key decision points of the MTP development. Decision points are those stages where the TAC will be required to endorse or take action on particular work elements. These include, but are not limited to:
 - Formulation of vision, goals and objectives
 - Policy development
 - Review and approval of socio-economic and demographic projections
 - Review of land use information and scenarios
 - Review and determination of transportation deficiencies
 - Identification of transportation (facility) needs
 - Evaluation of alternatives and selection of preferred option
 - Development of the Financial Plan
 - Plan recommendation and adoption

Metropolitan Transportation Improvement Program (MTIP) and Public Transit Systems Program of Projects (POP)

The Metropolitan Transportation Improvement Program (MTIP) is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using Federal, State, local and public-private funds. The MTIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the Transportation Plan are reached. The Fixing America's Surface Transportation Act (FAST Act) mandates an opportunity for public review of the MTIP. The City of Concord, City of Salisbury, Rowan County and Cabarrus County rely on this public involvement policy by the MPO to satisfy their public participation requirements for their respective Transit System's Program of Projects (POP). The CR MPO will prepare an MTIP based on 1) revenue estimates provided by the North Carolina Department of

Transportation (NCDOT) and 2) the CR MPO Regional Priority List. The public input element of the Metropolitan Transportation Improvement Program is presented as follows:

1. The Cabarrus Rowan Technical Coordinating Committee (TCC) will develop a draft Regional Multi-Modal Priority List from the Local Project Priorities of the MPO jurisdictions.
2. The Regional Priority List will be published for a minimum four week (28-day) public comment period and the notice will be published by the Metropolitan Planning Organization (MPO) in:
Independent Tribune
Salisbury Post

The notices for the public comment period will include an announcement that states that persons with disabilities will be accommodated. The Regional Priority List will be on file in the Cabarrus-Rowan MPO office, Cabarrus County Planning Department, Rowan County Planning Department, CR MPO website, and any participating municipal and county websites.

3. The Transportation Advisory Committee (TAC) will solicit public comment from interested parties on the draft Regional Priority List. The TAC will approve a final Regional Priority List after considering the public comments received.
4. The CR MPO Technical Coordinating Committee will develop a draft MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TCC will forward the draft MTIP to the Transportation Advisory Committee. The Transportation Advisory Committee will publish the draft MTIP for public review and comment.
5. Copies of a draft MTIP will be distributed to TAC members and via the CR MPO website. Each jurisdiction will also have copies, available for public review. The draft MTIP will follow the same notification procedures as outlined above for the Regional Priority List. The TAC will solicit public comment from interested parties on the draft MTIP. Public comments will be addressed and considered in the adoption of the MTIP.
6. The public comments will be assembled and presented to the Cabarrus-Rowan TAC.
7. Amendments to MTIP will be available for public review and comment, if they make a major or substantial change to the MTIP. The NCDOT has identified a delineation between STIP Amendments and Modifications and issued guidelines to address each category. The Cabarrus-Rowan MPO wishes to incorporate the language from these guidelines into their own MTIP amendment procedures. A major change in the MTIP is considered the addition or deletion of a project that is regionally significant and in the first 4 years of the TIP or can affect fiscal constraint in the STIP or LRTP. Additional public comment on project additions or deletions that do not meet any of these 3 criteria may be sought at the discretion of the TAC by majority vote. Administrative modification is a streamlining process recommended in a recent FHWA/FTA/NCDOT Joint STIP Review and do not require documentation of public review or comment, re-demonstration of fiscal constraint, or a transportation conformity determination.
8. Written public comments and their responses will be published as an appendix to the final MTIP.

MTIP Amendments:

- Change in project cost beyond a predetermined threshold; increases in highway projects that exceed both \$2 million and 20% of the original cost and may affect fiscal constraint

- Change in federally-funded or state-funded regionally significant transit, bicycle or pedestrian project that exceeds either \$1 million or 20% of the project cost
- Any addition or deletion of a federally funded or state funded regionally significant project or project schedule shifts that move ROW, major capital acquisitions, or construction authorization dates either in or out of to the first 4 years of the TIP
- Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the Metropolitan Transportation Plan
- Project schedule shifts to incorporate the project from an out-year into the current (four-year) TIP
- Change in the project design or scope that significantly changes the termini or project type, purpose, or number of through lanes on a non-exempt (for transportation conformity purposes) project
- Any addition, deletion or significant modification of non-traditional funding sources to a project (Nontraditional sources include state bonding and/or private participation)
- Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the TAC by majority vote.

MTIP Modifications

When a MTIP change is not substantial enough to trigger a MTIP amendment, a MTIP administrative modification takes place. A public hearing and 30-day public notice is not required for a MTIP administrative modification; however there will be a public comment opportunity provided at the TAC meeting where the MTIP modifications are being adopted. A MTIP administrative modification takes place under one of the following criteria:

- Any change to projects in years 5 or later
- Minor change to project descriptions, scopes, sponsor funding
- Minor cost increases in highway projects that do not exceed both \$2 million and 20% of the original project cost
- Addition or changes to locally-funded bicycle or pedestrian projects in the MTIP
- Schedule changes that move project authorization dates within the first 4 year MTIP time window and do not affect local air quality conformity findings
- Funding source changes between traditional funding sources (i.e. substituting available Congestion Mitigation Air Quality (CMAQ) funds for FTA section 5307 formula transit funds)
- Projects approved for Emergency Relief funds do not generally have to be included in the MTIP, so any changes made for emergency projects may be considered minor modifications.

Prioritization List

The TCC will develop a draft prioritization list from the local project priorities of the MPO jurisdictions using the approved local ranking criteria and point assignments process. Public participation for the prioritization list will include:

- Public input will be sought in the development of the prioritization criteria and local point assignments for regional and division level projects through the Strategic Transportation Initiative (STI)

- The draft prioritized list will be available for public comment for 28 days prior a final prioritization list approval by the TAC. The prioritization list will be submitted to the NCDOT for fiscal constraint prior to the release of the draft STIP.

Comprehensive Transportation Plan (CTP)

Additional public involvement at key decision points may include:

- Formulation of vision, goals and objectives
- Coordination of socio-economic and demographic projections with land use planning agencies

Public Participation Policy Updates

An important step in public involvement is evaluating the effectiveness of the policy and outreach activities in order to ensure a full and open involvement process. The CR MPO shall periodically review the overall effectiveness of the public involvement process in order to ensure that the process is providing meaningful citizen input. The public involvement policy is a work in progress and strives to improve CR MPO's efforts toward increasing public awareness and involvement in transportation planning. The CR MPO initially used a Public Involvement Survey, which was distributed in the fall of 2007, to gauge the public's satisfaction with the public involvement process. (The Public Involvement Survey is included as **Appendix C.**) Surveys will be developed to determine the success of public outreach methods and to judge how responsive they are in providing public input in the transportation decision-making process will be ongoing. Strategies and measures to evaluate public involvement effectiveness will rely on information gathered through surveys and data readily available to MPO staff. The CR MPO public involvement policy will be evaluated on a short and long-term basis.

Short Term

At every public involvement event, participants will be asked to evaluate the activity or opportunity. MPO staff will ask how the public found out about this opportunity and solicit feedback on the effectiveness of it or any suggestions for improvement. The MPO will develop public involvement objectives or strategies for evaluating the effectiveness of the public participation policy and track changes in public input and outreach or identify areas for improvement.

Long Term

The Public Involvement Policy must be reviewed at least every 4 years and updated in coordination with the development of the MTP.

Measures of Effectiveness and Biennial Evaluation Survey

Evaluation is a key component of any successful plan. Both short and long term evaluations ensure that the appropriate revisions to the public involvement approach are being recognized and addressed by the CR MPO. The objectives, strategies and measures below will be tracked by the MPO. The sources of data for these measures are meeting and attendance logs, surveys distributed at public meetings and events, records of public comments, and data on the total and unique number of hits on the MPO's website. Following these evaluations, it is possible that some public involvement activities will be refined, revisited, or discontinued. It is the philosophy of the CR MPO to strengthen the relationship with the public through these periodic evaluations and to report on the measures of effectiveness on a biennial basis.

Objective – Hold Regularly Scheduled and Advertised Meetings Open and Accessible to the General Public

Strategy**Measures**

All MPO Meetings, times, agendas, and locations will be publicly noted in newspapers and online	Overall increase in meeting attendance Increase in number of attendees who are first time
MPO meetings will be held in ADA compliant locations accessible to transit or near traditionally underserved communities	% of meetings that are handicapped accessible % of meetings that are within ¼ mile of transit Overall increase in participation from transit riders, physically challenged or underserved communities
Incorporate specialized surveys and questionnaires in meetings and events where appropriate	% increase in recipients who responded to the survey or questionnaire

Objective – Seek Out Traditionally Underserved Communities**Strategy****Measures**

Staff will provide presentations to community groups and provide one-on-one small group dialogue throughout the MPO to discuss process and projects	% increase in minority community and underserved participants in MPO outreach efforts. Geographic distribution of meeting attendees and comments
Identify communities with higher concentrations of under-served populations, develop relationships with community and religious leaders and hold workshops and meetings in these communities	Overall increase in participation by minority and underserved communities.

Objective – Engagement through a Variety of Outreach Activities to Maximize Public and Agency Input**Strategy****Measures**

Provide opportunities through the website for people to access plans and have input into transportation plan or project decision-making	Overall increase in on-line comments
Schedule at least two community presentations or meetings per year in the evening and at locations out in the community.	Overall increase in telephone, email, and public inquiries about MPO programs and plans Increase in small municipalities and rural attendee participation.
Explore new tools and techniques through social media engagement and visualization	Overall increase in comments and survey responses
Partner with agencies to broaden MPO awareness and maintain information to ensure planning continuity	Overall increase in meetings with other agencies on MPO related topics % Increase in public inquiries about MTP and other plans

Limited English Proficiency Plan (LEP)

The CR MPO LEP plan provides public outreach to comply with Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000) and is included in this plan by this reference. In addition, the Cabarrus Rowan MPO will use special strategies in special situations for engaging low-income, low-literacy, or limited-English-proficiency populations, including but not limited to the following:

- **Identifying LEP populations**

Areas within the CR MPO with high LEP populations will be identified and provided with specialized staff and materials for planning sessions or events.

- **Translation Services**

Interpretation assistance should be made available where possible and be as seamless as possible.

Create a list of staff translators serving CR MPO on an ad hoc basis.

Provide written materials translated into appropriate languages with general information and directions until an interpreter can be located.

Prepare documents, flyers, notifications, agendas, etc. in the language known by the LEP population.
Phone notices for public input should be provided in the language of the known LEP population

- **Evaluation of LEP services**

Distribute translated evaluation cards for feedback from LEP persons at meetings and CR MPO offices.

Appendices

Appendix A – Glossary, Federal Requirements and Key Acronyms

ADA – Americans with Disabilities Act; Federal legislation passed in 1990 prohibiting discrimination on the basis of disability. The act requires all transportation facilities and services must be accessible to individuals with physical handicaps.

- **Rehabilitation Act of 1973, Section 504** - Section 504 states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives Federal financial assistance.
- **Rehabilitation Act Amendments of 1998, Section 508** - Section 508 states that Federal agencies must ensure that electronic and information technology is accessible to employees and members of the public with disabilities to the extent it does not pose an “undue burden.”

CAAA – Clean Air Act Amendments of 1990; The original Clean Air Act from 1963 was revised in 1970, instituting the national air pollution control program. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the 1970 law and include transportation conformity.

Charrette – A meeting to resolve a problem or issue. Within a specified time limit, participants work together intensely to reach a resolution.

Enhanced Mobility of Seniors and Individuals with Disabilities (FTA Section 5310)

The Federal Transit Administration (FTA) Section 5310 grant program, formerly called New Freedom, supports additional transportation service options to Americans with disabilities to overcome barriers to employment and seeks to expand the transportation mobility options available to people with disabilities beyond the requirements of ADA.

FAST Act – Fixing America’s Surface Transportation

The FAST Act continues the public involvement requirements of MAP-21 and emphasizes the public involvement with Planning and Environmental Linkages and incorporates new stakeholders including Intercity Bus and Public Ports as public entities. The Act reinforces the emphasis on performance based approach to planning and programming and includes two new planning factors dealing with resiliency and creative stormwater mitigation strategies

JARC – Job Access Reverse Commute (FTA Section 5307)

The JARC program was established to address the unique transportation challenges faced by low-income persons seeking to obtain and maintain employment.

LEP – Limited English Proficiency - Federal regulations define Persons with Limited English Proficiency as individuals with a primary or home language other than English who must, due to limited fluency in English, communicate in that primary language if the individuals are to have an equal opportunity to participate effectively in or benefit from any aid, service or benefit in federally-funded programs and activities.

MAP-21 – Moving Ahead for Progress in the 21st Century

MAP-21 regulations require that an opportunity for public involvement be provided throughout the planning process. Metropolitan area plans include a public participation plan, with a minimum public comment period of 45 days required when a public participation plan is updated. Specific provisions should give affected parties a reasonable opportunity to comment on transportation plans. These parties include, but are not limited to, those identified as stakeholders.

NEPA – National Environmental Policy Act of 1969; An Act to establish a national environmental policy to provide for the establishment of a Council on Environmental Quality, and to promote efforts to prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare.

Nonattainment Area – An urbanized area which does not meet federal air quality standards defined in the Clean Air Act.

Public participation – The active and meaningful involvement of the public in the development of transportation plans and programs.

SAFETEA-LU - The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users Enacted August 10, 2005, SAFETEA-LU expanded the list of interested parties to be engaged during public participation (see “stakeholders” below). Provisions of SAFETEA-LU expanded consultation and cooperation with Federal, State, Local and Tribal agencies responsible for land use, natural resources and other environmental issues and promoted consistency of transportation plans with state and local planned growth and economic development patterns during the adoption of long and short-term plans. Additional requirements included methods to better communicate transportation plans with the general public by the use of visualization techniques and the integration of transportation and air quality planning in the areas designated by the U.S. Environmental Agency (EPA) as non-attainment or maintenance areas.

Stakeholders

An individual or organization involved in or affected by the transportation planning process. In order to create and implement transportation plans with long-lasting benefits, appropriate stakeholders must be identified. In accordance with MAP-21, stakeholders will include “citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties”. Citizens include the general public, environmental health, neighborhood, citizen, and civic organizations, and traditionally underserved communities such as people with disabilities, and /or low-income, minority, and elderly.

TAZ – Traffic Analysis Zone; The unit of geographic area, generally small and with similar development characteristics, used in travel demand modeling.

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-1) - Title VI of the 1964 Civil Rights Act states, “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to the discrimination under any program or activity receiving federal financial assistance. The Executive Order issued on Environmental Justice in 1999 further amplifies Title VI by providing that “each federal agency shall make achieving Environmental Justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The Executive Order requires all federal agencies to establish internal policies to meet the requirements of Environmental Justice.

- **Executive Order 12898** requires federal agencies and their sub recipients achieve environmental justice as part of its mission. MPOs must identify and address as appropriate disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects of its programs, policies, and activities on minority populations in the United States.
- **Executive Order 13166** requires public outreach to include people of limited English proficiency. Combined with nondiscrimination statutes, meaningful access would extend to people who cannot

read and understand what is read: thus the need to include outreach to low-literate populations is needed as well. MPOs must work to provide “meaningful access” to their limited English proficiency applicants and beneficiaries.

Urbanized Area – An urbanized area is a statistical geographic entity designated by the Census Bureau, consisting of a central core and adjacent densely settled area that contain at least 50,000 people with an overall population density of at least 1,000 people per square mile.

Visualization – The formation of visual images to describe information. Examples of visualization techniques include sketches, drawings, artist renderings, physical models and maps, simulated photos, videos, computer modeled images, interactive mapping, photo manipulation and computer simulation.

Sources:

- Atlanta Regional Commission, **CITIZEN’S GUIDE TO REGIONAL LAND USE & TRANSPORTATION PLANNING**, 2005
- Federal Highway Administration, **TRANSPORTATION CONFORMITY REFERENCE GUIDE**, 2006
- Federal Highway Administration, **VISUALIZATION IN PLANNING**, 2006

• Key Acronyms and Technical Terms Defined

Acronym or Term	Description
Conformity Analysis	Demonstration that when the projects planned in the MTIP and MTP are implemented the area will not exceed allowable motor vehicle emissions budgets.
Conformity Finding	Statement that the projects contained in the MTIP are essentially consistent with those listed in the MTP and that no new Conformity Analysis is needed to account for noted differences.
CMS	Congestion Management System. A program of strategies for monitoring, evaluating, and addressing traffic congestion. Required for Transportation Management Areas.
CMAQ	Congestion Mitigation and Air Quality Improvement Program. A federal highway fund category for projects intended to improve air quality.
CTP	Comprehensive Transportation Plan. A multimodal plan of maps of the MPO area that is not financially constrained and developed in consultation with NCDOT.
DENR	North Carolina Department of Environment and Natural Resources.
Emissions Budget	See Conformity Analysis.
EIS	Environmental Impact Statement. Technical review of impacts caused by a project on the environment. Required by NEPA.
EPA	United States Environmental Protection Agency.
FHWA	Federal Highway Administration (US Department of Transportation).
FTA	Federal Transit Administration (US Department of Transportation).
HTF	North Carolina State Highway Trust Fund.
MAB	Metropolitan Area Boundary. The boundary of the area within the transportation planning jurisdiction of an MPO.
MTIP	Metropolitan Transportation Improvement Program. Current MTIP covers FY 16-25, took effect October 1, 2015.
MTP	Metropolitan Transportation Plan. Long Range Plan for all modes of transportation and federal requirement. Last MTP was locally adopted on April 23, 2014.

Acronym or Term	Description
NEPA	National Environmental Policy Act. Federal law that requires consideration of environmental impacts for all major expenditures of federal funds.
RABA	Revenue Aligned Budget Authority. A budget-balancing provision of the FAST Act.
Section 104(f) PL	Funds distributed through the Federal Highway Administration for transportation planning tasks.
Section 5307	Funds distributed through the Federal Transit Administration for public transportation capital assistance, operating assistance, and planning needs.
SIP	State Implementation Plan. The modeling analyses and the state and federal regulations demonstrating that the air in an area will meet National Ambient Air Quality Standards.
STIP	State Transportation Improvement Program—FY 16-25. STIP was adopted in June 2015.
STP-DA Funds	Statewide Transportation Planning funds that are Directly Apportioned to a TMA.
TEA-21	Transportation Equity Act for the 21 st Century. Current federal highway funding legislation.
TMA	Transportation Management Area: an urbanized area over 200,000 in population. The Cabarrus-Rowan MPO has been classified as a TMA beginning with the 2000 Census.
TPB	The NCDOT Transportation Planning Branch, formerly Statewide Planning Branch.
UA or UZA	Urbanized Area. The census-defined boundary that is the basis for establishing an MPO.
UPWP	Accounting document for use of planning grant funds; lists approved activities that these funds may reimburse. The UPWP guides transportation planning activities for the year.

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Appendix B – Public Outreach Toolkits

The following tools are listed to provide a range of methods to more effectively engage the public in the transportation planning process. Not all of these tools are required, but should be considered as part of the public participation efforts of the Cabarrus Rowan MPO (CR MPO).

Non-Participating Minority and Low-Income Populations

Public Outreach activities will include efforts to involve traditionally underserved groups (i.e., minorities, elderly, low-income persons) in the transportation planning process. These efforts may include, but not be limited to, the following:

- Identifying areas in the CR MPO region with concentrations of minority, elderly, and low income populations;
- Including organizations that deal directly with minority groups on the Stakeholder List;
- Posting notification and/or holding meetings and open houses in county health departments, senior centers, major retail centers and public schools;
- Publishing notification of meetings, public hearings, and open houses in Spanish.

Outreach and Education Program

Public involvement is at its best when the general public is thoroughly informed of the issues surrounding a project. Outreach also includes informing the public and other agencies about the roles and responsibilities of the MPO. When necessary, the MPO will develop outreach and educational programs to inform various parties of the public involvement process for a particular project or to provide technical framework. English and Spanish materials will be a part of this program.

Outreach Professionals

To promote increased levels of public participation, the MPO will collaborate with outreach professionals with long-standing relationships with target communities that are aware of the various concerns expressed by the citizens they represent.

Reverse Flow

In order to reverse the traditional flow of information, interested parties or groups could be invited to make presentations to the TAC, TCC, or other policy boards.

Newsletters

The MPO will provide information to be included as part of a newsletter to keep the general public and agencies informed of MPO activities and public involvement opportunities. The newsletter is distributed through e-mail on an “as needed” basis.

Data Storage Devices

It is the policy of the CR MPO to make project or plan documents available to individuals on CD, DVD, portable USB drive, or other media formats upon request.

Advertisements, Press Releases and Media Outlets

The CR MPO will post advertisements and press releases in newspapers, on radio and television stations including municipal government channel, at community centers, YMCA and YWCA locations, major retail centers, public schools, churches, and agencies that work with the non-English-speaking population, based on a project’s location and impacts.

Briefings and Presentations

Briefings and presentations will be used as a method of delivering information to the public, key individuals, civic groups, professional organizations, neighborhood associations, and other groups about

the regional transportation planning process and transportation plans. Elected officials, business leaders, the media, regional groups, or special interest groups can participate. Briefings usually involve issue-focused communication and are held at critical times in plan development or project schedule.

Workshops

Informational workshops designed to educate participants on specific topics, such as air quality, associated with the transportation planning process provide a means for allowing participants to express their ideas and concerns in an informal setting. Information workshops will be conducted on an as needed basis.

Focus Groups

Focus groups allow the MPO to directly collect feedback from the general public. The MPO may also gather small groups of citizens or residents of affected project area neighborhoods to create focus groups that will provide feedback regarding a specific topic or transportation plan.

Surveys and Response Sheets

Surveys allow the MPO to directly collect feedback from the general public. Strategies for disseminating surveys will consider differences in language and technology access among affected citizens. Some methods may include inserting surveys in social media announcements, providing links to surveys on government websites, and having available comment sheets at public events and hearings.

Site Visits/Tours

It is recommended that the MPO utilize site visits when possible. Site visits are trips taken by community residents, officials, agencies, and consultants to proposed or actual project areas, corridors, impacted areas, or affected properties. Site visits show the physical environment of a proposal, give participants a common frame of reference, and help people understand each other's point-of-view. Site visits also improve media coverage and accuracy of reporting, and can help gain credibility for the agency by going into the community.

Open Houses

Open houses provide an informal setting for the public to access general information on the transportation planning process. Open houses have no fixed agendas and no formal presentations. The MPO technical staff would be on hand to answer questions and provide details on a one-on-one basis. Open houses may precede public meetings.

Neighborhood Meetings

The MPO may consider the use of neighborhood meetings, usually in conjunction with neighborhood association planned events. While not applicable for all types of plans or projects, a neighborhood meeting can be very effective at maximizing two-way communication in a relaxed setting.

Web-Based Meetings

The CR MPO may use online webcasts, wikis, and community forums to augment face-to-face meetings. The MPO may also explore the use of podcasts of MPO minutes or highlights of meetings.

Charrettes

A charrette, a meeting to resolve a specific problem or issue, may also be a useful public participation technique. Within a specified time limit, participants work together intensely to reach a resolution. The sponsoring agency usually sets the goals and time limit and announces them ahead of time. A leader's responsibility is to bring out all points of view from concerned local residents as well as agency representatives and experts. The usual components of a charrette include issue definition and analysis; data collection; small group development of alternatives; and presentation and consensus on final solution.

Advisory Committees

The MPO may use advisory committees to increase public participation in and ownership of the transportation planning process. These committees could include citizens or interest groups that would meet to discuss transportation issues or project-specific topics when needed.

Interagency Consultations

The MPO consults with officials and agencies that are affected by transportation decisions to gather input and coordinate between the MPO and planning underway by others. The MPO consultations include air quality conformity processes, notification of the development of certification documents, as well as requests for reviews and comparisons of information during the development of the MTP such as state and local planned growth, economic development, environmental protection, historic resources, airport and rail operations, freight movements, and federal land management.

Website

The CR MPO website is a tool that provides timely information to the public. Interested parties have the ability to review all MPO documents, technical information, access updates on the status of specific plans and projects, as well as make public comments. An online calendar provides dates of upcoming meetings and public involvement opportunities. Anyone can access the DOT website at WWW.CRMPO.ORG.

Social Media

The MPO seeks to use all available forms of media in an effort to increase public involvement. Strategies to encourage public input may include social marketing mediums such as Facebook, Twitter and blogs and efforts to include them will be made when deemed appropriate. The MPO will consider using an online project journal (blog) and podcasts for projects where progress updates will be frequent and important in sustaining momentum.

TAC and TCC Meetings

Formal MPO business is conducted during TAC and TCC meetings. MPO TAC and TCC meetings allot time for public comment at the beginning of the meeting. These public comments are documented and become a part of the meeting minutes. In the event that an individual seeks to address a specific agenda item, they may contact the MPO prior to the meeting to comment on that specific agenda item. The chair has the discretion to address anyone wishing to speak on a particular agenda item whose name is not on the list previously mentioned. In the event that the public is unable to make comments during a meeting time, comments may be submitted in written or electronic form.

Related Outreach Conducted by Individual MPO Members

The MPO agencies and municipalities conduct public participation activities related to MPO activities and their particular agency and program needs. Agencies are encouraged to coordinate their outreach plans, when possible, with MPO events to consolidate public involvement activities.

Appendix C – Public Involvement Survey

Cabarrus-Rowan Metropolitan Planning Organization

May 2017: Cabarrus-Rowan Metropolitan Planning Organization (CR MPO) is seeking input on Public Involvement from Cabarrus and Rowan County citizens. The survey will be used to determine the best methods for CR MPO to effectively share information and consult with the public. The information from this survey will be used in modifying the comprehensive Public Involvement Policy for citizens throughout the Cabarrus-Rowan Metropolitan Area.

Public Involvement Survey

1. What portions of transportation planning interest you?
Check as many as apply.

<input type="checkbox"/> Roads and Highways	<input type="checkbox"/> Trucking and Freight
<input type="checkbox"/> Traffic Congestion	<input type="checkbox"/> Railroad
<input type="checkbox"/> Public Transportation or Transit	<input type="checkbox"/> Environmental Concerns
<input type="checkbox"/> Bicycle and Pedestrian	<input type="checkbox"/> Aviation
<input type="checkbox"/> Other _____	
2. Have you participated in transportation planning public meetings in the past?
☐ Yes ☐ No
3. When do you tend to become involved in transportation-related issues?

<input type="checkbox"/> I am never involved	<input type="checkbox"/> When the project affects me
<input type="checkbox"/> When the project interests me	<input type="checkbox"/> I am highly involved
4. Which of the following affects your level of participation?

<input type="checkbox"/> I regularly participate	<input type="checkbox"/> The times are inconvenient
<input type="checkbox"/> I do not receive enough information to participate	<input type="checkbox"/> I do not think participation is useful
<input type="checkbox"/> The events are not accessible	
<input type="checkbox"/> Other _____	
5. How do you find out about public meetings and workshops?
Check as many as apply.

<input type="checkbox"/> Newspaper	<input type="checkbox"/> Internet
<input type="checkbox"/> Direct mailing	<input type="checkbox"/> E-mail
<input type="checkbox"/> Poster or Flyer	<input type="checkbox"/> Telephone
<input type="checkbox"/> Other _____	
6. How much time is necessary for public review and comment for updates and major amendments to all primary transportation plans/programs for which the MPO is responsible?

<input type="checkbox"/> 7 days	<input type="checkbox"/> 60 days
<input type="checkbox"/> 15 days	<input type="checkbox"/> Other _____
<input type="checkbox"/> 30 days	
<input type="checkbox"/> 45 days	
7. Please select your preferred method of communicating with CR MPO.

<input type="checkbox"/> Phone a CR MPO employee	<input type="checkbox"/> Mail a letter to CR MPO
<input type="checkbox"/> Meet with a CR MPO employee	<input type="checkbox"/> Comment at public hearing or meeting
<input type="checkbox"/> E-mail CR MPO	
<input type="checkbox"/> Other _____	

CONTINUING – COMPREHENSIVE – COOPERATIVE – TRANSPORTATION PLANNING

Cabarrus-Rowan Metropolitan Planning Organization

Public Involvement Survey (Continued)

8. Are you satisfied with CRMPO's efforts to solicit public participation?
- | | |
|---|---|
| <input type="checkbox"/> Very Satisfied | <input type="checkbox"/> Very Unsatisfied |
| <input type="checkbox"/> Satisfied | <input type="checkbox"/> Don't Know |
| <input type="checkbox"/> Unsatisfied | |
9. Should public comments be included in the final plan document?
- | | |
|--|----------------------------------|
| <input type="checkbox"/> As written with the name of submitter | <input type="checkbox"/> Both |
| <input type="checkbox"/> Summarized with no names included | <input type="checkbox"/> Neither |
10. How should the Cabarrus-Rowan MPO release public comments (Mark all that apply)?
- | | |
|--|--|
| <input type="checkbox"/> In public comment section of Final Plans/programs/projects | <input type="checkbox"/> Available on the MPO web site |
| <input type="checkbox"/> Available at MPO meetings | <input type="checkbox"/> Available at public meetings |
| <input type="checkbox"/> Documented and available for review as requested, but not included in final plans | <input type="checkbox"/> Other |

Contact Information:

Name _____

Address _____

Phone _____

Email _____

Please provide the name and contact information of any group, committee, or individual you feel would be interested in completing this survey.

Name _____

Contact _____

Thank you for taking time to complete this survey. If you have any comments or questions, please contact the CR MPO.

Cabarrus-Rowan Metropolitan Planning Organization

Attn: Phil Conrad	704-795-7528
164 Edgewater Drive	pconrad@mblsolution.com
Concord, NC 28027	www.crmppo.org

Appendix D – Media Contacts

NEWSPAPERS

Salisbury Post
(704) 797-4286

Independent Tribune
(704) 789-9105

TELEVISION STATIONS

WBTV
(704) 374-3500

WCNC
(704) 329-3636

WSOC
(704) 338-9999

WUNG
(919) 549-7000

WJZY
(704) 398-0046

WAXN
(704) 338-9999

RADIO STATIONS

WFDD
(336) 758-8850

WFAE
(704) 549-9323

WEND
(704) 714-9444

WTIX
(704) 633-0621

WSAT
(704) 633-0621

WRNA
(704) 857.1101

WMFR/WSJS
(336) 777-3900

LIBRARIES

South Rowan Regional Library
China Grove, NC
(704) 216-7727

Rowan Public Library - East Branch
Rockwell, NC
(704) 216-7838

Rowan Public Library: Headquarters
Salisbury, NC
(704) 216-8228

Spencer Public Library
Spencer, NC
(704) 636-9072

Cabarrus County Public Library
Concord, NC
(704) 920-2050

Kannapolis Branch Library
Kannapolis, NC
(704) 920-1180

Harrisburg Branch Library
Harrisburg, NC
(704) 920-2080

Mt Pleasant Branch Library
Mt Pleasant, NC
(704) 436-2202

Appendix I: Comments & Responses from the Agency Review and Public Involvement Process

From: [Myers, Dianna \(she/her/hers\)](#)
To: [Hildebrandt, Heather J](#); [Barren, Loretta \(FHWA\)](#); [Ortiz Borrero, Josue](#); [Alex Riemondy](#); [Bailey, John A](#); [Anna Gallup](#); [Bob Cook](#); [Phillips, Brian](#); [Cashwell, Arthur](#); [Boyd, Dominique L](#); [Hoops, George \(FHWA\)](#); [joey.huang@ncdenr.gov](#); [Julio Paredes \(Gaston-Cleveland-Lincoln MPO\)](#); [Martin Kinnamon](#); [Megan Green](#); [Melton, Boyd \(FTA\)](#); [Burke, Neil](#); [pconrad](#); [Gates, Randi P](#); [Strait, Randy P](#); [Wong, Richard](#); [LaRocca, Sarah](#); [Blanchard, Sheila J](#); [Manning, Tammy](#); [Pasley, Todd](#); [Johnson, Jason](#); [Wasserman, David S](#)
Subject: [External] RE: Metrolina Draft CDR for 2024-2033 STIP Conformity
Date: Wednesday, March 29, 2023 5:00:33 PM
Attachments: [Charlotte NC 1997 8-hour Ozone LMP.pdf](#)

CAUTION: External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [Report Spam](#).

Heather,

On page 3 of the report, please include the following language.

On February 13, 2023, EPA approved a second 10-yr Limited Maintenance Plan for the North Carolina portion of the Charlotte Area to provide for the maintenance of the 1997 8-hour ozone NAAQS through 2034 the end of the second 10-year portion of the maintenance period. The Federal Register Notice is in Appendix ____.

Also, here is the FR Notice to include as one of the appendices.

Let me know if you have any questions.

Dianna B. Myers
Regional Transportation Conformity Contact
Air Regulatory Management Section-ARD
[U.S Environmental Protection Agency](#)
Phone-(404) 562-9207 Fax-(404) 562-9019
[Email-myers.dianna@epa.gov](mailto:myers.dianna@epa.gov)

From: Hildebrandt, Heather J <hjhlildebrandt@ncdot.gov>
Sent: Thursday, February 9, 2023 10:30 AM
To: loretta.barren@dot.gov; Ortiz Borrero, Josue <OrtizBorrero.Josue@epa.gov>; Alex Riemondy <alex.riemondy@ci.charlotte.nc.us>; Bailey, John A <jabailey@ncdot.gov>; Anna Gallup <agallup@charlottenc.gov>; Bob Cook <rwcook@charlottenc.gov>; Phillips, Brian <brian.phillips@ncdenr.gov>; Cashwell, Arthur <arthurc@cityofgastonia.com>; Myers, Dianna (she/her/hers) <Myers.Dianna@epa.gov>; Boyd, Dominique L <dlboyd1@ncdot.gov>; george.hoops@dot.gov; joey.huang@ncdenr.gov; Julio Paredes (Gaston-Cleveland-Lincoln MPO) <juliop@cityofgastonia.com>; Martin Kinnamon <mkinnamon@ci.charlotte.nc.us>; Megan Green <Megan.Green@mecklenburgcountync.gov>; Melton, Boyd (FTA) <Keith.Melton@dot.gov>; Neil Burke <nburke@charlottenc.gov>; Phil Conrad (Cabarrus-Rowan MPO) <pconrad@mblsolution.com>; Gates, Randi P <randig@cityofgastonia.com>; Randy Strait <randy.strait@ncdenr.gov>; Wong, Richard <Wong.Richard@epa.gov>; LaRocca, Sarah

<Larocca.Sarah@epa.gov>; Blanchard, Sheila J <sheila.blanchard@ncdenr.gov>; Manning, Tammy <tammy.manning@ncdenr.gov>; Pasley, Todd <todd.pasley@ncdenr.gov>; Travis Johnson (CRTPO) <Travis.Johnson@charlottenc.gov>; Wasserman, David S <dswasserman@ncdot.gov>

Subject: Metrolina Draft CDR for 2024-2033 STIP Conformity

Please find attached the CDR for the Metrolina Area.

If you have any questions, let me know.

I will need the dates of your Board adoption as well as Public Comment Affidavits.

Heather J. Hildebrandt
Statewide Initiatives Supervisor

919 707 0964 office

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

ID	Name	Organization	Received Via:	Date Received	Project	Comment	Staff Responses
1	Woody Washam, Jr.	Mayor, Town of Cornelius	E-Mail	4/12/2023	U-5767 U-6171 R-2555B C-5613J I-6065 U-5108 U-5873 U-5906 C-5621 U-6105	<p><i>Comments have been edited for brevity. A full version of the comments can be provided upon request.</i></p> <p>"2. Bailey Road Extension (U-6171) is currently listed within the unfunded category. This is concerning, as this is a significant future east to west connector and will relieve congestion from US 21 onto Northcross Drive Extension. It should also be noted that this project is incorrectly listed as a Huntersville project.</p> <p>3. The Town is also concerned about the proposed schedule for the following projects:</p> <ul style="list-style-type: none"> • R-2555B West Catawba Avenue Phase 2 Widening • C-5613J Highway 115/Hickory Street Intersection • I-6065 I-77 Peak Period Shoulder Lanes • U-5108 Northcross Drive Extension • U-5873 NC 115/Potts Street Improvements • U-5906 Torrence Chapel Road/West Catawba Intersection Improvements • C-5621 US 21/Catawba Avenue Intersection Improvements • U-6105 Bailey Road Extension" 	The CRTPO is required to adopt a TIP that is identical to the project schedules and funding allocations within NCDOT's STIP. The 2024-2033 NCDOT STIP was programmed based upon available revenue including the state sales tax revenue transfer, and prior project prioritization score. Project schedules must reflect NCDOT's funding availability based upon the federal fiscal constraint requirement. The Bailey Road extension project will be submitted for scoring in the upcoming NCDOT Prioritization 7.0 process to develop the 2026-2035 TIP.
2	Melinda Bales	Mayor, Town of Huntersville	E-Mail	4/15/2023	U-5807	<p><i>Comments have been edited for brevity. A full version of the comments can be provided upon request.</i></p> <p>"Gilead Road Widening project (U-5807), which is now scheduled for right-of-way acquisition in 2028, where it was previously scheduled for 2029. The Town would like to call attention to the fact that it has recently adopted a Downtown Plan (April 17, 2023) that includes recommen-dations for Gilead Road to not be widened and to be designed with multimodal access (vehicular, bicycle, and pedestrian) in accordance with the Town's plans and policies."</p>	The CRTPO will work with NCDOT and Town of Huntersville staff to ensure that the project description for the Gilead Road project is accurately reflected within the TIP.
3	Terry Lansdell	Director, BikeWalk NC	E-Mail	5/16/2023		<p>There are no guarantees that these projects include active mobility components.</p> <p>There is no list of active mobility projects listed.</p> <p>There are no safety projects listed for active mobility to fully active HSIP funds.</p> <p>Please add active mobility projects to the list.</p>	<p>The project lists shown on the CRTPO webpage identify the projects where schedules have changed in the 2024-2033 TIP development process. Most of the project status changes in the 2024-2033 TIP development process were made to roadway projects. A complete version of the 2024-2033 STIP, which includes all of the CRTPO's active transportation projects is being prepared by NCDOT. multimodal enhancements to roadway projects are determined in consultation with NCDOT and the member jurisdiction based upon the Complete Streets Policy once a project becomes funded in the STIP.</p> <p>CRTPO is currently working with its member jurisdictions to identify roadway, bicycle/pedestrian, transit, rail, and aviation projects as part of the 2026-2035 TIP development process (NCDOT Prioritization 7.0).</p> <p>Highway Safety Improvement Program (HSIP) funds are allocated by NCDOT, and as such CRTPO and other MPOs throughout the state do not have direct involvement with these funds.</p>
4	Tracy Hamm		E-Mail	5/17/2023	U-2509 I-5718 U-6109 U-5766 I-6065 U-6167	<p><i>Comments have been edited for brevity. A full version of the comments can be provided upon request.</i></p> <p>"Every segment of the Independence Expressway has been delayed another year; the Johnston Road/U.S. 521 widening in Ballantyne has been delayed two years; the Steele Creek/Highway 160 widening has been delayed another year; and two-lane Ardrey Kell Road. The project to construct peak shoulder use lanes on I-77 north has been delayed – again – to 2025. Also, the southern corridor of I-77 (I-5718) remains without a near-term funding solution 30 years after it was last widened."</p>	The CRTPO is required to adopt a TIP that is identical to the project schedules and funding allocations within NCDOT's STIP. The 2024-2033 NCDOT STIP was programmed based upon available revenue including the state sales tax revenue transfer, and prior project prioritization score. Project schedules must reflect NCDOT's funding availability based upon the federal fiscal constraint requirement.

Appendix J: Adoption and Endorsement Resolutions and Agency Determinations (TBA)

Resolution Finding the Cabarrus-Rowan Urban Area 2050 Metropolitan Transportation Plan and the 2024-2027 Transportation Improvement Program in Compliance with the Provisions of the Clean Air Act Amendments of 1990 and 23 U.S.C. 134

A motion was made by McKenzie and seconded by Barber for adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Transportation Advisory Committee is the duly recognized decision making body of the 3-C transportation planning process for the Cabarrus-Rowan Urban Area; and

WHEREAS, the Cabarrus-Rowan 2050 Metropolitan Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

WHEREAS, the FY 2024 2027 Transportation Improvement Program is a direct subset of the 2050 Metropolitan Transportation plan; and

WHEREAS, the United States Environmental Protection Agency (USEPA) designated Cabarrus-Rowan Urban Area as a marginal nonattainment area for the 2008 ozone standard effective on July 20, 2012, and due to improved air quality in the region was re-designated as a maintenance area on August 27, 2015; and

WHEREAS, the transportation conformity analysis of the Cabarrus-Rowan 2050 Metropolitan transportation plan is based on the most recent estimates of population, employment, travel, and congestion; and

WHEREAS, the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and the FY 2024-2027 Transportation Improvement Program are financially constrained; and

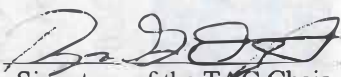
WHEREAS, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the Cabarrus-Rowan area; and

WHEREAS, the most recent vehicle emissions model was used to prepare the quantitative emissions analysis; and

WHEREAS, those projects and programs included in the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and the FY 2024-2027 Transportation Improvement Program contribute to annual emissions reductions as shown by the quantitative emissions analysis.

NOW, THEREFORE BE IT RESOLVED, that the Cabarrus-Rowan Transportation Advisory Committee finds that the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and FY 2024-2027 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan in accordance with Clean Air Act as Amended (CAAA), and the 23 U.S.C. 134.

I, Ryan Dayvault, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 22nd day of March, 2023.


Signature of the TAC Chair
Cabarrus-Rowan Urban Area

**RESOLUTION ADOPTING THE FY 2024-2027 CABARRUS-ROWAN MPO METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)**

A motion was made by Melanize and seconded by Banhardt for adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 CFR Part 450.322; and

WHEREAS, The Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all funded transportation projects scheduled for implementation within the Cabarrus-Rowan Urban Area which have been selected from a priority list of projects; and

WHEREAS, The document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, Projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, the Cabarrus-Rowan MPO FY 2024-2027 Metropolitan Transportation Improvement Program (MTIP) is a direct subset of the currently conforming 2050 Metropolitan Transportation Plan as adopted March 23, 2022, which means that no changes in scope, timing, number of travel lanes, or design have occurred; and

WHEREAS, the following attached amendment has been proposed; and

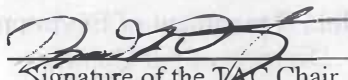
WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2050, and meets all the requirements in 23 CFR 450; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

WHEREAS, the Transportation Advisory Committee has provided for a public comment period for the Metropolitan Transportation Improvement Program Amendment consistent with the MPO TIP Public Involvement Policy; and

NOW THEREFORE, be it resolved by the Cabarrus-Rowan Urban Area Transportation Advisory Committee that the FY 2024-2027 Metropolitan Transportation Improvement Program dated March 23, 2022, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be adopted on this the 22nd day of March, 2023.

I, Ryan Dayvault, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 22nd day of March, 2023.



Signature of the TAC Chair
Cabarrus-Rowan Urban Area

**RESOLUTION FINDING THE CHARLOTTE REGIONAL TRANSPORTATION
PLANNING ORGANIZATION 2050 METROPOLITAN TRANSPORTATION
PLAN AMENDMENTS AND THE 2024-2027 TRANSPORTATION
IMPROVEMENT PROGRAM IN COMPLIANCE WITH THE PROVISIONS OF
THE CLEAN AIR ACT AMENDMENTS OF 1990 AND THE
INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)**

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) board is the duly recognized decision-making body of the 3-C transportation planning process for the CRTPO; and

WHEREAS, the CRTPO 2050 Metropolitan Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

WHEREAS, the 2024-2027 Transportation Improvement Program is a direct subset of the 2050 Metropolitan Transportation Plan; and

WHEREAS, the United States Environmental Protection Agency (USEPA) designated the CRTPO as a marginal nonattainment area for the 2008 ozone standard effective on July 20, 2012, and, due to improved air quality in the region was re-designated as a maintenance area on August 27, 2015; and

WHEREAS, the transportation conformity analysis of the CRTPO 2050 Metropolitan Transportation Plan is based on the most recent estimates of population, employment, travel, and congestion; and

WHEREAS, the CRTPO 2050 Metropolitan Transportation Plan is financially constrained; and

WHEREAS, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the CRTPO area; and

WHEREAS, the most recent vehicle emissions model was used to prepare the quantitative emissions analysis; and

WHEREAS, those projects and programs included in the CRTPO 2050 Metropolitan Transportation Plan contribute to annual emissions reductions as shown by the quantitative emissions analysis.

NOW, THEREFORE BE IT RESOLVED, that the CRTPO Board finds that both the CRTPO 2050 Metropolitan Transportation Plan Amendments and the 2024-2027 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan in accordance with the Clean Air Act as Amended (CAAA) and the Infrastructure Investment and Jobs Act.

I, Ronald P. Pappas, Chair of the Charlotte Regional Transportation Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization, duly held on this the 21st day of June, 2023.



Ronald P. Pappas, Chair



Neil Burke, Secretary

RESOLUTION
ADOPTING AMENDMENTS TO THE 2050 METROPOLITAN
TRANSPORTATION PLAN

WHEREAS, the Charlotte Regional Transportation Planning Organization (CRTPO) and the North Carolina Department of Transportation (NCDOT) are actively involved in transportation planning for the Charlotte urbanized area; and

WHEREAS, the CRTPO board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 CFR Part 450.322; and

WHEREAS, the CRTPO has an existing 2050 MTP adopted in March 2022; and

WHEREAS, the CRTPO Technical Coordinating Committee (TCC) and the CRTPO board have prepared amendments to the 2050 MTP; and

WHEREAS, it is recognized that the proper movement of traffic within and through the CRTPO area is a highly desirable element of the MTP for the orderly growth and development of the planning area; and

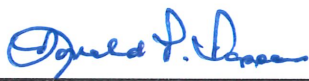
WHEREAS, after the full study of the updated MTP, the board finds the plan to be compliant with the requirements of the Infrastructure Investment and Jobs Act; and

WHEREAS, the MTP has at least a 20-year horizon and is fiscally constrained as required by 23 CFR Part 450.322; and

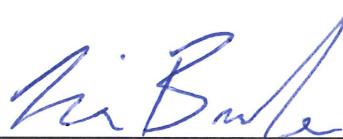
WHEREAS, the public has had the opportunity to review and comment on the amendments to the 2050 MTP; and

NOW, THEREFORE BE IT RESOLVED, by the CRTPO board that the amendments to the 2050 Metropolitan Transportation Plan (MTP) for the Charlotte Regional Transportation Planning Organization be adopted on this the 21st day of June, 2023.

I, Ronald P. Pappas, Chair of the Charlotte Regional Transportation Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization, duly held on this the 21st day of June, 2023.



Ronald P. Pappas, Chair



Neil Burke, Secretary

**RESOLUTION ADOPTING THE 2024-2027
CHARLOTTE REGIONAL TRANSPORTATION PLANNING
ORGANIZATION METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM (MTIP)**

WHEREAS, the CRTPO board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 CFR Part 450.322; and

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all funded transportation projects scheduled for implementation within the CRTPO planning area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the board; and

WHEREAS, projects listed in the MTIP are also included in the State Transportation Improvement Program (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, The NCDOT has demonstrated fiscal constraint on the 2024-2027 STIP adopted on 6/6/2023. The CRTPO's TIP is a subset of the STIP and by extension therefore demonstrates fiscal constraint; and

WHEREAS, the CRTPO FY 2024-2027 MTIP is a direct subset of the current amended 2050 Metropolitan Transportation Plan (MTP) as adopted March 23, 2022, which means that no changes in scope, timing, number of travel lanes, or design have occurred; and

WHEREAS, the board has found that the MTIP conforms to the purpose of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP is approved or found adequate) for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

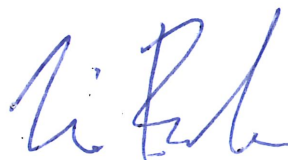
WHEREAS, the public has had the opportunity to review and comment on the FY 2024-2027 MTIP.

NOW, THEREFORE BE IT RESOLVED, by the CRTPO board that the FY 2024-2027 Metropolitan Transportation Improvement Program, dated June 21, 2023, for the Charlotte Regional Transportation Planning Organization, be adopted on this the 21st day of June, 2023.

I, Ronald P. Pappas, Chair of the Charlotte Regional Transportation Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Charlotte Regional Transportation Planning Organization, duly held on this the 21st day of June 2023.



Ronald P. Pappas, Chair



Neil Burke, Secretary



**RESOLUTION ADOPTING AMENDMENTS TO THE
2050 METROPOLITAN TRANSPORTATION PLAN (MTP)**

WHEREAS, the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) and the North Carolina Department of Transportation (NCDOT) are actively involved in transportation planning for the Gaston-Cleveland-Lincoln Urban Area; and

WHEREAS, the GCLMPO Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 CFR Part 450.322; and

WHEREAS, it is recognized that the proper movement of traffic within and through the GCLMPO area is a highly desirable element of the MTP for the orderly growth and development of the Urban Area; and

WHEREAS, after the full study of the updated MTP, the Board of the GCLMPO finds the 2050 MTP meets the goals and objectives for the Gaston-Cleveland-Lincoln MPO Urban Area; and

WHEREAS, after the full study of the amended MTP, the MPO Board finds the plan to be compliant with the requirements of the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the MTP has at least a 20-year horizon year and is fiscally constrained as required by 23 CFR Part 450.322; and

WHEREAS, the public has had the opportunity to review and comment on the amendments to the 2050 MTP through a public comment period and at TCC and MPO Board meetings;

NOW, THEREFORE BE IT RESOLVED, by the GCLMPO Board that the amendments to the 2050 Metropolitan Transportation Plan (MTP) for the Gaston-Cleveland-Lincoln Metropolitan Planning Organization be adopted on this the 27th day of July, 2023.

A handwritten signature in black ink, reading "S. Scott Neisler".

Scott Neisler, GCLMPO Board Chairman
Gaston-Cleveland-Lincoln MPO

ATTESTED:

A handwritten signature in black ink, reading "Randi".

Randi P. Gates, AICP, Principal Transportation Planner
Gaston-Cleveland-Lincoln MPO Administrator

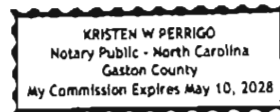
Resolution adopted upon a motion of Mr. Black, seconded by Mrs. Stepp, by a vote of the majority of the Gaston-Cleveland-Lincoln MPO Board.

North Carolina
Gaston County

I, Kristen W. Perrigo, a Notary Public for said County and State, do hereby certify that Scott Neisler personally appeared before me on this the 27th day of July, 2023, and acknowledge the due execution of the foregoing instrument.

Witness my hand and official seal, this the 27th day of July, 2023.

Kristen W. Perrigo
Kristen W. Perrigo
Notary Public



My Commission expires May 10, 2028.



**RESOLUTION ADOPTING THE 2024-2027 GASTON-CLEVELAND-LINCOLN
METROPOLITAN PLANNING ORGANIZATION (GCLMPO)
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the GCLMPO Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 CFR Part 450.322; and

WHEREAS, the Metropolitan Transportation Improvement Program (TIP) is a staged multiple year listing of all funded transportation projects scheduled for implementation within the GCLMPO urban area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the MPO Board; and

WHEREAS, the NCDOT has demonstrated fiscal constraint on the 2024-2033 STIP adopted on June 6, 2023 and the GCLMPO TIP is a subset of the STIP and by extension therefore demonstrates fiscal constraint; and

WHEREAS, the GCLMPO FY 2024-2027 TIP is a direct subset of the currently conforming 2050 Metropolitan Transportation Plan (MTP) as amended July 27, 2023, which means that no changes in scope, timing, number of travel lanes, or design have occurred; and

WHEREAS, the MPO Board has found that the TIP conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

WHEREAS, the public has had the opportunity to review and comment on the FY 2024-2027 TIP through a public comment period and at TCC and MPO Board meetings;

NOW, THEREFORE BE IT RESOLVED, by the GCLMPO Board that the FY 2024-2027 Metropolitan Transportation Improvement Program for the Gaston-Cleveland-Lincoln Metropolitan Planning Organization be adopted on this the 27th day of July, 2023.

Scott Neisler, GCLMPO Board Chairman
Gaston-Cleveland-Lincoln MPO

ATTESTED:

Randi P. Gates, AICP, Principal Transportation Planner
Gaston-Cleveland-Lincoln MPO Administrator

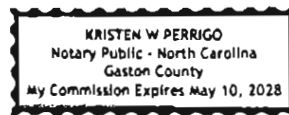
Resolution adopted upon a motion of Mrs. Stepp, seconded by Mr. Black, by a vote of the majority of the Gaston-Cleveland-Lincoln MPO Board.

North Carolina
Gaston County

I, Kristen W. Perrigo, a Notary Public for said County and State, do hereby certify that Scott Neisler personally appeared before me on this the 27th day of July, 2023, and acknowledge the due execution of the foregoing instrument.

Witness my hand and official seal, this the 27th day of July, 2023.

Kristen W. Perrigo
Kristen W. Perrigo
Notary Public



My Commission expires May 10, 2028.



RESOLUTION FINDING THE GASTON-CLEVELAND-LINCOLN METROPOLITAN PLANNING ORGANIZATION (GCLMPO) AMENDED 2050 METROPOLITAN TRANSPORTATION PLAN AND THE 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM IN COMPLIANCE WITH THE PROVISIONS OF THE CLEAN AIR ACT AMENDMENTS OF 1990 AND THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

WHEREAS, the GCLMPO Board is the duly recognized decision making body of the 3-C transportation planning process for the Gaston-Cleveland-Lincoln MPO; and

WHEREAS, the GCLMPO amended 2050 Metropolitan Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

WHEREAS, the 2024-2027 Transportation Improvement Program is a direct subset of the 2050 Metropolitan Transportation Plan; and

WHEREAS, the United States Environmental Protection Agency (USEPA) designated the GCLMPO as a moderate nonattainment area for the prior 1997 8-hour ozone standard on June 15, 2004, and due to improved air quality in the region was re-designated as a maintenance area on January 2, 2014; and

WHEREAS, the USEPA designated GCLMPO as a marginal nonattainment area for the 2008 8-hour ozone standard on July 20, 2012, and due to improved air quality in the region was re-designated as a maintenance area on August 27, 2015; and

WHEREAS, the transportation conformity analysis of the amended 2050 MTP is based on the most recent estimates of population, employment, travel, and congestion; and

WHEREAS, the amended 2050 MTP is financially constrained; and

WHEREAS, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the GCLMPO area; and

WHEREAS, the most recent vehicle emissions model was used to prepare the quantitative emissions analysis; and

WHEREAS, those projects and programs included in the amended 2050 MTP contribute to annual emissions reductions as shown by the quantitative emissions analysis;

NOW, THEREFORE BE IT RESOLVED, that the GCLMPO Board finds that both the amended 2050 Metropolitan Transportation Plan and the 2024-2027 Transportation Improvement Program

conform to the purpose of the North Carolina State Implementation Plan in accordance with Clean Air Act as Amended (CAAA) and the FAST Act.

Scott Neisler

Scott Neisler, GCLMPO Board Chairman
Gaston-Cleveland-Lincoln MPO

ATTESTED:

Randi P. Gates

Randi P. Gates, AICP, Principal Transportation Planner
Gaston-Cleveland-Lincoln MPO Administrator

Resolution adopted upon a motion of Mr. Kellogg, seconded by Mr. Greene, by a vote of the majority of the Gaston-Cleveland-Lincoln MPO Board.

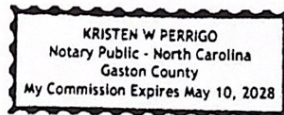
North Carolina
Gaston County

I, Kristen W. Perrigo, a Notary Public for said County and State, do hereby certify that Scott Neisler personally appeared before me on this the 27th day of July, 2023, and acknowledge the due execution of the foregoing instrument.

Witness my hand and official seal, this the 27th day of July, 2023.

Kristen W. Perrigo

Kristen W. Perrigo
Notary Public



My Commission expires May 10, 2028.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

March 21, 2023

Mr. John F. Sullivan III, PE
Division Administrator
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601

Subject: Union County Donut Area Conformity Determination

Dear Mr. Sullivan:

The North Carolina Department of Transportation finds that the 2024-2033 State Transportation Improvement Program (STIP), which is the transportation plan for the partial County (donut) area of Union County, complies with the Clean Air Act Amendments of 1990 and the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL) of 2021.

This fiscally constrained transportation plan helps eliminate or reduce violations of the national ambient air quality standards in the donut area of Union County of the of the 1997 and 2008 Metrolina Maintenance Area that is outside of the Charlotte Regional Transportation Planning Organization (CRTPO). The report documents the validity of the conformity finding for the donut area and compliance with the Transportation Conformity Regulation 40 CFR 51 and 93.

Please begin your final review of this conformity determination and related documentation.

If any agencies have questions or comments regarding this conformity determination, please contact Jamal Alavi of the Transportation Planning Division at (919) 707-0901.

Sincerely,

DocuSigned by:
J. Eric Boyette
2C0732285AA498...

J. Eric Boyette
Secretary

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
1501 MAIL SERVICE CENTER
RALEIGH, NORTH CAROLINA 27699-1501

Telephone: 919-707-2800
Fax: 919-733-9150
Customer Service: 1-877-368-4968

Website: ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NORTH CAROLINA 27601

Appendix K: USDOT Conformity Determination (TBA)