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

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# *Triangle Region*

## *Capital Area Metropolitan Planning Organization (CAMPO)*

- *2020-2029 Transportation Improvement Program*

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

- *2045 Metropolitan Transportation Plan (MTP) Amendments*
- *2020-2029 Transportation Improvement Program*

## *Burlington-Graham Metropolitan Planning Organization (BG MPO)*

- *2020-2029 Transportation Improvement Program*

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Adoption Dates: November 13, 2019 (DCHC MPO)  
October 16, 2019 (CAMPO)  
October 15, 2019 (BG MPO)

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## Acknowledgements

This *Transportation Conformity Report* for the DCHC MPO 2045 Metropolitan Transportation Plan (MTP) and CAMPO, DCHC MPO and BG MPO 2020-2029 Transportation Improvement Programs (TIPs) was prepared by the Triangle J Council of Governments. Individuals from the following agencies contributed their efforts towards the completion of the Transportation Conformity Determination Report. They include:

- NC Capital Area Metropolitan Planning Organization
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
- Burlington-Graham Metropolitan Planning Organization
- NC Department of Transportation
- NC Department of Environmental Quality, Division of Air Quality
- US Federal Highway Administration
- US Federal Transit Administration
- US Environmental Protection Agency

## Executive Summary

As part of their transportation planning processes, the North Carolina Capital Area Metropolitan Planning Organization (CAMPO), the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the Burlington-Graham Metropolitan Planning Organization (BG MPO) completed the transportation conformity process for amendments to the 2045 MTP (DCHC MPO) and for the 2020-2029 TIP (DCHC MPO, CAMPO and BG MPO). This report documents that the 2045 MTP and 2020-2029 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

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

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality 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 national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Research Triangle Region was "maintenance" at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the MTP and TIP.

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

## 1.0 Background

### 1.1 Transportation Conformity Process

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

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

U.S. EPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O<sub>3</sub>) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>) mix together in the atmosphere with sunlight. NO<sub>x</sub> and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by U.S. EPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by U.S. EPA to attainment with a maintenance plan for CO on September 18, 1995. The 20-year CO maintenance requirements for the Triangle expired in 2015.

In 1997, the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that was designed to replace the

one-hour standard. The U.S. EPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covered the following geographic areas:

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

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

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

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



## 2.0 2045 Metropolitan Transportation Plan

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The *Connect2045 Metropolitan Transportation Plan* is one part of the MPO's transportation planning process. The *Connect2045 Metropolitan Transportation Plan* was developed by DCHC MPO and CAMPO between 2015 and 2018. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the analysis years for the transportation plans are no more than ten years apart. CAMPO recently completed amendments to the 2045 MTP and the CAMPO board approved the Air Quality Conformity Determination Report for the MTP amendments and related 2018-2027 TIP amendments on August 21, 2019. The DCHC MPO is amending its 2045 MTP to incorporate the 2020-2029 TIP. The DCHC MPO area includes all of Durham County and parts of Orange and Chatham Counties.

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

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

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

The Transportation Plan is fiscally constrained as discussed in *40 CFR 93.108*. The Plan is fiscally constrained to the year 2045. The estimates of available funds are based on historic funding availability and methods used in the NCDOT Strategic Transportation Investments legislation and policy, and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in the MPO transportation plan.

This conformity determination is for an amendment to the DCHC 2045 MTP; neither CAMPO nor BG MPO needs to further amend their MTPs to accommodate the TIP project changes in the Triangle. The projects that constitute this amendment are listed in Appendix A and consist of changes to the highway project list in the Connect2045 MTP and fixed guideway and premium transit projects described in Chapter 7.3 of the MTP. The text changes will reflect the transit projects summarized in Appendix A of this CDR.



### 3.0 2020-2029 Transportation Improvement Program (TIP)

The 2020-2029 TIP is one part of an MPO's transportation planning process. The planning process includes the development of a Metropolitan Transportation Plan (MTP). The MPO adopts the long-range transportation plan. As projects in these long-range plans advance to implementation, they are programmed in the TIP for study, design, right-of-way acquisition and construction, provided they attain environmental permits and other necessary clearances.

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

This conformity determination is on the new 2020-2029 TIP. Projects in each MPO TIP are available on each MPO's web site and from the NCDOT and Triangle J Council of Governments.

### 4.0 Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA<sup>1</sup> for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the MTP and new 2020-2029 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the 2045 MTP in the DCHC MPO area and 2020-2029 TIP for DCHC MPO, CAMPO and BG MPO.

<sup>1</sup> The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: [www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation](http://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation) .



## 50 Transportation Conformity Requirements

### 5.1 Overview

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the DCHC MPO 2045 MTP Amendment and new 2020-2029 TIP for DCHC MPO, CAMPO and BG MPO can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

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

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**52 Latest Planning Assumptions**

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

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

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**53 Consultation Requirements**

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

Interagency consultation was conducted with DCHC MPO, CAMPO, BG MPO, NC DOT, NC DAQ, FHWA, FTA, and EPA. Interagency consultation was conducted consistent with the North Carolina Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450, and in conformance with CAMPO's, DCHC MPO's, and BG MPO's adopted Public Involvement Policies. The public comment period ran from \_\_\_\_ to \_\_\_\_.

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

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**54 Timely Implementation of TCMs**

The North Carolina SIP does not include any TCMs.

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**55 Fiscal Constraint**

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The 2045 MTP and 2020-2029 TIP are fiscally constrained, as demonstrated in Chapter 8 of the 2045 MTP.

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## Conclusion

The conformity determination process completed for the amended 2045 MTP and 2020-2029 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

# APPENDIX A: 2045 DCHC

## MPO MTP Amendments

Proposed List of Changes for Durham-Chapel Hill-Carrboro MPO 2045 MTP Amendments

Changes to 2045 MTP Appendix 1: Roadway Project List

Sorted by Project Name. **Bold font** denotes additions. ~~Strikethrough~~ denotes deletions.

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type(a)	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (c)	TIP#
2025 Horizon Year												
43 (c)	I-40	US 15-501	NC 86	4	6	Widening	3.9	29,316,000	St	Yes	No	I-3306 AB
428	NC 54	Old Fayetteville Rd	MPO boundary	2	2	Modernization	<del>2.9</del> <b>6.1</b>	<del>14,457,000</del> <b>3,924,000</b>	Reg	Yes	No	R-5821A
<del>89.3 (e)</del>	<del>Orange Grove Connector</del>	<del>Orange Grove Rd</del>	<del>US 70</del>	-	<del>2</del>	<del>New Location</del>	<del>0.4</del>	<del>5,299,000</del>	<del>Div</del>	<del>No</del>	<del>No</del>	<del>U-5848</del>
2035 Horizon Year												
<b>504 (g)</b>	<b>Cole Mill Rd Extension</b>	<b>NC 147</b>	<b>Hillsborough Rd</b>	<b>0</b>	<b>4</b>	<b>New</b>		<b>\$45,000,000</b>	<b>Div</b>	<b>No</b>	<b>No</b>	<b>N/A</b>
<del>367 (e)</del>	<del>Erwin Rd</del>	<del>Cameron Blvd</del>	<del>W Main St</del>	4	4	Modernization	<del>1.8</del>	<del>12,025,000</del>	<del>Div</del>	<del>No</del>	-	<del>N/A</del>
111 (d)	Fordham Blvd (US 15-501)	I-40	Ephesus Church Rd	4	4	Modernization	1.6	<del>2,052,000</del> <b>33,726,000</b>	St	Yes	No	U-5304F
240 (d)	Fordham Blvd (US 15-501)	Ephesus Church Rd	NC 54	4	4	Modernization	2.1	<del>45,498,000</del> <b>35,344,000</b>	St	Yes	No	U-5304D
73 (d)	Fordham Blvd (US 15-501)	NC 54	NC 86 (S Columbia)	4	4	Modernization	2.3	<del>49,832,000</del> <b>28,285,000</b>	St	Yes	No	U-5304B
204 (d)	Fordham Blvd/Raleigh Rd	Interchange	--	-	-	Upgrade	N/A	14,800,000	St	No	93.127	U-5774A
626 (d)	Fordham Blvd/ S Columbia St	Interchange	--	-	-	Upgrade	N/A	<del>35,000,000</del> <b>33,040,000</b>	St	Yes	No	U-5304A
<del>48.1 (h)</del>	<del>I-85</del>	<del>Mt Herman Church Rd</del>	<del>Durham County Line</del>	4	<del>6</del>	<del>Widening</del>	<del>2.5</del>	<del>39,118,000</del>	<del>St</del>	<del>Yes</del>	<del>No</del>	<del>I-5983</del>

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type(a)	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (c)	TIP#
48 (h)	I-85	I-40	Mt Herman Church Rd	4	6	Widening	6.0	197,738,000	St	Yes	No	N/A
48 (h)	I-85	Orange Grove Rd	Sparger	4	6	Widening	7.8	133,400,000	St	Yes	No	I-0305
504.1 (f) (g)	NC 147/Cole Mill Rd Extension	Interchange	--	-	-	New	N/A	(see #504)	St	Yes	No	N/A
64.12 (d)	NC 147 (Operational Improvements)	W Chapel Hill St	Briggs Av	4	4	Modernization	3.0	58,400,000 58,000,088	St	No	No	U-5937
64.13 (d)	NC 147 (possible managed lanes)	East End Conn Future I-885	I-40	4	8	Widening	3.9	179,248,000	St	Yes	No	U-5934
69.21 (d)	NC 54	Highgate Dr	Fayetteville Rd	4	4	Modernization	0.4	(see #69.2)	Reg	No	93.126	U-5774H
70.5 (f)	NC 54/Falconbridge Rd/ Southwest Durham Drive	Interchange	--	-	-	New	N/A	(see #70)	Reg	Yes	No	U-5774D
70.6 (f)	NC 54/Farrington Rd	Grade Separation	--	-	-	New	N/A	(see #70)	Reg	Yes	No	U-5774E
87 (d)	S Churton St	Eno River (Hillsborough)	I-40	2	4	Widening	2.2	31,825,000 54,055,000	Div	No	No	U5845
476 (e)	University Dr	MLK Parkway	Shannon Rd	5	4	Modernization	0.5	768,000	Div	No	-	N/A
438 (g)	US 15-501	US 64 Bypass (Pittsboro)	Smith Level Rd	4	4	Synchronized Street	10.5	45,640,000	St	Yes	No	U-6192
113.2 (f)	US 15-501/Mt Moriah Rd	Grade separation	--	-	-	New	N/A	(See #113)	St	Yes	No	U-6067
113.3 (f)	US 15-501/Southwest Durham Dr	Interchange	--	-	-	New	N/A	(See #113)	St	Yes	No	U-6067
113.4 (f)	US 15-501/New collector road	Grade separation	--	-	-	New	N/A	(See #113)	St	Yes	No	U-6067
485 (d)	US 70 (freeway conversion)	Lynn Rd	S Miami Blvd	4	6	Freeway	1.6	111,020,000 62,700,000	St	Yes	No	U-5720A
485.1 (f)	US 70/Lynn Rd Extension	Interchange	--	-	-	New	N/A	(see #485)	St	Yes	No	U-5720A
116.1 (d)	US 70/Miami Blvd/Sherron Rd	Interchange	--	-	-	New	N/A	\$46,621,000- 73,200,000	St	Yes	No	U-5720B
116.2 (f)	US 70/Angier Av	Interchange	--	-	-	New	N/A	(see #116)	St	Yes	No	U-5720C

These footnotes provide additional clarity for the table entries.

- (a) Reg. Sig. means Regionally Significant. Changes to these projects, e.g., deletion from the plan, could require a new air quality conformity determination.
- (b) Projects that are exempt may continue to move forward in the case of a plan lapse whereas non-exempt projects will not receive federal action until there is an approved MTP. In this column, exempt projects are indicated by the regulation section that provides the exemption, e.g., 93.126.
- (c) This project is to be moved from the 2035 project horizon to the 2025 horizon. It has been advanced in the Transportation Improvement Plan (TIP).
- (d) This project is to be moved from the 2025 project horizon to the 2035 horizon. It has been delayed in the Transportation Improvement Plan (TIP).
- (e) This project is to be deleted from the 2045 MTP.
- (f) These are separately identified interchange and grade separation projects that are funded as part of a larger roadway project.
- (g) These are new projects for the 2045 MTP.
- (h) This project consolidates into a new, single project in the 2045 MTP.

## Proposed List of Changes for Durham-Chapel Hill-Carrboro MPO 2045 MTP Transit Corridor Projects

MPO ID	Revised MPO ID	NCDOT TIP Number	Revised NCDOT TIP Number	Project Title	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested by
				Central Durham to Chapel Hill Premium Bus/BRT	Regionally Significant	Investment that would closely approximate the corridor and activity centers of the original Durham-Orange Light Rail Transit (D-O LRT) from the 2045 MTP. This project would likely be examined in different segments with services that utilize all or parts of infrastructure segments. Facilities might include dedicated bus lanes, enhanced bus stops and stations, and bus signal preemption. The corridor would include, but not be limited to: the former D-O LRT alignment; US 15-501 between Durham and Chapel Hill; US 15-501 bypass in Chapel Hill; US 15-501 bypass in Durham; the NC 147 and NCR line between downtown Durham and Duke University and Medical Center; NC54 between I-40 and UNC; and UNC to downtown Carrboro.	D-O LRT project withdrawn from consideration for state and federal funding	DCHC MPO
				Central Durham to Wake County Premium Bus/BRT	Regionally Significant	Investment that would connect Central Durham to RTP and western Wake County communities. NC 147 widening will likely add two lanes per direction, and one of those additional lanes could be used as an express/bus lane for premium bus/BRT service.	Align with CAMPO Raleigh-RTP BRT MTP project (CAMPO ID #156); take advantage of evolving design of NC147 widening project (TIP# U-5934)	DCHC MPO
				Pittsboro to Chapel Hill Premium Bus/BRT	Not Regionally Significant	Investment that would connect Pittsboro, Chatham Park (burgeoning large scale development), Chapel Hill, and the UNC campus and health care facilities. Service and amenity upgrades might include short headways, express service, full service stations, sheltered bus stops, signal preemption, and other characteristics often associated with BRT.	Leverage the current bus service in that corridor by connecting to the future North-South BRT in Chapel Hill to create a more efficient, seamless service	DCHC MPO
				Hillsborough to Chapel Hill Premium Bus/BRT	Not Regionally Significant	Investment that would connect Hillsborough, expanding UNC healthcare and community college facilities, and Chapel Hill. Service and amenity upgrades might include short headways, express service, full service stations, sheltered bus stops, signal preemption, and other characteristics often associated with BRT.	Leverage the current bus service in that corridor by connecting to the future North-South BRT in Chapel Hill to create a more efficient, seamless service	DCHC MPO
				Durham to Mebane rapid rail service (commuter rail)	Regionally Significant	Commuter rail investment that would connect Durham to Mebane. The current description is Durham-to-Hillsborough. Changing the description to extend the service to the MPO boundary allows Durham-to-Mebane service to be analyzed.	Consider relatively low-cost expansion of commuter rail to Mebane	DCHC MPO
				Durham to Raleigh Premium Bus/BRT, via US 70	Not Regionally Significant	Investment that would upgrade current service between Durham and Raleigh (and 540 and 440) and use the new US 70 freeway conversion. Service and amenity upgrades might include short headways, express service, full service stations, sheltered bus stops, signal preemption, and other characteristics often associated with BRT.	Align with CAMPO-Raleigh BRT project (CAMPO ID #); take advantage of US 70 freeway conversion (TIP# U-5518, U-5720)	DCHC MPO





## APPENDIX B: Conformity Process Schedule

NCDOT releases 2020-29 STIP:	August 7, 2019
Initial conformity partner consultation - request comment on schedule & report format:	August 9, 2019
MPOs provide tables of any MTP amendments and lists of TIP projects:	August 14, 2019
Draft CDR complete and sent to MPOs and agency partners for review and comment:	August 15, 2019
MPO Authorization to release draft conformity report for public comment:	August 21, 2019 (BG MPO) September 11, 2019 (DCHC) September 11, 2019 (CAMPO)
Receipt of FHWA, FTA, EPA and DAQ comments:	September 30, 2019
Final Draft of CDR with agency comments and responses:	October 9, 2019
NCDOT Conformity Finding for the donut areas:	November 13, 2019
Public Hearing and Action on TIP, MTP amendment(s) and Conformity Determination:	November 13, 2019 (DCHC) October 16, 2019 (CAMPO) October 15, 2019 (BG MPO)
Federal Action (USDOT determination and letter to State/MPO):	March 2020
Conformity Process complete:	March 2020

## **APPENDIX C: Interagency Consultation**

# **APPENDIX *D*:**

## **Public Participation and Notification**

# **APPENDIX *E*:**

## **Public & Agency Comments and Responses**

# **APPENDIX *F*:**

## **Adoption, Endorsement Resolution and Agency Determinations**