

Conformity Analysis and Determination Report

2040 Long-Range Transportation Plan Amendment and the FY 2016-2020 Transportation Improvement Program (TIP):

Greater Hickory Metropolitan Planning Organization
(Catawba County portion)

Projects from the FY 2016-2020 State TIP:

The portion of Catawba County that is within the Catawba County PM_{2.5} Non-Attainment Area but Outside the Metropolitan Planning Organization Area

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for the
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In cooperation with:

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Draft

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List of Acronyms

AADT	Annual Average Daily Traffic
Conformity Analysis	Demonstration that when the projects planned in the TIP and LRTP are implemented the area will not exceed allowable motor vehicle emissions thresholds (Emissions Budgets).
Conformity Finding	Statement that the projects contained in the MTIP are essentially consistent with those listed in the LRTP 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 Program. A federal highway fund category for projects that will improve air quality.
DMV	North Carolina Department of Motor Vehicles
Emissions Budget	See Conformity Analysis.
EIS	Environmental Impact Statement. Federally required environmental study for projects with potentially significant environmental effects.
EPA	United States Environmental Protection Agency.
FHWA	Federal Highway Administration (USDOT)
FC	Functional Classes
FTA	Federal Transit Administration (US Department of Transportation)
GHMPO	Greater Hickory Metropolitan Planning Organization
HPMS	Highway Performance Monitoring System
LRTP	Long Range Transportation Plan: 25-year planning document identifying long and short-term transportation investment needs. Other planning organizations also use MTP for Metropolitan Transportation Plan
MAB	Metropolitan Area Boundary. The boundary of the area within the transportation planning jurisdiction of an MPO.
MAP-21	Moving Ahead for Progress in the 21st Century Act: federal legislation
MPO	Metropolitan Planning Organization.
MTIP	Metropolitan Transportation Improvement Program.
MTP	Metropolitan Transportation Plan: 25-year planning document identifying long and short-term transportation investment needs. Introduced with MAP-21 legislation as an update to LRTPs.
MVEB	Motor Vehicle Emission Budgets.
NAAQS	National Ambient Air Quality Standards
NCDAQ	North Carolina Division of Air Quality (within NCDENR).
NCDENR	Department of Environment and Natural Resources, Division of Air Quality
NCDOT	North Carolina Department of Transportation.
NEPA	National Environmental Policy Act. Federal law that requires consideration of environmental impacts for all major expenditures of federal funds.
NMA	Non-Modeled Area: The area of Catawba County outside of the TDM. Analyzed by using the NCDOT Rural Spreadsheet

NMAA	Non-Modeled Area Analysis: A spreadsheet based approach to analyzing the NMA
NOx	Oxides of Nitrogen: key precursor to smog. According to NCDAQ, roadway sources produce around 31% of total NC NOx emissions
Prospectus	Document outlining responsibilities and procedures for carrying out the cooperative transportation planning process. Defines ongoing work tasks cited in the Planning Work Program.
PWP	Planning Work Program: Accounting document for use of planning grant funds; lists approved activities that these funds may reimburse. The PWP thus guides transportation planning activities for the year.
RPO	Rural Planning Organization. RPOs are partnerships among non-MPO counties, established to provide rural areas a greater voice in state transportation decisions affecting those areas.
Section 104(f) PL	Funds distributed through the Federal Highway Administration for transportation planning tasks.
SIP	State Implementation Plan. The modeling analysis 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
TAC	Transportation Advisory Committee
TAZ	Traffic Analysis Zone
TCM	Transportation Control Measures. Specific projects or programs enumerated in the SIP that are designed to improve air quality are implemented in a timely fashion
TDM	Travel Demand Model.
TIP	Transportation Improvement Program: may include State TIPs (STIP) or Metropolitan TIPs (MTIP)
TMA	Transportation Management Area: urbanized area over 200,000 in population.
WPCOG	Western Piedmont Council of Governments
WPTA	Western Piedmont Regional Transit Authority

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Conformity Analysis and Determination Report

2040 Long-Range Transportation Plan Amendment and the FY 2016-2020 Transportation Improvement Program

- **Greater Hickory Metropolitan Planning Organization**

Projects from the FY 2016-2020 Transportation Improvement Program:

- **The portion Catawba County that is outside the Metropolitan Planning Organization Area**

Overview

Transportation Conformity ("conformity") ensures that Federal funding and approval is distributed to those transportation activities that are consistent with air quality goals. Conformity applies to Long Range Transportation Plans (LRTPs), Transportation Improvement Programs (TIPs), and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide.

These areas are known as "nonattainment areas" or "maintenance areas," respectively. A conformity determination demonstrates that the total emissions projected for a plan or program are within the motor vehicle emissions budget ("budgets" or MVEB) established by the air quality plan or State Implementation Plan (SIP) for air quality, and that transportation control measures (TCMs) – specific projects or programs enumerated in the SIP that are designed to improve air quality – are implemented in a timely fashion.

Conformity Determination

Regional emissions are estimated based on highway and transit usage according to LRTPs and TIPs. The projected emissions for the LRTPs and the TIPs must not exceed the motor vehicle emissions budget established by the SIP (or less than baseline emissions where no SIP budgets have been approved or found adequate). Where TCMs are included, responsible Metropolitan Planning Organizations (MPOs) and the North Carolina Department of Transportation (NCDOT) are required to demonstrate that TCMs are implemented in a timely fashion to ensure conformity.

The Decision Process

A formal interagency consultation process involving the Environmental Protection Agency (EPA), FHWA, FTA, and State and Local transportation and air quality agencies is required in developing SIPs, TIPs, LRTPs, and in making conformity determinations. MPO policy boards make initial conformity determinations in metropolitan areas, while NCDOT makes this determination in areas outside of MPOs, in consultation with affected Rural Planning Organizations (RPOs).

Two organizations are responsible for making the conformity determinations in two distinct parts of the Catawba County Maintenance Area for fine particulate matter (PM_{2.5}).

- a. The Greater Hickory MPO (GHMPO) within the metropolitan area boundary
- b. The NCDOT in the rural area of Catawba County that remains outside of the Greater Hickory MPO metropolitan area boundary

Each of these responsible organizations must make a conformity determination for its respective area in order for all of the areas to be designated in conformity.

Conformity determinations must also be made at the Federal level by FHWA/FTA. These determinations must be made at least every four years, or when transportation plans or TIPs are updated, or within one year of the effective date of a non-attainment designation.

Conformity analysis is made available to the public as part of the MPO and/or state DOT planning processes. MPOs are required to make LRTPs, TIPs, and conformity determinations available to the public, accept and respond to public comments, and provide adequate notice of relevant public meetings. Project sponsors of specific transportation projects within the transportation plans and TIPs must also include appropriate public involvement during project development.

Motor Vehicle Emissions Budget

The SIP summarizes the emissions for the pollutants for each source type (mobile and stationary). However, there is a limit for motor vehicle emissions, motor vehicle emissions budgets (MVEBs). The MVEBs are developed as part of the air quality interagency consultation planning process by state air quality/environmental agencies and approved by EPA. Transportation agencies also participate in this process. (Note: The SIP does not place limits on non-road, point, and area source emissions).

Transportation Control Measures

Areas can include TCMs in their SIPs. TCMs are specific programs designed to reduce emissions from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. These programs can include:

- Developing high occupancy vehicle (HOV) facilities
- Ordinances to promote non-motor vehicle travel
- Transit improvements
- Signal timing
- Bicycle and pedestrian facilities
- Land use planning

Catawba County SIP does not contain any TCMs.

Executive Summary

The purpose of this report is to comply with the provisions of the Clean Air Act Amendments (CAAA) of 1990 and Moving Ahead for Progress in the 21st Century (MAP-21) that was signed into law on July 6, 2012. This report demonstrates that the activities resulting from the implementation of the fiscally constrained LRTP will not “cause or contribute to any new violation of any standard in any area, increase the frequency or severity of any existing violation of any standard in any area, or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area” of the following jurisdictions:

- The portion of Catawba County within the GHMPO,
- The portion of Catawba County outside the MPO boundary

This conformity determination is based on a regional emissions analysis that uses the transportation network approved by the above-named MPO for the 2040 LRTP Amendment and emissions developed by the North Carolina Division of Air Quality (NCDAQ), combined with a non-modeled area analysis for the rural area of Catawba County which is performed by NCDOT using a non-modeled area analysis spreadsheet. Based on these analyses, it was determined that the 2040 LRTP Amendment for the GHMPO, and its respective FY 2016-2020 TIP, as well as the rural projects from the State TIP, conform to the purpose of the North Carolina SIP. The FY 2016-2020 TIP is a direct subset of the 2040 LRTP Amendment.

The EPA designated Catawba County, in its entirety, as a non-attainment area for the PM_{2.5} Standard with an effective date of April 5, 2005 and due to improved air quality the area was designated as maintenance on December 19, 2011.

The conformity determination is based on the 2040 LRTP Amendment for the GHMPO. This LRTP along with projects from the most recent TIP in the rural area outside of the urban area form, in effect, a regional transportation plan. The plan has three analysis years: 2021, 2030, and 2040. Each analysis year includes expected population and employment data and roadway projects that should be open. The plan is fiscally constrained; funding sources for roadway projects are identified.

The NCDAQ prepared base and future nitrogen oxides (NOx) emission rates for the vehicle fleet using the EPA approved mobile model Motor Vehicle Emission Simulator (MOVES2014). Speeds and vehicle-miles traveled (VMT) obtained from the Greater Hickory Travel Demand Model (TDM) and the NCDOT Rural Spreadsheet were used as inputs to the mobile model. Direct PM_{2.5} was deemed insignificant; therefore, Catawba County does not have a motor vehicle emission budget for direct PM_{2.5}.

Table 1 summarizes the conformity requirements of *40 CFR 51 and 93* and gives the status of the LRTP in relation to each of these requirements. Table 2 contains results from the emission analysis. All the horizon years analyzed pass the regional emissions analysis test for the PM_{2.5} SIP Motor Vehicle Emission Budgets (MVEBs)

for NOx. Since direct PM_{2.5} was deemed insignificant, only the NOx MVEB comparison is relevant to this analysis.

Table 1. Status of Conformity Requirements (√ indicates the criterion is met)

Criteria	Greater Hickory MPO	Rural Area of Catawba County
Less Than Emissions Budget	√	√
TCM Implementation	N/A	N/A
Interagency Consultation	√	√
Latest Emissions Model	√	√
Latest Planning Assumptions	√	√
Fiscal Constraint	√	√

Table 2. Catawba County Emissions Comparison Summary (kg/year)

Analysis Year	NOx (kg/year)			
	NMAA (Rural)	TDM (Urban)	County Total Comparison Amount	PM _{2.5} SIP MVEBs for NOx
2021	71,951	791,538	863,489	2,236,028
2030	33,818	348,224	382,042	2,236,028
2040	23,851	209,614	233,465	2,236,028

Table 3. Cross-Reference Index

Conformity Determination Report for the Long-Range Transportation Plan Amendment and FY 2016-2020 TIP in the Catawba County PM _{2.5} Maintenance Area	
Conformity Requirement	Appendix A
Formal findings of conformity	to be added
The date the region was designated non-attainment under the PM _{2.5} standard.	p. 3
The purpose of this report is to comply with the requirements of the CAAA, MAP-21, and <i>40 CFR 51 and 93</i> .	p. 7
<i>40 CFR 93</i> requires that a conforming transportation plan satisfy six conditions:	p. 9
The LRTP is fiscally constrained as discussed in <i>40 CFR 93.108</i> .	p.11
The 2040 LRTP was developed with the latest planning assumptions as discussed in <i>40 CFR 93.110</i>	p. 11
Emissions budget comparisons have been performed to satisfy the emissions test requirement of <i>40 CFR Part 93.118</i> .	p. 14
<i>40 CFR Part 93.106</i> requires that transportation emissions be estimated at, minimum, ten-year intervals.	p. 18
The 2040 Long Range Transportation Plan is consistent with consultation requirements discussed in <i>40 CFR 93.105</i> .	p. 19
Summary of Conformity Status of Greater Hickory Urban Area Transportation Plan	p. 20
Listing of projects in each analysis year	Appendix C
Emissions Calculations	Appendix F
Significant comments of reviewing agencies addressed by the MPO, or a statement that no significant comments were received.	to be added

Conformity Analysis and Determination Report

2040 Long-Range Transportation Plan Amendment and the FY 2016-2020 Transportation Improvement Program:

- Greater Hickory Metropolitan Planning Organization,

Projects from the FY 2016-2025 State TIP:

- The portion of Catawba County outside the Metropolitan Planning Organization Area

1. Introduction

The Clean Air Act (CAA) requires the EPA to regulate air emissions from mobile and stationary sources. The EPA established the National Ambient Air Quality Standards (NAAQS) to protect public health and welfare as well as the environment. The EPA has set NAAQS for six pollutants – carbon monoxide, lead, nitrogen dioxide, particulate matter, ozone and sulfur dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard, and provides EPA the authority to define the boundaries of non-attainment areas. For areas designated as non-attainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a SIP that addresses each pollutant for which it fails to meet the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP.

In North Carolina, the agency responsible for SIP development is the North Carolina Department of Environment and Natural Resources (NC DENR), Division of Air Quality. The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, thereby creating a direct link between transportation and air quality planning activities within a non-attainment area. The process of ensuring that a region’s transportation planning activities contribute to attainment of the NAAQS, or “conform” to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within the non-attainment area, the area must demonstrate through a federally mandated conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in the SIP.

In order to ensure the conformity requirements are met, Section 176(c) of the Clean Air Act authorizes the EPA Administrator to “promulgate criteria and procedures for

demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” This is accomplished through the Transportation Conformity Rule, developed by the EPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the conformity process.

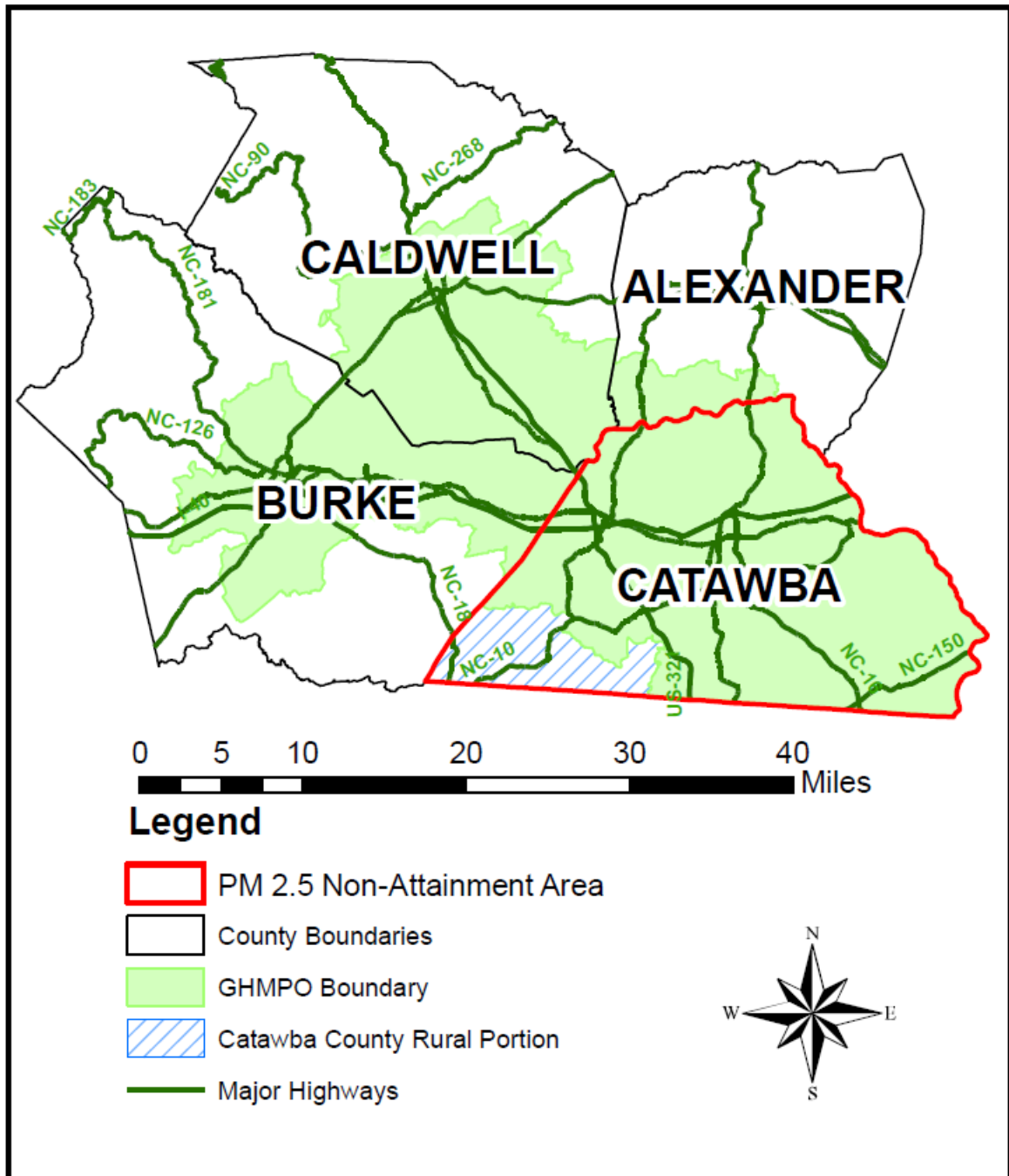
The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 and MAP-21 that was signed into law on July 6, 2012. This report demonstrates that the activities resulting from the implementation of the financially constrained LRTP and the TIP will not contribute to future violation of the NAAQS in the following jurisdictions:

- The portions of Catawba County within the GHMPO
- The portion of Catawba County outside the MPO boundary

This conformity determination is based on a regional emissions analysis based on the transportation network approved by the above-named MPO for the 2040 LRTP Amendment, VMT and Speed input data developed by NCDOT, and emissions developed in cooperation with NCDAQ. A map of the Catawba County maintenance region is shown as a map on Figure 1. The GHMPO boundary represents the portion of Catawba County covered by the TDM. The remainder of the county is the portion where the rural analysis was used for VMTs and speeds.

All federally funded projects in areas designated by the EPA as air quality non-attainment or maintenance areas must come from a conforming long-range transportation plan and TIP. Catawba County is required by *23 CFR 134* and *40 CFR 51 and 93* to make a conformity determination on any newly adopted or amended fiscally constrained long-range transportation plan and related TIP. In addition, the United States Department of Transportation (USDOT), specifically FHWA and FTA, must make a conformity determination on the GHMPO Plan and the related TIP for the maintenance area.

Figure 1: Catawba County PM2.5 Non-Attainment Area



In order to assist Catawba County in making a conformity determination on the adopted 2040 fiscally constrained LRTP, the following agencies shared leading roles composing substantial portions of this document:

Agency	Counties
Greater Hickory MPO	Catawba (inside GHMPO)
NCDOT, with Unifour RPO input	Catawba (outside GHMPO)

This analysis is consistent with the *Transportation Conformity Rule (40 CFR Part 93)*. Based on the regional emissions analysis documented in this report, the following Transportation Plan conforms to the purpose of the North Carolina SIP approved by the EPA:

- Greater Hickory MPO 2040 LRTP Amendment & 2016-2020 TIP Projects
- Projects from the 2016-2020 STIP for the Rural Portion of Catawba County

This report documents the regional emissions analysis using the motor vehicle emissions budget test, the interagency consultation process, public involvement process, and the analysis methodology used to demonstrate transportation conformity for the MPO and the rural portion of Catawba County outside of the MPO.

40 CFR 93 requires that a conforming transportation plan satisfy six conditions:

- The transportation plan must be consistent with the motor vehicle emissions budget(s) in an area where the applicable implementation plan or implementation plan submission contains a budget (*40 CFR Part 93.118*).
- The transportation plan, TIP, or FHWA/FTA project not from a conforming plan must provide for the timely implementation of TCMs from the applicable implementation plan (*40 CFR Part 93.113b*).
- The MPO must make the conformity determination according to the consultation procedures of *40 CFR Part 93.105* and the implementation plan revision required by *40 CFR Part 93.390 (40 CFR Part 416)*.
- The conformity determination must be based on the latest emissions estimation model available (*40 CFR Part 93.111*).
- The conformity determination must be based on the latest planning assumptions (*40 CFR Part 93.110*).
- The transportation Plan, TIP, or FHWA/FTA project must meet the interim emissions tests where applicable (*40 CFR Part 93.119*). (Since the relevant SIP does contain an approved MVEB, this does not apply to this analysis.)

This report shows that the MPO's 2040 LRTP Amendment, the FY 2016-2020 TIP and the projects out of the 2016-2020 STIP in the rural area outside of the MPO boundary meet each condition. Each condition is discussed in the following sections of this report.

2. Air Quality Planning

The EPA designated Catawba County as non-attainment for the PM_{2.5} Fine Particle National Ambient Air Quality Standard on December 17, 2004, and due to improved air quality the area was designated as maintenance on December 19, 2011. Fine particle pollution is a mixture of microscopic solids and liquid droplets suspended in air. Fine particles can be emitted directly (such as smoke from a fire) or formed in the atmosphere from power plant, industrial and mobile source emissions of gases such as sulfur dioxide and nitrogen oxides. Fine particles less than or equal to 2.5 micrometers in diameter (called PM_{2.5} and measuring about one-thirtieth the diameter of an average human hair), pose the greatest risk. These particles can get deep into the lungs, and some may even get into the bloodstream. States and tribes with designated non-attainment areas must submit plans that outline how they will meet the PM_{2.5} standards. Areas are required to attain clean air as soon as possible but no later than 2010. The EPA may grant attainment date extensions of up to five years in areas with more severe PM_{2.5} problems and where emissions control measures are not available or feasible. The Catawba County PM_{2.5} SIP Federal Register Notice is provided in Appendix A.

3. Long-Range Transportation Plan

The 2040 Transportation Plan was developed between 2012 and 2013 and is currently being amended. Federal law *40 CFR 93.104(b)(3)* requires a conformity determination of the transportation plan no less frequently than every four years. As required in *40 CFR 93.106*, the horizon years for the transportation plan are no more than ten years apart.

The GHMPO covers approximately four-fifths of Catawba County. The remaining portion of the maintenance area outside the MPO boundary is rural.

3.1 Consultation

The 2040 Transportation Plan Amendment is consistent with consultation requirements discussed in *40 CFR 93.105*.

Consultation on the development of this conformity determination was accomplished through interagency consultation meetings held on February 26, 2015, March 16, 2015, and April 20, 2015. A summary of the topics discussed and the list of attendees at each meeting is included in Appendix B.

3.2 Financial Constraint Assumptions

The LRTP Amendment is fiscally constrained as discussed in *40 CFR 93.108*. Fiscal constraint requires that revenues in transportation planning and programming are identified and "are reasonably expected to be available" to implement the LRTP and the TIP, while providing for the operation and maintenance of the existing highway and transit systems. In addition, revenues must be "available or committed" for the first two years of a TIP in air quality non-attainment and maintenance areas [*23 CFR 450.324(e)* and *23 CFR 450.216(a)(5)*].

The GHMPO LRTP Amendment is fiscally constrained to the year 2040. All projects included in the current 2015-2025 TIP are fiscally constrained, and funding sources have been identified for construction and operation. The estimates of available funds are based on historic funding availability and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in the MPO's long-range transportation plan. It is assumed that the projects listed for each horizon year will be completed and providing service by the end of the indicated calendar year (December 31). These transportation networks are shown in greater detail in Appendix C.

3.3 Latest Planning Assumptions

The 2040 LRTP Amendment was developed with the latest planning assumptions as discussed in *40 CFR 93.110*. The Greater Hickory TDM was developed for the urbanized portion of the Greater Hickory non-attainment area. The MPO provided housing, employment and population projections. A set of highway projects was developed. This collection of socioeconomic data, highway network, and travel forecast tools, representing the latest planning assumptions, were finalized through the adoption of the draft LRTP by the GHMPO in September 2013. Additional detail on these planning assumptions is provided below.

Land use and demographic data were collected by regional planning agencies and staff members of the Western Piedmont Council of Governments (WPCOG), the lead planning agency of the GHMPO. The base year data for this TDM was 2011. Residential and employment data was forecasted to 2040.

Forecasts were prepared by MPO staff. Methodology was applied to maintain consistency between residential and employment forecasts and local land use plans. Data and forecasts were submitted for public review by the MPO, and adopted for use in developing travel demand and air quality forecasts by the MPO's Transportation Advisory Committee (TAC).

The Greater Hickory TDM uses the basic four-step process (trip generation, trip distribution, mode choice, and assignment). The steps of the process are discussed in greater detail in the sections below. The Greater Hickory TDM is housed at the NCDOT. The TDM covers all of the urbanized area of Catawba County, which is approximately four-fifths of the county.

Outside of the modeled area, NCDOT utilizes a spreadsheet that incorporates the vehicle-miles traveled universe file and historical trends to project the VMT in future years at the county level, and the VMT is factored based on population percentage for that portion of the county not covered by the TDM. The spreadsheet calculates speeds based on a model originally developed by the Texas Transportation Institute (TTI) but modified by NCDOT. Speeds generated by the spreadsheet are incorporated into the MOVES2014 mobile model. Then, emissions are developed by NCDAQ using MOVES2014. Speeds and VMTs can be found in Appendix E. The rural spreadsheet model is used for the portion of Catawba County not in the TDM. This methodology has been used to demonstrate conformity in other areas and has received approval from interagency partners.

There are no court orders or special agreements that apply to this conformity determination (40 CFR 93.109).

3.4 Amended Roadway Projects

Appendix C includes a list of the amended roadway projects in Catawba County as indicated below

Area	Location of Amended Roadway Project List in Appendix C
Greater Hickory Urban Area MPO	2040 LRTP Amendment
NCDOT (Rural portion of Catawba County)	2016-2020 STIP

3.5 Travel Demand Model – Trip Generation

The Greater Hickory TDM covers the urbanized areas of Catawba County, Burke County, and Caldwell County. It also includes a small portion of Alexander County that is adjacent to Catawba County. The remainder of Catawba County is covered by the NCDOT Rural Spreadsheet. As part of the 2013 update, the MPO established a new Traffic Analysis Zone (TAZ) structure for the entire Metropolitan Area Boundary (MAB) following the MPO enlargement and 2010 census. The TDM has a design year of 2040 and interim years of 2021 and 2030.

The trip generation module of the Greater Hickory TDM uses a cross-classification trip production process and a regression based trip attraction process. Total person trips (both motorized and non-motorized) are generated. The new model has six primary trip purposes: home-based work, home-based shopping, home-based other, non-home-based, external, and truck.

Commercial vehicle trips are treated as a separate trip purpose with commercial vehicle-specific trip generation and distribution parameters.

3.6 Trip Distribution

The Greater Hickory TDM uses a traditional gravity model to distribute trips. The TDM builds zone-to-zone trip tables (by purpose) using a weighted sum of travel time and distance. For assignment purposes, the individual trip tables are aggregated into a single trip table for each LRTP analysis year (2021, 2030, and 2040).

3.7 Mode Choice

Mode choice was not applied to the Greater Hickory model. The person trips from the Trip Generation step are converted to vehicle trips in the Trip Distribution step by applying a vehicle occupancy factor, which varies by trip purpose.

3.8 Highway Assignment and Vehicle Miles Traveled

Once the total number of trips has been determined, the trips are assigned to the network. For the Greater Hickory Model, this is done using an equilibrium loading or an all-or-nothing assignment, depending on the trip purpose. Trips were assigned to the highway network using a multi-class assignment. All truck trips and external-external auto trips were first assigned using an all-or-nothing assignment where capacity was not considered. The remaining internal-internal and external-internal automobile trips were assigned using an equilibrium assignment. This assignment type accounts for traffic congestion and the effect it has on path choice for typical automobile traffic.

3.9 Method of reporting VMT and Speeds

The Greater Hickory TDM has the ability to provide reports in the form of daily output. The VMTs used in the conformity determination are from the last iteration of the TDM (version 1.1). Each link in the roadway network carries a functional classification. The NCDAQ provides the emissions based on MOVES2014 output. The emissions are provided in Appendix D.

The MOVES2014 mobile model requires, as input, the weighted speeds by functional classification. This information can be derived directly from the TDM link data output. This first requires the separation of the TDM link data into functional classification. On and off ramp VMTs are distributed based on the weighted VMT values of the other functional classes. The congested link speed in miles per hour (mph) can then be determined by converting the link distance to miles and dividing by travel time. The congested speed is then weighted by the ratio of the link VMT to the system VMT for each of the functional classifications. This input is then used for MOVES2014. The VMT and speeds are provided in Appendix E.

Congested and uncongested speeds are calculated using the TDM output. The congested speeds are sent to NCDAQ to determine actual emissions.

4. Regional Emissions Analysis Tests

Catawba County was designated maintenance by the EPA on December 19, 2011. Emissions comparisons to the approved PM_{2.5} SIP MVEBs have been performed to satisfy the emissions test requirement of 40 CFR 93.118. Emissions are provided by NCDAQ.

4.0.1 Emissions Analysis Source

The VMT and speeds for the emissions analysis were derived from the Greater Hickory TDM for all facilities in the modeled area. The VMT and speeds for the portions of Catawba County outside the modeled area came from the NCDOT rural spreadsheet procedure, as described below.

NCDOT utilizes a spreadsheet that incorporates the VMT universe file and historical trends to project the VMT to the horizon years at the county level. The 2004-2013 VMT data is expressed as Daily Vehicle Miles of Travel (DVMT). This data is based upon the Annual Average Daily Traffic (AADT) in the universe file. The annual Highway Performance Monitoring System (HPMS) VMT reported to the FHWA is derived from a subset of the universe file. North Carolina records AADT data for all roads in all functional classifications. The projection of VMT for specific years of interest was based on a trend line using an ordinary least squares linear regression extrapolation of HPMS data for a 10-year period (2004-2013) for Catawba County. The total VMT, including rural and urban road types, was used to perform statistical analysis. This approach compensates for the reclassification of VMT from year to year due to the expansion of urbanized boundaries or other reasons. Finally, 2013 VMT by functional classes (using the ratio of each functional class's VMT to the total VMT) was used to disaggregate projected county-total VMT. Results were evaluated for reasonable growth and consistency.

This VMT projection methodology was based on the EPA document *Section 187, VMT Forecasting and Tracking Guidance*, January 1991. The spreadsheet calculates speed based on a model originally developed by the Texas Transportation Institute (TTI) but modified by NCDOT.

Speeds generated by the rural spreadsheet are inputted into the MOVES2014 mobile model along with other locality specific data generated by NCDAQ. Then, MOVES2014 generates emissions. The rural analysis is provided in Appendix D.

4.0.2 Emissions Comparison Years (PM_{2.5})

Emissions must be calculated at intervals not exceeding 10 years, including the LRTP's horizon year (2040). The entire area will be analyzed for 2021 (LRTP intermediate year), 2030 (LRTP intermediate year) and 2040 (LRTP horizon year).

Table 5 below summarizes the transportation conformity analysis methods and years for the different parts for the PM_{2.5} Maintenance Area.

Table 4. Catawba County Transportation Conformity Analysis Matrix

County	Area model status	Area emissions budget status	Emissions analysis source	2021	2030	2040 horizon
Catawba	Modeled area	PM _{2.5} SIP MVEBs	Greater Hickory TDM	NOx	NOx	NOx
	Rural area	PM _{2.5} SIP MVEBs	NCDOT Rural Spreadsheet	NOx	NOx	NOx

A modeled comparison to the attainment year of 2009 is not required because the conformity determination for this process will be made in 2015, which is past the 2009 attainment year.

4.1 Emissions Model

The MOVES2014 mobile model was used to develop the emissions. Motor vehicle emissions controls considered in the MOVES2014 mobile model include the following:

Strategy

I/M Program (per NC SIP)
Tier 2 vehicle's Emission Standards
Low Sulfur Gasoline and Diesel fuels
Heavy Duty Vehicle Rules 2004 and 2007
Low RVP Gasoline
On board vapor recovery

Methodology/Approach

Accounted for in MOVES2014 model
Accounted for in MOVES2014 model
Accounted for in MOVES2014 model
Accounted for in MOVES2014 model
Accounted for in MOVES2014 model
Accounted for in MOVES2014 model

Also, area specific information is used for such items as vehicle age distribution and vehicle type distribution rather than national default values, as documented below.

4.1.1 Development of Emissions

The following MOVES2014 model-input parameters will be used in the conformity analysis.

PM_{2.5} Maintenance Area: Catawba Counties

Parameter	Data Source
a. Emissions Model Version(s)	MOVES2014
b. Emission Model Runs	Annual NOx kilogram/yr
c. Time Periods	Annually for NOx
d. Pollutants Reported	NOx (for PM _{2.5})

e. Emissions Budget Years	2021, 2030, 2040
f. Emissions Analysis Years	2021, 2030, 2040
g. Vehicle Classes	13
h. Temperature and Relative Humidity	Temperature and Relative Humidity is 2008 monthly average 24-hour temperature and relative humidity profiles from the Hickory Airport (KHKY)
i. VMT Mix	Based on 2013 NCDOT HPMS Travel Activity by Vehicle Type data projected for future years (2020 and beyond) according to EPA guidance.
j. Speeds	From Greater Hickory TDM and Rural Spreadsheet
k. Vehicle Age Distribution	Based on 2013 NCDOT vehicle registration data for Catawba County.
l. I/M Program	uses MOVES guidance with a 96% compliance rate and a 5% waiver rate and exempting the 3 latest model year vehicles
m. Anti-tampering Applicability	Not included in MOVES
n. RVP	Fuel Supply and Fuel Formulation use the 2012 fuelYrID defaults edited for a 9.0 RVP county profile.
o. Strategies	See 4.1 Emissions Model above
p. I/M Compliance Factor Coverage (CFC)	This input to MOVES accounts for the I/M compliance rate, waiver rate, and regulatory coverage adjustment for applicable vehicles. When calculated by MOVES guidance methods this value is 90.25% for passenger cars, 84.84% for passenger trucks, and 79.42% for light commercial trucks for all 3 counties.
q. Evaluation Month	12 month annual emissions or any part thereof (output can be disaggregated at the user's discretion)
r. VMT	TDM and NMAA procedure
s. Diesel Sulfur Content	MOVES considers all recent rulemakings (Tier 2, ultra-low sulfur diesel, etc). The default data in MOVES can be relied on here. Default database values are by month and county and can be requested by the MPO.
t. Source type (vehicle type) population	Source Type Population is based on 2013 DMV Registration Data projected to 2021, 2030, and 2040 using 2013 OSBM Human Population Projections.

A critical element of any emissions analysis is the development of the emissions estimates. The NCDAQ provides emission estimates for each non-attainment and maintenance area in North Carolina. For this analysis, the MOVES2014 mobile model was used to develop emissions estimates for Catawba County for the years 2021, 2030, and 2040. The MOVES2014 modeling runs were completed in April 2015. For each analysis year, separate MOVES2014 modeling runs were executed for the area within the TDM domain and the area outside that domain, the NMA. The TDM and Rural Spreadsheet results were then combined to provide annual countywide emissions estimates for each analysis year.

Table 5. Percentage of Vehicles Subject to Inspection and Maintenance Programs

Location	2002	2021-2040
Catawba County	0%	91%

4.1.2 Development of VMT Mix by Vehicle Type

NCDOT provides data on VMT for six urban and six rural road types; vehicle mix data are available for the same road types. Automatic traffic recording stations, selected HPMS locations, and counts taken throughout 2011 are used to determine the percentage of vehicles, by vehicle type, for various road types. Vehicle classification data was used in conjunction with MOVES2014 default vehicle mix to estimate fleet distribution by functional class. The classification data was iteratively adjusted to replicate MOVES2014's national classification default within the analysis area.

4.1.3 Vehicle Age Distributions

The vehicle age distribution is based on 2013 registration records for the in-use fleet in Catawba County provided by the North Carolina Department of Motor Vehicles (DMV). The data was modified and arranged to comply with MOVES2014.

4.2 Transportation Control Measures

There are no transportation control measures pertaining to the Catawba County Area.

4.3 Emissions Comparison Tests by Location and Pollutant

The maintenance designation covers the following geographic area:

- Catawba County

Two organizations are responsible for conformity determinations; each must make a conformity determination for its respective area in order for all of the area to be

covered:

- Greater Hickory MPO
- NCDOT (in the rural area of Catawba County outside of the MPO area boundary)

For this report, emissions were calculated and reported at the county level. As required in *40 CFR 93.106*, transportation emissions are estimated at a minimum of ten-year intervals beginning with the base year of the TDM.

Refer to Tables 2 and 3 earlier in this section for details on motor vehicle emissions budget and comparison years. Table 6 summarizes the emissions test used and decision-making responsibility for conformity findings.

Table 6. Emissions Test and Responsibility for Conformity Findings

Location	Pollutant	Emissions Test	Conformity Finding Responsibility
Catawba County	NOx ¹	SIP MVEBs PM _{2.5} (NOx only)	Greater Hickory MPO NCDOT

¹ Conformity tests will only apply to the PM_{2.5} SIP MVEB for NOx, since direct PM_{2.5} emissions were deemed insignificant.

The results of the emission comparisons are summarized in Table 7. Detailed emissions analysis results are contained in Appendix F.

Table 7. Catawba County Emissions and PM_{2.5} SIP MVEB Comparison Summary (kg/year)

Analysis Year	NOx (kg/year)			
	NMAA (Rural)	Model (Urban)	County Total Comparison Amount	Hickory MPO NOx MVEB (kg/year)
2021	71,951	791,538	863,489	2,236,028
2030	33,818	348,224	382,042	2,236,028
2040	23,851	209,614	233,465	2,236,028

Only the PM_{2.5} SIP MVEBs for NOx apply, since direct PM_{2.5} was deemed insignificant.

5. Public Involvement and Interagency Consultation

The 2040 LRTP Amendment is consistent with consultation requirements discussed in *40 CFR 93.105*. Interagency consultation was a cooperative effort on the part of the Greater Hickory MPO, the Unifour RPO, NCDOT, NCDAQ, EPA, and FHWA. The process was administered by FHWA on behalf of the partners and was organized according to the sections in the document titled *Greater Hickory Urban Area MPO and the Unifour RPO Transportation Conformity Pre-Analysis Consensus Plan*, a document agreed to at the initial interagency consultation meeting on March 16, 2015. A subsequent interagency consultation meeting was held on April 20, 2015.

A copy of the latest version of the Consensus Plan (March 19, 2015), written agency comments and agendas and summaries of the interagency consultation meetings are included in Appendix B.

Public review of this report was handled in accordance with the *Greater Hickory MPO Public Involvement Policy for Transportation Plans*. Copies of the public participation policies are included in Appendix G. Comments from the public participation process are incorporated into the final Conformity Analysis and Determination Report. Those comments that are written are included in Appendix H of the final report. Agency comments are provided in Appendix I.

6. Conclusion

Based on the analysis and consultation discussed above, the following transportation plan amendment and the FY 2016-2020 TIP pass the conformity test. All horizon years analyzed pass the regional emissions analysis test for the applicable PM_{2.5} SIP MVEB for NO_x.

Table 8: Summary of Conformity Status of Catawba County as represented in the Greater Hickory Transportation Plan

Criteria (√ indicates the criterion is met)	Greater Hickory MPO 2040 LRTP Amendment & 2016-20 TIP*	Rural Area of Catawba County - 2016-20 STIP
Less Than Emissions Budget	√	√
Interagency Consultation	√	√
Latest Emissions Model	√	√
Latest Planning Assumptions	√	√
Fiscal Constraint	√	√

* The 2016-2020 TIPs are direct subsets of the 2040 LRTP Amendment

APPENDIX A

contingency measures, and other planning SIPs related to attainment of the standard for as long as this area continues to meet the 24-hour 2006 PM_{2.5} NAAQS.

[FR Doc. 2011-29767 Filed 11-17-11; 8:45 am]
BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 81

[EPA-R04-OAR-2009-1010-201158; FRL-9493-5]

Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; North Carolina: Redesignation of the Hickory-Morganton-Lenoir 1997 Annual Fine Particulate Matter Nonattainment Area to Attainment

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; correcting amendment.

SUMMARY: EPA is taking final action to approve a request submitted on December 18, 2009, and supplemented on December 22, 2010, from the State of North Carolina, through the North Carolina Department of Environment and Natural Resources (NC DENR), Division of Air Quality (DAQ), to redesignate the Hickory-Morganton-Lenoir fine particulate matter (PM_{2.5}) nonattainment area (hereafter the "Hickory Area" or "Area") to attainment for the 1997 Annual PM_{2.5} National Ambient Air Quality Standards (NAAQS). The Hickory Area is comprised of Catawba County in its entirety. EPA's approval of the redesignation request is based on the determination that the State of North Carolina has met the criteria for redesignation to attainment set forth in the Clean Air Act (CAA or Act), including the determination that the Hickory Area has attained the 1997 Annual PM_{2.5} NAAQS by its applicable attainment date of April 5, 2010. Additionally, EPA is approving a revision to the North Carolina State Implementation Plan (SIP) to include the 1997 Annual PM_{2.5} maintenance plan for the Hickory Area that contains the new motor vehicle emission budgets (MVEBs) for nitrogen oxides (NO_x) for the years 2011 and 2021 for Catawba County and the mobile insignificance determination for direct PM_{2.5} for the Hickory Area. This action also approves the emissions inventory submitted with the maintenance plan. Further, EPA is

correcting a typographical error for the citation associated with a previous adequacy determination the Agency made for the NO_x MVEBs for Catawba County and the mobile source insignificance determination for direct PM_{2.5} for the Hickory Area.

DATES: *Effective Date:* This rule will be effective December 19, 2011.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA-R04-OAR-2009-1010. 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, *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 <http://www.regulations.gov> or in hard copy at the Regulatory Development Section, 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: Madolyn Dominy or Joel Huey, Regulatory Development Section, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960. Madolyn Dominy may be reached by phone at (404) 562-9644 or via electronic mail at dominy.madolyn@epa.gov. Joel Huey may be reached by phone at (404) 562-9104 or via electronic mail at huey.joel@epa.gov.

SUPPLEMENTARY INFORMATION:

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- I. What is the background for the actions?
- II. What are the actions EPA is taking?
- III. Why is EPA taking these actions?
- IV. What are the effects of these actions?
- V. Final Action
- VI. Statutory and Executive Order Reviews

I. What is the background for the actions?

On December 18, 2009, and supplemented on December 22, 2010,

the State of North Carolina, through NC DENR, submitted a request to redesignate the Hickory Area to attainment for the 1997 Annual PM_{2.5} NAAQS, and for EPA approval of the North Carolina SIP revisions containing a maintenance plan for the Area. In an action published on September 20, 2011 (76 FR 58210), EPA proposed approval of North Carolina's plan for maintaining the 1997 Annual PM_{2.5} NAAQS, including the emissions inventory submitted pursuant to CAA section 172(c)(3) and the NO_x MVEBs for Catawba County and the mobile insignificance determination for direct PM_{2.5} for the Hickory Area as contained in the maintenance plan. At that time, EPA also proposed to approve the redesignation of the Hickory Area to attainment. Additional background for today's action is set forth in EPA's September 20, 2011, proposal.

The MVEBs, specified in kilograms per year (kg/yr), included in the maintenance plan are as follows:

TABLE 1—CATWABA COUNTY MVEBS [kg/yr]

Conformity MVEB	2011	2021
NO _x	3,996,601	2,236,028

In its September 20, 2011, proposed action, EPA noted that the adequacy public comment period on these MVEBs (as contained in North Carolina's submittal) began on November 23, 2010, and closed on December 23, 2010. No comments were received during the public comment period. Thus, EPA deemed the new MVEBs for Catawba County and the mobile source insignificance determination for PM_{2.5} in the Hickory Area adequate for the purposes of transportation conformity on May 2, 2011 (76 FR 24475).

As stated in the September 20, 2011, proposal, this redesignation addresses the Hickory Area's status solely with respect to the 1997 Annual PM_{2.5} NAAQS, for which designations were finalized on January 5, 2005 (70 FR 944), and as supplemented on April 14, 2005 (70 FR 19844).

EPA reviewed PM_{2.5} monitoring data from ambient PM_{2.5} monitoring stations in the Hickory Area for the PM_{2.5} seasons from 2007-2009. These data have been quality-assured and are recorded in Air Quality System (AQS). The annual arithmetic mean PM_{2.5} concentrations for 2006-2009 and the 3-year averages of these values (*i.e.*, design values) are summarized in Table 2. EPA has reviewed more recent data which indicate that the Hickory Area

continues to attain the 1997 PM_{2.5} NAAQS. The design values for 2007–2009 and 2008–2010 are also included in Table 2 and demonstrate that the Hickory Area continues to meet the

PM_{2.5} NAAQS and that the ambient concentrations of PM_{2.5} are continuing to decrease in the Area. Preliminary monitoring data for the 2011 PM_{2.5} season indicate that the Area is

continuing to attain the 1997 Annual PM_{2.5} NAAQS based on data from 2009–2011. These preliminary data are available in the docket for today’s action although they are not yet certified.

TABLE 2—DESIGN VALUE CONCENTRATIONS FOR THE HICKORY 1997 ANNUAL PM_{2.5} NONATTAINMENT AREA (µg/m³)

County	Site name	Monitor ID	Annual average PM _{2.5} concentrations (µg/m ³)				
			2006	2007	2008	2009	2010
Catawba	Hickory	37-035-0004	15.18	14.62	12.75	10.32	11.23
			Three-year PM _{2.5} design values (µg/m ³)				
			2006–2008	2007–2009	2008–2010		
Catawba	Hickory	37-035-0004	14.2	12.6	11.4		

II. What are the actions EPA is taking?

In today’s rulemaking, EPA is approving: (1) North Carolina’s emissions inventory which was submitted pursuant to CAA section 172(c)(3); (2) North Carolina’s 1997 Annual PM_{2.5} maintenance plan (such approval being one of the CAA criteria for redesignation to attainment status) for the Hickory Area, including NO_x MVEBs and mobile source insignificance determination for direct PM_{2.5}; and (3) North Carolina’s redesignation request to change the legal designation of the Hickory Area from nonattainment to attainment for the 1997 Annual PM_{2.5} NAAQS. The maintenance plan is designed to demonstrate that the Hickory Area will continue to attain the 1997 Annual PM_{2.5} NAAQS through 2021. EPA’s approval of the redesignation request is based on EPA’s determination that the Hickory Area meets the criteria for redesignation set forth in CAA, sections 107(d)(3)(E) and 175A, including EPA’s determination that the Hickory Area has attained the 1997 Annual PM_{2.5} NAAQS. EPA’s analyses of North Carolina’s redesignation request, emissions inventory, and maintenance plan are described in detail in the September 20, 2011, proposed rule (76 FR 58210).

Consistent with the CAA, the maintenance plan that EPA is approving also includes 2011 and 2021 NO_x MVEBs for Catawba County and the mobile source insignificance determination for direct PM_{2.5} in the Hickory Area. In this action, EPA is approving these NO_x MVEBs for Catawba County and the mobile source insignificance determination for direct PM_{2.5} in the Hickory Area for the purposes of transportation conformity. For required regional emissions analysis years beyond 2011 and prior to 2021,

the applicable budgets will be the new 2011 NO_x MVEBs. For required regional emissions analysis years that involve 2021 or beyond, the applicable budgets will be the new 2021 NO_x MVEBs.

EPA is also correcting an inadvertent typographical error for the citation (in EPA’s September 20, 2011, proposed rulemaking) associated with EPA’s adequacy determination for the NO_x MVEBs for Catawba County and the mobile source insignificance determination for direct PM_{2.5} for the Hickory Area. In EPA’s September 20, 2011 proposed rulemaking, EPA provides the citation for the adequacy determination for the NO_x MVEBs for Catawba County and the mobile source insignificance determination for direct PM_{2.5} for the Hickory Area as 76 FR 24472 in the second to last paragraph in the section entitled “X. Proposed Actions on the Redesignation Request and Maintenance Plan SIP Revision Including Approval of the NO_x MVEBs for 2011 and 2021 and the Direct PM_{2.5} Insignificance Determination for the Hickory Area.” The correct citation is 76 FR 24475. Through this action, EPA is making this correction.

III. Why is EPA taking these actions?

EPA has determined that the Hickory Area has attained the 1997 Annual PM_{2.5} NAAQS and has also determined that all other criteria for the redesignation of the Hickory Area from nonattainment to attainment of the 1997 Annual PM_{2.5} NAAQS have been met. See CAA section 107(d)(3)(E). One of those requirements is that the Hickory Area has an approved plan demonstrating maintenance of the 1997 Annual PM_{2.5} NAAQS. EPA is also taking final action to approve the maintenance plan for the Hickory Area as meeting the requirements of sections 175A and 107(d)(3)(E) of the CAA. In

addition, EPA is approving the emissions inventory as meeting the requirements of section 172(c)(3) of the CAA. Finally, EPA is approving the new NO_x MVEBs for the years 2011 and 2021 for Catawba County and the mobile source insignificance determination for direct PM_{2.5} for the Hickory Area as contained in North Carolina’s maintenance plan because these MVEBs and the insignificance determination are consistent with maintenance of the 1997 Annual PM_{2.5} standard in the Hickory Area. The detailed rationale for EPA’s determinations and actions are set forth in the proposed rulemaking and in other discussion in this final rulemaking.

IV. What are the effects of these actions?

Approval of the redesignation request changes the legal designation of Catawba County in its entirety from nonattainment to attainment for the 1997 Annual PM_{2.5} NAAQS. EPA is modifying the regulatory table in 40 CFR 81.334 to reflect a designation of attainment for these full and partial counties. EPA is also approving, as a revision to the North Carolina SIP, North Carolina’s plan for maintaining the 1997 Annual PM_{2.5} NAAQS in the Hickory Area through 2021. The maintenance plan includes contingency measures to remedy possible future violations of the 1997 Annual PM_{2.5} NAAQS and establishes NO_x MVEBs for the years 2011 and 2021 for Catawba County and an insignificance determination for direct PM_{2.5} for the Hickory Area. Additionally, this action approves the emissions inventory for the Hickory Area pursuant to section 172(c)(3) of the CAA.

V. Final Action

EPA is taking final action to approve the redesignation and change the legal designation of Catawba County in its entirety from nonattainment to attainment for the 1997 Annual PM_{2.5} NAAQS. EPA is also approving into the North Carolina SIP the 1997 Annual PM_{2.5} maintenance plan for the Hickory Area, which includes the new NO_x MVEBs of 3,996,601 kg/yr for 2011 and 2,236,028 kg/yr for 2021 for Catawba County. Further, EPA is approving the insignificance determination for direct PM_{2.5} for the Hickory Area.

Additionally, EPA is approving the 2008 emissions inventory for the Hickory Area pursuant to section 172(c)(3) of the CAA. In a previous action, EPA found the new Catawba County NO_x MVEBs and the mobile source direct PM_{2.5} insignificance determination for the Hickory Area adequate for the purposes of transportation conformity (76 FR 24475, May 2, 2011). Within 24 months from the effective date of EPA's adequacy determination, the transportation partners will need to demonstrate conformity to the new NO_x MVEBs pursuant to 40 CFR 93.104(e) and will need to document the mobile source direct PM_{2.5} insignificance determination for the PM_{2.5} NAAQS in future conformity determinations (76 FR 24475).

VI. 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 a 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. 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 these reasons, these actions:

- Are not a "significant regulatory action" subject to review by the Office of Management and Budget under Executive Order 12866 (58 FR 51735, October 4, 1993);
- 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 an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Are not 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,
- 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).

In addition, this final rule does not have Tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), because the SIP is not approved to apply in Indian country located in the State, and EPA notes that it will not 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 January 17, 2012. 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, Particulate matter, Reporting and recordkeeping requirements.

40 CFR Part 81

Environmental protection, Air pollution control, National parks.

Dated: November 7, 2011.

A. Stanley Meiburg,
Acting Regional Administrator, Region 4.

40 CFR parts 52 and 81 are amended as follows:

PART 52—[AMENDED]

- 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(e) is amended by adding two new entries "1997 Annual PM_{2.5} Maintenance Plan for the Hickory, North Carolina Area (Catawba County)" and "1997 Annual PM_{2.5} Maintenance Plan for the Hickory, North Carolina Area—MOVES Update" 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
1997 Annual PM _{2.5} Maintenance Plan for the Hickory, North Carolina Area (Catawba County).	12/18/09	11/18/11	[Insert citation of publication].
1997 Annual PM _{2.5} Maintenance Plan for the Hickory, North Carolina Area—MOVES Update.	12/22/10	11/18/11	[Insert citation of publication].

PART 81—[AMENDED]

■ 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—PM_{2.5} (Annual NAAQS)” is amended under “Hickory-Morganton-Lenoir, NC” by revising the

entry for “Catawba County” to read as follows:

§ 81.334 North Carolina.

* * * * *

NORTH CAROLINA—PM_{2.5} (ANNUAL NAAQS)

Designated area	Designation ^a	
	Date ¹	Type
Hickory-Morganton-Lenoir, NC:		
Catawba County	This action is effective 11/18/11	Attainment.

^a Includes Indian Country located in each county or area, except as otherwise specified.
¹ This date is 90 days after January 5, 2005, unless otherwise noted.

* * * * *
 [FR Doc. 2011–29769 Filed 11–17–11; 8:45 am]
 BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 81

[EPA–R04–OAR–2009–1011–201159; FRL–9493–6]

Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; North Carolina: Redesignation of the Greensboro-Winston-Salem-High Point 1997 Annual Fine Particulate Matter Nonattainment Area to Attainment

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; correcting amendment.

SUMMARY: EPA is taking final action to approve a request submitted on December 18, 2009, and supplemented on December 22, 2010, from the State of North Carolina, through the North Carolina Department of Environment and Natural Resources (NC DENR), Division of Air Quality (DAQ), to

redesignate the Greensboro-Winston-Salem-High Point fine particulate matter (PM_{2.5}) nonattainment area (hereafter the “Greensboro Area” or “Area”) to attainment for the 1997 Annual PM_{2.5} National Ambient Air Quality Standards (NAAQS). The Greensboro Area is comprised of Davidson and Guilford Counties in their entireties. EPA’s approval of the redesignation request is based on the determination that the State of North Carolina has met the criteria for redesignation to attainment set forth in the Clean Air Act (CAA or Act), including the determination that the Greensboro Area has attained the 1997 Annual PM_{2.5} NAAQS by its applicable attainment date of April 5, 2010. Additionally, EPA is approving a revision to the North Carolina State Implementation Plan (SIP) to include the 1997 Annual PM_{2.5} maintenance plan for the Greensboro Area that contains the new 2011 and 2021 motor vehicle emission budgets (MVEBs) for nitrogen oxides (NO_x) and PM_{2.5} for both Davidson and Guilford Counties. This action also approves the emissions inventory submitted with the maintenance plan. Further, EPA is correcting a typographical error for the citation associated with a previous adequacy finding the Agency made for

the NO_x and PM_{2.5} MVEBs for both Davidson and Guilford Counties.

DATES: *Effective Date:* This rule will be effective December 19, 2011.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA–R04–OAR–2009–1011. 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, 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 <http://www.regulations.gov> or in hard copy at the Regulatory Development Section, 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

APPENDIX B

Transportation Conformity Process: Hickory

Line ID#	Conformity Elements	Schedule Summary			Line ID#	Participating Organizations and Staff (lead staff in bold)
		Start Date	End Date	Length (Days)		
1	Project start --			NA	1	
2	STIP & MTP Comparison	01/05/15	03/10/15	65	2	
3	Develop Customized STIP (Metrolina, Triangle & Hickory)	01/05/15	01/26/15	22	3	NCDOT TPB
4	Send out Draft STIP for Agency Review	01/27/15	02/10/15	15	4	Dancausse
5	MPO/NCDOT provide reply to Agency Review	02/11/15	02/18/15	8	5	NCDOT/MPOs/RPOs
6	MPO meetings with Agency Partners do discuss comments	02/23/15	02/27/15	5	6	NCDOT/Dancausse/Jones/Myers/LaShore
7				#VALUE!	7	
8				1	8	
9				#VALUE!	9	Dancausse
10				#VALUE!	10	NCDOT/MPOs/RPOs
11				#VALUE!	11	NCDOT/Dancausse/Jones/Myers/LaShore
12				1	12	
13	Kick-off IC Meetings	03/16/15	03/16/15	1	13	NCDOT/NCDAQ/Dancausse/Jones/Myers/LaShore
14	Email Agenda, draft TCPCP and draft CPS to IC partners			1	14	Dancausse
15	IC Meeting			1	15	
16	Meeting Minutes			1	16	Dancausse
17	Circulate and Review meeting minutes			1	17	
18	Follow up to address comments			1	18	
19				#VALUE!	19	
20					20	
21					21	
22					22	
23	MPO TACs (or TCCs) approve MTP Amendment lists - Hickory MPO	04/22/15	04/22/15	1	23	MPOs/RPOs
24					24	
25					24	
26	Transportation Modeling (50 days): Includes PTRM and NMAA	03/16/15	04/03/15	19	25	NCDOT-Sellers
27	Base year network and land use (20xx)				26	
28	Horizon year 1 network and land use				27	
29	Horizon year 2 network and land use				28	
30	Design Year network and land use -- 2040				29	
31	Develop plan version for initial air quality analysis				30	
32	Extract draft plan VMT and speeds				31	
33	Evaluate draft plan speeds and VMT				32	
34	Preliminary Regional Emissions Analysis				33	
35	Emission Factors Review (additional iterations, if needed)				34	
36	Extract Final VMT and speeds				35	
37	Evaluate final speeds and VMT				36	MPOs, RPOs, NCDOT
38	Modeling Complete (Includes Emission Factor & REA)		04/03/15		37	
39	Emission Analysis	04/06/15	05/05/15	30	38	
40	NCDAQ Emissions Model Work	04/06/15	04/27/15	22	39	NCDAQ Pasley
41	Off model analysis, including off-model TDM-not applicable			#VALUE!	40	
42	EPA/NCDOT Regional Emissions Analysis (REA) Review	04/28/15	05/05/15	8	41	NCDOT/MPOs
43	Conformity Report Preparation	04/23/15	07/06/15	75	42	
44	Permission from TAC to release draft conformity determination report and MTP Amendments for public comment - Hickory MPO	05/27/15	05/27/15	1	43	MPOs, RPOs
44	Public and Interagency review	06/01/15	07/10/15	40	43	
45	DENR Review	06/01/15	06/22/15	22	44	Jones
46	FHWA Initial Review	06/01/15	06/22/15	22	45	Dancausse
47	FTA Initial Review	06/01/15	06/22/15	22	46	Tajsha
48	EPA Initial Review	06/01/15	06/22/15	22	47	Myers
49	Respond to Agency Comments	07/03/15	07/10/15	8	48	MPOs/RPOs/NCDOT
50	Conformity report complete and placed on website	07/13/15	07/13/15	1	49	Sellers/Marshall
51						
52						
53						
54						
55	MPO & Rural Conformity Determination			#VALUE!	1	NCDOT
56	MPO TACs Adopt Final MTP amendments & 16-22 TIP with conformity - Hickory MPO	07/22/15	07/22/15	1	2	MPOs
57	NCDOT Secretary issues conformity letter for rural area	07/22/15	07/22/15	1	3	NCDOT, RPOs
58						
59						
60	Federal Action	08/01/15	10/01/15	62	1	Dancausse
61	Transmit Report to FHWA/TPB	08/01/15	08/01/15	1	2	
62	FHWA transmit report to EPA & FTA	08/01/15	08/01/15	1	3	Dancausse
63	USDOT Determination	10/01/15	10/01/15	1	4	Dancausse
64	USDOT Letter to State/MPO	10/01/15	10/01/15	1	5	Dancausse
65	Process Complete	10/01/15	10/01/15	1	6	
66	Conformity Process Complete -- October 1, 2015	10/01/15	NA	NA	7	

Hickory Area Transportation Conformity

Hickory MPO

Interagency Consultation (IC) Status Meeting

ACTION & FOLLOW-UP ITEMS/NOTES

March 16, 2015

ATTENDEES

FHWA: Eddie Dancausse, Loretta Barren

Hickory MPO: John Marshall, Taylor Dellinger, Kelly Larkins

NCDOT: Heather Hildebrandt, Daniel Sellers

NCDQAQ: Todd Pasley, Anne Galamb, Vicki Chandler, Phyllis Jones

EPA: Amanetta Somerville, Dianna Myers

FTA:

ITEMS DISCUSSED:

- The NCDOT (Sellers) will code the MTP project changes that resulted from the 16-20 TIP along with some other TDM model coding changes. There is only one project that will impact the TDM modeling. The project was originally modeled as a 2030 horizon year (HY) and will now be modeled for the 2021 HY
- All HY's will be modeled because since the I/M program changed
- MOVES2104 will be used for the emissions modeling
- NCDOT (Hildebrandt) will use the rural spreadsheet for calculating the VMT/speed for the non-modeled area outside of the MPO. NCDOT (Hildebrandt & Sellers) will meet to discuss the approach for the non-modeled area

16-20 TIP Comparison to MTP Agency Comments-MPO Reply

- The NCDOT/Hickory MPO (Sellers/Marshall) will provide a reply showing how they will resolve the pending agency comments to FHWA (Dancausse) by 4/3/15

CONFORMITY PROCESS SCHEDULE (CPS)

- FHWA (Dancausse) went over upcoming tasks.
- The CPS will be revised for the following:
 - Accelerate the travel demand modeling, the NCDQAQ emissions work and the MPO TAC final actions in July
 - Add a line item for EPA's review of the emissions

CONSENSUS PLAN

- On page 4, item #6, List of Specific Conformity Years, change SIP budget years from: 2021, 2030 to: 2011, 2021

ACTION ITEMS:

- FHWA (Dancausse) will draft the meeting minutes and revise the CPS/CP.

- NCDOT (Hildebrandt) will use the rural spreadsheet for calculating the VMT/Speed for the non-modeled area outside of the MPO. NCDOT (Hildebrandt & Sellers) will meet to discuss the approach for the non-modeled area
- NCDOT (Sellers) will complete the TDM modeling work by 4/3/15
- The NCDOT/Hickory MPO (Sellers/Marshall) will provide a reply showing how they will resolve the pending agency comments to FHWA (Dancausse) by 4/3/15

UPCOMING MEETINGS

- April 20, 2015 at 9am

**Hickory MPO
16-20 TIP
TRANSPORTATION CONFORMITY
INTERAGENCY CONSULTATION MEETING
April 20, 2015
9:00 – 10:00 AM**

Conference Call Number:
1-877-848-7030
Access code: 9375764

AGENDA

- **Welcome/Introductions/Meeting Purpose:** Dancausse
- **MPO Update**
 - Hickory MPO: Marshall
- **TDM Update:** Sellers
- **MOVES2014 Emissions Work Update:** Pasley
- **Consensus Plan:** Dancausse
- **Conformity Process Schedule:** Dancausse
- **Questions/Next Steps/Meeting Wrap-Up**
 - Questions/Concerns
 - Follow-up Meeting (5/26/15 @11am)
- **Adjourn**

Greater Hickory Urban Area MPO and the Unifour RPO
Transportation Conformity Pre-Analysis Consensus Plan
PM 2.5

March 19, 2015

**Interagency Consultation Meeting
for the
Greater Hickory Urban Area MPO and the
Unifour RPO
Transportation Conformity
Pre-Analysis Consensus Plan
March 19, 2015**

Catawba County

The Greater Hickory MPO is 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 proceeds with the analysis. After consensus is reached, notification of changes will be made to the interagency consultation partners.

Greater Hickory MPO

- Catawba County

Donut Areas

- Rural Portion of Catawba County outside of the MPO area

The following pollutants will be included in this conformity determination:

- PM 2.5 direct (deemed insignificant)
- NO_x

**The Greater Hickory 2040 Multi-Modal Long Range Transportation Plan (LRTP),
and 2012-2018 Metropolitan Transportation Improvement Program (MTIP)**

1. **Existing Land Use and Demographics:** Catawba County, North Carolina is located approximately 40 miles northeast of Charlotte, North Carolina or 75 miles east of Asheville, North Carolina at the Junction of Interstate 40 and US Highway 321. Catawba County is located in the Piedmont area of North Carolina and is surrounded on two sides by the Catawba River. The County covers about 400 square miles and has a population of approximately 155,000 people as of July 2011. Catawba is the 17th most populous County in North Carolina. The County's population is growing at a rate of close to 0.5% a year over the past five years. In 1990 over half of all employment in Catawba County was in manufacturing, mainly in furniture, textiles and hosiery. In 2012 only about 27% of all employment in Catawba are in manufacturing due the loss of over 22,000 manufacturing jobs between 2000 and 2012. The County is consequently converting to a more service based economy.

2. **LRTP Model Validation (Base) Year:** 2011

3. **MTIP Years:** 2016-2020

4. **LRTP Horizon Year:** 2040

5. **LRTP Travel Demand Intermediate Years**

a. 2021 and 2030

6. Transportation Conformity Analysis Years

The table below summarizes air quality conformity analysis methods and years for the different parts of the PM 2.5 Non-attainment Area. Specific conformity year information is listed following the table. Direct PM2.5 was deemed insignificant on November 18, 2011 with an effective date of December 19, 2011.

County	Area model status	Area emissions budget status	Emissions analysis source	2021	2030	2040
Catawba	Modeled Area	The PM2.5 Redesignation Nonattainment to Attainment Effective 12/19/11	TDM ³	NOx	NOx	NOx
	Rural Area	The PM2.5 Redesignation Nonattainment to Attainment Effective 12/19/11	NMAA	NOx	NOx	NOx

³ The baseyear of the TDM is 2011

The Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; North Carolina: Redesignation of the Hickory-Morganton-Lenoir 1997 Annual Fine Particulate Matter Nonattainment Area to Attainment will be referred to in this document as the PM2.5 Redesignation Nonattainment to Attainment Effective 12/19/11.

Model Status: The Hickory travel demand model (TDM) does not cover the entire non-attainment county of Catawba.

Emissions Analysis Years: There are SIP Maintenance Plan MVEBs that were approved on November 18, 2011, with an effective date of December 19, 2011.

Emissions Analysis Source: The VMT and speeds for the regional emissions analysis will be obtained from the TDM for the area that the TDM covers and the NCDOT rural spreadsheet for the area not covered by the TDM within the non-attainment boundary.

Emission Comparison Years:

- Motor Vehicle Emissions Budget Test (SIP Maintenance Plan MVEBs dated December 19, 2011- MVEBs only provided for NOx because PM2.5 was deemed insignificant)
 - SIP MVEB Test: **2021**-modeled and (compare to the 2021 SIP MVEB), **2030**-modeled and (compare to the 2021 SIP MVEB), and **2040**-modeled (compare to 2021 SIP MVEB)

List of Specific Conformity Years (PM 2.5 Maintenance Plan SIP MVEBs dated December 19, 2011-NOx only, PM2.5 is deemed insignificant)

- Interim Years: 2021, 2030
- Horizon: 2040
- SIP Budget Years: 2011, 2021

7. Non-attainment / Maintenance Counties: Catawba

8. Land Use Demographics Projections / Forecast: Demographic information from the 2010 United States Census was used to making land use projections. The census data was supplemented by housing (through building permit information) employment, and population data collected in 2012/2013 as part of the Travel Demand Model Development. This data was used to make the socio-economic projections for population and employment for the years 2021, 2030 and 2040 using the base year (2011 data) inventory.

9. Travel Demand Model (or Rural Spreadsheet):

Modeling tools for the area designated PM 2.5 non-attainment (Catawba County) include the TransCAD model for the Hickory Urban Area and NCDOT rural spreadsheet. The TransCAD model covers approximately 4/5 of Catawba County that includes the municipalities of Hickory, Newton, Conover, Brookford, Catawba, Claremont, Long View and Maiden. Modeling tools for the area designated PM 2.5 non-attainment (Catawba County) include the TransCAD

model for the Hickory Urban Area and NCDOT Non-Modeled Area Analysis (NMAA) tool.

The TransCAD model covers approximately 4/5 of Catawba County (including the municipalities of Hickory, Newton, Conover, Brookford, Catawba, Claremont, Long View and Maiden, and covering 1 MPO and portions of 1 RPO). It is a four-step model. A multitude of land use and demographic data was collected as input into the model. The model’s base year (year of data collection) for calibration is 2011.

The NMAA will be used for the portion of Catawba County not covered by the TransCAD model, based the Average Annual Daily Traffic (AADT) and road mileage on NCDOT’s GIS-based Road Characteristics File (RCF). VMT for the specific road segments in the Non-Modeled Area (NMA) will be calculated for the most recent year of available data, accumulated into Functional Classes (FC), and projected to the required Analysis Years using predicted population growth for the NMA. Predicted speeds for each FC will be based on the posted speed limits available in the RCF, with the addition of available data from highway monitoring for larger-volume FCs, where available.

Speeds and VMT generated by the TransCAD model and the NMAA are incorporated into the MOVES emissions program, which estimates emissions by horizon year and road type.

There are currently no transportation projects in the rural spreadsheet area.

10. Modal Split / Mode Choice: N/A

11. VMT Adjustments: N/A

12. Motor Vehicle Emissions Budgets / Conformity Test:

The regional emissions analysis showing a comparison to the PM2.5 SIP Maintenance Plan MVEBs (dated December 19, 2011). The SIP MVEBs are provided in the table below:

NOx: PM2.5 Maintenance Plan SIP MVEBs dated December 19, 2011 (kg/yr)		
Area	Comparison Year	
	2011	2021
Catawba	3,996,601	2,236,028

Direct PM 2.5 is deemed insignificant

13. 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 Hickory Area SIPs.

Strategy Methodology/Approach

<i>I/M Program</i>	<i>Accounted for in MOVES model</i>
<i>Tier 2 vehicle's Emission Standards</i>	<i>Accounted for in MOVES model</i>
<i>Low Sulfur Gasoline and Diesel fuels</i>	<i>Accounted for in MOVES model</i>
<i>Heavy Duty Vehicle Rules 2004 and 2007</i>	<i>Accounted for in MOVES model</i>
<i>Low RVP Gasoline</i>	<i>Accounted for in MOVES model</i>
<i>On board vapor recovery</i>	<i>Accounted for in MOVES model</i>

14. Mobile Source Emission Reduction Strategies: (Off-Model) N/A

15. MOVES Model Settings: The following MOVES model-input parameters will be used in the conformity analysis.

PM_{2.5} Maintenance Area: Catawba County

Parameter	Details	Data Source
a.	Emissions Model Version(s): MOVES2014	
b.	Emission Model Runs: County-level domain modeling in inventory mode; pollutant emissions reported in kilograms (kg) per year.	
c.	Time Periods: Annually for NOx	
d.	Pollutants Reported: NOx (for PM _{2.5}); Direct PM _{2.5} deemed insignificant	
e.	Emission Budget Years: NOx: 2011 & 2021	
f.	Emission Analysis Years: 2021, 2030, 2040	
g.	Vehicle Classes: 13	
h.	Temperature and Relative Humidity: Hourly average temperature and relative humidity calculated for each month. Meteorological data is from the Hickory Airport for Catawba County (2008).	
i.	Vehicle Mix: Statewide mix based on 2013 data using the method in the August 2004 USEPA Guidance	
j.	Speeds: From TDM and Non-Modeled Area (NCDOT)	
k.	Vehicle Age Distribution: Based on 2013 or latest available vehicle registration data for Catawba County	

- l. I/M Program: For year 2015 and later model year runs, the following OBD-II I/M program parameters will apply: compliance rate = 96%, waiver rate = 5% with a 3 year latest model year exemption.

m. RVP: Calendar Monthly

Month	RVP
Jan, Dec	15.0
Feb, March, April, Oct, Nov	13.5
May, June, July, Aug, Sept	9.0

- n. Source Type (vehicle type) Population: Vehicle population estimates will be developed for each future modeling year based on the latest available (2013 or later) 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 MOVES2014. 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:

$$\text{Future year total vehicle population} = \text{Base year total vehicle population} * (\text{Future year human population} // \text{base year human population})$$

- o. VMT: Modeled and non-modeled area average daily vehicle miles traveled
- p. Fuel Sulfur Content: MOVES considers all recent rulemaking (Tier 2, ULSD, Tier 3 low sulfur gasoline, etc). The default data in MOVES can be relied on here. Default database values are by month and fuel region and can be requested by the MPO.
- q. Source type (vehicle type) age distribution: The latest available (2013 or later) 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.
- r. Emissions analysis units, conversion factors, significant figures, rounding and truncating convention: NOx budgets are in kg/year and rounded to whole numbers.

16. CMAQ Projects: Not Applicable

17. Regionally Significant Projects (Federal or Non-Federal)

Not Applicable.

18. Exempt Projects:

Not Applicable

19. Conformity Schedule:

See attached

20. Conformity Determinations: Two organizations will be responsible for making conformity determinations in the Hickory maintenance area:

- i. The Hickory MPO within its metropolitan area boundary of Catawba County
- ii. The NCDOT in a rural area comprised of those parts of Catawba County that are outside of any MPO MAB.

Each of these responsible organizations must make a conformity determination for its respective area in order for all of the areas to be designated in conformity.

The following resolutions will be needed:

- Hickory MPO adoption of the 2040 MTP amendments
- Hickory Conformity Determination for the 2040 MTP amendments and the 16-20 TIP
- NCDOT for the Donut Area of Catawba County

**(This information is not available at this
time and will be provided in the Final
CDR)**

APPENDIX C

CHART A

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
Horizon Year 2021
(Funded Projects/Under or Near Construction)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility Description	Functional Classification	Regional Significance	Status	Exempt
HIGHWAY DIVISION 11 – CALDWELL COUNTY														
1	N/A - outside model area	R-2237	US 321	Widen to multi-lane facility from Blackberry Road to US 221 in Blowing Rock (Section B)	15.3 mi.	\$201,070,000	\$150,670,000	\$50,400,000	2-lane	4-lane	Principal Arterial	Yes	Under Const.	No
2	15001	U-2211	SR 1001 Connelly Springs Road (Hibretan Road Extension)	Construct multi-lane road on new and existing location with adequate interchanges from Southwest Boulevard to US 321. (Section A) South of Southwest Blvd. to Norwood Street complete. (Section B) Norwood Street to Oak Hill School Road – currently purchasing right-of-way.	1.6 mi.	\$39,646,000	\$22,446,000	\$17,200,000	2-lane	5-lane	Major Collector	No	Section A Completed Section B Under Const.	No
3	NA - not modeled		SR 1159 Pleasant Hill Road	Reconfigure Mt. Herman Road and Roy Coffey Road with round-about	0.7 mi.	\$800,000	\$800,000	\$0	None	2-lane	Local	No	Completed 7/2013	Yes 93.127
4	N/A	U-2543	US 321-A	Study on two-lane upgrade from SR 1107 (Falls Avenue) to SR 1180 (McLean Drive).	8.6 mi.	\$86,000	\$86,000	\$0	2-lane	2-lane	Minor Arterial	No	Feasibility Study Re-evaluation in progress	Yes 93.126
5	15006	U-5204	US 321 – Grace Chapel Road Connector (Poovey's Grove Rd)	Construct connector from US 321 using town street to Grace Chapel Road (SR 1751).	0.6 mi.	\$7,350,000	\$50,000	\$7,300,000	None	2-lane	Local	No	Under Const.	No
HIGHWAY DIVISION 12 – ALEXANDER AND CATAWBA COUNTIES														
6	7002	U-2306	Lenoir Rhyne Blvd. Ext.	Construct multi-lane from Tate Blvd. to 8th St.					2-lane	5-lane	Minor Arterial	No	Completed	No
7		B-4450	Catawba River Bridge	Replace Bridge No. 367					4-lane	6-lane	Freeway/Expressway	Yes		No
1.1 (This road is also a CTP project for post-2035 to be widened as #62)	N/A	R-4911	NC 10	Widen to 12' lanes and upgrade US 321-NC 10 Interchange					2-lane	2-lane	Major Collector	No	Most upgrades are completed	Yes 93.126
													Completed 10/26/2009	

CHART A (cont.)														
Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan														
Horizon Year 2021														
(Funded Projects)														
Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility Description	Functional Classification	Regional Significance	Status	Exempt
HIGHWAY DIVISION 13 – BURKE COUNTY														
8	15007	R-2824	Lovelady Road	Upgrade SR 1545 existing roadway (pavement widths and turn lanes) from SR 1545 (Laurel Road) to SR 1001 (Malcolm Blvd).					2-lane	2-lane	Major Collector	No	Completed	Yes 93.127
					Completed 6/3/13									
9	15008	U-2551	Enola Road	Widen SR 1922 and SR 1924 to multi-lane facility from I-40 to NC 18 and upgrade Interchange 104.	2.0 mi.	\$32,259,000	\$18,259,000	\$14,000,000	2-lane	4-lane divided	Minor Arterial	Yes	Under Const.	No
10	12001	U-2550	NC 18 (South Sterling St)	Widen to five-lane with curb and gutter and upgrade Interchange 105.	2.1 mi.	\$41,540,000	0	\$41,540,000	5-lane	5-lane	Principal Arterial	Yes	Under Const.	No

CHART B

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
Horizon Year 2030
(Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility Description	Functional Classification	Regional Significance	Status	Exempt
HIGHWAY DIVISION 11 – CALDWELL COUNTY														
11	25012;	U-4700 U-4450	US 321 and Bridge 367 Div 11, 12 & 13	Widen to six-lanes/Superstreet from US 70 in Hickory to US 321-A in Granite Falls	17.2 mi. 2.3 miles in Catawba County	\$70,487,000	\$4,090,000	\$66,397,000	4-lane	6-lane divided/Superstreet	Freeway/Expressway	Yes	ROW 2018; Start Const. 2020	No
12	25007	R-2549	US 64 - NC 18 (Morganton Blvd)	Widen to five-lane facility from (SR 1143, Rocky Road) in Gamewell to US 64 in Morganton.	8.0 mi.	\$51,466,800	\$761,000	\$50,706,000	2-lane	4-lane divided	Principal Arterial within Morganton and Gamewell City Limits/ Minor Arterial between municipalities	Yes	Planning/ Design	No
13	25008	R-3430	SR 1001 Connelly Springs Road	Widen to multi-lane facility from just north of Burke County line to SR 1933 – Southwest Blvd.	6.0 mi.	\$ 33,178,200.00	\$1,500,000	\$31,679,000	2-lane	4-lane divided	Minor Arterial	No	Planning/ Environ.	No
14	25006		Harper Avenue	Improve three-lane facility from US 64 – NC 18 to Norwood Avenue by converting third lane to turn lanes and closing some driveways.	0.63 mi.	\$622,000	\$0	\$622,000	3-lane	3-lane	Minor Arterial	No	Unfunded	Yes 93.127
15	N/A		Southwest Blvd - Southeast Blvd	Develop Feasibility Study for the continuation of Southwest Blvd east and west of US 321	NA	Included in Construction Cost	\$0	\$0	Multi-lane	Multi-lane	Principal Arterial	No	Unfunded	Yes 93.126
HIGHWAY DIVISION 12 – ALEXANDER AND CATAWBA COUNTIES														
11	25012; 25013; 25014	U-4700	US 321	Widen to six-lanes from US 70 in Hickory to US 64/NC18/NC90 in Lenoir and single-point interchange.	17.2 mi. 2.3 miles in Catawba County	Identified in Division 11	\$0	\$0	4-lane	6-lane divided	Freeway/Expressway/Principal Arterial	Yes	R-O-W 2013 Mitigation 2014 Start Const. 2015	No
16	25010	U-2307	East Side Thoroughfare (McDonald Pkwy.)	Upgrade 29th Ave. NE to a multi-lane roadway from Springs Rd. to NC 127 North.	3.2 mi.	\$33,000,000	\$0	\$33,000,000	2-lane	4-lane divided	Principal Arterial	Yes	Unfunded	No
17	25011	U-2530	NC 127	Widen NC 127 to multi-lane from SR 1132 (Huffman Farm Rd) to Leslie Avenue	4.5 mi.	\$46,400,000	\$11,615,000	\$34,785,000	3-lane	4-lane divided	Principal Arterial	Yes	Unfunded	No
18	25018/ 25019	R-3603	NC 127 North	Upgrade existing facility to multi-lanes from SR 1400 (Cloninger Mill Rd.) in Hickory to SR 1144 (Richey Rd.) in Alexander County	3.7 mi. 0.74 miles in Catawba County	\$52,129,000	\$0	\$52,129,000	2-lane	4-lane divided With new bridge	SR 1400 to SR 1146 is Minor Arterial; SR 1146 to SR 1144 is Major Collector	Yes	Unfunded	No

CHART B (cont.)

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
Horizon Year 2030
(Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility	Functional Classification	Regional Significance	Status	Exempt
19	25009	R-3100 A & B	NC 16	Widen to four-lane divided facility from SR 1895 (Tower Road) to SR 1801 Claremont Road southeast of Newton.	9.1 mi.	\$56,333,000	\$1,457,000	\$54,876,000	2-lane	4-lane divided	Principal Arterial/ Minor Arterial	Yes	Section A R-O-W 2013-2014 Const. 2015 & 2016 Section B R-O-W 2014 Const. 2016 & 2017	No
	NA	R-2307	NC 150 Section A	NC 27 in Lincolnton to Relocated NC 16 (R-2206)	In Lincoln County									
	25025	R-2307	NC 150 Section B	Relocated NC 16 (R-2206) to SR 1902 (Harvel Rd)	8.1 mi.	\$38,900,000	0	\$38,900,000	2-lane	4-lane	Minor Arterial	Yes	Post Year	No
	25025	R-2307	NC 150 Section C	SR 1902 (Harvel Rd) to I-77 in Iredell County	0.63 mi. in Catawba County	\$37,619,000	\$320,000	\$37,299,000	2-lane	4-lane	Minor Arterial	Yes	ROW - 2017	No
67	50026		Sweetwater Road Extension	New three-lane (from US 70 to Startown Road).	0.45 mi.	\$2,650,000	\$1,650,000	\$1,000,000		3-lane	Collector	No	Unfunded	No
HIGHWAY DIVISION 13 – BURKE COUNTY														
12	25007	R-2549	US 64 – NC 18	Widen to five-lane facility from Gamewell to Morganton.	8.0 mi.	Identified in Division 11	\$0	\$0	2-lane	5-lane	Principal Arterial within Morganton and Gamewell City Limits/ Minor Arterial between municipalities	Yes	Planning/ Design	No
13	N/A		I-40	Feasibility Study to address interchange deficiencies in I-40 Corridor Study. Interchanges 96, 98, 107, 116, 118, 112 & 119.	NA	Included in Construction Cost	\$0	\$0	Sub-standard interchanges	Improved Interchange Design	Interstate	No	Unfunded	Yes 93.126
14	N/A		NC 18	South Sterling Street drainage improvements.	Completed			\$0	Improper Drainage	Improve Drainage	Principal Arterial	No	Unfunded	Yes 93.126
15	Not modeled - safety upgrade	I-5008	Interchange 111	Upgrade Interchange 111 to a diamond configuration for safety reasons.	NA	\$13,000,000	\$0	\$13,000,000	Sub-standard interchange	Diamond Interchange	Interstate	No	Post Year	Yes 93.127
16	Not modeled - safety upgrade	I-5009	I-40 & US 64	Reconfigure Interchange 103 at I-40 and US 64	NA	\$44,149,000	\$0	\$44,149,000	Sub-standard interchange	Improved Interchange Design	Interstate	No	Post Year	Yes 93.127
17	Not modeled - safety upgrade		NC 181 Bridge	Bridge Replacement or widening NC 181 Bridge over the Catawba River to accommodate bicycle and pedestrian traffic.	NA	\$6,500,000	\$0	\$6,500,000	2-lane	Bike & Ped Improvements	Principal Arterial	No	Unfunded	Yes 93.126

CHART B (cont.)

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
 Horizon Year 2030
 (Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility	Functional Classification	Regional Significance	Status	Exempt
HIGHWAY DIVISION 13 – BURKE COUNTY														
18	25020		NC 181	Widen NC 181 from St. Mary's Church Road (SR 1414) to Morganton's ETJ.	1.5 mi.	\$11,894,200	\$0	\$11,895,000	2-lane	Multi-lane	Principal Arterial / Major Arterial	Yes	Unfunded	No
19	N/A		SR 1001 (Malcolm Blvd)	Prepare feasibility study to multi-lane SR 1001 (Malcolm Boulevard) from the Catawba River (Lake Rhodhiss) to US 70. This project should be coordinated with STIP project (R-3430)	NA	Included in Construction Cost	\$0	\$0	2-lane	N/A	Minor Arterial	No	Unfunded	Yes 93.126
								\$996,962,720						

CHART C

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
Horizon Year 2040
(Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility	Functional Classification	Regional Significance	Status	Exempt
HIGHWAY DIVISION 11 – CALDWELL COUNTY														
11B	25013	U-4700	US 321	Widen/Superstreet from US 321-A in Granite Falls to Mission Road	5.5 mi.	\$83,790,000	\$0	\$83,790,000	4-lane	4 or 6-lane divided/Superstreet	Freeway/Principal Arterial	Yes	Post Year	No
11C	25014	U-4700	US 321	Widen/Superstreet from Mission Road to US 64/NC 18/NC 90 and new interchange	7.1	\$106,262,000	\$0	\$106,262,000	4-lane	4 or 6-lane divided/Superstreet	Freeway/Principal Arterial	Yes	Post Year	No
20	35021	R-2619	Falls Avenue (SR 1107)	Widen to multi-lane from US 321 to US 321-A and modify interchange.	0.5 mi.	\$10,900,000	\$0	\$10,900,000	2-lane	3-lane	Major Collector	No	Unfunded	No
28	35015		Duke Street Connector	Connect Duke Street with US 321-A on new location.	0.5 mi.	\$1,500,000	\$0	\$1,500,000	None	3-lane	Local	No	Unfunded	No
HIGHWAY DIVISION 12 – ALEXANDER AND CATAWBA COUNTIES														
29	35058/ 35059	R-85	US 321	SR 1143. Convert existing grade separation to an interchange.	NA	\$7,100,000	\$0	\$7,100,000	None	Interchange	Freeway / Expressway	Yes	Unfunded	No
30	35043	U-3450	Newton and Conover Loop (Southern Portion)	Construct multi-lane facility from NC 10 southwest of Newton to NC 16 via "P" St. Portion on new location.	3.6 mi.	\$33,800,000	\$0	\$33,800,000	2-lane East and P Street	4-lane divided	Major Collector	No	Unfunded	No
31	35041	U-2535	13 th Ave. Drive SE Ext.	Construct multi-lane facility on new location from SR 1468 (Sweetwater Road) to SR 1007 (Lenoir Rhyne Blvd.)	2.3 mi. .25 mile remaining	\$13,000,000	\$12,450,000	\$550,000	Exiting poriton 2-lane	3-lane	Major Collector	No	Partially Complete	No
32	35035; 35036	U-2529	Newton and Conover Loop (Western Portion)	Widen Fairgrove Church Rd. (SR 1476) and extend new roadway south to NC 10 West in Newton and new roadway north to Section House Rd. (SR 1491).	7.0 mi.	\$64,314,000	\$0	\$64,314,000	Portion 3-lane Portion 5-lane	4-lane divided; 5-lane	Minor Arterial	No	Unfunded	No
33	35038	U-2531	North Crosstown Loop	Construct new multi-lane facility from NC Hwy 127 in Hickory to NC Hwy 16 in Conover.	7.7 mi.	\$73,000,000	\$0	\$73,000,000	Spencer Rd. / 12th Ave Dr. NE 2-lane	4-lane divided	Major Collector	No	Unfunded	No
34	35001	R-2403	NC 16	Upgrade two-lane facility from the Catawba River to the Wilkes County line to include 4 ft paved shoulders and the addition of left turn lanes at select locations and rumble strips.	14.5 mi.	\$34,950,500	\$0	\$34,951,000	2-lane	At 4 ft paved shoulders, some left turn lanes, and rumble strips.	Minor Arterial	No	Unfunded	Yes 93.126
35	35034	U-2528	Northwest Loop	Improve 33 rd St. SW to 8th	3.8 mi.	\$34,000,000	\$5,889,000	\$28,111,000	33 rd Street	4-lanes	Minor Arterial	No	Unfunded	No

				Ave. NW in Long View and Clement Blvd. in Hickory to multilane with paved shoulders.										
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								2-lane						
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CHART C (cont.)

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
Horizon Year 2040
(Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility Description	Functional Classification	Regional Significance	Status	Exempt	
36	35033		Startown Road	Multi-lane from US 70 to Hwy 10; consider 4 lane divided and place priority for the section between CVCC and US 70.	5.45 mi.	\$36,517,000	\$0	\$36,517,000	2-lane	4-lane divided	Minor Arterial	No	Unfunded	No	
41	35031		16th St. NE	Widen from 21st Ave. NE to Cloninger Mill Road.	1.7 mi.	\$10,330,000	\$0	\$10,330,000	2-lane	4-lane divided	Minor Arterial	No	Unfunded	No	
42	35027; 35028		NC 10 / NC 16	Widen to multi-lanes in Newton.	2.23 mi.	\$25,800,000	\$0	\$25,800,000	2-lane	5-lane	Principal Arterial	Yes	Unfunded	No	
43	35026		Cloninger Mill Rd. (SR 1400/Kool Park Rd.	Widen to four lanes with a landscaped median (from NC 127 North in Hickory to Springs Road).	3.2 mi.	\$25,400,000	\$0	\$25,400,000	2-lane	4-lane	Minor Arterial	Yes	Unfunded	No	
44	35048		Western Claremont Loop/Heart Drive	Construct two lane facility on new location (from Oxford St. to US 70 then part new location using Heart Drive to Burris Rd. Ext. Newton).	1.48 mi.	\$7,450,000	\$0	\$7,450,000	Part 2-lane Heart Drive	2-lane	Local	No	Unfunded	No	
46	35032		SR 1855 (Maiden)	Safety improvements to SR 1855 (East Maiden Road) from US 321-B (Island Ford Road) to NC 150.	7.2 mi.	\$18,000,000	\$0	\$18,000,000	2-lane	2-lane Improvements	Minor Collector	No	Unfunded	Yes 93.126	
47	Not modeled		2nd Avenue (Catawba)	Widen 2nd Avenue from NC 10 to Hudson Chapel Road and redesign intersection of SR 1822 (Lowrance Road) and SR 1826 (Hudson Chapel Road).	0.6 mi	\$2,500,000	\$0	\$2,500,000	2-lane	2-lane	Minor Collector	No	Unfunded	Yes 93.127	
48	35047		US 321-B	Realign US 321-B at West Main Avenue to connect with South Main Avenue.	NA	\$2,000,000	\$0	\$2,000,000	2-lane	Intersection realignment - 2-lane	Minor Collector	No	Unfunded	Yes 93.127	
49	Not modeled		SR 1810	Intersection improvements at Providence Mill Road (SR 1810), East Maiden Road and US 321-B.	NA	\$1,500,000	\$0	\$1,500,000	2-lane	Intersection Improvements / 2 lane	Principal Arterial/Minor Collector	No	Unfunded	Yes 93.127	
			Lap Road (SR 1760)	Improve and extend Lap Road from Rock Barn Road to NC 16.	1.3 mi.	\$12,000,000	\$0	\$12,000,000	2-lane and none	Multi-lane	Minor Arterial	No	Unfunded	No	
HIGHWAY DIVISION 13 – BURKE COUNTY															
37	35057	U-3446	Stonebridge Drive Extension	Construct two-lane connector part on new location from NC 18 (S. Sterling Street) to US 70 Bypass (Fleming Drive)	1.1 mi.	\$3,080,000	\$0	\$3,080,000	None	2-lane	Minor Arterial	No	Unfunded	No	
38 (see 19)	35055; 35056		SR 1001	Widen SR 1001 (Malcolm Blvd.) to a multi-lane facility from the Catawba River to US 70 in Rutherford College.	2.9 mi.	\$22,000,000	\$0	\$22,000,000	2-lane	4-lane & Bridge	Minor Arterial	No	Unfunded	No	
								\$1,214,928,706							

CHART D

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
STIP Project List Post 2040
(Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility	Functional Classification	Regional Significance	Status	Exempt
HIGHWAY DIVISION 11 – CALDWELL COUNTY														
21	35020	R-2550	US 64 - NC 90	Upgrade roadway from NC 18 to west of S 1313 in Alexander County.	18.2	\$14,650,000	\$0	\$14,650,000	2-lane	2-lane	Principal Arterial/ Minor Arterial_Rural	No	Unfunded	Yes 93.126
23	35008		Airport Connection	Improved Connection for US 64 – NC 18 to Morganton-Lenoir Airport using Anitoch Road	1.6 mi.	\$4,500,000	\$0	\$4,500,000	2-lane	2-lane Improvements	Major Collector_Rural	No	Unfunded	No
24	35006		Pleasant Hill Road	Improve Pleasant Hill Road (SR 1159) by widening and straightening curves to a new intersection with Orchard Drive (SR 1146).	2.45 mi.	\$3,062,000	\$0	\$3,062,000	2-lane	2-lane Improvements	Collector	No	Unfunded	Yes 93.127
25	35019		Orchard Drive	Improve Orchard Drive (SR 1146) by widening and align intersection of Orchard Drive with Crump Road (SR 1929) at Clark's Chapel Road.	1.37 mi.	\$1,713,000	\$0	\$1,713,000	2-lane	2-lane improvements	Local	No	Unfunded	Yes 93.127
26	Not modeled		US 321 – US 64/NC 18 Connector	Construct connector road from Pinewood Drive to US 64/NC 18.	13.1 mi.	\$36,680,000	\$0	\$36,680,000	None 2-lane	2-lane Improvements	Future Collector	No	Unfunded	No
27	35017		Southeast Blvd. (Lenoir Loop)	Continuation of Southwest Blvd. on to NC 18.	5.4 mi.	\$18,360,000	\$0	\$18,360,000	None	4-lane divided	Future Other Principal Arterial	Yes	Unfunded	No
HIGHWAY DIVISION 12 – ALEXANDER AND CATAWBA COUNTIES														
39	35024		16th St. NE Ext.	Multi-lane 16th St. NE Ext. at Springs Road to Lenoir Rhyne Blvd. SE	2.98 mi.	\$14,304,000	\$0	\$14,304,000	None	5-lane	Minor Arterial	No	Unfunded	No
40	35003 35004		Clement Blvd.	Extend from 9th Avenue NW to SR 1611 in Burke County.	3.38 mi.	\$12,844,000	\$0	\$12,844,000	9th Ave. NW 2-lane	4-lane divided (35003); 2-lane (35004)	Minor Arterial; Collector; Local/ Future Other	Yes	Unfunded	No
45	35061		SR 1890	Widen to multi-lanes (from US 70 West to I-40 in Hildebran).	1.33 mi.	\$4,389,000	\$0	\$4,389,000	2-lane	Multi-lane	Minor Arterial	No	Unfunded	No
52	35051; 35065		I-40	Widen from four-lane facility to six-lane facility (from Iredell County line to NC 16 in Conover - Exit 132).	7.8 mi.	\$103,760,000	\$0	\$103,760,000	4-lane	6-lane divided	Principal Arterial - Interstate	Yes	Unfunded	No
53	35052; 35063		I-40	Widen from four-lane facility to six-lane facility (from NC 16 in Conover – Exit 132 to US 321 – Exit 123).	8.9 mi.	\$118,392,000	\$0	\$118,392,000	4-lane	6-lane divided	Principal Arterial - Interstate	Yes	Unfunded	No
54	35053; 35064		I-40 Div 12 & 13	Widen from four-lane facility to six-lane facility (US 321 - Exit 123 to SR 1758 in Burke County).	7.3 mi.	\$97,108,000	\$0	\$97,108,000	4-lane	6-lane divided	Principal Arterial - Interstate	Yes	Unfunded	No

CHART D

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
STIP Project List Post 2040
(Funded Projects)

59	50129	U-3614	NC 127 North to US 321 Connector	Construct a connector from NC 127 North in Hickory at 29th Ave. Dr. NW to Grace Chapel Rd. (SR 1751) and improve Grace Chapel Rd. to US 321 in Caldwell Co.	3.7 mi.				29th Ave. 2-lane	4-lane divided with new bridge	Urban Local	No	Unfunded	No
60	50007		Section House Road & Ext	Widen to 4-lane facility to Springs Road to US 70A					2-lane; New Location	4-lane divided	Urban Local	No	Unfunded	No
61	50008		Section House Road & Ext	Widen to 5-lane facility from US 70A to Conover Startown Road					2-lane; New Location	5-lane	Minor Arterial	No	Unfunded	No
62	50024		NC Hwy 10 West	Widen to multi-lanes (from US 321 Freeway to existing US 321-B in Newton.	5 mi.				2-lane	4-lane divided	Minor Arterial and Rural Major Collector	Yes	Unfunded	No
63	50025		Upper Springs Road	Widen to 4-lane – Divided to NC 16	5.26 mi.				2-lane	2-lane improvements	Minor Arterial and Rural Major Collector	No	Unfunded	No
64	50016		County Home Road (SR 1484)	Widen and extend north of Conover.	1.99 mi.				2-lane	Multi-lane	Collector	No	Unfunded	No
65	50013		4 th Street SW Ext.	Multi-lane from 2 nd St. SW to US 70 in Hickory.	.47 mi.				Portion 2-lane	5-lane	Minor Arterial	No	Unfunded	No
68	50046		Conover-Startown Road	Widen to multi-lane from Startown Road to Conover-Startown Ext.).	2.75 mi.				2-lane	5-lane	Minor Arterial	No	Unfunded	No
69	50046		Conover-Startown Road Extension	Widen to multi-lane (from Conover-Startown Road to Section House Road).	2.46 mi.				2-lane	5-lane	Minor Arterial	No	Unfunded	No
70	50063; 50064		NC 16 North	Widen to four-lane divided (from I-40 to Alexander County line).	9.71 mi.				2-lane	4-lane divided	Principal Arterial_Other, Minor Arterial,	Yes	Unfunded	No
71	50061		NC 16 (Conover)	Widen to multi-lane (from First Street to I-40).	.80 mi.				2-lane	5-lane	Minor Arterial	No	Unfunded	No
72	50062		NC 16 (Newton)	Widen to multi-lane (from one-way pair to 7 th Street Pl.).	2.46 mi.				2-lane	5-lane	Minor Arterial	No	Unfunded	No
66	50120		4th St. SW	Widen from US 70 to 2nd Ave. NW in Hickory	.71 mi.				2-lane	4-lane divided	Minor Arterial	No	Unfunded	No
73	50018		Emmanuel Church Road & Extension	Widen to multi-lane (from NC 10 to Newton-Conover Loop).	3.04 mi.				2-lane	5-lane	Collector	No	Unfunded	No
74	50021		Emmanuel Church Ext. to SR 1804	Construct two-lane facility on new location (from NC 10 to SR 1804).	.80 mi.				None	2-lane	Future Local	No	Unfunded	No

CHART D (cont.)

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
STIP Project List Post 2040
(Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility	Functional Classification	Regional Significance	Status	Exempt
75	50101		US 70 (Claremont)	Widen to three-lane (from Lookout Street to Claremont W. Loop).	1.23 mi.				2-lane	3-lane	Minor Arterial	No	Unfunded	No
76	50102		US 70 (Conover-Claremont)	Widen to multi-lane (from Claremont W. Loop to US 321B).	3.69 mi.				2-lane	5-lane	Principal Arterial_Other; Minor Arterial	Yes	Unfunded	No
78	50067		Oxford Road (Claremont)	Widen to multi-lane (from I-40 to US 70).	.70 mi.				2-lane	5-lane	Collector	No	Unfunded	No
79	50014		Burriss Road Connector	Construct two-lane facility on new location (from Burriss Road to SR 1929).	1.09 mi.				None	2-lane	Future Collector/Local	No	Unfunded	No
80	50043		Claremont South Loop	Construct two-lane facility on new location (from US 70 to SR 1731).	3.12 mi.				None	2-lane	Future Collector	No	Unfunded	No
81	50090; 50091		SR 1007 (Conover)	Widen to multi-lane (from I-40 to NC 16).	.80 mi.				2-lane	5-lane	Principal Arterial_other; Minor Arterial	No	Unfunded	No
See 64	50016		Section House-County Home Road Connector	Construct two-lane facility on new location (from Section House Road to County Home Road).	1.13 mi.				None	2-lane	Future Collector	No	Unfunded	No
84	50079		Second Avenue (Hickory)	Widen to multi-lane (from US 321 to 9th Street).	.76 mi.				2-lane	5-lane	Minor Arterial	No	Unfunded	No
86	50066		Ninth Street (Hickory)	Widen to three-lane (from US 70 to 3rd Avenue NW).	.95 mi.				2-lane	3-lane	Collector	No	Unfunded	No
87	50068		Robinson Road	Extend new 2-lane facility from NC 10 to West Maiden Road					None	2-lane	Future Minor Arterial	No		No
88	50071		Robinson Road	Widen to multi-lane (from Catawba Blvd. to Southern Corridor).	2.27 mi.				2-lane	5-lane	Minor Arterial	No	Unfunded	No
89	50122		20th Street (Newton)	Widen to multi-lane (from Rankin Avenue to Newton-Conover Loop E.	.90 mi.				2-lane	5-lane	Minor Arterial	No	Unfunded	No

CHART D (cont.)

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
STIP Project List Post 2040
(Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility Description	Functional Classification	Regional Significance	Status	Exempt
90	50036		11th Street Extension (Newton)	Widen to multi-lane (from 11th Street to US 321B).	.53 mi.				2-lane	5-lane	Future Minor Arterial	No	Unfunded	No
91	50047		First Street Extension (Newton)	Construct two-lane facility on new location (from First Street to NC 16 / NC 10)	.90 mi.				None	2-lane	Future Collector	No	Unfunded	No
94	50065		NC 127 South	Widen to multi-lane (from SR 1132 to Jacobs Fork River).	.90 mi.				2-lane	4-lane divided	Principal Arterial & Rural Minor Arterial	Yes	Unfunded	No
95	50072		Rock Barn Road – Claremont W. Loop	Construct two-lane facility on new location (from Rock Barn Rd. to Claremont W. Loop)	1.33 mi.				None	2-lane	Future Collector	No	Unfunded	No
96	50075		S. Oxford Street Lane Extension	Construct two-lane facility on new location (from Frazier Road Extension to SR 1731)	1.33 mi.				None	2-lane	Future Collector	No	Unfunded	No
97	50055		Kelly Road Extension East	Construct two-lane facility on new location (from Kelly Road to Claremont E. Loop).	.99 mi.				None	2-lane	Future Collector	No	Unfunded	No
98	50095		SR 1722 Extension	Construct two-lane facility on new location (from SR 1722 to S. Oxford Street).	.33 mi.				None	2-lane	Future Collector	No	Unfunded	No
100	50053		Kiesler Road Extension West	Construct two-lane facility on new location (from Kiesler Road to NC 16).	.41 mi.				None	2-lane	Future Local	No	Unfunded	No
100	50053		Kiesler Road Extension East	Construct two-lane facility on new location (from Kiesler Road to Emmanuel Church Road).	.55 mi.				None	2-lane	Future Local	No	Unfunded	No
102	50058		McKay Road Extension (Newton)	Construct two-lane facility on new location (from McKay Road to US 321B).	.76 mi.				None	2-lane	Future Local	No	Unfunded	No
103	Not modeled		Eighth Avenue NE – Ninth Avenue NE Connector	Construct two-lane facility on new location (from 8th Avenue NE to Ninth Avenue NE).	.38 mi.				None	2-lane	Future Local	No	Unfunded	No
99	50049		Frazier Road Extension	Construct two-lane facility on new location (from Frazier Road to SR 1730).	.19 mi.				None	2-lane	Future Collector	No	Unfunded	No

CHART D (cont.)

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
STIP Project List Post 2040
(Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility Description	Functional Classification	Regional Significance	Status	Exempt
104	50037		17th Street SW (Long View)	Widen to three-lane (from US 70 to 2nd Avenue NW).	.38 mi.				2-lane	3-lane	Collector	No	Unfunded	No
105	50092		SR 1318 Extension (Hickory)	Construct two-lane facility on new location (from SR 1318 to NC 127).	1.09 mi.				None	2-lane	Future Collector	No	Unfunded	No
106	50033		Tenth Street Pl. Extension West (Conover)	Construct two-lane facility on new location (from 4th Avenue Drive to Fairgrove Church Road).	2.50 mi.				None	2-lane	Future Collector	No	Unfunded	No
107	50038; 50041		Catawba Boulevard Extension	Construct two-lane facility on new location (from Startown Road to 20th Street).	3.69 mi.				None	2-lane	Future Minor Arterial	Yes	Unfunded	No
108	50033		Tenth Street Pl. Extension East (Conover)	Construct two-lane facility on new location (from 10th Street Pl. to NC 16).	.24 mi.				None	2-lane	Future Collector	No	Unfunded	No
109	50052		West A Street Extension East (Newton)	Construct two-lane facility on new location (from West A Street to First Street Extension).	.28 mi.				None	2-lane	Future Collector	No	Unfunded	No
110	50097		SR 1807 Extension	Construct two-lane facility on new location (from SR 1801 to Emmanuel Church Ext. S).	.33 mi.				None	2-lane	Local	No	Unfunded	No
112	50096		SR 1806 Extension	Construct two-lane facility on new location (from SR 1801 to Emmanuel Church Ext. S).	.14 mi.				None	2-lane	Future Rural Local	No	Unfunded	No
113	50030		Western Connector (Maiden)	Construct connector from West Maiden Road (SR 2007) to Salem Church Road (SR 2004)	1.6 mi.				None	2-lane	Future Rural Local	No	Unfunded	No
114	50083		Southern Loop (Maiden)	Construction of southern loop from Salem Church Road (SR 2004) at South Main Avenue (SR 2003) to Island Ford Road (US 321-	1.2 mi.				None	2-lane	Future Rural Collector	No	Unfunded	No
111	Outside of modeled area		SR 1002	SR 1165 (Caldwell Pond Road) and SR 1002 (Antioch Church Road) provide a connection between US 64-NC 90 and NC 127. Realign intersection of SR 1165 and SR 1002 to create a continuous route. Widen SR 1002 to a minimum of 24 ft.	2.2 mi.				2-lane	2-lane Improvements	Collector	No	Unfunded	No

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
STIP Project List Post 2040
(Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility Description	Functional Classification	Regional Significance	Status	Exempt
115	50098		SR 1870	The extension of SR 1870 (H.E. Propst Road) north to Water Plant Road (SR 1874) and South to East Maiden Road continuing to Old Park Road.	0.9 mi.				None	2-lane	Future Rural Local	No	Unfunded	No
116	50031		Eighth Avenue	The extension of Eighth Avenue north to Old Mill Road (SR 1872).	.37 mi.				None	2-lane	Future Rural Local	No	Unfunded	No
117	50080		South "C" Avenue	The extension of South "C" Avenue to connect with North Carolina Avenue (US 321-B).	.35 mi.				None	2-lane	Future Rural Local	No	Unfunded	No
See 113	50030		Western Loop	Continuation of Western Loop Facility from West Maiden Road (SR 2007) at Zeb Haynes Road (SR 2010) to North Carolina Avenue (US 321-B).	0.9 mi.				None	2-lane	Future Rural Local	No	Unfunded	No
			6th Street Extension	Improve and Extend 6th Street from Clatwa Valley Blvd to the Southern Loop					2-lane and none	2-lane		No	Unfunded	No
			Rocky Ford Interchange	Construct new interchange at Rocky Ford Road and US 321					None	Interchange		No	Unfunded	No
HIGHWAY DIVISION 13 – BURKE COUNTY														
92	50085		SR 1627 – SR 1761 Connector (Burke County).	Construct two-lane facility on new location (from US 70 to SR 1761).	.57 mi.				None	2-lane	Future Collector	No	Unfunded	No
93	50088		SR 1655 – SR 1647 Connector	Construct two-lane facility on new location (from SR 1655 to SR 1647).	.28 mi.				None	2-lane	Future Collector	No	Unfunded	No
85	50077		Second Ave. Ext. (Long View-Burke County).	Construct multi-lane facility (from SR 1653 to SR 1627). New Alignment	2.65 mi.				None	Multi-lane	Future Minor Arterial	No	Unfunded	No
77	50103		US 70 (Hildebran)	Widen to three-lane (from SR 1890 to SR 1768).	4.4 mi.				2-lane	3-lane	Minor Arterial	No	Unfunded	No
see 40	35003; 35004	R-2920	New Route	Northeast Burke Corridor. From SR 1001 (Malcolm Blvd.) to SR 1608 (Shady Grove Road). Upgrade SR 1611, SR 1614, SR 1653 and widen SR 1625 to a multi-lane facility with some on new location.	9.0 mi.	\$26,000,000	\$0	\$26,000,000	2-lane and None	4-lane divided (35003); 2-lane 1 mi. new 6.8 upgrade 1.2 mi. multi-lane	Future Other Principal Arterial	Yes	Unfunded	No
120	N/A		SR 1803	Improve Johnson Bridge Road (SR 1803).	4.0 mi.				2-lane	2-lane Improvements	Collector/Urban & Rural	No	Unfunded	No
51	35002	R-2814	Connector	Construct two-lane on new location from SR 1147 (Causby Road) to US 70.	1.7 mi.	\$7,500,000	\$0	\$7,500,000	None	2-lane	Future Collector	No	Unfunded	No

CHART D (cont.)

Greater Hickory Urban Area Financial Plan for the 2011-2040 Transportation Plan
STIP Project List Post 2040
(Funded Projects)

Index #	Model #	STIP #	Project Name	Project Description	Project Length	Total Estimated Cost	Prior Year Cost	Future Year Cost	Existing Facility Description	Proposed Facility Description	Functional Classification	Regional Significance	Status	Exempt
121	50111		SR 1786	Improve Miller Bridge Road (SR 1786) from Shoupes Grove Church Road (SR 1785) to I-40.	0.71 mi.				2-lane	2-lane Improvements	Minor Arterial	No	Unfunded	No
122	50126		Western Connector	Western Connector from NC 18/US 64 to US 64 West.	5.88 mi.					4-lane divided	Future Minor Arterial	Yes	Unfunded	No
123	50104; 50105		US 70	US 70 West Improvements from Jamestown Road (SR 1142) to Glen Alpine.	2.57 mi.				2-lane	2-lane Improvements	Minor Arterial	Yes	Unfunded	No
124	50106; 50107		Eldred Street (Town Street)	Eldred Street (Valdese) is a north/south corridor that connects to I-40. It is recommended to widen this route to 3 lanes and a section of Eldred upgraded to NCDOT standards, from US 70 to Laurel Street.	1.2 mi.				2-lane	3-lane	Minor Arterial and Collector	No	Unfunded	No
125	50133		I-40	Widening I-40 to six lanes throughout Burke County.	26.7 mi.				4-lane	6-lane	Principal Arterial_ Interstate	Yes	Unfunded	No
126	50108		Meytre Avenue	Meytre Avenue NE (SR 1576) (Valdese). It is recommend a realignment of Meytre/Laurel and Laurel/Lovelady to eliminate the offset intersection and Meytre upgraded to Church Street (SR 1538) and extended to SR 1535. Project is part of proposed Northern Corridor.	1.23 mi.				2-lane	2-lane Improvements	Collector	Yes	Unfunded	No
128	Not modeled		Enon Road	Realign Enon Road (SR 1538) at its intersection with US 70.	NA				2-lane	Intersection Improvements	Collector	No	Unfunded	Yes
129	Not modeled		SR 1602 (Majority Town Street)	Extend Woodlawn Drive (SR 1602) to its intersection with the proposed Lovelady Road and improve the horizontal alignment.	0.24 mi.				None	2-lane	Future Local	No	Unfunded	No
130	50118; 50119		US 70	Widen US 70 through Connelly Springs.	1.64 mi.				2-lane	4-lane	Minor Arterial	Yes	Unfunded	No
131	Not modeled		N. Center Street (Hildebran)	Widen Bridge on N. Center Street (SR 1628) over CXS Railroad and provide a center turn lane form N. Center Street onto US 70.	0.10 mi.				2-lane bridge	3-lane bridge	Collector	No	Unfunded	No

Agency Comments on Draft 2015 STIP/MTP and Greater Hickory MPO Responses

	Project TIP or Project ID Number	FHWA Comment	EPA Comment	NCDAQ Comments	MPO/NC DOT Reply	Comment Addressed	Facility Name
U-	5777	Project not in MTP			U-5777 was a division submitted project	Project will be added to the MTP-MTP Amendment-REA	1st and 2nd Street SE
R-	2307	MTP/TIP Mileage Difference			The (8.1 + 0.6) miles listed in the MTP only includes the length in Catawba County. The 13.6 miles listed in the draft STIP is the full distance from NC 16 to I 77 in Iredell County	Agency Comment addressed	NC 150
R-	5113	MTP/TIP Mileage Difference			Startown Rd from US 70 to NC 10 is 4.6175 miles using Catawba County centerline data. To get anywhere close to 5.45 miles it would also include the already improved part of Startown Road from US 70 to I-40 and then a little extra for tie-in lanes just past NC 10.	MTP mileage will be changed to be consistent with TIP 4.6 mi-MTP amendment-REA	Startown Road Widening
U-	5510	MTP/TIP Mileage Difference			0.5 miles in model and draft STIP. 0.45 miles in MTP. Also the path is slightly serpentine. Measuring point to point, a straight line is showing me 0.46 miles, so I assume the 0.45 is a straight new location, and the 0.5 was as proposed. The design for U-5510 has evolved and is still being developed through the CVCC campus and the distance could vary slightly depending on what plan you review.	Agency Comment addressed	Sweetwater Road Ext.
R-	2824			Project is completed (6/3/2013) in MTP	It is listed in the model with a 2012 build year (model is a 2011 base year). The MTP has it noted as "Completed 6/3/13", and the draft STIP says it is under construction. Google Streetview, seems to indicated the project still underway when the photo's were taken in August 2012. It looks widened	Agency Comment addressed	Lovelady Road
U-	5836			In TIP, project is scheduled for construction in FY 2022 but is Unfunded in MTP. Also, how many lanes were modeled in MTP? MTP states multi-lane and TIP states 5 lanes	25020 is modeled as 5 lanes.	Project is in Burke County not applicable AQ. HY is ok. Agency comment addressed	NC 181
U-	5510			In the MTP, the project was Unfunded and included in Horizon Year 2030. Since the project is scheduled for construction in the TIP in FY 2017, will the project be moved to Horizon Year 2021?	U-5510 (model id 50026), we can change model year easily. John will have to comment about the fiscal constraint.	MTP amendment will be needed-REA	Sweetwater Road Ext.
	25025		MTP has sections B and C			Amend MTP to correct project description and make consistent in TIP/MTP	NC 150
	15001		Is Starcross Road and Oak Hill Road the same or is this a new section		I don't know where Oak Hill School Road is. Based on the extents, it should be northeast of Norwood Street (aka US 321-Alt)	Project is complete-agency comment addressed	
	25020		Is the proposed facility 5 lanes? If so, please specify		25020 is modeled as 5 lanes	Clarify MTP laneage description-MTP amendment?	NC 181
	15006		MTP show the projects as complete		5006 and 5007 are not in the model	Project is complete-agency comment addressed	Grace Chapel Road Conn.
	15007		MTP show the projects as complete		5006 and 5007 are not in the model	Project is complete-agency comment addressed	Lovelady Road

UNIFOUR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED																
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS																
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020																		
INTERSTATE PROJECTS																															
I-40 CATAWBA	I-0906	I-40, SR 1484 (4TH AVENUE) IN CONOVER TO SR 1717 (EXIT 138). CONCRETE PAVEMENT AND BRIDGE DECK REHABILITATIONS. (7.1 MILES)	42550	50	IM									C	42500																
I-40 BURKE	I-0910	I-40, SR 1704 (MILE MARKER 106) TO SR 1002 (MILE MARKER 119). PAVEMENT REHABILITATION. (13 MILES)	59984	9584	IM																							C	50400	B	
A I-40, SR 1704 (MILE MARKER 106) TO SR 1002 (MILE MARKER 119). MICROSURFACE - UNDER CONSTRUCTION B I-40, SR 1704 (MILE MARKER 106) TO SR 1002 (MILE MARKER 119). PAVEMENT REHABILITATION PRIOR YEARS COST INCLUDES FUNDING FOR I-801A																															
I-40 CATAWBA IREDELL	I-3302	I-40, SR 1717 (EXIT 138) IN CATAWBA COUNTY TO WEST OF SR 1512 (EXIT 146) IN IREDELL COUNTY. PAVEMENT AND BRIDGE REHABILITATION. (6.9 MILES)	44400		IM										R	800															
C 21800 C 21800																															
I-40 BURKE	I-0801	I-40, SR 1129 (EXIT 94) TO SR 1704 (EXIT 106). PAVEMENT REHABILITATION. (12.3 MILES)	53200		IM																							C	53200	B	
A I-40, SR 1129 (EXIT 94) TO SR 1704 (EXIT 106). MICROSURFACE - UNDER CONSTRUCTION B I-40, SR 1129 (EXIT 94) TO SR 1704 (EXIT 106). PAVEMENT REHABILITATION PRIOR YEAR COSTS FOR I-801 A INCLUDED IN I-910 A																															
I-40 CATAWBA IREDELL	I-5401	I-40, MILE MARKER 131 TO MILE MARKER 146. PAVEMENT REHABILITATION. (15 MILES)	8300		IMPM																										
C 8300																															
VARIOUS BUNCOMBE BURKE MADISON McDOWELL	I-5213	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 13.	9690	1282	IMPM					C	1051		C	1051		C	1051		C	1051		C	1051		C	1051					
UNDER CONSTRUCTION																															
VARIOUS CATAWBA CLEVELAND GASTON IREDELL	I-5212	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 12.	7518	430	IMPM					C	886		C	886		C	886		C	886		C	886		C	886					
C 886 C 886 C 886 C 886																															
UNDER CONSTRUCTION																															
RURAL PROJECTS																															
US 321 CATAWBA LINCOLN	R-0085*	US 321, NC 27/NC 150 IN LINCOLN TO NC 127 IN HICKORY. FOUR LANE DIVIDED FACILITY ON NEW LOCATION. (17.9 MILES)	75930	73330	T																								C	2600	BE
BE US 321 - SR 1143 (SANDY RIDGE ROAD). CONVERT EXISTING GRADE SEPARATION TO INTERCHANGE																															
PART COMPLETE - REMAINDER UNFUNDED INTRASTATE PROJECT																															

* INDICATES INTRASTATE PROJECT

UNIFOUR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
RURAL PROJECTS															
NC 16 CATAWBA	R-3100	NC 16, SR 1895 TO SR 1800 SOUTHEAST OF NEWTON. WIDEN TO MULTI-LANES. (9.1 MILES)	56333	1457	STP		R 6250 A								
					STP		U 1520 A								
					STP			M 156 A							
					STP				C 12350 A	C 12350 A					
					STP			R 3000 B							
					STP			U 2550 B							
					STP				C 8350 B	C 8350 B					
					A NC 16, SR 1895 (TOWER ROAD) TO SR 1814 (CALDWELL ROAD)										
					B NC 16, SR 1814 (CALDWELL ROAD) TO SR 1801 (CLAREMONT ROAD)										
					C NC 16, SR 1801 (CLAREMONT ROAD) TO SR 1800 (CALEB SETZER ROAD) - COMPLETE PLANNING/DESIGN IN PROGRESS										
SR 1546 LOVELADY ROAD BURKE	R-2824	SR 1546 (LOVELADY ROAD), SR 1545 (LAUREL STREET) TO SR 1001 (MALCOLM BOULEVARD). UPGRADE EXISTING ROADWAY. (1.9 MILES)	10470	10470	UNDER CONSTRUCTION										
VARIOUS BUNCOMBE BURKE MADISON MCDOWELL MITCHELL RUTHERFORD YANCEY	R-4046	GUARDRAIL INSTALLATION AND SAFETY IMPROVEMENTS.	1488	1488	PART UNDER CONSTRUCTION										
URBAN PROJECTS															
US 321 BURKE CALDWELL CATAWBA	U-4700	US 321, US 70 IN HICKORY TO US 64/NC 18/NC 90 IN LENOIR. WIDEN TO SIX LANES. (17.2 MILES)	365742	4090	NHP						R 50750 A	R 50750 A			
					NHP								C 9175 A	C 52575 A	
					HP								C 8350 A		
					NHS					R 7700 B					
					NHS						M 90 B				
					NHS							C 19000 B	C 19000 B	C 38000 B	
					NHS									R 7700 C	
					NHS									M 162 C	
					NHS									C 98400 C	
					A US 321, US 70 IN HICKORY TO SR 1751 (GRACE CHAPEL ROAD)										
					B US 321, SR 1751 (GRACE CHAPEL ROAD) TO SR 1108 (MISSION ROAD)										
					C US 321, SR 1108 (MISSION ROAD) TO US 64/NC 18/NC 90 IN LENOIR PLANNING/DESIGN IN PROGRESS - INCLUDES B-4450										

* INDICATES INTRASTATE PROJECT

UNIFOUR RURAL PLANNING ORGANIZATION

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS					DEVELOPMENTAL PROGRAM				UNFUNDED	
						5 YEAR WORK PROGRAM									FUTURE YEARS	
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
URBAN PROJECTS																
NC 18 BURKE	U-2550	NC 18, US 70 BYPASS (FLEMING DRIVE) TO I-40 IN MORGANTON. WIDEN TO MULTI-LANES AND REVISE INTERCHANGE. (2.1 MILES)	41540	41540												
					A	US 70 BYPASS (FLEMING DRIVE) TO I-40 - COMPLETE										
					B	NC 18 (STERLING STREET) AND I-40 INTERCHANGE - UNDER CONSTRUCTION										
SR 1468 SWEETWATER ROAD EXTENSION CATAWBA	U-5510	US 70 TO SR 1148 (STARTOWN ROAD). CONSTRUCT A THREE-LANE FACILITY IN HICKORY.														
						PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY										
HICKORY CALDWELL	U-5204	GRACE CHAPEL ROAD TO TOWN STREET IN HICKORY. CONSTRUCT A TWO-LANE FACILITY ON NEW LOCATION.	7507	7507												
						UNDER CONSTRUCTION										
HUDSON CALDWELL	U-3437	INTERSECTION OF SR 1160 (MT. HERMAN ROAD) AND ROY E. COFFEY DRIVE IN HUDSON. INTERSECTION IMPROVEMENTS.	1905	1905												
						UNDER CONSTRUCTION										
SR 1922 (ENOLA ROAD)-SR 1924 (OLD NC 18) BURKE	U-2551	SR 1922 (ENOLA ROAD)-SR 1924 (OLD NC 18), SR 2026 (ARNOLD DRIVE) TO NC 18 (SOUTH STERLING STREET) IN MORGANTON. WIDEN TO MULTI-LANES AND UPGRADE INTERCHANGE. (2 MILES)	35611	35611												
						UNDER CONSTRUCTION										
SR 1001 (CONNELLY SPRINGS ROAD) CALDWELL	U-2211	SR 1001 (CONNELLY SPRINGS ROAD), SR 1933 (SOUTHWEST BOULEVARD) TO SR 1712 (OAK HILL SCHOOL ROAD) EAST OF US 321 IN LENOIR. WIDEN TO MULTILANES WITH CURB AND GUTTER, PART ON NEW LOCATION AND CONSTRUCT AN INTERCHANGE AT US 321. (1.6 MILES)	38870	38870												
					A	SR 1001 (CONNELLY SPRINGS ROAD), SOUTH OF SR 1933 (SOUTHWEST BOULEVARD) TO NORTH OF US 321A (NORWOOD STREET) - COMPLETE										
					B	SR 1001 (CONNELLY SPRINGS ROAD), US 321A (NORWOOD STREET) TO SR 1712 (OAK HILL SCHOOL ROAD) EAST OF US 321 - UNDER CONSTRUCTION										
FEASIBILITY STUDIES																
US 321A CALDWELL	U-2543	US 321A, SR 1107 (FALLS AVENUE) IN GRANITE FALLS TO SR 1180 (MCLEAN DRIVE) IN LENOIR. TWO-LANE UPGRADE. (8.6 MILES)	86	86												
						FEASIBILITY STUDY RE-EVALUATION IN PROGRESS										
FEDERAL BRIDGE PROJECTS																
I-40 BURKE	B-4447	SR 1758. REHABILITATE BRIDGE NO. 160	3300	250	FA										R	50
					FA											
						C	3000									
I-40 BURKE	B-4448	SR 1744. REHABILITATE BRIDGE NO. 149	2875	150	FA											C
																2725

* INDICATES INTRASTATE PROJECT

UNIFOUR RURAL PLANNING ORGANIZATION

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED					
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS					
FEDERAL BRIDGE PROJECTS																				
US 321A CALDWELL	B-5138	LITTLE GUNPOWDER CREEK. REPLACE BRIDGE NO. 6	710	260	FA					C	450									
RIGHT OF WAY IN PROGRESS																				
US 321 CALDWELL	B-4450	CATAWBA RIVER. REPLACE BRIDGE NO.	200	200																
TO BE CONSTRUCTED WITH U-4700																				
SR 1131 CATAWBA	B-5520	HOP CREEK. REPLACE BRIDGE NO. 45	605		NFA											R	55			
					NFA													C	550	
SR 1149 CATAWBA	B-5101	CLARK CREEK. REPLACE BRIDGE NO. 83	1300	300	NFA					C	1000									
RIGHT OF WAY IN PROGRESS																				
SR 1404 CATAWBA	B-5150	FALLING CREEK. REPLACE BRIDGE NO. 34	1750	100	NFA					R	150									
					NFA						C	1500								
SR 1512 BURKE	B-5135	HUNTING CREEK. REPLACE BRIDGE NO. 1	2560	460	NFA					C	2100									
RIGHT OF WAY IN PROGRESS																				
SR 1618 BURKE	B-4983	SOUTHERN RAILROAD. REPLACE BRIDGE NO. 313	3400	400	NFA					C	3000									
RIGHT OF WAY IN PROGRESS																				
SR 1727 CATAWBA	B-4061	HAGAN CREEK. REPLACE BRIDGE NO. 90	1105	1105																
UNDER CONSTRUCTION																				
SR 2019 CATAWBA	B-4458	SOUTH FORK CATAWBA RIVER. REPLACE BRIDGE NO. 95	2250	150	NFA					C	2100									
RIGHT OF WAY IN PROGRESS																				
VARIOUS BUNCOMBE BURKE MADISON McDOWELL MITCHELL RUTHERFORD YANCEY	BD-5113	DIVISION 13 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	36095	12095	NFA					R	200		R	200		R	300			
					NFA						C	1800		C	1800		C	2700		
																R	400		R	400
																R	400		R	500
																C	3600		C	3600
																C	3600		C	4500
PART UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																				

* INDICATES INTRASTATE PROJECT

UNIFOUR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED									
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS									
FEDERAL BRIDGE PROJECTS																								
VARIOUS ALEXANDER CATAWBA CLEVELAND GASTON IREDELL LINCOLN	BD-5112	DIVISION 12 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	40357	14357	NFA		R	200	R	200	R	200	R	300	R	400	R	400	R	400	R	500		
					NFA		C	1800	C	1800	C	1800	C	2700	C	3600	C	3600	C	3600	C	4500		
PART UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																								
VARIOUS ALLEGHANY ASHE AVERY CALDWELL SURRY WATAUGA WILKES YADKIN	BD-5111	DIVISION 11 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	37523	13523	NFA		R	200	R	200	R	300			R	400	R	400	R	400	R	500		
					NFA		C	1800	C	1800	C	2700			C	3600	C	3600	C	3600	C	4500		
PART UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																								
VARIOUS BUNCOMBE BURKE MADISON McDOWELL MITCHELL RUTHERFORD YANCEY	BF-5313	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 13.	160		NFA		PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20		
VARIOUS ALLEGHANY ASHE AVERY CALDWELL SURRY WATAUGA WILKES YADKIN	BF-5311	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 11.	160		NFA		PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20		

* INDICATES INTRASTATE PROJECT

UNIFOUR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS
FEDERAL BRIDGE PROJECTS															
VARIOUS ALEXANDER CATAWBA CLEVELAND GASTON IREDELL LINCOLN	BF-5312	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 12.	160		NFA		PE 20	PE 20	PE 20	PE 20		PE 20	PE 20	PE 20	PE 20
VARIOUS BUNCOMBE BURKE MADISON McDOWELL MITCHELL RUTHERFORD YANCEY	BL-5513	BRIDGE IMPROVEMENTS IN DIVISION 13.													
VARIOUS ALEXANDER CATAWBA CLEVELAND GASTON IREDELL LINCOLN	BL-5512	BRIDGE IMPROVEMENTS IN DIVISION 12.													
VARIOUS ALLEGHANY ASHE AVERY CALDWELL SURRY WATAUGA WILKES YADKIN	BL-5511	BRIDGE IMPROVEMENTS IN DIVISION 11.													

* INDICATES INTRASTATE PROJECT

UNIFOUR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED				
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS				
FEDERAL BRIDGE PROJECTS																		
VARIOUS BUNCOMBE BURKE MADISON McDOWELL MITCHELL RUTHERFORD YANCEY	BS-5413	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 13.	160	S		PE	20	PE	20	PE	20	PE	20	PE	20			
VARIOUS ALLEGHANY ASHE AVERY CALDWELL SURRY WATAUGA WILKES YADKIN	BS-5411	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 11.	160	S		PE	20	PE	20	PE	20	PE	20	PE	20			
VARIOUS ALEXANDER CATAWBA CLEVELAND GASTON IREDELL LINCOLN	BS-5412	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 12.	160	S		PE	20	PE	20	PE	20	PE	20	PE	20			
CLAREMONT CATAWBA	B-5542	BUNKER HILL COVERED BRIDGE PRESERVATION.	346	C		C	69											
				DP		C	277											
MUNICIPAL BRIDGE PROJECTS																		
HICKORY CATAWBA	B-5549	FALLING CREEK ROAD OVER FALLING CREEK. REPLACE BRIDGE NO. 327.	1000	C				R	30									
				C						C	170							
				NFAM				R	120									
				NFAM						C	680							

* INDICATES INTRASTATE PROJECT

UNIFOUR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED	
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS	
MITIGATION PROJECTS																
VARIOUS ALLEGHANY ASHE AVERY CALDWELL SURRY WATAUGA WILKES YADKIN	EE-4911	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 11 PROJECT MITIGATION.	11598	11598												
IN PROGRESS																
VARIOUS ALEXANDER CATAWBA CLEVELAND GASTON IREDELL LINCOLN	EE-4912	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 12 PROJECT MITIGATION.	14330	14330												
IN PROGRESS																
VARIOUS BUNCOMBE BURKE MADISON McDOWELL MITCHELL RUTHERFORD YANCEY	EE-4913	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 13 PROJECT MITIGATION.	28123	28123												
IN PROGRESS																
BICYCLE AND PEDESTRIAN PROJECTS																
VARIOUS CALDWELL	EB-4718	ADD WIDE PAVED SHOULDERS TO SELECTED BIKE ROUTES.														
SCHEDULED FOR FEASIBILITY STUDY																
CONGESTION MITIGATION PROJECTS																
CLAREMONT CATAWBA	C-5195	CONSTRUCT SIDEWALKS AT VARIOUS LOCATIONS IN CLAREMONT.	650			CMAQ			C	520						
						C			C	130						
CONOVER CATAWBA	C-5526	US 70A/NC 16/2ND. AVENUE NORTHEAST IN CONOVER. INTERSECTION IMPROVEMENTS.	1200			CMAQ					PE	85				
						C					PE	21				
						CMAQ					C	773				
						C					C	321				

* INDICATES INTRASTATE PROJECT

UNIFOUR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED	
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS	
CONGESTION MITIGATION PROJECTS															
HICKORY CATAWBA	C-5196	16TH. STREET (SANDY RIDGE ROAD) AT 29 TH. AVENUE NE AND 21 ST. AVENUE NE IN HICKORY. ADD TURN LANES AND MAKE SIGNAL IMPROVEMENTS.	2691		CMAQ					R	203				
					C					R	51				
					CMAQ					C	1950				
					C					C	487				
ENHANCEMENT PROJECTS															
NEWTON CATAWBA	E-4961	SOUTH OF SR 1154 (RADIO STATION ROAD) TO NC 10 IN NEWTON. CONSTRUCT GREENWAY.	100	100	UNDER CONSTRUCTION										
LENOIR CALDWELL	E-4802	PHASE A: LENOIR GREENWAY EXTENSION ALONG ZACK'S FORK CREEK, CALDWELL COUNTY LIBRARY TO PENNTON AVENUE NW IN LENOIR.	92	92	UNDER CONSTRUCTION										
HAZARD ELIMINATION PROJECTS															
VARIOUS ALEXANDER CATAWBA CLEVELAND GASTON IREDELL LINCOLN	W-5212	DIVISION 12 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	5243	3143	HSIP			R	100	R	100	R	100		
					HSIP			C	600	C	600	C	600		
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS															
VARIOUS BUNCOMBE BURKE MADISON McDOWELL MITCHELL RUTHERFORD YANCEY	W-5213	DIVISION 13 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	2115	715	HSIP					R	100	R	100		
					HSIP					C	600	C	600		
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS															

* INDICATES INTRASTATE PROJECT

UNIFOUR RURAL PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS
HAZARD ELIMINATION PROJECTS															
VARIOUS	W-5211	DIVISION 11 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	2450	350	HSIP		R	100	R	100	R	100			
ALLEGHANY					HSIP		C	600	C	600	C	600			
ASHE															
AVERY															
CALDWELL															
SURRY															
WATAUGA															
WILKES															
YADKIN															
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS															
PASSENGER RAIL PROJECTS															
VARIOUS	P-3815	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN NEWTON-HICKORY-CONOVER MPO TRAFFIC SEPARATION STUDY.	1620	1620											
STATEWIDE															
UNDER CONSTRUCTION															
VALDESE	P-4013	WESTERN NORTH CAROLINA PASSENGER SERVICE STATION.	324	40	T2001										C 284
BURKE															
RIGHT OF WAY IN PROGRESS															

* INDICATES INTRASTATE PROJECT

APPENDIX D

**Full MOVES2014 Emissions Computer Run files can be
obtained by request from the
NC Division of Air Quality**

Sellers, Daniel C

From: Edward.Dancausse@dot.gov
Sent: Wednesday, April 22, 2015 8:05 AM
To: Cook, Pamela R; Loretta.Barren@dot.gov; john.marshall@wpcog.org; Sellers, Daniel C; Thomas, Earlene W; Hildebrandt, Heather J; myers.dianna@epa.gov; Jones, Phyllis; Kelly.Larkins@wpcog.org; taylor.dellinger@wpcog.org; Pasley, Todd; Chandler, Vicki; Strait, Randy P
Cc: Galamb, Anne; Arellano, Terry C; Sheckler.Kelly@epa.gov; Somerville.amanetta@epa.gov; ghoops@dot.gov; Tajsha.Lashore@dot.gov
Subject: FW: Hickory 2016-2020 TIP Conformity - REA results
Attachments: Hickory_2016-2020_TIP_Transportation_Conformity_ReadMe.docx; Hickory_2016-2020_TIP_Emissions_Summary.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

To all:

See the email below from NDCAQ containing the Hickory REA results.

Eddie

From: Pasley, Todd [<mailto:todd.pasley@ncdenr.gov>]
Sent: Tuesday, April 21, 2015 12:05 PM
To: Dancausse, Edward (FHWA)
Cc: Chandler, Vicki; Strait, Randy P
Subject: Hickory 2016-2020 TIP Conformity - REA results

The regional emissions analysis MOVES modeling for the Hickory MPO 2016-2020 TIP has been completed. The table below shows that modeled NO_x emissions for all years are well below the approved 2021 motor vehicle emissions budget (MVEB) of 2,236,028 kg/year.

The following file (attached) has the table below with results for NO_x and PM_{2.5} emissions. The file name is Hickory_2016-2020_TIP_Emissions_Summary.xlsx

Year	Pollutant	Catawba NMAA (Kg/year)	Catawba TDM (Kg/year)	Catawba Total (Kg/year)	Hickory MPO 2021 NOx MVEB (kg/year)
2021	NOX	71,951	791,538	863,489	2,236,028
2030	NOX	33,818	348,224	382,042	2,236,028
2040	NOX	23,851	209,614	233,465	2,236,028
2021	PM2.5	1,919	21,512	23,431	N/A ¹
2030	PM2.5	1,003	12,480	13,483	
2040	PM2.5	702	8,968	9,670	

¹ PM2.5 emissions from onroad mobile sources deemed insignificant

The attached file named "Hickory_2016-2020_TIP_Transportation_Conformity_ReadMe.docx" further details many of the raw data/assumptions that were used in this determination.

A compressed archive file containing all MOVES run specification files, input databases, and output databases (~8.5MB) is also available and can be provided on request.

Feel free to contact me or Vicki Chandler with any questions.

Regards,

Todd Pasley

Todd C. Pasley, Environmental Engineer
Planning Section, Planning Attainment Branch NC DENR, Division of Air Quality
1641 Mail Service Center
Raleigh, NC 27699-1641
Phone: 919-707-8713
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todd.pasley@ncdenr.gov

Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties unless the content is exempt by statute or other regulation.

APPENDIX E

County Population

	2011	2021	2030	2040
Alexander	37,800	38,891	39,897	41,031
Burke	90,769	93,932	96,820	100,257
Caldwell	83,292	85,347	87,217	89,523
Catawba	155,644	161,697	167,171	173,433

Modeled Area Population

	2011	2021	2030	2040
Alexander	13,111	13,669	14,167	14,692
Burke	81,404	84,030	86,437	89,348
Caldwell	76,884	78,741	80,430	82,541
Catawba	151,793	157,731	163,106	169,252

Non Modeled Population

	2011	2021	2030	2040
Alexander	24,689	25,222	25,730	26,339
Burke	9,365	9,902	10,383	10,909
Caldwell	6,408	6,606	6,787	6,982
Catawba	3,851	3,966	4,065	4,181

Ratio Outside Model

	2011	2021	2030	2040
Alexander	65%	65%	64%	64%
Burke	10%	11%	11%	11%
Caldwell	8%	8%	8%	8%
Catawba	2%	2%	2%	2%

Catawba County - Modeled area

Note: Ramps have been included in the functional classification breakdowns and speeds are a weighted average of the facilities and ramps per functional classification

Inside Travel Demand Model		2011 VMT	2011 Speed	2021 VMT	2021 Speed	2030 VMT	2030 Speed	2040 VMT	2040 Speed
Urban Principal Arterial - Interstate	10	834,746	61	921,391	60	1,011,294	59	1,077,867	59
Urban Principal Arterial - Freeway	11	274,952	44	295,234	44	359,406	53	367,375	54
Urban Principal Arterial - Other	12	846,182	35	879,761	34	949,511	36	899,315	37
Urban Minor Arterial	13	738,479	33	769,925	32	783,385	32	1,012,486	35
Urban Collector	14	268,629	35	288,006	34	296,059	34	324,946	36
Urban Local	15	248,379	38	270,411	37	280,095	37	276,625	37
Rural Principal Arterial - Interstate	20	41,614	61	50,722	61	60,567	60	73,941	58
Rural Principal Arterial - Other	21	191,505	54	221,628	54	251,186	54	282,971	53
Rural Minor Arterial	22	292,816	39	334,023	34	430,734	41	511,088	36
Rural Major Collector	23	106,197	44	118,141	42	127,031	40	138,589	37
Rural Minor Collector	24	322,462	39	376,009	38	396,266	37	460,628	36
Rural Local	25	198,139	39	242,054	38	255,636	37	293,381	38
TOTAL VMT (Modeled Area)		4,364,101		4,767,306		5,201,169		5,719,213	

Catawba County - Non-modeled area

Outside Travel Demand Model		2011 VMT	2011 Speed	2021 VMT	2021 Speed	2030 VMT	2030 Speed	2040 VMT	2040 Speed
Urban Principal Arterial - Interstate	10	-	-	-	-	-	-	-	-
Urban Principal Arterial - Freeway	11			9,594	56	9,831	56	10,095	56
Urban Principal Arterial - Other	12								
Urban Minor Arterial	13								
Urban Collector	14								
Urban Local	15			210,765	31	215,983	31	221,780	31
Rural Principal Arterial - Interstate	20			62,192	64	63,731	64	65,442	64
Rural Principal Arterial - Other	21								
Rural Minor Arterial	22								
Rural Major Collector	23								
Rural Minor Collector	24								
Rural Local	25			138,072	42	141,490	42	145,287	42
TOTAL VMT (Modeled Area)		0		420,623		431,035		442,604	

APPENDIX F

Year	Pollutant	Catawba NMAA (Kg/year)	Catawba TDM (Kg/year)	Catawba Total (Kg/year)	Hickory MPO 2021 NOx MVEB (kg/year)
2021	NOX	71,951	791,538	863,489	2,236,028
2030	NOX	33,818	348,224	382,042	2,236,028
2040	NOX	23,851	209,614	233,465	2,236,028
2021	PM2.5	1,919	21,512	23,431	N/A¹
2030	PM2.5	1,003	12,480	13,483	
2040	PM2.5	702	8,968	9,670	

Hickory 2016-2022 TIP Transportation Conformity Analysis:

MOVES2014 inputs

Daily VMT (TDM) for years 2021, 2030, 2040

VMT Mix (Fraction of VMT on Facility Type by Vehicle Type) based on 2013 NCDOT HPMS Travel Activity by Vehicle Type data projected for future years (2020 and beyond) according to EPA guidance.

SourceTypeAgeDistributon (Vehicle Age Distribution in the consensus plan) is based on 2013 NCDOT vehicle registration data.

RoadTypeDistribution, HPMSvTypeYear, and HourVMTFraction are generated in the VMT converter.

Dayvmtfraction and monthvmtfraction are defaults exported from MOVES database.

AvgSpeedDistribution generated using TDM and NMAA speeds and MOVES tools and EPA guidance.

Meteorology - Temperature and Relative Humidity is 2008 monthly average 24-hour temperature and relative humidity profiles from the Hickory Airport (KHKY).

I/M Compliance Factor Coverage – uses MOVES guidance with a 96% compliance rate and a 5% waiver rate and exempting the 3 latest model year vehicles.

Fuel Supply and Fuel Formulation use the MOVES2014 default data.

SourceTypePopulation is based on 2013 DMV Registration Data projected to 2021, 2030, and 2040 using 2013 OSBM Human Population Projections.

APPENDIX G

**Greater Hickory
Metropolitan Planning Organization**

Public Involvement Policy

March, 2014

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1. Introduction

Overview

The Greater Hickory Metropolitan Planning Organization's (GHMPO's) Public Involvement 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 GHMPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Long Range Transportation Plan, the Priority Needs List (PNL), the Metropolitan Transportation Improvement Program (MTIP), the Air Quality Conformity Determination, the Planning Work Program (PWP), the MPO's provisions for the American with Disabilities Act (ADA), the Title VI Implementation Plan, and the Limited English Proficiency Plan (LEP).

The GHMPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations, and the use of committees and work groups with citizen representatives as appointed. 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 Involvement Policy and will seek input and feedback on the MPO's public involvement efforts. The GHMPO's Public Involvement Policy will be consistent with the requirements of the following:

- MAP-21 (effective October 1, 2012)
- SAFETEA-LU;
- National Environmental Policy Act (NEPA);
- Interim FTA/FHWA Guidance on Public Participation;
- Title VI of the Civil Rights Act of 1964.

Purpose

The purpose of the GHMPO and Public Involvement Policy is to create an open decision making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This Policy is designed to ensure 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. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
5. Educate citizens and elected officials in order to increase general understanding of transportation issues.
6. Make technical and other information available to the public.
7. Establish a channel for an effective feedback process.

8. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in SAFETEA-LU and MAP-21, NEPA and the Interim FTA/FHWA Guidance on Public Participation, and Title VI of the Civil Rights Act of 1964.

Policy Elements

The Public Involvement Policy is comprised of a number of sub-policies. All planning programs and activities are required to go through the Metropolitan Transportation Advisory Committee's public process. In addition, the MPO will initiate public involvement programs for the Long Range Transportation Plan, the Priority Needs List (PNL), the Metropolitan Transportation Improvement Program (MTIP), the Air Quality Conformity Determination (if needed), the Planning Work Program (PWP) and the provisions for American with Disabilities Act (ADA), the Title VI Implementation Plan, and the Limited English Proficiency Plan (LEP). The final component of the Public Involvement Policy is the policy review element designed to ensure that the programs are meeting their goals.

Regular Public Involvement Opportunities

The MTAC's regularly scheduled meetings are advertised on the WPCOG's Transportation Website. These meetings are open to members of the public and upon request anyone can be placed on the MTAC mailing list. The MPO will collect information (home address, nation of origin, age) of new attendees and contact persons to monitor participation rates of traditionally underserved groups.

Public Involvement for Specific Planning Items

For particular planning issues (i.e. plan development & updates, studies, amendments to planning documents, etc.), the MTAC will open a public comment period (3-6 weeks depending on the item) and hold a public hearing. The notice for the public comment period and the public hearing are advertised using the following resources:

- Charlotte Observer – Catawba Valley Edition
- WPCOG Transportation Website: <http://trans.wpcog.org/>

The notices will include an announcement that states that persons with disabilities will be accommodated and translations can be provided. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, or other provisions as requested). Both written and oral comments received are compiled by the planning staff and reviewed by the MTAC.

In addition, press releases will be provided to the following print media:

- Hickory Daily Record
- Newton Observer News Enterprise
- Morganton News Herald
- Lenoir News Topic
- Taylorsville Times

The press releases will also be distributed to radio and television stations in Alexander, Burke, Caldwell and Catawba Counties.

The WPCOG advertises transportation items on Facebook, Twitter, and LinkedIn and at times requests county and municipal Public Information Officers to share the posts on their social media accounts and publicize on local-access TV channels.

The MPO may publicize events and press releases to Citizen Advisory Committees. It also places flyers in area libraries-particularly in low-income neighborhoods.

The MPO will document every method of outreach. The MPO will analyze past successes to replicate and refine those methods of outreach.

Response to Public Comment

The MTAC typically acknowledges public comments in one of the following two ways: The MTAC may incorporate a summary of public comments and the MPO's response, as an appendix, into the specific planning document. Or depending on the number of comments, the MTAC may instruct the planning staff to respond directly by letter. Acknowledging public comments is a way to let the public know that its comments are being addressed and is part of the public involvement feedback process.

Types of Modifications

Amendment – a revision to the Long-Range Transportation Plan (LRTP) or Metropolitan Transportation Improvement Program (MTIP) that is significant enough to require public review and comment, demonstration of fiscal constraint, and/or an air quality conformity determination. Examples include the addition or deletion of a regionally significant project or a substantial change in the cost, design concept, or design scope of a project included in the plan or program.

Administrative modification – a revision to the LRTP or MTIP that is not significant enough to be classified as an amendment (see above). Examples include minor changes in the cost or initiation date of included projects.

2. Transportation Plan

Minimum Transportation Plan Public Involvement Procedure

The MPO will provide opportunity for meaningful public involvement in the development and update of a Long Range Transportation Plan. The public comment period will be for a minimum 30-day 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 MPO contact person, phone number and e-mail address will be included in the public notice. The MPO will assemble all comments and forward comments to the MTAC and/or RTAC. The MTAC shall hold at least one public hearing for the Transportation Plan.

The availability of the Plan will be publicized using the resources listed in Section 1 Public Involvement for Specific Planning Items.

Optional Public Involvement Techniques (Long Range Transportation Plan)

As a method for increasing public involvement and participation in the process, the public involvement for the LRTP may also include any or all of the following techniques:

1. Information dissemination, notification of meeting, publication of proposed plans will be integral elements of the public involvement process.
2. The Metropolitan Technical Coordinating Committee (MTCC) will initiate a major LRTP update process as required by federal regulations (as a minimum, once every five years for air quality attainment areas). Elements of the 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.

A work program and schedule for the LRTP update process will be developed by the MTCC and provided to the MTAC for approval. It will be made available to the public for their information. The work program will detail the strategy for the Plan update process including work elements and a tentative schedule. The MTCC and MTAC may elect to receive public comment and involvement on the work program.

3. Proactive participation techniques may be employed to involve citizens and provide fuller access to information and technical data on the Transportation Plan. The technique may include, but not be limited to; public meetings/hearings, surveys, focus groups, newsletters, public service announcements, charrette, citizens advisory committee, transit advisory board (TAB), mass media, etc. The MPO will identify representatives to advise the MPO of the best mediums to reach traditionally underserved populations.
4. Public meeting's may be held to: formulate a vision for the Transportation Plan 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.
5. Public meetings (forums) designed to solicit public comment may be held at various locations around the metropolitan area, preferably in areas with low-income or minority concentrations as identified in the Environmental Justice Chapter of the LRTP. Public meetings will be held at a location which is accessible to persons with disabilities and preferably located on a transit route. The MPO will document attendees' demographic information for purposes of increasing future participation rates of traditionally underserved peoples.
6. Copies of the draft Transportation Plan will be distributed to the member jurisdictions, citizen groups and agencies, and will also be placed in the local libraries and community centers in low-income and limited-english-proficient neighborhoods. Notification of the draft Transportation Plan may be provided via resources listed in Section 1 Public Involvement for Specific Planning Items.

The notification will inform the public of the availability of the draft Long Range Transportation Plan for review and comment where to send written comments, and addresses and phone numbers of contact persons. The notices also will include an announcement that states that persons with disabilities and persons needing translations will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, or other provisions as requested).

7. The public comment period will be for a minimum 30-day 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 MPO's contact person, phone number and e-mail address will be included in the public notice.
8. Any significant revisions to the Long Range Transportation Plan will also be subject to public comment process as described in this policy.
9. Involvement of the public at key decision points may be desirable. Decision points are those stages where the TAC may consider endorsement of the work in progress or take action on particular work elements. These may include some of the following:
 - Formulation of vision, goals and objectives
 - Review of multi-modal goals and elements
 - Review and approval of socio-economic and demographic projections
 - Review and determination of transportation deficiencies
 - Evaluation of alternatives and selection of preferred option

3. Priority Needs List (PNL)

Introduction

A citizen or local government can submit new transportation projects for consideration through the MPO's Priority Needs List which is the best means of local input for state transportation funding. The MPO issues a "call for projects" approximately every two years-at which point local governments and citizens may lobby for transportation projects to be submitted to the STIP, through the MPO.

Public Involvement Process

The MPO advertises the "call for projects" by communicating directly with local government officials, posting on the MPO's website, emailing certain (especially the limited-english-proficiency) interest groups, issuing a press release to area newspapers. The MPO allows a 30-day comment period for project solicitation.

4. Metropolitan Transportation Improvement Program

Introduction

The MTIP and STIP are on a two year cycle. In the first year, the Greater Hickory Metropolitan Planning Organization (GHMPO) will prepare a Transportation Projects Priority Needs List (PNL) which lays out the projects desired to be included in the last year's of the program. Further, should the MPO desire to consider a change in the schedule or scope of a project, this should be clearly communicated at this time. As the MTIP and STIP are fiscally constrained documents, any moving forward of, or increases in current projects must identify a corresponding desired delay in projects also within the area.

The Transportation Projects Priority Needs List shall be provided to the State for consideration in inclusion in the draft STIP. The GHMPO shall coordinate with the State as to project changes

and additions desired by the MPO. Upon development of the draft STIP, the State shall provide a subset of the STIP which covers the GHMPO area to the MPO. It is anticipated that the resulting document be appropriate to be released as the draft MTIP for public input.

Should there be substantial problems with the draft STIP in the eyes of GHMPO, the MPO shall immediately open discussions with the State on the discrepancies. The TCC shall recommend to the TAC what should be used for the MTIP, and the public involvement process.

Public Involvement Process

1. The GHMPO TCC will develop a draft Transportation Priority Needs List from the Local Project Priorities of the MPO jurisdictions. Each MPO municipality and county should provide to the MPO their priorities for consideration. These may be developed as each governing agency sees fit (from example, they may come from staff, the elected boards, or the elected boards with public involvement). Local priorities should be developed and coordinated with local public involvement policies.
2. The Transportation Advisory Committee (TAC) will hold a public meeting on the draft Priority Needs List. The public meeting will be held at a location which is accessible to persons with disabilities. The TAC will approve a final Transportation Priority List after considering the public comments received. The Priority Needs List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The TAC may elect to open a dialogue with the State on the priorities.
3. The State shall produce a draft STIP and provide a subset of that document to GHMPO. The MPO will map the subset, overlaying proposed transportation projects over demographic data to see how different socioeconomic and cultural groups are affected. TCC will review the document and recommend to the TAC if it is appropriate to be used as the draft MTIP. Should the TCC and TAC approve the document, it will become the draft MTIP.
4. The Transportation Advisory Committee will publish the draft MTIP for public review and comment. Copies of a draft MTIP will be distributed to TCC and TAC members. 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, excepting that the minimum public comment period shall be 30 days, and that the TAC shall hold at least one public hearing for the MTIP.
5. The public comments will be assembled and presented to the GHMPO, TCC and TAC. The TAC will hold a public hearing on the draft MTIP. The public hearing will be held at a location which is accessible to persons with disabilities. Public comments will be addressed and considered in the adoption of the MTIP.
6. Amendments to MTIP will be available for public review and comment, if they make a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the TAC by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the TAC may approve changes to project funding without a separate public meeting.

7. Administrative modifications made to the MTIP will not require a formal public involvement process outside the regular meeting structure of the MPO. Members of the TAC will represent residents in making decisions, and materials will be distributed to inform stakeholders and implementing agencies of changes. Residents may also attend and speak at each TAC meeting upon recognition by the TAC Chair, who may impose a reasonable time limit for speakers.
8. Written public comments and their responses will be published as an appendix to the final MTIP.

5. Air Quality Conformity Determination

Introduction

The North Carolina Department of Transportation (NCDOT) assists the MPO in making a conformity determination by performing a systems level conformity analysis on the highway portion of the Financial Element of the MPO's Transportation Plan. The Metropolitan Transportation Improvement Program is a subset of the Transportation Plan and is therefore covered by the conformity analysis.

Public Involvement Procedure for the Air Quality Determination

1. The GHMPO in conjunction and cooperation with the North Carolina Department of Transportation will prepare an air quality conformity analysis for the GHMPO.
2. The GHMPO Technical Coordinating Committee will receive the draft Conformity Report from NCDOT, review it, and forward it to the Transportation Advisory Committee (TAC). The Transportation Advisory Committee will then publish the draft Conformity Report for public review and comment.
3. Copies of a draft Conformity Report will be distributed to TAC members. Each jurisdiction will also have copies available for public review. Notices regarding the draft Air Quality Conformity Report will be publicized using the resources listed in Section 1 Public Involvement for Specific Planning Items.

The notice will inform the public that a draft Conformity Report has been published by the GHMPO and that copies are available for review at the Western Piedmont Council of Governments' offices and available in a PDF format for downloading from the WPCOG Transportation Website. The notices 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, or other provisions as requested).

4. The public review period will be for a minimum three week (21-day) period, effective from the date of public notice publication. Written comment will be received during the public review period, and will be directed to the GHMPO. The GHMPO contact person, phone number and e-mail will be included in the public notice.

5. The public comments will be assembled and presented to the GHMPO TAC. The TAC will hold a public hearing on the draft Air Quality Conformity Report. The public hearing will be held at a location which is accessible to persons with disabilities, preferably on a transit route. Public comments will be addressed and considered in the Air Quality Conformity Determination.
6. The GHMPO will provide additional opportunity for public comment on any revisions to the draft Conformity Report (if the final Conformity Report is significantly different than the one which was made available for public comment by the MPO, and raises new material issues, which interested parties could not reasonably have foreseen for the public review notifications).
7. The Air Quality Determination is valid for three years, unless changes are made to the Transportation Plan (or MTIP) that would have an impact on the air quality analysis. If such changes are made a new analysis needs to be conducted, including the public involvement procedure outlined above.

6. Planning Work Program

Introduction

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires that each Metropolitan Planning Organization (MPO) prepare an annual work program known as the Planning Work Program (PWP). The PWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit.

Purpose

The purpose of public involvement in the PWP process is to keep the public apprised of and to receive input on the planning activities to be undertaken by the Metropolitan Planning Organization.

Public Involvement Process

1. FTA Section 5303 and FHWA Planning Funds for the appropriate federal fiscal year are submitted to the Transportation Advisory Committee (TAC) for approval. The TAC meetings are open to the public and comments on the Distribution Formula may be received at this time.
2. The local jurisdictions will assist in preparing a list of tasks and funding for the federal fiscal year. These lists are submitted to the MPO for compilation into a draft Planning Work Program
3. The draft Planning Work Program is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public. The TCC then endorses a draft PWP and forwards the document to the TAC.
4. The draft PWP is then reviewed by the TAC. Public comments may be provided at this time. The draft is sent to the Public Transportation Division for comments.

5. The final PWP comes back again to the TAC for approval. Upon TAC approval, the PWP is then forwarded on to the State and FHWA/FTA.

7. Americans with Disabilities Act (ADA) Provisions

All notices for planning activities of the 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).

Notices for the public comment period and the public hearing will be advertised using the resources listed in Section 1 Public Involvement for Specific Planning Items. Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route if possible.

8. Title VI Implementation Plan

Introduction

The Title VI Implementation Plan is developed to guide the GHMPO in its administration and management of Title VI-related activities conducted by the MPO. Title VI of the Civil Rights Act of 1964 provides that “no person in the United States shall, on the ground 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” (42 U.S.C. Section 2000d).

Minimum Public Involvement Procedure

An NCDOT Title VI Specialist will review the draft Title VI Plan. The MPO TCC and TAC will review and adopt the plan before the NCDOT and the FHWA approve it.

Additional Public Involvement

Before the Title VI Implementation Plan is sent to the TAC and TCC for review the MPO will open a 30-day comment period on its website and on social media sites, to the Transit Advisory Board, and to members of any applicable Citizen Advisory Committees. At this time the MPO will distribute a “Title VI Notice to the Public”/“Know Your Rights” Flyer through the same outlets.

9. Limited English Proficiency (LEP) Plan

Introduction

The LEP Plan details how the MPO will accommodate and include people who speak english “less than very well”; as a recipient of federal funding the MPO is required to provide meaningful access to LEP individuals.

Public Involvement Process

In the MPO’s planning area the Hmong and Spanish-speaking populations reach thresholds that sometimes warrant translation and other accommodations. MPO representatives will contact

Hispanic and Hmong interest group leaders to solicit their help in writing the LEP Plan. MPO staff will then distribute a draft plan for review to those same leaders. The MPO will open a 30-day comment period on its website and on social media sites, to the Transit Advisory Board, and to members of any applicable Citizen Advisory Committees.

APPENDIX H

No public comments were received.

APPENDIX I

Comments on Draft 2040 GHMPO Plan and 2016-2020 TIP Conformity Report

Daniel: All changes are made except where noted

Page 1:

- Title: add space between 2020 and Transportation
- Here and throughout the report, replace “Long Range” with “Metropolitan” and “LRTP” with “MTP.” **Because the original plan used to develop the first AQ Conformity Report was an LRTP, this is an update to that report, and the LRTP is still the current document, I have chosen to continue to represent it as such.**

Page 2:

- In list of responsible parties, tab “b.” second line for ease of reading.

Page 3:

- First paragraph after the bullets, the second occurrence of “non-modeled” should not be capitalized.
- Second paragraph up from the bottom needs to be rewritten. Consider: “NCDAQ provided base and future NOx emissions from the vehicle fleet using MOVES2014. Speeds and VMT obtained from the Greater Hickory Travel Demand Model (TDM) and the NCDOT Rural Spreadsheet were used as inputs to the model...”

Page 7:

- Second paragraph from the bottom mentions the transportation network from the RPO with no mention of which RPO or the fact that the network in that area is determined by NCODT with input from the RPO. Consider clarifying. **I reviewed the Conformity Report for other references to the Unifour RPO and removed where possible. The RPO merged with the Hickory MPO effective July 1, 2015. This makes referencing consultation work with the RPO awkward when they are not around for final endorsement. The new language should be clear.**

Page 10:

- First Paragraph is missing the word “ambient” and contains an “s” on Standards. It should read “...Fine Particle National Ambient Air Quality Standard”

Page 11

- Fourth Paragraph from top, the word “forecasts” in last sentence should be singular. **I replaced with “forecasted” instead to match the past tense sentence.**

Page 12

- First paragraph, the model should be referred to the MOVES2014 emissions *model* not “program.”

DAQ Comments on the Draft Hickory Conformity Analysis Determination Report

Daniel Sellers: My comments are in Red, and the changes I incorporated I highlighted in Yellow.

General Comments:

- When referencing the Conformity Rule, delete “Part” as part of the citation (see pages 3, 9, 14 and 18) to maintain consistency throughout the document
- Consistency with Italics
 - Not Italicized
 - p. 3 – 40 CFR Part 51 and 3
 - p. 5, Table 3 – 40 CFR 51 and 93
 - p. 7 – 23 CFR 134 and 40 CFR 51 and 93
 - p. 9 – 40 CFR Part 93
 - p. 10 – 23 CFR 450.324(e), 23 CFR 450.216 (a)(5)
 - p. 11 – 40 CFR 93.108, 40 CFR 93.110
 - p. 14 – 40 CFR Part 93.118
 - p. 14 – VMT Forecasting and Tracking Guidance, Section 187, January 1991.
 - p. 18 – 40 CFR Part 93.106
 - p. 19 – Greater Hickory Urban Area MPO and the Unifour RPO Transportation Conformity Pre-Analysis Consensus Plan
 - p. 19 – Greater Hickory MPO Public Involvement Policy for Transportation Plans
 - Italicized
 - p. 5 – Table 3 – all other references to the conformity rule
 - p. 9 – all other references to the conformity rule
 - p. 10 – 40 CFR 93.108, 40 CFR 93.110
 - p. 11 – 23 CFR 450.324(e), 23 CFR 450.216(a)(5)
 - p. 12 – 40 CFR 93.109
 - p. 19 – 40 CFR 93.105
- Consistency with Capitalization
 - Should Be Capitalized
 - Table of Contents, 4.0.1 – analysis source
 - p. 13, Heading 3.9 – reporting and speed (speed should be plural, Speeds)
 - p. 14, Heading 4.0.1 – analysis source
 - Should Not Be Capitalized
 - p. 2, 4th paragraph – State
 - p. 3, 2nd paragraph – Non-modeled
 - p. 3, 5th paragraph – Vehicle Miles Traveled (**Not Found**)
 - p. 18, 2nd paragraph – County
- Change PM2.5 to PM_{2.5}:
 - List of Figures and page 8 – Figure 1 (**Figure Locked**)
 - p. 3 – last paragraph

- p. 14 – first paragraph
- p.15 – Section 4.1.1 table at bottom of page

Other Comments:

- List of Acronyms
 - decrease font for the following
 - NC Department of Motor Vehicles
 - Functional Classes
 - Highway Performance Monitoring System
 - Non-modeled Area
 - change US EPA to EPA (consistent with rest of document)

- p. 1
 - 2nd line of Title – add space between 2020 and Transportation
 - consider revising 2nd paragraph, 2nd sentence to read
 - A conformity determination demonstrates that the total emissions projected for a plan or program are within the motor vehicle emissions budget (“budgets” or MVEB) established.....
 - consider revising 3rd paragraph, 2nd sentence to read
 - The projected emissions for the MTP and TIPs must not exceed the motor vehicle emissions budget established in the SIP (or less than baseline emissions where no SIP budgets have been approved or found adequate).

- p. 2
 - add space after bullet “b”
(Not Sure about space, but other reviewers commented here)
4th paragraph, 2nd sentence – consider revising to “The MPOs are required to make...”
(After consulting style guide, I believe this is correct as is.)
 - 5th paragraph heading – change heading to “Motor Vehicle Emissions Budget” and add space after heading
(The other subheadings did not have a space, so I instead removed the half line from “Transportation Control Measures” which was the only one present.)
 - 5th paragraph, consider revising to read
 - The SIP summarizes the emissions for the pollutants for each source type (mobile and stationary). However, there is a limit for motor vehicle emissions, motor vehicle emissions budgets (MVEBs). The MVEBs are developed as part of the air quality interagency consultation planning process by state air quality/environmental agencies and approved by EPA. Transportation agencies also participate in this process. (Note: The SIP does not place limits on nonroad, point and area source emissions).

- p. 3
 - 1st paragraph, 1st sentence – include (CAAA) after Clean Air Act Amendments since CAAA is referenced in table on page 5
 - 3rd paragraph, 1st sentence – add “fine particles” before (PM_{2.5}) since PM_{2.5} has not been previously defined

- (reworked an earlier location to defined as “fine particulate matter (PM 2.5)”**

 - 5th paragraph, 1st sentence – consider revising to read
 - The NCDAQ prepared base and future nitrogen oxides (NOx) emission rates for the vehicle fleet using the EPA approved mobile model MOTO Vehicle Emission Simulator (MOVES2014).
 - 6th paragraph, 3rd sentence – delete “Motor Vehicle Emission Budgets” because MVEB has been previously defined
 - **(Motor Vehicle Emission Budgets has not been previously defined)**
 - 6th paragraph, 3rd sentence – remove parentheses around last sentence
- p. 4
 - reformat Table 2 to be consistent with Table 1 (Table 1 does not have bold lines)
- p. 5
 - “Table 3. Cross-Reference Index” should be the header of the table and not included within the table
 - change “non-Attainment” to “non-attainment”
- p. 6
 - 1st paragraph – consider revising to read
 - The Clean Air Act (CAA) requires the EPA to regulate air emissions from mobile and stationary sources. The EPA established the National Ambient Air Quality Standards (NAAQS) to protect public health and welfare as well as the environment. The EPA has set NAAQS for six pollutants – carbon monoxide, lead, nitrogen dioxide, particulate matter, ozone and sulfur dioxide.
 - 2nd paragraph, 1st sentence – change USEPA to EPA
 - 2nd paragraph, 2nd sentence – remove (NAAQS) since it has been previously defined
 - 2nd paragraph, last sentence – consider revising to read
 - This strategy is outlined in the SIP.
 - 3rd paragraph, 1st sentence – revise to “North Carolina Department of Environment and Natural Resources (NC DENR), Division of Air Quality” because NCDAQ has been previously defined
 - 3rd paragraph, last sentence – change “state air quality plan” to “SIP”
- p. 7
 - 1st paragraph, 1st sentence – remove space between 176 and (c)
 - 2nd paragraph, 2nd sentence – consider revising “It demonstrates that...” to “This report demonstrates that...”
 - 3rd paragraph, consider revising to read
 - This conformity determination is based on a regional emissions analysis based on an approved transportation network by the GHMPO and RPO, VMT and speeds data developed by NCDOT and emissions developed in cooperation with NCDAQ. A map of the Catawba County maintenance regions is shown in Figure 1. The GHMPO boundary represents the modeled portion of Catawba

County and the remainder of the county is the portion where the rural analysis was used for the VMT and speeds.

- 4th paragraph, 1st sentence – remove “United States” and change USEPA to EPA

- p. 9

- 1st paragraph – change USEPA to EPA

p. 10

- 1st paragraph, 1st sentence – change the beginning of the sentence to “The EPA” and change “Standards” to “Standard” since the document is only referencing the PM_{2.5} Standard

- 1st paragraph, last sentence – revise the beginning of the sentence to “The EPA...”

- 3rd paragraph, last sentence – consider revising to read

- The remaining portion of the maintenance area is rural, which is outside of the MPO boundary.

(Went with “The remaining portion of the maintenance area outside the MPO boundary is rural.”)

- p. 11

- 1st paragraph, last sentence – change “nonattainment” to “non-attainment”

- p. 12

- 1st paragraph, 1st sentence – delete (VMT) since it has been previously defined **(It had not been, but I added a definition into the Executive Summary)**

- 1st paragraph, 2nd sentence – change “speed” to “speeds”

- 1st paragraph, 3rd sentence – change “MOVES2014 emissions program” to “MOVES2014 mobile model”

- 1st paragraph, 4th sentence – change “VMTs” to “VMT”

(There are multiple VMT numbers so plural would be correct)

- p. 13

- 4th paragraph, 2nd sentence – revise the beginning of the sentence to “The VMT...”

- 4th paragraph, 4th sentence – revise the beginning of the sentence to “The NCDAQ...”

- 5th paragraph, 1st sentence – change “MOVES2014 model” to “MOVES2014 mobile model”

- 5th paragraph, 4th sentence – add “miles per hour” before (mph)

- 6th paragraph, 1st sentence – add “Greater Hickory” before “model output”

(This got me thinking, the report was using the word “model” freely between MOVES, the Travel Demand Model (TDM), and even the Rural Spreadsheet. I tried to add “TDM” in as many places as I could to clarify.)

- p. 14

- 1st paragraph, 1st sentence – change USEPA to EPA

- 2nd paragraph, 1st sentence – revise the beginning of the sentence to “The VMT...”

- 2nd paragraph, 2nd sentence – revise the beginning of the sentence to “The VMT...”
 - 3rd paragraph, 1st sentence – revise the beginning of the sentence to “The NCDOT...”
 - 3rd paragraph, 2nd sentence – revise the beginning of the sentence to “The 2004-2013...” and add space between 2013 and VMT.
 - 3rd paragraph, 4th sentence – remove (FHWA) since it has been previously defined **(Removed definition instead)**
 - 5th paragraph, 1st sentence – change “MOVES2014 model” to “MOVES2014 mobile model”
- p. 15
 - 1st paragraph, 1st sentence – consider revising to read
 - A modeled comparison to the attainment year of 2009 is not required because the conformity determination for this process will be made in 2015, which is past the 2009 attainment year.
 - 2nd paragraph, 1st sentence – revise the beginning of the sentence to “The MOVES2014 mobile model...”
 - 2nd paragraph, 2nd sentence – change “MOVES2014 model” to “MOVES2014 mobile model”
- p.17
 - 1st paragraph, 2nd sentence – revise the beginning of the sentence to “The NCDAQ...”
 - 1st paragraph, 3rd sentence – change “MOVES2014 emissions model” to “MOVES2014 mobile model”
 - 1st paragraph, 4th sentence – change “MOVES” to “MOVES2014”
 - 2nd paragraph, 1st sentence – revise the beginning of the sentence to “The NCDOT...”
 - 2nd paragraph, 2nd sentence – delete (HPMS) since it has been previously defined **(Deleted definition instead)**
 - 2nd paragraph, 2nd sentence – consider deleting “were used” **(Revised to properly use Oxford Comma)**
 - 3rd paragraph, 2nd sentence – revise the beginning of the sentence to “The DMV...” **(Merged with previous sentence and reordered)**
- p. 18
 - 2nd paragraph, 2nd sentence – consider revising to read
 - The 40 CFR 93.106 requires that transportation emissions be estimated at a minimum of ten-year intervals beginning with the base year of the travel demand model.
 - 2nd paragraph, 3rd sentence – change “emissions budget” to “motor vehicle emissions budget”
 - 2nd paragraph, 4th sentence – change Table 7 to Table 6
 - change Table 6 font to be the same font as the rest of the document
 - 3rd paragraph, 1st sentence – change Table 8 to Table 7
- p.19
 - change the sentence below Table 7 to be the same font as the rest of the document

- o 1st paragraph, 2nd sentence – delete “the” before EPA and FHWA
- o 1st paragraph, 3rd sentence – delete “the” before FHWA
- o 1st paragraph, last sentence – add period at the end of the sentence

APPENDIX J

Hickory Daily Record

Advertising Affidavit

Account Number

3178075

PO Box 968
Hickory, NC 28603

Date

May 30, 2015

WESTERN PIEDMONT COUNCIL OF GV
PO BOX 9026
HICKORY, NC 28603

Date	Category	Description	Ad Number	Ad Size
05/30/2015	Legal Notices	NOTICE TO THE PUBLIC The Greater Hickory Metropolitan P	0003477057	1 x 42 L

NOTICE TO THE PUBLIC

The Greater Hickory Metropolitan Planning Organization will hold a public hearing on Wednesday, July 22, 2015 to discuss the Greater Hickory Conformity Analysis and Determination Report for Particulate Matter 2.5. The Conformity Analysis and Determination Report is for the years 2016-2020 and ensures that Federal funding and approval is distributed to transportation activities that are consistent with air quality goals.

The public comment period is open from May 27, 2015 through July 22, 2015. The public hearing will be held on Wednesday, July 22, 2015 at 3:30 pm at the Western Piedmont Council of Governments offices (1880 2nd Ave. NW, Hickory, NC 28601). Copies of the Conformity Analysis and Determination Report for Catawba County are available at the same address and at <http://trans.wpcog.org/planning.asp>.

Persons who require special accommodations under the Americans with Disabilities Act or require translation services should contact Kelly Larkins at (828) 485-4231 at least 10 working days in advance of the public hearing.

Contact Persons are:
John Marshall
(828) 485-4232
john.marshall@wpcog.org

- or -

Kelly Larkins
(828) 485-4231
kelly.larkins@wpcog.org

Publish: May 30, 2015.

Publisher of Hickory Daily Record Catawba County

Before the undersigned, a Notary Public of Catawba County, North Carolina, duly commissioned, qualified, and authorized by law to administer oaths, in said County and State; that he/she is authorized to make this affidavit and sworn statement; that the notice or other legal advertisement, a copy of which is attached hereto, was published in the Hickory Daily Record on the following dates:

05/30/2015

and that the said newspaper in which such notice, or legal advertisement was published, was a newspaper meeting all the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina.

Rachel Church

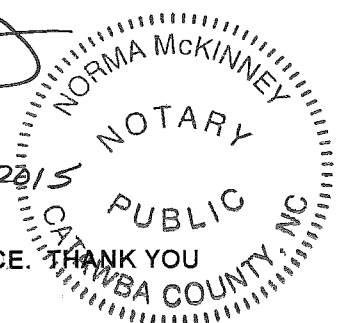
Assistant Bookkeeper

Newspaper reference: 0003477057

Sworn to and subscribed before me, this 4 day of June 2015

Norma McKinney
Notary Public

My Commission expires: June 26, 2015



THIS IS NOT A BILL. PLEASE PAY FROM INVOICE. THANK YOU

APPENDIX K

**(This information is not available at this
time and will be provided in the Final
CDR)**