GASTON-CLEVELAND-LINCOLN
Metropolitan Planning Organization

TECHNICAL COORDINATING COMMITTEE (TCC)

VIRTUAL MEETING

Wednesday, July 8, 2020

10:00 AM

Please join my meeting from your computer, tablet or smartphone.
https://global.gotomeeting.com/join/653110445
Join the conference call:
Dial-in Number: 980-224-1999
Conference ID: 873-0280#

1. Introduction of Members & Guests
2. Set Agenda
3. Determination of Quorum and Good Standing
4. Approval of May 13, 2020 Minutes
5. Public Comment
6. Strategic Transportation Corridors Resolutions of Support
7. NCDOT Funding Update
8. GCLMPO Transportation Conformity Memorandum of Agreement
9. Other Business
    a) Catawba Crossings Feasibility Study Update
    b) NCDOT Update—Division 12 Staff and TPD MPO Coordinator
    c) Transit Ridership Update

TCC Members:

City of Belmont, City of Bessemer City, Town of Boiling Springs, City of Cherryville, Town of Cramerton, Town of Dallas, City of Gastonia (3), City of Kings Mountain, City of Lincolnton, City of Lowell, City of Mount Holly, Town of Ranlo, City of Shelby, Town of Stanley, Cleveland County, Gaston County, Lincoln County, Gastonia Transit, Gaston County ACCESS, Cleveland County EDP, Gaston EDC, Lincoln EDA, NCDOT-TPB, NCDOT-Div. 12, NCDOT-PTD, Transportation Administration of Cleveland County, Transportation Lincoln County

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GASTON-CLEVELAND-LINCOLN MPO
Metropolitan Planning Organization

Post Office Box 1748
Gastonia, North Carolina 28053
Phone (704) 854-6604

150 South York Street
Gastonia, North Carolina 28052
Fax (704) 869-1960

AGENDA

The Technical Coordinating Committee (TCC) of the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (MPO) will meet **virtually** on **Wednesday, July 8, 2020** at **10:00 AM**. Instructions on how to join the meeting are included on the cover. The following is the agenda for the meeting:

1. **Introduction of Members & Guests**
   Presenter: Rusty Bost, TCC Chair
   A roll call will be conducted and all guests shall introduce themselves at this time.

2. **Set Agenda**
   Presenter: Rusty Bost, TCC Chair
   The agenda needs to be set to include adding "New" or "Other Business."

3. **Determination of Quorum and Good Standing**
   Presenter: Rusty Bost, TCC Chair
   Voting members must be in Good Standing to vote. TCC Bylaws define a quorum as the presence of 51% of voting members in Good Standing representing the local municipalities, counties, and public transit providers. This requires attendance of at least **twelve (12)** of the members listed below that are in Good Standing:

[ ] City of Belmont	[ ] City of Gastonia (3/3)	[ ] County of Cleveland
[ ] City of Bessemer City	[ ] City of Kings Mountain	[ ] County of Gaston
[ ] Town of Boiling Springs	[ ] City of Lincolnton	[ ] County of Lincoln
[ ] City of Cherryville	[ ] City of Lowell	[ ] Gastonia Transit
[ ] Town of Cramerton	[ ] City of Mount Holly	[ ] Gaston ACCESS
[ ] Town of Dallas	[ ] Town of Ranlo	[ ] TACC
[ ] City of Gastonia (1/3)	[ ] City of Shelby	[ ] TLC
[ ] City of Gastonia (2/3)	[ ] Town of Stanley*	

As specified in the Bylaws, voting members listed below do not count towards the quorum:

[ ] Cleveland County EDP	[ ] Lincoln EDA	[ ] NCDOT Division 12
[ ] Gaston EDC	[ ] NCDOT TPD	[ ] NCDOT PTD*

*Not in Good Standing (missed three or more consecutive meetings). Voting rights are reinstated once a member has attended two consecutive meetings.

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4. Approval of Minutes

Presenter: Rusty Bost, TCC Chair

Review and adopt the minutes from the TCC meeting of May 13, 2020.

ACTION REQUESTED: Approve as presented.

5. Public Comment

Presenter: Rusty Bost, TCC Chair

Any public comment will be presented and addressed at this time. Public comment should be kept to a reasonable period of time.

6. Strategic Transportation Corridors Resolutions of Support

Presenter: Nastasha Earle-Young, Statewide Initiatives Engineer, NCDOT-TPD

In 2015, the North Carolina Department of Transportation (NCDOT) identified a network of key multimodal transportation corridors called Strategic Transportation Corridors (STC) to support smart planning, help set long-term investment decisions, and ensure that North Carolina's economic prosperity goals are achieved. Two STCs identified are within the GCLMPO planning area: US 74 and US 321.

ACTION REQUESTED: Recommend approval of Resolutions of Support for STC D: US 321 and STC U: US 74.

7. NCDOT Funding Update

Presenters: Dean Ledbetter, Division 12 Corridor Development Engineer, NCDOT STIP Unit
Hannah Cook, Senior Program Engineer, NCDOT STIP Unit

As people across North Carolina have taken lifesaving measures to stop the spread of COVID-19, traffic volumes have plummeted, causing at least a $250 million budget shortfall for the N.C. Department of Transportation (NCDOT) for FY 2020 and an expected $500 million revenue loss for FY 2021.

ACTION REQUESTED: For information only.

8. GCLMPO Transportation Conformity Memorandum of Agreement (MOA)

Presenter: Randi Gates, Principal Transportation Planner

The Transportation Conformity MOA outlines the responsibilities and processes that each signatory entity will follow to ensure that transportation plans conform to the emissions budgets set forth in North Carolina's State Implementation Plan (SIP).

ACTION REQUESTED: Recommend approval of the revised GCLMPO Transportation Conformity Memorandum of Agreement (MOA).

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9. Other Business

a. Catawba Crossings Feasibility Study Update
b. NCDOT Update – Division 12 Staff and TPD MPO Coordinator
c. Transit Systems Ridership

10. Adjournment

In accordance with DOT Order 1050.2A, the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) assures the North Carolina Department of Transportation (NCDOT) that no person shall, on the ground of race, color, national origin, sex, creed, age, or disability, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and related nondiscrimination authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity undertaken by GCLMPO.

Individuals requiring special accommodations when attending this public meeting and/or if this information is needed in an alternative format because of a disability, should contact the City of Gastonia Human Resources Department, located in City Hall at 181 S. South Street, telephone (704-866-6786), fax (704-836-0022) or by email: judys@cityofgastonia.com. The Human Resources Department requests at least 72 hours' notice prior to the meeting to make the appropriate arrangements.

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MINUTES
MEETING OF THE GASTON-CLEVELAND-LINCOLN
METROPOLITAN PLANNING ORGANIZATION (GCLMPO)
TECHNICAL COORDINATING COMMITTEE (TCC)
Virtual Meeting
May 13, 2020

The regularly scheduled meeting of the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (MPO) Technical Coordinating Committee (TCC) was held on **Wednesday, May 13, 2020**, from 10:00 am until 10:38 am via GoToMeeting and conference call.

Members Present

Scott Attaway	Town of Lowell, Planning Director
Rusty Bost	City of Gastonia, Development Services Director, ***TCC Chair***
Dominique Boyd	NCDOT-TPB, GCLMPO Coordinator
Kara Brown	Lincoln County Economic Dev. Association, Account Services Manager
Cliff Brumfield	Lincoln County Economic Dev. Association, Executive Director
Andrew Bryant	Lincoln County, Planning Director, ***TCC Vice-Chair***
Jeff Cash	City of Cherryville, City Manager
Bob Davis	TACC, Director
Kristi Davis	City of Gastonia, Grant Facilitator
Brian DuPont	City of Mount Holly, Assistant Planning Director
Laura Elam	City of Lincolnton, Planning Director
Henry Earle	Cleveland County, Planner
Tiffany Faro	City of Belmont, Associate Planner
Karen Floyd	Bessemer City, Planner
Kristal Ford	Transportation Lincoln County, Transportation Manager
Juan Garcia	Gaston County, Senior Transportation Planner/Data Analyst
Stuart Gilbert	City of Kings Mountain, Planning Director
Olga Grishin	Town of Stanley, Town Clerk
Kimberly Herndon	City of Kings Mountain, Planner
Dean Ledbetter	NCDOT Division 12, Corridor Development Engineer
Quentin McPhatter	City of Gastonia, Assistant City Manager
Gregory Moyer	City of Gastonia, Civil Engineer III
Anil Panicker	NCDOT Div. 12, Planning Engineer
Walt Scharer	City of Shelby, Planning Director
Maria Stroupe	Town of Dallas, Town Manager
Alisha Summey	Gaston County Economic Dev. Commission, Econ. Dev. Specialist
Jason Thompson	City of Gastonia, Planning Director
Jordan Tubbs	Lincoln County, Planner II
Josh Watkins	Town of Cramerton, Director of Planning
David Williams	Gaston County, Planning Director
Vincent Wong	City of Gastonia, Director of Community Development and Innovation

Staff Present

Randi Gates	GCLMPO, Principal Transportation Planner
Jane Love	GCLMPO, Senior Transportation Planner
Julio Paredes	GCLMPO, Planner
Kristen Wheeler	GCLMPO, Administrative Assistant

Guests Present

Loretta Barren	FHWA, Planner
Allison Carpenter	Citizen
Blake Guffey	NCDOT, District Engineer
Travis Jordan	NCDOT, District Engineer
Jamie Mendoza	Gaston County, Planner
Jim Walker	Citizen

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Absences (x = Absent) / Not in Good Standing

Member	May 2019	July 2019	Sept 2019	Nov 2019	Jan 2020	Mar 2020	May 2020
City of Belmont	------	------	------	------	------	------	------
City of Bessemer City	------	------	------	------	------	------	------
Town of Boiling Springs	------	------	x	x	------	------	x
City of Cherryville	x	------	x	x	------	x	------
Town of Cramerton	------	------	------	------	------	------	------
Town of Dallas	------	------	------	------	------	------	------
City of Gastonia (Planning)	------	------	------	------	------	------	------
City of Gastonia (Engineering)	------	------	------	------	------	------	------
City of Gastonia (Econ. Dev.)	x	------	------	------	------	------	------
City of Kings Mountain	------	------	------	------	------	x	------
City of Lincolnton	------	------	------	x	------	------	------
City of Lowell	------	------	x	------	------	------	------
City of Mount Holly	------	------	------	x	------	------	------
Town of Ranlo	x	------	------	------	------	------	x
City of Shelby	------	------	------	x	------	x	------
Town of Stanley	x	x	x	------	x	x	------
Cleveland County	------	x	------	x	x	------	------
Gaston County	------	------	------	------	------	------	------
Lincoln County	------	------	------	------	------	------	------
Gastonia Transit	x	------	------	------	------	------	------
Gaston County ACCESS	x	------	x	------	------	------	x
Transportation Administration of Cleveland County	------	x	------	------	------	x	
Transportation Lincoln County	------	x	------	------	------	------	------
Cleveland County Economic Development Partnership	x	------	------	------	------	x	x
Gaston County Economic Development Commission	------	------	------	x	------	x	------
Lincoln County Economic Development Association	x	------	x	------	x	------	------
NCDOT Division 12	------	------	------	------	------	------	------
NCDOT Public Transportation Division	x	x	x	x	x	x	x
NCDOT Transportation Planning Division	------	------	------	------	------	------	

1. **Introduction of Members and Guests**
   Presenter: Rusty Bost, TCC
   Mr. Bost asked that all members and guests introduce themselves. Mrs. Gates conducted a roll call.

2. **Set Agenda**
   Presenter: Rusty Bost, TCC Chair
   Mr. Bost stated that it was time to set the agenda.

   Mr. Bryant motioned to approve the agenda as presented. Mr. DuPont seconded and the motion passed unanimously.

3. **Determination of Quorum and Good Standing**
   Presenter: Rusty Bost, TCC Chair
   Mrs. Gates determined that a quorum had been met.

4. **Approval of Minutes**
   Presenter: Rusty Bost, TCC Chair
   Mr. Bost asked for a motion to approve the March 11, 2020 meeting minutes as presented.

   Mr. Bryant motioned to approve the March 11, 2020 minutes as presented. Mr. Attaway seconded and the motion passed unanimously.

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5. Public Comment Period

Presenter: Rusty Bost, TCC Chair

Mr. Walker thanked the committee for their continued support of the I-85 Widening and Build a Better Boulevard projects. Mr. Walker noted that he has seen notices go out for the I-85 Widening project and the Catawba River Bridge project, but isn't certain about the status of South Fork Catawba River Bridge. Mr. Walker asked for any information on this project when Mr. Panicker gives his updates.

CONSENT AGENDA

6. 2020-2029 MTIP Modifications

AV-5753	LINCOLN COUNTY	LINCOLNTON-LINCOLN COUNTY AIRPORT (IPJ), OBSTRUCTION REMOVAL IN RUNWAY 5 APPROACH. ***TO ALLOW ADDITIONAL TIME FOR PLANNING, DELAY RIGHT-OF-WAY FROM FY 20 TO FY 21.***	RIGHT-OF-WAY FY 2021 - $295,000 (T) $295,000
AV-5755	LINCOLN COUNTY	LINCOLNTON-LINCOLN COUNTY AIRPORT (IPJ), LAND ACQUISITION FOR RUNWAY 5 APPROACH. ***TO ALLOW ADDITIONAL TIME FOR PLANNING, DELAY RIGHT-OF-WAY FROM FY 20 TO FY 21.***	RIGHT-OF-WAY FY 2021 - $176,000 (T) $176,000
B-5961	GASTON COUNTY	SR 1421 (MARYS GROVE ROAD), REPLACE BRIDGE 350097 OVER UT OF MUDDY FORK CREEK. ***TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 20 TO FY 21 AND CONSTRUCTION FROM FY 21 TO FY 22.***	RIGHT-OF-WAY FY 2021 - $ 67,000 (BGOFF) CONSTRUCTION FY 2022 - $675,000 (BGOFF) $742,000
C-5703	GASTON COUNTY	GASTONIA, GASTONIA SIGNAL SYSTEM. UPGRADE CITYWIDE SIGNAL SYSTEM. ***TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 20 TO FY 21 AND CONSTRUCTION FROM FY 21 TO FY 22.***	RIGHT-OF-WAY FY 2021 - $ 600,000 (CMAQ) FY 2021 - $ 11,000 (L) FY 2021 - $ 139,000 (S)M)) CONSTRUCTION FY 2022 - $6,784,000 (CMAQ) FY 2022 - $ 127,000 (L) FY 2022 - $1,569,000 (S(M)) $9,230,000
EB-5701	GASTON COUNTY	US 29/74 (EAST FRANKLIN BOULEVARD), SR 2200 (COX ROAD) TO CITY LIMITS. CONSTRUCT MISSING SIDEWALK ON NORTH SIDE. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 20 TO FY 21 AND CONSTRUCTION FROM FY 21 TO FY 22.***	RIGHT-OF-WAY FY 2021 - $ 640,000 (TA5200) FY 2021 - $ 160,000 (L) CONSTRUCTION FY 2022 - $ 640,000 (TA5200) FY 2021 - $ 160,000 (L) $1,600,000
R-5712	LINCOLN COUNTY	NC 16 BUSINESS, INTERSECTION OF NC 16 BUSINESS AND SR 1439 (UNITY CHURCH ROAD)/SR 1387 (TRIANGLE CIRCLE). ADD TURN LANES. ***TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 21 TO FY 22.***	CONSTRUCTION FY 2022 $ 120,000 (T) FY 2023 - $ 2,280,000 (T) $ 2,400,000
R-5713	CLEVELAND COUNTY	US 74, US 74 BUSINESS TO NC 226. CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS. ***TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 21 TO FY 22.***	CONSTRUCTION FY 2022 - $ 3,000,000 (T) $ 3,000,000

U-5775	CLEVELAND COUNTY	US 74 BUSINESS (MARION STREET), INTERSECTION OF US 74 BUSINESS (MARION STREET) AND NC 150 (CHERRYVILLE ROAD). REALIGN INTERSECTION. ***TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 21 TO FY 22.***	CONSTRUCTION FY 2022 $ 100,000 (T) FY 2022 $ 300,000 (L) FY 2023 - $ 1,600,000 (T) $ 2,000,000
U-5819	GASTON COUNTY	NC 27 (WEST CHARLOTTE AVENUE), INTERSECTION OF NC 27 (WEST CHARLOTTE AVENUE) AND SR 2534 (HAWTHORNE STREET). CONSTRUCT INTERSECTION IMPROVEMENTS. ***TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 20 TO FY 21 AND CONSTRUCTION FROM FY 21 TO FY 22.***	RIGHT-OF-WAY FY 2021 $ 450,000 (T) CONSTRUCTION FY 2022 $ 950,000 (T) FY 2023 - $ 950,000 (T) $ 2,350,000
U-5959	GASTON COUNTY	US 74 (WILKINSON BOULEVARD), US 74 (WILKINSON BOULEVARD) AT NC 273 (PARK STREET). CONSTRUCT INTERSECTION IMPROVEMENTS. ***TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 20 TO FY 21 AND CONSTRUCTION FROM FY 21 TO FY 22.***	RIGHT-OF-WAY FY 2021 $ 100,000 (T) UTILITIES FY 2021 $ 100,000 (T) CONSTRUCTION FY 2022 - $ 500,000 (T) $ 700,000
U-5965	GASTON COUNTY	US 29 (FRANKLIN BOULEVARD), US 29 (FRANKLIN BOULEVARD) AND NC 274. CONSTRUCT INTERSECTION IMPROVEMENTS. ***TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 20 TO FY 21 AND CONSTRUCTION FROM FY 21 TO FY 22.***	RIGHT-OF-WAY FY 2021 $ 500,000 (T) UTILITIES FY 2021 $ 100,000 (T) CONSTRUCTION FY 2022 $ 1,200,000 (T) FY 2023 - $ 1,200,000 (T) $ 3,000,000

Mr. Watkins motioned to approve the consent agenda as presented. Mrs. Faro seconded and the motion passed with one dissenting vote from Mr. Bryant.

REGULAR AGENDA

7. 2020-2029 MTIP Amendments, 2045 MTP Amendments, and AQ Conformity Determination
Presenter: Randi Gates, Principal Transportation Planner

The GCLMPO's Metropolitan Transportation Improvement Program (MTIP) needs to be amended to reflect the following modifications that have been made to the 2020-2029 State Transportation Improvement Program (STIP).

U-2523B	GASTON COUNTY	NC 279, NORTH OF SR 2275 (ROBINSON-CLEMMER ROAD) TO WEST OF NC 275 IN DALLAS. **COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS**	RIGHT-OF-WAY FY 20 - $5,625,000 (T) FY 21 - $5,625,000 (T) UTILITIES FY 20 - $500,000 (T) CONSTRUCTION FY 22 - $5,233,000 (T) FY 23 - $5,234,000 (T) FY 24 - $5,233,000 (T) $27,450,000
EB-6037A	CLEVELAND COUNTY	SHELBY RAIL TRAIL, SOUTH CAROLINA STATE LINE TO WEST OF GROVER STREET IN SHELBY. CONSTRUCT MULTIUSE PATH. **NEW PROJECT ADDED TO STIP WITH PROJECT BREAK TO FACILITATE PROCESSING OF MUNICIPAL AGREEMENT AT REQUEST OF MPO.**	RIGHT-OF-WAY FY 21 - $4,160,000 (TAANY) FY 21 - $1,040,000 (L) $5,200,000

In addition to the MTIP amendments, the GCLMPO's 2045 Metropolitan Transportation Plan (MTP) needs to be amended to reflect the cost increases to project U-2523B and the addition of project EB-6037A.

A "short form" conformity determination report is also required due to the Clean Air Act's requirement that an MPO's plans and programs conform to the purpose of the state implementation plan (SIP) for achieving air quality standards. A regional emissions analysis is required because project U-2523B is classified as "regionally significant" in the 2045 MTP.

The GCLMPO's MTIP also needs to be amended to include projects being submitted to NCDOT by Gastonia Transit.

Each year, the City of Gastonia is allocated an apportionment from the Federal Transit Administration (FTA) under Section 5307 (Transit Operating and Capital assistance in urbanized areas). This grant supports the services provided by Gastonia Transit. The allocation of these funds are required to be approved in the local transportation plan, as well as the state transportation plan.

The table below illustrates the project allocation that is being requested by Gastonia Transit. This was approved by the Gastonia City Council on April 7, 2020. The MTIP & STIP need to be amended to correspond with the Council's action. The funding levels represent funding being requested for FY 2020.

Gaston Urban Area Transportation Improvement Program (TIP) Section 5307 Funds FY 2020				
FY 2020	**Local**	**Federal**	**State**	**Total**
Operating Expenses	$845,787	$845,787	$0	$1,691,574
ADA Paratransit Service	$67,500	$270,000	$0	$337,500
Preventative Maintenance	$125,000	$500,000	$0	$625,000
Capital Maintenance & Maintenance Facility Equipment	$12,500	$50,000	$0	$62,500
Transit Enhancements & Misc. (Pedestrian Walkways, Signs, Shelters, Security, Etc.)	$157,500	$630,000	$0	$787,500
Total	$1,208,287	$2,295,787	$0	$3,504,074

In adherence to the Public Participation Process for the GCLMPO, a 30-day public comment period was held April 3rd – May 3rd, and a public comment opportunity for this item is included in this TCC meeting and will also be included in the May 28, 2020 MPO Board meeting. All public comments received were in support of the Shelby Rail Trail.

Mr. Bryant recommended approval of responses to public comments received. Mr. DuPont seconded and the motion passed unanimously.

Mr. Bryant recommended approval of a Resolution Finding the GCLMPO Amended 2045 MTP and Amended 2020-2024 MTIP in Compliance with the Clean Air Act and FAST Act. Mr. Watkins seconded and the motion passed unanimously.

Mr. Bryant recommended approval of a Resolution Adopting Amendments to the 2045 MTP and Amended 2020-2024 MTIP. Mr. DuPont seconded and the motion passed unanimously.

DRAFT

8. NCDOT Bicycle and Pedestrian Planning Grant Initiative – GCLMPO Support

Presenter: Jane Love, Senior Transportation Planner

The NC Department of Transportation is accepting applications from communities for the 2020 Bicycle and Pedestrian Planning Grant Initiative until June 30th. This program provides funding for municipalities across the state to develop comprehensive bicycle and pedestrian plans.

The City of Belmont wants to submit an application to update their pedestrian plan. One (1) of the requirements is MPO support in the form of a Resolution. MPO staff is asking for approval of the Resolution of Support to go before the Board.

Juan Garcia asked about the population thresholds. Ms. Love noted that Municipalities of any size, or Counties with a population under 50,000, are eligible applicants.

Mr. DuPont recommended approval of a Resolution of Support for the grant application. Mr. Williams seconded and the motion passed unanimously.

9. USDOT BUILD Grant – GCLMPO Support

Presenter: Randi Gates, Principal Transportation Planner

The U.S. Department of Transportation has issued a Notice of Funding Opportunity for the Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants. The MPO has always submitted letters of support for any grant coming from its three (3) county area. This year there are three (3) applications coming from the MPO including the City of Gastonia, the City of Shelby and Centralina Council of Governments (CCOG). MPO staff is asking for Letters of Support for each of these BUILD applications.

Mr. McPhatter recommended approval of Letters of Support for BUILD applications within the GCLMPO planning area. Mr. Williams seconded and the motion passed unanimously

10. Other Business

a. NCDOT Update – Division 12 Staff and TPD MPO Coordinator

Anil Panicker had the following updates, in addition to the updates included in the agenda –

- Widening and replacing the South Fork Catawba River bridge – Bond projects are suspended at this time.

Blake Guffey noted that NCDOT has started 2019 resurfacings in Cleveland County and Gaston County 2019 should begin in summer.

b. Transit Systems Ridership – For information only.

11. Adjournment

There being no further business the meeting was adjourned at 10:38 am.

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Agenda Item #6

To: TCC Members and Interested Persons
From: Randi P. Gates, AICP, Principal Transportation Planner
Date: July 8, 2020
Subject: Strategic Transportation Corridors Resolutions of Support

BACKGROUND: In 2015, the North Carolina Department of Transportation (NCDOT) identified a network of key multimodal transportation corridors called Strategic Transportation Corridors (STC) to support smart planning, help set long-term investment decisions, and ensure that North Carolina's economic prosperity goals are achieved. The STCs are intended to promote transportation system connectivity, provide high levels of mobility, and improve access to important state and regional activity centers. A key element in the advancement of the STCs is the development of corridor master plans to identify a high-level corridor mobility vision and associated corridor improvement action strategies.

The purpose of the master plan is to:

- Identify a mobility vision and broad improvement strategies for an entire corridor,
- Guide improvements and development in a manner that defines a long-term vision and performance level for the corridor, and
- Help protect the corridor's key functions as defined in the corridor profiles.

NCDOT has initiated the development of master plan visions for STCs D and U. Corridor D – US 321 runs from the South Carolina state line to the Tennessee state line and Corridor U – US 74 runs from I-26 in Polk County to US 117 in Wilmington. Both fall within the GCLMPO's planning area.

ACTION REQUESTED: Recommend approval of Resolutions of Support for STC D: US 321 and STC U: US 74.

ATTACHMENTS:

1. STC D: US 321 Vision Plan
2. STC U: US 74 Vision Plan
3. Resolutions (2)

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CORRIDOR D

U.S. 321 - South Carolina state line to Tennessee state line

General Description

The 94-mile Corridor D provides access to the northwest North Carolina mountains around Boone from upper South Carolina, serving Gaston, Lincoln, Catawba, Caldwell, and Watauga counties, as part of a longer corridor providing access from external activity centers such as Columbia, South Carolina; Savannah, Georgia; and Johnson City, Tennessee. Corridor D carries high passenger and truck traffic between Corridor Q (I-40) in Hickory and Corridor I (I-85) in Gastonia. To the northwest the corridor overlaps Corridor E (U.S. 421W)for 7 miles.

Vision Plan Specifics

This corridor follows U.S. 321 within a 20-mile buffer on either side of the facility.

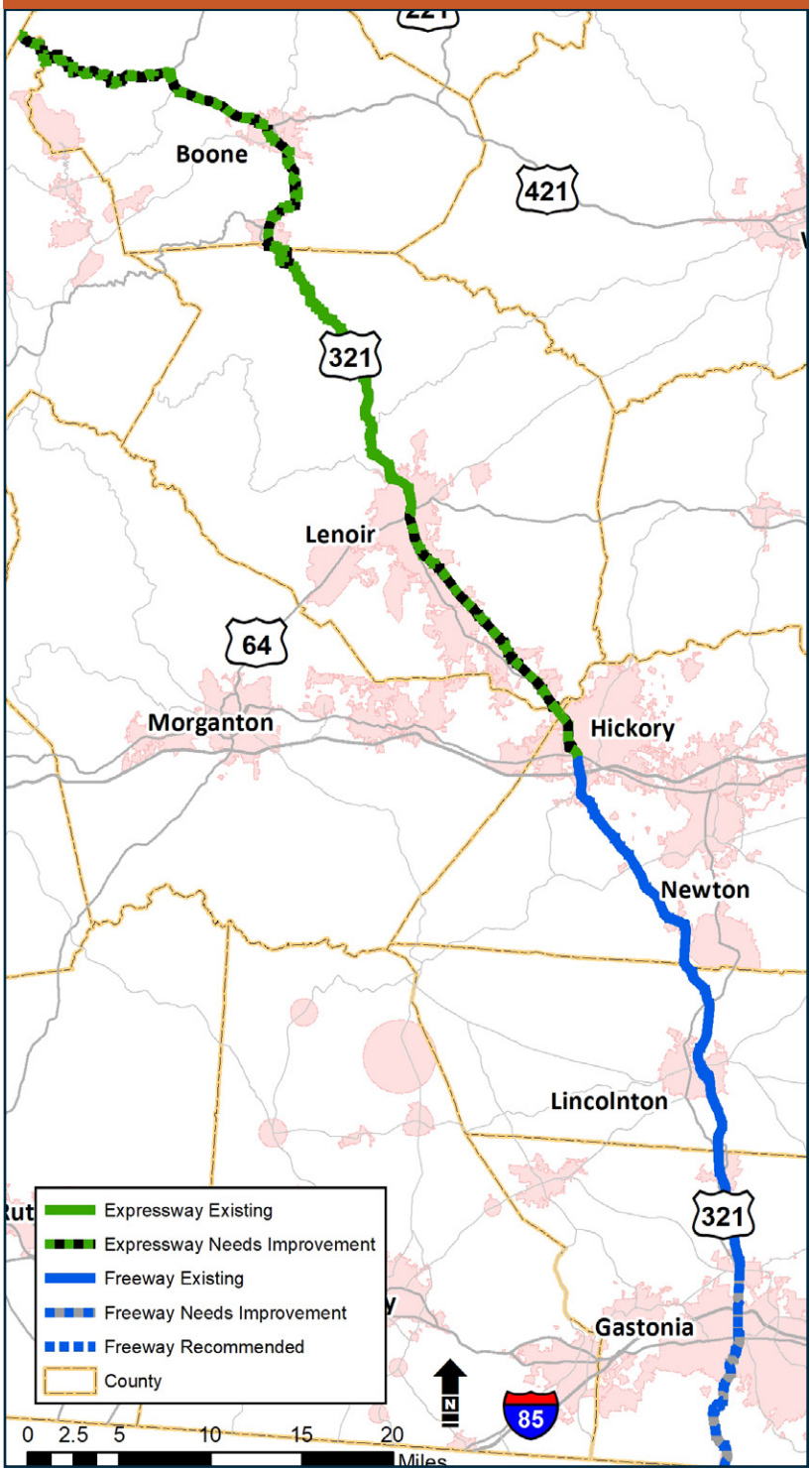
<u>Tennessee state line to U.S. 70 north of Hickory</u>

- Expressway cross-section
- AASHTO Design Classification of Arterial
- Minimum 4 lanes with a median
- Connections provided at interchanges for major cross streets and at-grade intersections for minor cross streets
- Traffic signals not allowed, one driveway connection per parcel allowed

<u>U.S. 70 north of Hickory to the South Carolina state line</u>

- Freeway cross-section
- AASHTO Design Classification of Interstate or Freeway
- Minimum 4 lanes with a median
- Connections provided only at interchanges
- Traffic signals and driveways not allowed

Geographic Location



Areas Identified for Additional Study

- Expressway Improvements northwest of Boone and the connection at the Tennessee state line
- Boone Bypass
- Expressway Improvements between Boone and Blowing Rock
- Freeway Improvements in Gastonia
- Freeway Improvements south of Gastonia and the connection at the South Carolina state line
- Multimodal Connections
- Resiliency Assessment

CORRIDOR D

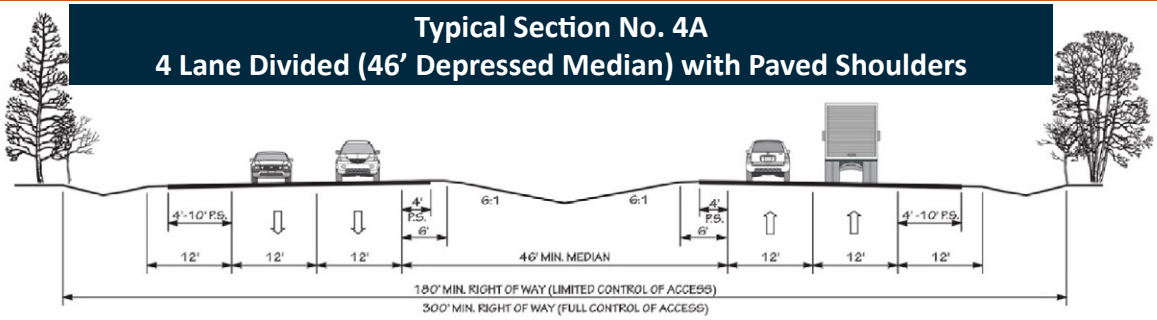
U.S. 321 - South Carolina state line to Tennessee state line

Key Functions and Expectations (Functions of corridor in contect of STC goals and criteria)

- Connectivity: Corridor D provides a connection to South Carolina strategic U.S. 321 corridor and is the primary connection from the northern mountains into Tennessee.
- Mobility: This corridor connects northeast Tennessee with I-40 and I-85 providing passenger and freight mobility across western North Carolina.
- Economic Prosperity: Corridor D serves three of the state's top tourism counties (Gaston, Catawba, and Watauga) and is a key access route to the primary academic center at Appalachian State University.
- Expectation: As the most direct route between the Charlotte/Gastonia region and the tourism-rich northern mountains Corridor D should provide safe, reliable travel for both passenger and freight movement, with reduced delays through intermediate communities along the corridor.

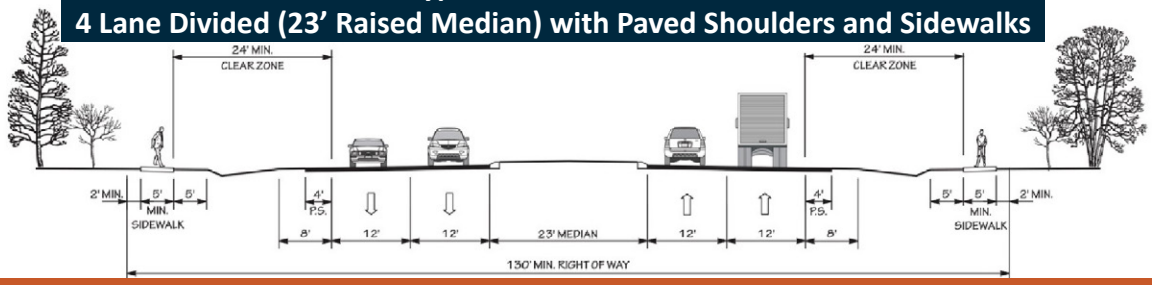
Cross-Section

Typical Section No. 4A
4 Lane Divided (46' Depressed Median) with Paved Shoulders



Posted Speed 45-70 mph

Typical Section No. 4B
4 Lane Divided (23' Raised Median) with Paved Shoulders and Sidewalks



Posted Speed 35-55 mph

Facility Information

State Transportation Improvement Program (STIP) Projects	Connections and Freight	Primary Activity Centers
2020-2029 STIP: • I-5000, I-85 interchange improvements • U-4700, U.S. 70 to Southwest Boulevard (SR 1933) widen to six lanes • R-2615, U.S. 421 to N.C. 105 Bypass widen to six lanes	• Part of the National Highway System from I-85 to Tennessee state line • Federal designated truck route from South Carolina state line to I-85 and I-40 to U.S. 64 • 67 bridges along the corridor: 3 are structurally deficient, 12 are functionally obsolete • U.S. 321 carries high passenger volumes between I-40 in Hickory and I-85 in Gastonia • U.S. 321 carries high truck traffic from I-40 in Hickory to I-85 in Gastonia	• Appalachian State University • Johnson City, Tennessee employment center • Watauga County tourism center • Gaston County tourism center • Gaston College (Dallas) • CaroMont Regional Medical Center (Gastonia) • Tweetsie Railroad

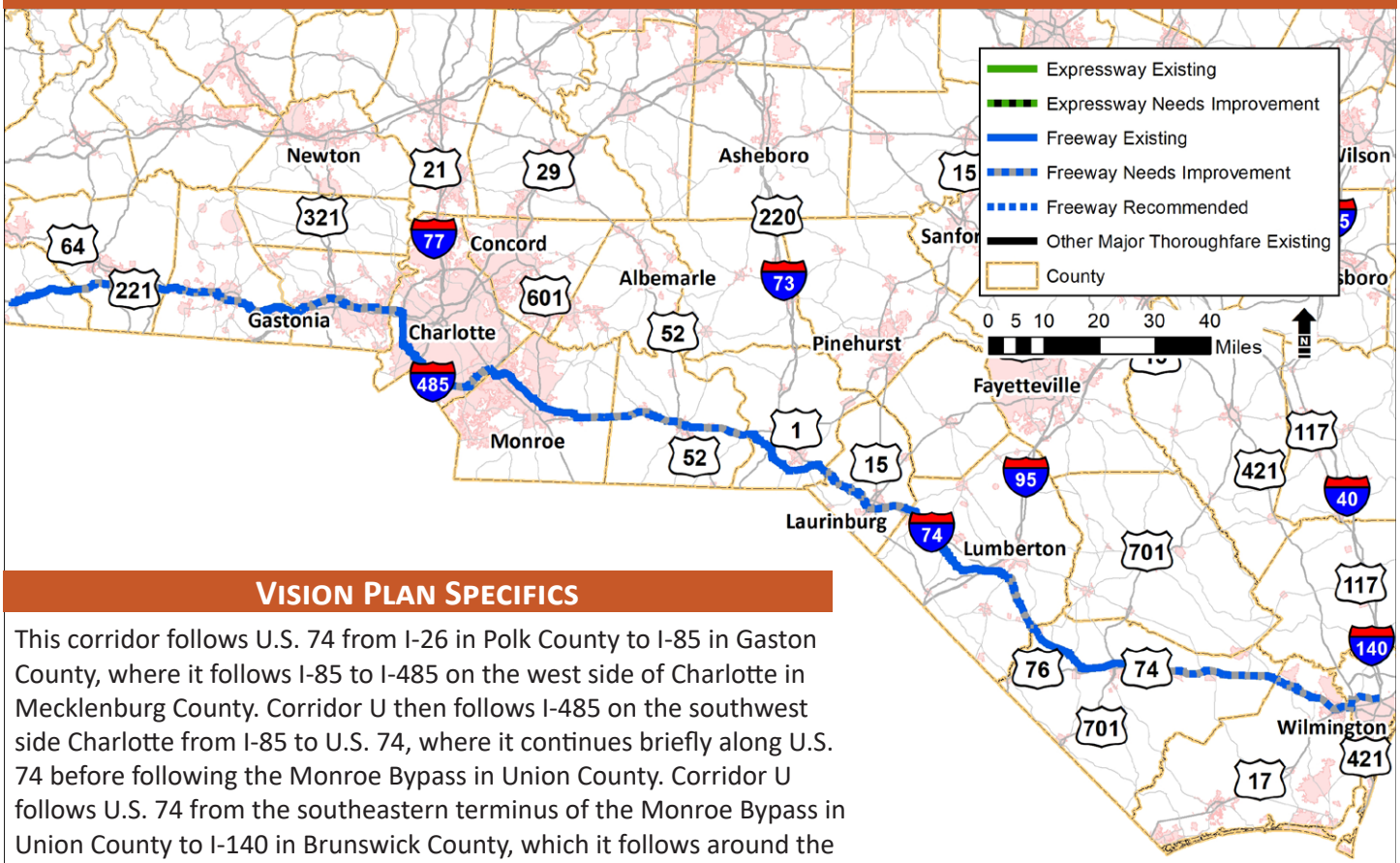
CORRIDOR U

U.S. 74/I-74/I-85/I-485 – I-26 in Polk County to U.S. 117 in Wilmington

General Description

The 292-mile Corridor U serves southwest North Carolina from I-26 in Polk County to U.S. 117 in Wilmington, the primary access to the Port at Wilmington, traversing the state's southern tier counties and the Charlotte metropolitan area. U.S. 74 carries high truck volumes for the entire length of the corridor and high passenger volumes from Shelby to Monroe. Corridor U overlaps Corridor H (Future I-74) for 91 miles from Rockingham to Columbus County. The corridor is used as both a regional and statewide connection to major employment centers, airports, and health centers.

Geographic Location



Vision Plan Specifics

This corridor follows U.S. 74 from I-26 in Polk County to I-85 in Gaston County, where it follows I-85 to I-485 on the west side of Charlotte in Mecklenburg County. Corridor U then follows I-485 on the southwest side Charlotte from I-85 to U.S. 74, where it continues briefly along U.S. 74 before following the Monroe Bypass in Union County. Corridor U follows U.S. 74 from the southeastern terminus of the Monroe Bypass in Union County to I-140 in Brunswick County, which it follows around the northwest side of Wilmington to terminate at I-40.

- Freeway cross-section
- AASHTO Design Classification of Interstate or Freeway
- Minimum 4 lanes with a median
- Connections provided only at interchanges
- Traffic signals and driveways not allowed

Areas Identified for Additional Study

- Complete high-capacity, high-speed improvements for improved route continuity
- Increase reliability and capacity from Shelby to Monroe
- Safety improvements on rural, uncontrolled access sections to address high crash sections or hot spots
- Establish consistent route continuity for improved freight operations
- Park and Ride and Express Bus providing additional public transit options to address congestion
- Track improvements to facilitate rail freight/passenger flow based on rail and freight plans
- Wilmington area improvements

CORRIDOR U

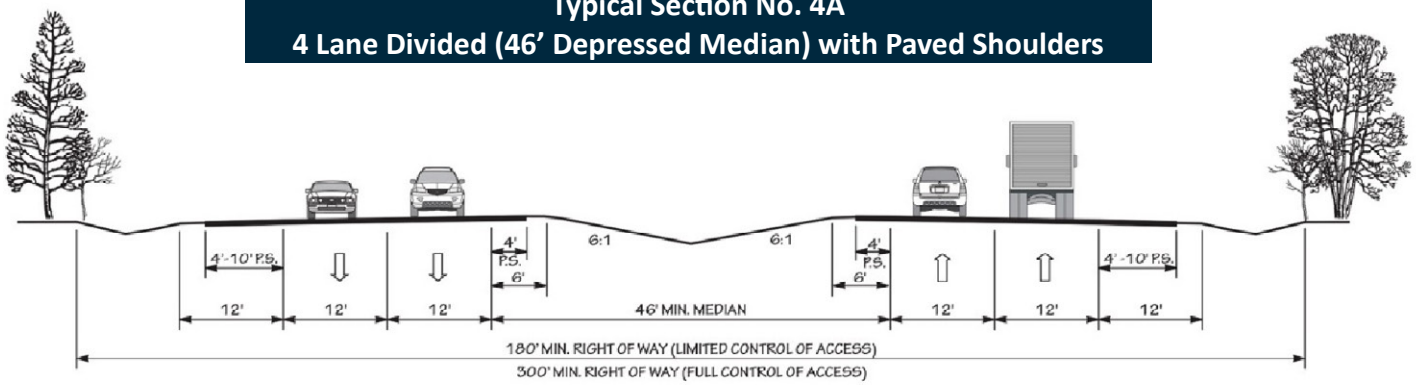
U.S. 74/I-74/I-85/I-485 – I-26 in Polk County to U.S. 117 in Wilmington

Key Functions and Expectations (Functions of corridor in contect of STC goals and criteria)

- Connectivity: Corridor U is a part of the STRAHNET and STRACNET military networks and is becoming part of the interstate system from Richmond County to Columbus County.
- Mobility: This corridor connects Charlotte, Wilmington, and other regional population centers with multiple interstates and major routes including I-26, I-85, and I-95 providing passenger and freight mobility across the state's southern tier.
- Economic Prosperity: U.S. 74 connects multiple statewide economic resources including two international airports, Carolinas Medical Center, and the Port of Wilmington.
- Expectation: Corridor U is expected to remain the principal east-west corridor through NC's southern tier of counties. The principal mobility expectations are safe, reliable transition through the greater Charlotte region and consistent, high-speed travel from the Port of Wilmington to the Charlotte metro region, in support of high-level economic activities.

Cross-Section

Typical Section No. 4A
4 Lane Divided (46' Depressed Median) with Paved Shoulders



Posted Speed 45-70 mph

Facility Information

STIP Projects & CTP Recommendations	Connections and Freight	Primary Activity Centers
• R-2707, U.S. 74 Shelby Bypass • I-5719, I-85 from U.S. 321 to N.C. 273 widen to eight lanes • I-6016, I-85 and I-485 interchange improvements • R-5878, U.S. 74 Wadesboro Bypass • I-6055, Upgrade U.S. 74 corridor to interstate standards in Richmond and Scotland counties • I-6011, Upgrade U.S. 74 corridor to interstate standards in Columbus and Robeson counties	• U.S. 74 carries high truck volumes along the entire length of the corridor • U.S. 74 carries high passenger volumes from Shelby to Monroe • Almost entire route is part of the National Highway System • Entire route is Federal designated truck route • 304 bridges along the corridor: 6 are structurally deficient, 91 are functionally obsolete	• Charlotte Douglas International Airport • Wilmington International Airport • Port of Wilmington • Charlotte region employment centers • UNC Charlotte • UNC Pembroke • UNC Wilmington • New Hanover Regional Medical Center • Charlotte Inland Terminal

GASTON-CLEVELAND-LINCOLN MPO
Metropolitan Planning Organization

RESOLUTION SUPPORTING THE U.S. 321 MASTER PLAN VISION FROM THE SOUTH CAROLINA STATE LINE TO THE TENNESSEE STATE LINE, CORRIDOR D OF THE STRATEGIC TRANSPORTATION CORRIDORS NETWORK

WHEREAS, the N.C. Department of Transportation adopted the Strategic Transportation Corridors (STC) Network in 2015 to establish a multimodal, high-priority system of highways, rail lines, ports, and airports to support smart planning, help set long-term investment decisions, and ensure that North Carolina's economic prosperity goals are achieved; and

WHEREAS, the *North Carolina Transportation Network and Strategic Transportation Corridors Framework* calls for the development of individual strategic corridor master plans in each of the 25 designated corridors with a buffer of 20 miles on either side of each facility; and

WHEREAS, the corridor master plan for U.S. 321, from the South Carolina state line to the Tennessee state line, identified as Corridor D in the STC Framework, is being advanced from its more general network-level identification to a corridor-specific master plan vision built upon a common technical framework; and

WHEREAS, the intent of the Corridor D Master Plan is to develop a consistent transportation vision for the corridor, based on stakeholder input and sound technical assessment, that recognizes statewide economic development objectives, advances subsequent regional planning and corridor project development activities, and can serve to streamline the project development process; and

WHEREAS, it is the intent of the N.C. Department of Transportation to expand and maintain Corridor D as a freeway from the South Carolina state line to U.S. 70 in Hickory and as an expressway from U.S. 70 in Hickory to the Tennessee state line; and

WHEREAS, the Gaston-Cleveland-Lincoln Metropolitan Planning Organization represents Corridor D along U.S. 321 from the South Carolina state line to the northern Lincoln County line; and

WHEREAS, the area in and south of Gastonia is identified for additional study due to the residential and downtown areas that the existing corridor traverses as well as the recommended freeway facility (bypass) shown on the GCLMPO's Comprehensive Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED this 30th day of July, 2020, that the Gaston-Cleveland-Lincoln Metropolitan Planning Organization does hereby adopt this resolution supporting the N.C. Department of Transportation master plan vision for Corridor D along U.S. 321 from the South Carolina state line to the northern Lincoln County line.

_____
Richard Turner, GCLMPO Board Chairman
Gaston-Cleveland-Lincoln MPO

ATTESTED:

_____
Randi P. Gates, AICP, Principal Transportation Planner
Gaston-Cleveland-Lincoln MPO Administrator

Resolution adopted upon a motion of _____, seconded by _____, by a vote of the majority of the Gaston-Cleveland-Lincoln MPO Board.

North Carolina
Gaston County

I, Kristen N. Wheeler, a Notary Public for said County and State, do hereby certify that Richard Turner personally appeared before me on this the ___ day of _____, 2020, and acknowledge the due execution of the foregoing instrument.

Witness my hand and official seal, this the ___ day of _____, 2020.

_____
Kristen N. Wheeler
Notary Public

My Commission expires May 10, 2023.

GASTON-CLEVELAND-LINCOLN MPO
Metropolitan Planning Organization

**RESOLUTION SUPPORTING THE U.S. 74 MASTER PLAN VISION,
FROM I-26 IN POLK COUNTY TO U.S. 117 WILMINGTON,
CORRIDOR U OF THE STRATEGIC TRANSPORTATION CORRIDORS NETWORK**

WHEREAS, the N.C. Department of Transportation adopted the Strategic Transportation Corridors (STC) Network in 2015 to establish a multimodal, high-priority system of highways, rail lines, ports, and airports to support smart planning, help set long-term investment decisions, and ensure that North Carolina's economic prosperity goals are achieved; and

WHEREAS, the *North Carolina Transportation Network and Strategic Transportation Corridors Framework* calls for the development of individual strategic corridor master plans in each of the 25 designated corridors with a buffer of 20 miles on either side of each facility; and

WHEREAS, the corridor master plan for U.S. 74, from I-26 in Polk County to U.S. 117 in Wilmington, identified as Corridor U in the STC Framework, is being advanced from its more general network-level identification to a corridor-specific master plan vision built upon a common technical framework; and

WHEREAS, the intent of the Corridor U Master Plan is to develop a consistent transportation vision for the corridor, based on stakeholder input and sound technical assessment, that recognizes statewide economic development objectives, advances subsequent regional planning and corridor project development activities, and can serve to streamline the project development process; and

WHEREAS, it is the intent of the N.C. Department of Transportation to expand and maintain Corridor U as a freeway from I-26 in Polk County to U.S. 117 in Wilmington; and

WHEREAS, the Gaston-Cleveland-Lincoln Metropolitan Planning Organization represents Corridor U along U.S. 74 from the western Cleveland County line to I-85 in Gaston County and along I-85 from U.S. 74 to the eastern Gaston County line; and

WHEREAS, the corridor within Gaston County should take into consideration the recommended southern bypass shown on the GCLMPO's Comprehensive Transportation Plan from I-85 west of Gastonia to I-485 in Mecklenburg County.

NOW, THEREFORE, BE IT RESOLVED this 30th day of July, 2020, that the Gaston-Cleveland-Lincoln Metropolitan Planning Organization does hereby adopt this resolution supporting the N.C. Department of Transportation master plan vision for Corridor U along U.S. 74 from the western Cleveland County line to I-85 in Gaston County and along I-85 from U.S. 74 to the eastern Gaston County line.

_____
Richard Turner, GCLMPO Board Chairman
Gaston-Cleveland-Lincoln MPO

ATTESTED:

_____
Randi P. Gates, AICP, Principal Transportation Planner
Gaston-Cleveland-Lincoln MPO Administrator

Resolution adopted upon a motion of _____, seconded by _____, by a vote of the majority of the Gaston-Cleveland-Lincoln MPO Board.

North Carolina
Gaston County

I, Kristen N. Wheeler, a Notary Public for said County and State, do hereby certify that Richard Turner personally appeared before me on this the ___ day of _____, 2020, and acknowledge the due execution of the foregoing instrument.

Witness my hand and official seal, this the ___ day of _____, 2020.

_____
Kristen N. Wheeler
Notary Public

My Commission expires May 10, 2023.

GASTON-CLEVELAND-LINCOLN MPO
Metropolitan Planning Organization

Post Office Box 1748
Gastonia, North Carolina 28053
Phone (704) 854-6604

150 South York Street
Gastonia, North Carolina 28052
Fax (704) 869-1960

Agenda Item #7

To: TCC Members and Interested Persons
From: Randi Gates, AICP, Principal Transportation Planner
Date: July 8, 2020
Subject: NCDOT Funding Update

BACKGROUND: As people across North Carolina have taken lifesaving measures to stop the spread of COVID-19, traffic volumes have plummeted, causing at least a $250 million budget shortfall for the N.C. Department of Transportation (NCDOT) for FY 2020 and an expected $500 million revenue loss for FY 2021.

Because NCDOT revenue is fully funded through the Motor Fuels Tax, Highway Use Tax and DMV fees, this significant impact has forced the department to notify local governments, stakeholders and the general public that all but about 50 major projects scheduled to start in the next 12 months are delayed. Projects moving forward are funded by GARVEE bonds, BUILD NC bonds and federal grants. These changes do not affect construction projects already underway or that have already been awarded.

The department is taking other significant steps to decrease expenditures, including:

- Allowing only mission critical purchases
- Laying off temporary and embedded consultants
- Suspending or decreasing many programs and services
- Hiring freeze (except for positions that impact public safety)

ACTION REQUESTED: For information only.

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Agenda Item #8

To: TCC Members and Interested Persons
From: Randi P. Gates, AICP, Principal Transportation Planner
Date: July 8, 2020
Subject: GCLMPO Transportation Conformity Memorandum of Agreement (MOA)

BACKGROUND: In accordance with Clean Air Act (CAA) Section 176(c), the North Carolina Department of Environmental Quality (DEQ) chose through rulemaking in 15A NCAC 02D .2005, Memorandum of Agreement, to develop transportation conformity MOAs to ensure that interagency consultation procedures for transportation conformity are followed in each of the State's maintenance areas pursuant to 40 Code of Federal Regulations (CFR) 93.105. The MOA outlines the responsibilities and processes that each signatory entity will follow to ensure that transportation plans conform to the emissions budgets set forth in North Carolina's State Implementation Plan (SIP). The existing MOAs were approved by EPA into the SIP effective February 24, 2014 (78 FR 78266). Once the EPA approved the MOAs into the SIP, the MOAs remain in effect until the State revises the MOAs and EPA approves the revisions into the SIP. The DEQ is coordinating the process for renewing the MOAs with each of our 11 MPOs, the National Park Service (NPS), and NCDOT to fulfill the duties outlined in Section 11.1 of the existing MOA.

On February 14, 2020, the Division of Air Quality (DAQ) formally requested that each MPO and the NPS conduct preliminary review of the revised MOAs. As a result, the DAQ received several inquiries regarding the effect of adding a duty for MPOs to conduct project-level conformity analyses as part of the National Environmental Policy Act (NEPA) process for MPO-sponsored federal projects. The DAQ concluded that the language of interest was added for contingency purposes to reduce the likelihood that a MOA would need to be revised in the unlikely event that the attainment status for the carbon monoxide (CO) or particulate matter (PM) National Ambient Air Quality Standards (NAAQS) changes. However, if the attainment status changes, the project sponsor would be responsible for conducting a hot-spot analysis (i.e. modeling runs) for these pollutants. As of now, no action is needed for this MOA provision since all areas of the State are attaining the CO and PM NAAQS.

In addition, the DAQ received a request from the NCDOT to update the definitions for "statewide transportation improvement program" and "transportation improvement program" for consistency with the federal definitions in 23 CFR 450.104. The DAQ informed the MPOs during the April 9, 2020, Statewide Interagency Consultation Meeting (SICM) that the definitions were proposed to be updated due to the preliminary review period. A copy of the proposed revisions was also submitted in the meeting minutes and no objections were received.

GASTON-CLEVELAND-LINCOLN MPO
Metropolitan Planning Organization

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150 South York Street
Gastonia, North Carolina 28052
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Below is a summary of the revisions made to all MOAs during this renewal cycle:

- Updated the DEQs name;
- Updated cross-references and definitions;
- Revised "Long Range Transportation Plan" to "Metropolitan Transportation Plan";
- Revised "emissions factors" to "emissions modeling results";
- Updated the inputs needed to generate emissions modeling results;
- Revised conformity determination timelines concurrent with current practices;
- Added a duty for 10 MPOs to conduct project-level conformity analyses as a part of the National Environmental Policy Act process for MPO-sponsored federal projects. The introduced language originated from Section 2.1.6 of the Capital Area MOA and should have been incorporated into the MPOs duties for all other MOAs during the last revision cycle. Project-level conformity is required for all areas that are nonattainment/maintenance; however, the addition of this duty to areas that have attained the NAAQS for over 20 years is for contingency purposes;
- Removed the term "particulate matter" under the DEQs duties for determining whether a project is an air quality concern since the MOA incorporates 40 CFR, Part 93, by reference and for the fact that 15A NCAC 02D .2000, Transportation Conformity, specifies the specific provisions to follow for particulates;
- Added language in the "Modifications of Agreement" Section allowing the DEQ to make administrative amendments; and
- Removed the "Termination and Renewal" Section to reduce the administrative burden for renewing the MOAs with each Party and completing a formal SIP revision on a cyclical basis.

ACTION REQUESTED: Recommend approval of the revised GCLMPO Transportation Conformity Memorandum of Agreement (MOA).

ATTACHMENTS:

1. Revised GCLMPO Transportation Conformity MOA (with tracked changes)

MEMORANDUM OF AGREEMENT

THIS MEMORANDUM OF AGREEMENT, is made ~~as of the last day written below,~~ by and between the ~~GASTON URBAN AREA~~GASTON-CLEVELAND-LINCOLN METROPOLITAN PLANNING ORGANIZATION (hereinafter, "MPO"), the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (hereinafter, "NCDOT"), the NORTH CAROLINA DEPARTMENT OF ~~ENVIRONMENT AND NATURAL RESOURCES~~ENVIRONMENTAL QUALITY (hereinafter, ~~"NCDENR"),~~ "NCDEQ"), the UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (hereinafter, "USEPA"), the FEDERAL HIGHWAY ADMINISTRATION (hereinafter, "FHWA"), the FEDERAL TRANSIT ADMINISTRATION (hereinafter, ~~"FTA")~~ "FTA"), and collectively referred to hereinafter as the Parties.

RECITALS

WHEREAS, the Parties enter into this Memorandum of Agreement (hereinafter, ~~"Agreement")~~ "MOA" or "Agreement") for the purpose of implementing interagency consultation procedures for developing a State Implementation Plan (hereinafter, "SIP") and/or revisions, regional emissions budget comparisons and conformity determinations of ~~Long Range~~Metropolitan Transportation Plans (hereinafter, ~~"LRTP"),~~ "MTP"), Metropolitan Transportation Improvement Programs (hereinafter, "TIPs"), and Regionally Significant Projects (hereinafter, "RSP");

WHEREAS, the Parties enter into this Agreement in accordance with Section 176(c)(4)(E) of the Clean Air Act (hereinafter, "CAA"), as amended (42 ~~U.S.C.~~USC 7401 et seq.) with respect to the conformity of ~~LRTPs,~~MTPs, TIPs and FHWA/FTA projects, which are developed, funded or approved by the United States Department of Transportation (hereinafter, "USDOT") and by the MPO or other recipients of funds under Title 23 ~~U.S.C.,~~USC, or the Federal Transit Act (49 ~~U.S.C.~~USC Chapter ~~53.),~~53), and Title 15A North Carolina Administrative Code (hereinafter, ~~"N.C.A.C."),~~ "NCAC"), Subchapter ~~2D,~~02D, Section ~~.2000~~.2000, relating to nonattainment and maintenance areas;

WHEREAS, the MPO desires to comply with the aforementioned federal laws and regulations and parallel state and local laws and regulations by preparing, modifying and evaluating ~~LRTPs~~ MTPs and TIPs (which may include RSPs) in accordance with the SIP and in order to preserve the integrity of the SIP;

WHEREAS, NCDOT desires to comply with the aforementioned federal laws and regulations and parallel state and local laws and regulations by assisting the MPO in its conformity determination in accordance with the State Transportation Plan and State Transportation Improvement Program (hereinafter, "STIP") and in order to preserve the integrity of the SIP;

WHEREAS, ~~NCDENR~~ NCDEQ desires to assist the MPO in its compliance with the aforementioned federal requirements and must enforce applicable state environmental laws and ~~regulations;~~regulations regarding air quality;

WHEREAS, USEPA desires to effectively enforce the relevant federal laws and regulations regarding air quality and compliance with SIP requirements;

WHEREAS, FHWA desires to effectively enforce and administer the relevant aforementioned federal laws and regulations regarding metropolitan and statewide transportation planning and transportation conformity;

WHEREAS, FTA desires to effectively enforce and administer the relevant aforementioned federal laws and regulations regarding metropolitan and statewide transportation planning and transportation conformity; and

WHEREAS, the Parties wish to work together to perform the duties imposed upon them by law and to coordinate among themselves for efficient and thorough planning for air quality in the geographic area included within the MPO.

THEREFORE, in consideration of these conditions and for good and valuable consideration and the benefits flowing to the Parties from each other, the receipt of which is hereby acknowledged, and in further consideration of the mutual covenants, terms, ~~conditions~~ conditions, and restrictions hereinafter set forth, the Parties hereby agree as follows:

PURPOSE

The purpose of this MOA is to satisfy the requirement in ~~Clean Air Act section~~CAA Section 176(c)(4)(E) to create a state conformity SIP containing the following three requirements of the Federal Transportation Conformity Rule, 40 ~~CFR part 93 subpart~~CFR, Part 93, Subpart A: (1) 40 CFR 93.105, which addresses consultation procedures; (2) 40 CFR 93.122(a)(4)(ii), which states that conformity SIPs must require written commitments to control measures to be obtained prior to a conformity determination if the control measures are not included in an ~~Metropolitan Planning Organization's~~MPO's transportation plan and ~~transportation improvement program,~~TIP, and that such commitments be fulfilled; and (3) 40 CFR 93.125(c), which states that conformity SIPs must require written commitments to mitigation measures to be obtained prior to a project-level conformity determination, and that project sponsors comply with such commitments.

1.0 DEFINITIONS

1.1 "Conformity" -- refers to the status of transportation plans, programs and projects within a region designated as nonattainment or maintenance for ~~transportation related~~transportation-related pollutants, as to whether they comply with air emission levels and standards required by existing state and/or federal implementation plans for that region.

1.2 "Consultation" -- means when one Party confers with another identified Party, prior to any final decision, provides all information necessary to that Party needed for meaningful input, and considers and responds to the views of that Party in a timely and written manner.

1.3 "Interagency Consultation Conformity Determination Meeting" -- refers to a meeting called by the MPO or its designee and open to all Parties, designed to establish agreed upon procedures, protocols, and schedules for conducting a conformity analysis and determination.

1.4 ~~"Long Range Transportation Plan" (LRTP)~~ "Metropolitan Transportation Plan" (MTP) -- means the official ~~intermodal metropolitan transportation plan that is developed through the metropolitan planning process for the metropolitan planning area, developed pursuant to 23 C.F.R. part 450.~~multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation process.

~~1.5~~ ~~"Transportation Improvement Program" (TIP) -- means a staged, multi-year, intermodal program of transportation projects covering a metropolitan planning area which is consistent with the MTP and was developed pursuant to 23 CFR, Part 450.~~"Transportation Improvement Program" (TIP) -- means a prioritized listing/program of transportation projects that are developed and formally adopted by the MPO as part of the metropolitan planning process, consistent with the MTP pursuant to 23 CFR, Part 450, and required for projects to be eligible for funding pursuant to Title 23 USC and 49 USC Chapter 53.

~~1.5~~1.6 "State Implementation Plan" (SIP) -- means documents, including, but not limited to, State adopted regulations, attainment demonstrations, and maintenance plans, submitted by North Carolina to, and approved by, the USEPA, or the most recent revision thereof, in accordance with Sections 110, ~~301(d)~~301(d), and 175(A) of the CAA (42 ~~U.S.C.~~USC 7410, 7601, and 7505(a)) and regulations promulgated by USEPA pursuant to the provisions of those ~~sections.~~Sections.

~~1.6~~1.7 "Statewide Interagency Consultation Meetings" (SICM) -- refers to regularly scheduled informational meetings, sponsored by ~~NCDENR~~ NCDEQ to which all Parties are invited, including all MPOs and Regional Planning Organizations throughout the State, which are required to have air quality conformity determinations ~~under~~ pursuant to Title 15A ~~N.C.A.C.~~NCAC Subchapter ~~2D,~~02D, Section .2000.

~~1.7~~1.8 ~~"Statewide Transportation Improvement Program" (STIP) -- means a staged, multi-year, statewide, intermodal program of transportation projects, which is consistent with the statewide transportation plan and planning processes and LRTPs,MTPs, TIPs TIPs, and processes.~~"Statewide Transportation Improvement Program" (STIP) -- means a statewide prioritized listing/program of transportation projects that is consistent with the long-range statewide transportation plan, the MTP, TIPs, and required for projects to be eligible for funding pursuant to Title 23 USC and Title 49 USC Chapter 53.

~~1.8~~1.9 "Timely" -- means within the timeframe agreed to in the schedule set at the Interagency Consultation Conformity Determination Meeting(s).

~~1.9~~1.10 "Transportation Providers" -- means public agencies that provide transportation services to the public, these agencies are publicly owned and operated.

~~1.10~~1.11 "Parties" -- means representatives from all signatory agencies to this Agreement.

~~1.11~~1.12 "Transportation Control Measures" (TCMs) -- are strategies that are specifically identified and committed to in ~~State Implementation Plans (SIPs);~~SIPs; and are either listed in Section 108 of the ~~Clean Air Act (CAA),~~CAA, or will reduce ~~transportation-related~~transportation-related emissions by reducing vehicle use or improving traffic ~~flow~~flow.

~~1.12~~1.13 All other terms used herein but not defined in this Agreement shall have the meaning given to them by the CAA, Title 23 and 49 ~~U.S.C.~~USC 40 CFR 93.101, other USEPA regulations, other USDOT regulations, or 15A NCAC ~~2D.~~02D.

2.0 DUTIES OF THE PARTIES

The roles and responsibilities of each Party are defined ~~below.~~below:

2.0.1 Each Party member shall determine which staff members will represent the Party in the conformity process and shall take responsibility to see that the appropriate representatives are available to ensure a cooperative process and adequate communication among the Parties. Each Party shall choose its representative(s) and at least one alternate staff person for interagency consultation and provide their names and contact information to ~~NCDENR.~~NCDEQ. It is the responsibility of each Party to notify ~~NCDENR~~ NCDEQ of changes in their appointed designee(s) or contact(s).

2.0.2 All Parties shall review and provide comments to the MPO on draft ~~LRTPs,~~MTPs, TIPs, and conformity analyses. All Parties shall review and provide comments to ~~NCDENR~~ NCDEQ on draft SIP submissions. All Parties shall review and provide comments to NCDOT and/or local project sponsors on project-level conformity determination prepared during the National Environmental Policy Act (NEPA) process for FHWA/FTA projects located in the MPO jurisdiction. Parties shall provide their written review comments, if any, to these agencies within ~~twenty- one~~twenty-one (21) days of receipt of draft documents unless an alternate deadline has been agreed upon at an interagency consultation meeting. The MPO, ~~NCDENR,~~NCDEQ, or NCDOT, as appropriate, shall respond in writing to all Parties to explain how comments were addressed or why they were not addressed in the subsequent version of the document that is distributed to all Parties.

2.1 MPO DUTIES

2.1.1 The MPO, or its designee, shall sponsor the Interagency Consultation Conformity Determination Meetings and prepare meeting agendas and meeting materials required for fulfillment of consultation procedures outlined in this Agreement. Any adjacent MPO will be invited to this meeting for purposes of coordination and consultation.

2.1.2 The MPO, or its designee, shall prepare meeting summaries and conclusions of said Interagency Consultation Conformity Determination Meetings and other appropriate meetings it sponsors. The MPO, or its designee, shall provide meeting summaries and conclusions to all Parties within a ~~time~~ timely manner not to exceed ~~14~~ fourteen (14) days after the meeting. The other Parties may provide comments on meeting summaries/conclusions to the MPO within a ~~time~~ timely manner not to exceed ~~14~~ fourteen (14) days, copying other Parties. The MPO, or its designee, shall respond to comments from Parties in writing in a ~~time~~ timely manner not to exceed ~~14~~ fourteen (14) days of receiving comments. The MPO's response to comments shall be distributed to all Parties.

2.1.3 The MPO shall consult with the Parties on the development process for ~~LRTPs,~~MTPs, ~~TIPs~~ TIPs, and amendments thereto. This process will begin no later than one year prior to when the conformity determination is needed.

2.1.4 Notification of the ~~LRTP~~ MTP and TIP revisions and amendments that add or delete non-exempt projects.

2.1.5 Before the MPO conducts conformity analyses and determinations, as initiated under the terms and conditions of this Agreement, the MPO, or its designee, shall initiate and facilitate an Interagency Consultation Conformity Determination Meeting with all Parties on proposed procedures and protocol for conducting and performing conformity analysis prior to making a conformity determination. This meeting will take place ~~not later than one year prior to when the conformity determination is needed.~~preferably one year prior to, but no less than 9 months before the determination is needed.

2.1.6 The MPO, NCDOT, or its designee, shall conduct project-level conformity analysis for MPO-sponsored projects as part of the NEPA process for FHWA/FTA projects located in the MPO boundary. The MPO does not have to make project-level conformity determinations.

~~2.1.6~~2.1.7 The MPO, or its designee, shall provide information requested by other Parties to track the implementation of ~~transportation control measures~~TCMs funded by the MPO, or local municipalities, and included in the SIP by the dates agreed to in the Interagency Consultation Conformity Determination Meeting.

~~2.1.7~~2.1.8 The MPO shall be responsible for development and maintenance of the travel demand model for the MPO area in consultation with the Parties. The MPO may delegate such responsibility to a third party through an agreement with NCDOT and/or neighboring MPOs and associated transportation agencies to develop a regional travel demand model. Any Party delegating responsibility to a third party shall notify the third party, in writing, that all documentation is subject to the applicable public records law. Responsibility for development and maintenance of a regional travel demand model should be established through a separate memorandum of agreement between the affected MPOs, NCDOT, and associated transportation agencies.

~~2.1.8~~2.1.9 Upon written request by the Parties, the MPO, or its designee, shall provide all Parties with available travel data needed to determine various transportation emissions budgets, if they are responsible for this data.

~~2.1.9~~2.1.10 The MPO, or its designee, shall assist ~~NCDENR~~ NCDEQ and NCDOT ~~if~~ as needed for modifications or revisions to the SIP, which includes the assessment of effectiveness of existing ~~Transportation Control Measures (TCMs)~~TCMs and implementation of potential TCMs for inclusion in the SIP, and providing critical input to the SIP development process, such as vehicle miles traveled (VMT) and speed assumptions for various road classifications.

~~2.1.10~~2.1.11 The MPO, or its designee, shall submit concurrently, upon completion, a draft and/or final ~~LRTP~~ MTP and/or TIP document and related conformity determination to the ~~NCDOT, NCDENR,~~NCDOT, NCDEQ, and ~~three copies to FHWA (FHWA~~FHWA. FHWA will coordinate the federal review effort and will forward the documents to FTA and USEPA unless an alternate coordination process is specified through interagency ~~consultation).~~consultation. The MPO shall respond in writing to comments made by the other Parties on draft documents.

~~2.1.11~~2.1.12 The MPO shall maintain procedures for public involvement in the conformity determination process consistent with its adopted Public Involvement Procedures including receiving and responding to public input on conformity findings, consistent with 23 CFR 450.316(a) and 40 CFR 93.105(e).

2.1.122.1.13 The MPO, or its designee, shall submit a written request for emission factorsemissions modeling results required for conformity determination from NCDENR determinations to NCDEQ or its designee.designee, and shall provide vehicle speed, VMT, and other data necessary to generate the emissions modeling results.

2.1.132.1.14 Enforceability of Design Conceptdesign concept and Scope scope and Project Level Mitigationproject-level mitigation and Control Measurescontrol measures.

2.1.13.12.1.14.1 Prior to making a conformity determination on the LRTP MTP and/or TIP, the MPO will ensure any project levelproject-level mitigation or control measures are included in the project design concept and scope and are appropriately identified in the regional emissions analysis used in the conformity analysis.

2.1.13.22.1.14.2 The MPO shall fulfill commitments made for mitigation measures that were required for facilitating positive conformity determinations.

2.1.13.32.1.14.3 Written commitments to mitigation measures must be obtained prior to a positive conformity determination, and project sponsors and/or operators must comply with the agreed upon commitment obligations (in accordance with 40 CFR 93.122(a)(4)(ii)).

2.2 NCDENR NCDEQ DUTIES

2.2.1 NCDENR NCDEQ shall maintain a list of current interagency consultation members and distribute it to all members whenever a change in membership occurs.

2.2.2 NCDENR NCDEQ shall participate in the Interagency Consultation Conformity Determination Meetings, sponsor the SICM meeting, and other appropriate committees/meetings established to advise the Parties on SIP and emissions control strategies and programs particularly as these relate to transportation issues.

2.2.3 NCDENR NCDEQ shall participate in consultations with the Parties regarding the development process for LRTPs,MTPs, TIPs TIPs, and amendments thereto.

2.2.4 NCDENR NCDEQ shall participate in the development and review of transportation system and emissions modeling activities and projection procedures to ensure consistency of air quality and transportation system evaluation.evaluations.

2.2.5 NCDENR NCDEQ shall ensure the SIP is developed using appropriate emissions and control measures. NCDENR NCDEQ is to develop the applicable motor vehicle emission emissions budgets in consultation with the Parties to ensure that accurate and up-to-date data assumptions are being used at the initial phases of the development of the SIP by the

deadline established by ~~NCDENR~~ NCDEQ during the consultation process. ~~NCDENR~~ NCDEQ shall update the SIP consistent with ~~Federal~~ federal CAA requirements.

2.2.6 ~~NCDENR~~ NCDEQ shall provide applicable transportation-related emission budgets and revisions to the NCDOT, MPO, and USDOT (FHWA and FTA).

2.2.7 ~~NCDENR~~ NCDEQ shall keep the Parties apprised of its SIP revision submittals and USEPA's approval thereof and provide for and respond in writing to comments made by the MPO and NCDOT and the other Parties in transportation-related SIP development processes.

2.2.8 ~~NCDENR~~ NCDEQ shall obtain MPO and NCDOT approval for the inclusion of ~~transportation related~~transportation-related TCMs (for any TCM funded by the federal and state transportation budgets or local funds and where the implementing agency is the MPO) in the SIP.

2.2.9 ~~NCDENR~~ NCDEQ shall provide a list of TCMs included in the SIP as well as their SIP implementation schedules at the Interagency Consultation Conformity Determination Meeting.

2.2.10 Upon initiating a modification or revision to the SIP, ~~NCDENR~~ NCDEQ shall consult with NCDOT and the MPO, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP. Additionally, ~~NCDENR~~ NCDEQ will consult with NCDOT and the MPO about what critical ~~transportation related~~transportation-related inputs for the SIP development process should be used, such as VMT and speed assumptions for various road classifications. A draft version of the SIP will be shared with the Parties, at a minimum, ~~30~~ thirty (30) days prior to the end of the public comment period.

2.2.11 ~~NCDENR~~ NCDEQ shall consult and review project narratives provided by NCDOT or appropriate project sponsor to determine if the project is an air quality concern ~~for particulate matter based on~~pursuant to 40 ~~CFR~~ CFR, Part 93.

2.2.12 ~~NCDENR,~~NCDEQ, at the written request of NCDOT or the MPO, shall provide appropriate ~~emission factors~~emissions modeling results to NCDOT or the MPO for completion of the conformity analysis. ~~NCDENR~~ NCDEQ shall provide a schedule for completion of work within two (2) business days of the written request. ~~NCDENR~~ NCDEQ shall consult with NCDOT and/or the MPO for the availability and appropriate use of local data in the latest ~~EPA-approved~~USEPA-approved emissions model.

2.2.13 ~~NCDENR~~ NCDEQ shall review and provide comments to the MPO on draft conformity analyses. ~~NCDENR~~ NCDEQ shall provide timely review comments to the MPO within twenty-one (21) days of receipt for inclusion in the final report in accordance with the terms and conditions of this Agreement.

2.3 NCDOT DUTIES

2.3.1 NCDOT shall participate in the SICM, Interagency Consultation Conformity Determination ~~Meeting(s)~~Meeting(s), and other appropriate committees/meetings established to discuss with the Parties on the development of a revised statewide transportation plan, including programs and projects.

2.3.2 NCDOT shall consult with the Parties to develop the STIP and amendments thereto. Furthermore, NCDOT shall keep the Parties apprised of the status and content of statewide transportation plans and the STIP.

2.3.3 NCDOT shall consult with the Parties to develop ~~LRTPs,~~MTPs, ~~TIPs~~ TIPs, and amendments thereto by the dates agreed to in the Interagency Consultation Conformity Determination Meeting.

2.3.4 NCDOT shall participate in the development and review of transportation system emissions modeling activities and projection procedures to ensure consistency of air quality and transportation system ~~evaluation.~~evaluations.

2.3.5 NCDOT shall review and provide comments to the MPO on draft conformity analyses by the dates agreed upon in the Interagency Consultation Conformity Determination Meeting unless NCDOT has authored said conformity analysis report.

2.3.6 NCDOT shall also provide information requested by other Parties to track the implementation of TCMs included in the SIP by the dates agreed to in the Interagency Consultation Conformity Determination Meeting.

2.3.7 NCDOT shall assist ~~NCDENR~~ NCDEQ and the MPOs as needed for modifications or revisions to the SIP, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP.

2.3.8 NCDOT shall conduct project level conformity analysis for NCDOT sponsored projects as part of the NEPA process for FHWA/FTA projects located in the MPO boundary.

2.3.9 Enforceability of ~~Design Concept~~design concept and ~~Scope~~ scope and ~~Project Level Mitigation~~project-level mitigation and ~~Control Measures~~control measures.

2.3.9.1 The NCDOT shall obtain written commitments from the project sponsor and/or operator to fulfill and complete all of the projects and operations identified by the project-level ~~National Environmental Policy Act (NEPA)~~NEPA mitigation or control measures with respect to local ~~hot spot analysis~~hot-spot analysis.

2.3.9.2 The NCDOT shall fulfill commitments made for mitigation measures that were required for facilitating positive conformity determinations.

2.3.9.3 Written commitments to mitigation measures must be obtained prior to a positive conformity determination, and project sponsors and/or operators must comply with the agreed upon commitment obligations.

2.4 FHWA and FTA (USDOT) DUTIES

2.4.1 FHWA and FTA shall consult with the Parties regarding the SICM, the Interagency Consultation Conformity Determination ~~Meetings~~ Meetings, and other appropriate committees/meetings established to advise the Parties on the development of transportation plans, ~~programs~~ programs, and projects, particularly as these relate to air quality-related issues.

2.4.2 FHWA and FTA shall advise the Parties of changes to USDOT technical, regulatory, and policy guidance as it relates to the planning process and conformity.

2.4.3 FHWA and FTA shall assist ~~NCDENR, NCDOT~~NCDEQ, NCDOT, and the MPOs as needed for modifications or revisions to the SIP, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP.

2.4.4 FHWA and FTA shall assess the MPO's compliance with public participation policy and procedures that meet the requirements of 23 CFR 450.316(a) and 40 CFR 93.105(e).

2.4.5 FHWA and FTA shall provide written comments to the other Parties concerning both draft and final conformity findings in accordance with the terms of this Agreement. The final conformity finding made by FHWA shall be consistent with the requirements of the national conformity memorandum of understanding.

2.4.6 FHWA shall review and provide timely approval or rejection, in writing, of the final conformity determination report by the MPO of an amended and/or adopted transportation plan, ~~program~~ program, or project subject to conformity analysis and determination according to this Agreement by the dates agreed to in the Interagency Consultation Conformity Determination Meetings.

2.4.7 The FHWA will coordinate the federal review effort and will forward copies of the draft or final ~~LRTP~~ MTP and/or TIP document and related conformity determination to the FTA and USEPA unless an alternate coordination process is specified through interagency consultation.

2.4.8 In accordance with 40 CFR 93.125(c), prior to making a project-level conformity determination for a transportation project, FHWA must obtain from the project sponsor and/or operator written commitments, as defined in 40 CFR 93.101, to implement any project-level mitigation or control measures in the construction or operation of the project identified as conditions for NEPA process completion. The written commitments to implement those project-level mitigation or control measures must be fulfilled by the appropriate entities.

2.4.9 FHWA shall be responsible for final approval or rejection of ~~project level~~project-level conformity determinations on FHWA projects.

2.5 USEPA DUTIES

2.5.1 USEPA shall participate in the SICM, the Interagency Consultation Conformity Determination ~~Meetings~~ Meetings, and other appropriate committees/meetings established to advise the Parties on the development of transportation plans, ~~programs~~ programs, and projects, particularly as these relate to air quality-related issues.

2.5.2 USEPA shall, in a timely fashion, advise the Parties of changes to USEPA policy, regulation, and guidance related to air quality and conformity.

2.5.3 USEPA shall review and comment, in writing to FHWA and the MPO, on draft and final conformity analyses in accordance with the terms of this Agreement and consistent with the requirements of the national conformity memorandum of understanding within twenty-one (21) days of receipt.

2.5.4 USEPA shall assist ~~NCDENR, NCDOT~~NCDEQ, NCDOT, and the MPOs as needed for modifications or revisions to the SIP, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP.

2.5.5 USEPA shall review the adequacy of the ~~Motor Vehicle Emissions Budgets,~~motor vehicle emissions budgets, and determine the approvability determination of submitted SIPs, including the Conformity SIP (the subject of this MOA) and any subsequent revisions, and of control strategy SIPs and any revisions. ~~USEPA's~~USEPA's determination of approvability shall be published in the Federal Register.

2.5.6 USEPA shall be consulted with and will review compliance for hotspot requirements related to individual FHWA/FTA projects and provide comment in writing.

3.0 CONTENT AND SUBMISSION OF TRANSPORTATION PLANS, ~~PROGRAMS~~ PROGRAMS, AND PROJECTS

3.1 CONTENT AND DESIGN

The ~~LRTP/TIP,~~MTP/TIP, ~~programs~~ programs, and/or projects to be analyzed for conformity shall meet the requirements of the current federal transportation authorizing legislation, and the most current USDOT and USEPA regulations. At the time that a new or revised transportation plan is proposed, the MPO, in cooperation with NCDOT and local transportation planning agencies, shall prepare a list of new or modified transportation projects and services included in the transportation plan and identify the time frame each new project or service is expected to become operational.

3.2 PUBLIC PARTICIPATION

Conformity determinations for ~~LRTP~~ MTP and ~~Transportation Improvement Program (TIPs)~~TIPs shall follow the specific public involvement process established by the MPO, consistent with the requirements of 23 ~~CFR~~ CFR, Part 450, which provides opportunity for public review and comment prior to formal action on a conformity determination. The public review must provide reasonable public access to technical and policy information considered by the affected parties in making the conformity determination.

Conformity determinations in rural portions of nonattainment and maintenance areas outside and adjacent to the MPO boundaries shall follow the specific public involvement process established by NCDOT, consistent with the requirements of 23 ~~CFR~~ CFR, Part 450, which provides opportunity for public review and comment prior to formal action to update the STIP.

Any charges imposed for public review and copying should be consistent with applicable fee schedules including but not limited to 49 CFR 7.43 and ~~N.C.G.S. §132-6.2.~~North Carolina General Statute 132-6.2.

4.0 STATEWIDE INTERAGENCY CONSULTATION MEETINGS

~~NCDENR~~ NCDEQ shall sponsor a SICM meeting on a regular basis for the purpose of keeping all Parties and all MPOs abreast of new information concerning transportation planning generally and as it relates to conformity analysis and determination.

4.1 MEETING FREQUENCY

SICM shall be held monthly unless otherwise agreed upon by all Parties. Meeting dates shall be determined by ~~NCDENR~~ NCDEQ after consultation with the Parties. The meeting shall consist of updates and other pertinent information provided by each Party.

4.2 SPECIAL MEETINGS

If ~~NCDENR~~ NCDEQ determines, in consultation with other Parties, a need for an unscheduled ~~Statewide Interagency Consulting Meeting~~SICM meeting and there is a consensus among the Parties to have an unscheduled meeting, ~~NCDENR~~ NCDEQ must provide prior notice to all Parties, at least fourteen (14) days in advance of the meeting. However, the Parties may waive the fourteen (14) day advance notice requirement if all Parties agree that an earlier scheduled meeting is in the best interest of the Parties.

4.3 MEETING LOCATION AND AGENDA

The SICM meeting location shall be determined based upon convenience and agreement by the Parties. ~~NCDENR~~ NCDEQ shall provide all Parties, including all Statewide MPOs, advanced notice of the meeting time, ~~location~~ location, and agenda. If necessary and convenient, the SICM meeting need not be a face-to-face meeting but may occur by telephone, ~~video~~ video, or some other practical electronic means.

4.4 DISCUSSION OF ~~SIP RELATED~~SIP-RELATED ISSUES

~~NCDENR~~ NCDEQ shall use the SICM meeting as an opportunity to update the Parties on SIPs under development and SIP revisions submitted to USEPA. ~~NCDENR~~ NCDEQ shall allow the Parties to review and comment on transportation-related SIP issues and respond to said comments. See Section 2.0.2 for the general process for commenting and responding to comments.

5.0 INITIATING CONFORMITY DETERMINATIONS OR ANALYSIS

The Parties shall make conformity determinations and consultations consistent with this Agreement and in accordance with the conditions described in 40 ~~CFR~~ CFR, Part 93 for ~~LRTPs,~~MTPs, ~~TIPs~~ TIPs, and FHWA/FTA projects.

5.1 EXEMPTIONS TO CONFORMITY DETERMINATIONS

5.1.1 Notification of Exempt Status Required -- The MPO shall notify the Parties of adoption or approval of projects determined to be exempt by the MPO and provide a basis for such exempt status. Notification by the MPO shall also be made when the ~~LRTP~~ MTP or TIP is revised to add or delete exempt projects as defined in 40 CFR 93.126, 93.127, and 93.128. Notification of deleted projects does not have to be made prior to an MPO action.

5.1.2 Objection to Exempt Determination -- If the Parties disagree with the MPO's finding that the amendment to the ~~LRTP~~ MTP or TIP contains only exempt projects, the objecting Party shall notify all Parties in writing. See ~~section~~ Section 9.0 for conflict resolution procedures.

6.0 INTERAGENCY CONSULTATION CONFORMITY DETERMINATION MEETING

When the need for conformity analysis and determination is initiated in accordance with this Agreement and aforementioned regulations, the MPO, or its designee, shall call an Interagency Consultation Conformity Determination Meeting to which all Parties of this Agreement shall be invited by the MPO, or its ~~designee..~~designee. The Interagency Consultation Conformity Determination Meeting shall be held prior to performing any conformity analysis or determination and shall address the specific processes outlined in 40 CFR 93.105(c). The purpose is to coordinate early with the Parties on information regarding the choice of some major parameters of the conformity analysis and to determine the schedule of preparation and review of the analysis. All of the information agreed upon by the Parties will be documented in the pre-analysis plan. If during the meeting a conflict arises, the Parties shall follow the conflict resolution procedures as outlined in Section 9.0 of this document.

6.1 NOTICE OF MEETING

The MPO, or its designee, shall provide at least fourteen (14) days prior written notice to the Parties that an Interagency Consultation Conformity Determination Meeting has been scheduled. Said prior notice shall also be given to local transportation providers represented by the MPO. However, the Parties may waive the fourteen (14) day advance notice requirement if all Parties agree that an earlier scheduled meeting is in the best interest of the Parties.

6.2 MEETING PLACE, TIME AND AGENDA

The meeting shall be scheduled at a time and location that allows representatives from the Parties to participate. The MPO, or its designee, shall distribute to the Parties draft agenda and meeting materials at least five (5) business days prior to the meeting. The Parties shall have the opportunity to add agenda items and will be responsible for presenting them. If it is agreed among the Parties that additional meetings are required the MPO, or its designee, may schedule such additional meetings.

Attendance at the Interagency Consultation Conformity Determination Meeting may be by telephone or teleconference so long as all the Parties agree. If some Parties are unable to attend the Interagency Consultation Conformity Determination Meeting(s), the MPO or its designee shall consider whether meaningful consensus can be reached with the available Parties. If the MPO or its designee determines the overall Party representation to be adequate, it shall document the meeting and provide all Parties with a summary of the important discussions and conclusions.

6.3 CONSULTATION ON CONFORMITY ANALYSIS APPROACH

The MPO, or its designee, shall outline, in the pre-analysis plan, the proposed methodologies to be used in the conformity analysis and share the pre-analysis plan with the Parties for comment at least ~~7~~ seven (7) days prior to the meeting unless otherwise agreed upon by all Parties.

6.3.1 Interagency Consultation Procedures -- The issues listed in 40 CFR ~~93.105 (c)~~93.105(c) shall be reviewed and discussed at this meeting, including but not limited to, the following activities:

6.3.1.1 Evaluating and choosing an appropriate model (or models) and associated methods and assumptions to be used in hot-spot analyses and regional emissions analyses;

6.3.1.2 Determining which minor arterial and other transportation projects should be considered ~~Regionally Significant Projects~~RSPs for the purpose of regional emissions ~~analysis~~ analysis, (in addition to those functionally classified as principal arterials or higher or fixed guideway systems or extensions that offer an alternative to regional highway travel);

6.3.1.3 Evaluating whether projects otherwise exempted from meeting the requirements of 40 CFR 93.126 and 93.127 should be treated as non-exempt in cases where potential adverse emissions impacts may exist;

6.3.1.4 Discussing whether or not adopted TCMs are on schedule and performing as anticipated, as required by 40 CFR 93.113. If TCMs are not on schedule, Parties shall discuss whether 40 CFR 93.113(c)(1) can be met and what will occur if 40 CFR 93.113(c)(1) cannot be met;

6.3.1.5 Choosing conformity tests and methodologies for areas outside the MPO boundary but within the nonattainment or maintenance area as required by ~~93.109(l)(2)(iii);~~93.109(g)(2)(iii);

6.3.1.6 Consulting on emissions analysis for transportation activities which cross MPO, nonattainment ~~area~~ area, or air basin boundaries;

6.3.1.7 For the metropolitan planning area that does not include the entire nonattainment or maintenance area, the MPO and NCDOT will work to provide cooperative planning and analysis for the purposes of determining conformity of all projects outside the metropolitan area and within the nonattainment or maintenance area through interagency consultation meetings;

6.3.1.8 Ensuring that plans for construction of RSPs, that are not FHWA/FTA projects, are disclosed to the MPO on a regular basis and any changes to those plans disclosed in writing to the MPO;

6.3.1.9 NCDOT and the MPO, or its designee, will consult on the design, schedule and funding of research and data collection efforts and regional transportation model development through interagency consultation meetings;

6.3.1.10 As defined in Section 2.1.10, the MPO, or its designee will provide final documents and supporting information to each applicable Party after adoption or approval;

6.3.1.11 Latest planning assumptions for developing ~~emission factors~~emissions modeling results for the conformity analysis;

6.3.1.12 Projects without a determined design concept and scope shall be discussed at the Interagency ~~Consultation;~~Consultation Conformity Determination Meeting; and

6.3.1.13 Parties must agree on sufficient details of the design concept and scope for the project to be included in the conformity analysis and determination.

6.3.2 TCM Analysis and Implementation -- The Interagency Consultation Conformity Determination Meeting shall be used for assuring implementation of TCMs, which shall be a joint responsibility of ~~NCDENR,~~NCDEQ, the ~~MPO~~ MPO, and NCDOT. ~~NCDENR~~ NCDEQ shall submit (at the Interagency Consultation Conformity Determination Meeting) a list of the ~~TCMs, which are~~TCMs and their implementation schedules included in the applicable ~~implementation plan and their SIP schedules,~~SIP, to be included in the ~~LRTP~~ MTP or TIP.

6.3.3 Scheduling Implementation -- The MPO or its designee shall provide a list of transportation system elements from the most recent conforming ~~LRTP~~ MTP for inclusion in the current TIP to be completed in the time frame established in the ~~LRTP.~~MTP. ~~NCDENR~~ NCDEQ or its designee (at the request of the MPO) shall provide the ~~emission factors~~emissions modeling results to the MPO within a time agreed upon during the interagency consultations and to allow the MPO sufficient time to complete the conformity analysis on schedule. Additional meetings to address schedule changes or modifications shall be scheduled as needed. Due to the difficulty in assembling all Parties at one time, subsequent meetings may involve various subsets of the larger group. However, pertinent information discussed in these sub-meetings shall be shared with the other Parties as defined in Section 2.1.2.

6.3.4 TIP Conformity Analysis and Determination -- The MPO shall also discuss the TIP as it relates to conformity-related issues. If the TIP is a subset of a currently conforming ~~LRTP,~~MTP, the discussion of the TIP conformity analysis and determination may be made via e-mail or postal mail unless a Party member identifies sufficient reasons for including such discussions in a scheduled face-to-face meeting. If e-mail or postal mail is used, the MPO shall outline the manner in which the upcoming TIP conformity determination is to be carried out. The MPO shall inform the Parties of any proposed changes in

procedure from the last TIP Conformity Analysis and Determination. The review and commenting procedures are outlined in Section 2.0.2.

7.0 CONFORMITY ANALYSIS RESULTS AND REPORTING

The draft conformity analysis report shall be circulated to the Parties defined during the Interagency Consultation Conformity Determination Meeting for their review prior to releasing said draft report for public review as required by Title 15A ~~N.C.A.C. 2D.~~NCAC 02D .2003. After the Parties' twenty-one (21) day review period, or review period agreed upon by all Parties, the MPO shall provide public review and comments of the draft report in accordance with the MPO's public participation policies and procedures. The MPO shall not make a conformity determination or plan adoption or approval until after the agency review is completed or the required review period has ended and after public participation.

7.1 DOCUMENTATION OF CONFORMITY ANALYSIS

The conformity analysis shall document all assumptions and relevant information used to determine the impact of the ~~LRTP,~~MTP, ~~TIP~~ TIP, or FHWA/FTA project on travel and emissions in the region.

Contents of the Regional Conformity Analysis Report -- The conformity analysis report shall include, but not be limited to, the following documentation:

7.1.1 Forecasts of population, ~~household~~households, and employment in the analysis shall be either mentioned or referenced in report;

7.1.2 ~~Inputs used to develop emissions factors and emission factors used; and~~Mobile model inputs and outputs used to develop road network emissions modeling results; and

7.1.3 VMT and average speed for each federal functional classification.

7.2 COMMENTS BY THE PARTIES AND THE PUBLIC

The Parties may comment upon the analysis results after receiving the results of the draft conformity analysis and report. The results shall also be made available to the public for review and comment in accordance with the MPO's public participation policy and procedures and 23 CFR 450.316(a) and 40 CFR 93.105(e).

7.2.1 Evaluation of Comments from the Public -- After the completion of the public comment period, the comments received from the public on the conformity ~~analysis,~~analysis shall be addressed in the final report and may be raised in an additional meeting between the Parties. Comments may be addressed individually or in summary form at the discretion of the MPO.

7.2.2 Evaluation of Comments from the Parties -- If the Parties disagree with the conclusions of the analysis, the MPO shall convene a meeting or consult with the Parties via an electronic communication means (telephone, teleconference, e-mail, etc.) if agreed to by the Parties, to consider and discuss the comments and determine whether further conformity-related analysis is needed.

8.0 CONFORMITY DETERMINATION ADOPTED BY MPO RESOLUTION

The MPO may make a conformity determination and approval/adoption of the ~~LRTP,~~MTP, TIP, ~~RSP~~ RSP, or applicable transit project after addressing ~~conformity related~~conformity-related objections and concerns raised by both the public and the Parties.

8.1 NOTIFICATION OF MPO RESOLUTION

The MPO shall provide FHWA and NCDOT with written notification of a conformity determination by MPO resolution within the time period agreed upon during interagency consultation meetings. The MPO shall include, along with the notification, a copy of the final conformity analysis and report. FHWA will be responsible for distribution of the final conformity analysis and report to the USEPA and FTA for formal review.

8.2 ~~NCDENR~~ NCDEQ OBJECTION TO CONFORMITY DETERMINATION

If ~~NCDENR~~ NCDEQ objects to the MPO's conformity determination, ~~NCDENR~~ NCDEQ may appeal the MPO determination within fourteen (14) days of receiving notification of the MPO's determination. The appeal process and procedure to be followed shall be in accordance with the Conflict Resolution ~~section~~ Section of this Agreement. Notwithstanding ~~NCDENR's~~ NCDEQ's right of appeal, ~~NCDENR~~ NCDEQ may waive its right to object, in writing, at any time during the fourteen (14) day appeal period.

8.3 USDOT REJECTION OF CONFORMITY DETERMINATION

USDOT may reject the MPO determination within forty-five (45) days of receiving notification of the MPO's determination. The MPO may appeal the rejection to the Secretary of the USDOT. If no written approval or rejection has been received from USDOT after forty-five (45) days, the Secretary of NCDOT, the Chairperson of the MPO or the Secretary of ~~NCDENR~~ NCDEQ may provide a written request of review by the Secretary of the USDOT seeking a resolution among the FHWA and FTA. The rejection of conformity determination and appeal procedure and process shall be in accordance with the Conflict Resolution ~~section~~ Section of this Agreement.

9.0 CONFLICT RESOLUTION

The purpose of this Agreement is to ensure that necessary conformity analyses and determinations are made efficiently and with limited conflict. The Parties believe this Agreement establishes a means and protocol for consultation and document review that will avoid conflicts and disagreements among the Parties regarding final conformity determinations. Nevertheless, a means must be established to address the possibility that certain conflicts may arise that cannot be resolved among the designated representatives of the Parties. It is the purpose of this ~~section~~ Section to address such situations.

9.1 RESOLUTION OF CONFLICTS AT THE STATE LEVEL

9.1.1 Conflicts Arising Prior to Conformity Determination -- Any conflict or disagreement between NCDOT, ~~NCDENR~~ NCDEQ, and the MPO causing a lack of consensus among the state Parties as to acceptance of MPO conformity analysis may be resolved in the manner described below. If NCDOT or ~~NCDENR~~ NCDEQ objects to the proposed conformity analysis prior to the MPO making a conformity determination by resolution, the issue may be resolved by the following procedure:

9.1.1.1 **Level I Resolution** -- After the objecting Party gives five (5) days written notice to the other Party members explaining the reasons for objection, each staff level Party member shall forward written objections to the Level I Resolution Negotiators who are defined as follows: NCDOT -- the Transportation Planning Branch Manager ~~NCDENR~~ NCDEQ -- the Division of Air Quality Director MPO -- the Chair of Technical Coordinating Committee or his or her designee.

The Level I Resolution negotiators shall have five (5) business days, from notice, to resolve the matter by mutually agreed upon meeting forum, including, but not limited to, face-to-face meetings, ~~telephone~~ telephone, and e-mail.

9.1.1.2 **Level II Resolution** - If the Level I Resolution Negotiators are unable to resolve the dispute, it may be raised to Level II Resolution negotiators who are defined as follows: NCDOT -- The Secretary of the NCDOT ~~NCDENR~~ NCDEQ -- The Secretary of ~~NCDENR~~NCDEQ MPO -- the Chair of the MPO or his/her designee.

The Level II Resolution Negotiators shall have ten (10) business days to resolve the matter by mutually agreed upon meeting forum, including, but not limited to face-to-face meetings, ~~telephone~~ telephone, and e-mail.

9.1.2 Conflicts Arising After MPO Regional Conformity Determination -- After the MPO has made its conformity determination by resolution and adoption/approval, ~~NCDENR~~ NCDEQ may appeal said conformity determination by resolution and adoption/approval to the Governor of North Carolina within fourteen (14) days of confirmation that ~~NCDENR~~ NCDEQ received notice. If ~~NCDENR~~ NCDEQ appeals to the Governor, the final conformity analysis and determination must have the concurrence of the Governor of North Carolina. ~~NCDENR~~ NCDEQ shall provide written notice of appeal under this ~~subsection~~ Subsection to the Chairperson of the MPO, the Secretary of NCDOT, the FHWA North Carolina Division Administrator, and the USEPA and FTA Region 4 Administrators. Notwithstanding ~~NCDENR's~~

NCDEQ's right of appeal, if ~~NCDENR~~ NCDEQ supports the final conformity determination, ~~NCDENR~~ NCDEQ may voluntarily waive its right of appeal, in writing.

9.1.2.1 **Resolution of ~~NCDENR~~ NCDEQ Appeal** -- The Governor may delegate his or her role in this appeals process to another official or agency within the State, but not to the head or staff of ~~NCDENR,~~NCDEQ, NCDOT, MPO, the North Carolina Board of Transportation, or any agency that has responsibility for any one of these functions.

If the ~~NCDENR~~ NCDEQ does not appeal to the Governor within fourteen (14) days of the MPO's notification of conformity on the ~~LRTP~~ MTP or ~~TIP~~ TIP, the MPO may continue submission of its conformity determination to USDOT for their final review and conformity determination. The MPO does not have to make conformity determinations on projects.

9.2 RESOLUTION OF CONFLICTS AT THE FEDERAL LEVEL

It is the affirmative responsibility of FHWA and FTA to raise issues prior to the end of any agreed upon review period. If FHWA or FTA determines there is a significant issue, it is that agency's affirmative responsibility to arrange a meeting with the Parties to resolve the issue prior to writing negative comments or finding that the ~~LRTP~~ MTP or TIP in question does not conform to the intent of the ~~North Carolina~~ SIP.

If, after the fourteen (14) day prior notice of the MPO's final conformity determination by resolution and approval/adoption, ~~NCDENR~~ NCDEQ has not appealed said final conformity determination (or waived it's right to appeal earlier), FHWA and FTA may provide written approval or rejection of the final conformity determination within forty-five (45) days of notice of the final conformity determination.

9.2.1 Consensus Among Federal Agencies -- If, within the forty-five (45) day period the FHWA and FTA are in disagreement over the approval or rejection of the conformity determination, the FHWA and FTA may escalate the conflict among their respective agencies in an attempt to resolve the issue within the forty-five (45) ~~days~~ days' time period.

9.2.2 Rejection by the Federal Agencies -- If the FHWA and FTA reject the conformity determination, the MPO, ~~NCDOT~~ NCDOT, or ~~NCDENR~~ NCDEQ may appeal said rejection to the Secretary of USDOT.

9.2.3 No Action after Forty-Five (45) Days -- If after forty-five (45) days, no written approval or rejection has been provided from FHWA and FTA, the Secretary of NCDOT, the Chairperson of the ~~MPO~~ MPO, or the Secretary of ~~NCDENR~~ NCDEQ may provide a written request of review by the Secretary of the USDOT seeking a resolution among the FHWA and FTA.

10.0 MODIFICATIONS OF AGREEMENT

10.1 The Parties may propose revision(s) to this MOA, and request that Parties meet to consider such a revision. A change in duties will require this MOA to be reviewed.

10.2 The NCDEQ may make administrative amendments if necessary to preserve the accuracy and integrity of this MOA. The following administrative amendments shall not require the Parties to sign a new MOA:

10.2.1 Change information that is readily available to the public, such as when an organization or position is renamed;

10.2.2 Correct a citation to a referenced law or regulation when the citation has become inaccurate because of the repeal or reorganization of the cited text; or

10.2.3 Correct a typographical error.

If an administrative amendment is made, documentation of the change shall be submitted to each of the Parties. If no Party provides objections to the revision within twenty-one (21) days of receipt, the revised Agreement shall be adopted as final.

If a Party provides objections to the administrative amendment within twenty-one (21) days of receipt, the NCDEQ shall attempt to resolve the issue. If consensus cannot be obtained by the Parties, the revised Agreement shall not be adopted as final.

11.0 TERMINATION OF AGREEMENT

11.1 TERMINATION AND RENEWAL

The natural term of this MOA is five (5) years from the date of execution. The MOA will be reviewed to ensure it reflects the current transportation conformity regulation requirements and all parties consulted before the MOA is renewed every for another five (5) years. If a Party desires to re-negotiate a new agreement, the canceling Party must provide written notice to all other Parties at least six (6) months prior.

In the event that a Party seeks to renegotiate the MOA and an agreement on the new MOA is not reached prior to the expiration of the 5-year term, the previous MOA will remain in effect until such time as a new agreement is approved by all Parties and formally adopted into the SIP.

11.0 SAVINGS PROVISIONS AND OTHER

11.1 This MOA does not change any of the requirements and obligations contained in any existing law or regulation, including but not limited to ~~Clean Air Act,~~CAA, transportation conformity regulations (40 ~~CFR~~CFR, Parts 51 and 93), ~~National Environmental Policy Act (NEPA),~~NEPA, or the ~~North Carolina Administrative Code at~~ 15A NCAC. In the event of conflict between the provisions of this ~~agreement~~ Agreement and an existing regulatory provision, the regulatory provision shall prevail.

11.2 Upon its execution by the Parties this MOA supersedes any and all previous ~~agreements~~ Agreements between the signatories with respect to matters addressed herein.

11.3 This MOA does not create any, nor does it affect any existing, administrative or judicial right of the Parties.

11.4 If any provision of this MOA is rendered or declared invalid by any final court action or decree, or by reason of preemptive legislation, the remaining ~~sections~~ Sections of this MOA shall remain in full force and effect for the duration of the MOA.

11.5 Unless otherwise specified, in computing any period of time prescribed or allowed in this MOA, Rule 6 "Time" of the North Carolina Rules of Civil Procedure shall apply.

IN WITNESS WHEREOF, the parties have executed this AGREEMENT on this the _____ day of _____, 2020.~~2019.~~

MPO

By: _____

Name: _____

Title: _____

IN WITNESS WHEREOF, the parties have executed this AGREEMENT on this the _____ day of _____, 2020.~~2019.~~

NCDOT

By: _____

Name: _____

Title: _____

IN WITNESS WHEREOF, the parties have executed this AGREEMENT on this the _____ day of _____, 2020.~~2019.~~

~~**NCDENR**~~**NCDEQ**

By: _____

Name: _____

Title: _____

IN WITNESS WHEREOF, the parties have executed this AGREEMENT on this the _____ day of _____, 2020.~~2019.~~

USEPA

By: _____

Name: _____

Title: _____

IN WITNESS WHEREOF, the parties have executed this AGREEMENT on this the _____ day of _____, 2020.~~2019.~~

FHWA

By: _____

Name: _____

Title: _____

IN WITNESS WHEREOF, the parties have executed this AGREEMENT on this the _____ day of _____, 2020.~~2019.~~

FTA

By: _____

Name: _____

Title: _____

GASTON-CLEVELAND-LINCOLN MPO
Metropolitan Planning Organization

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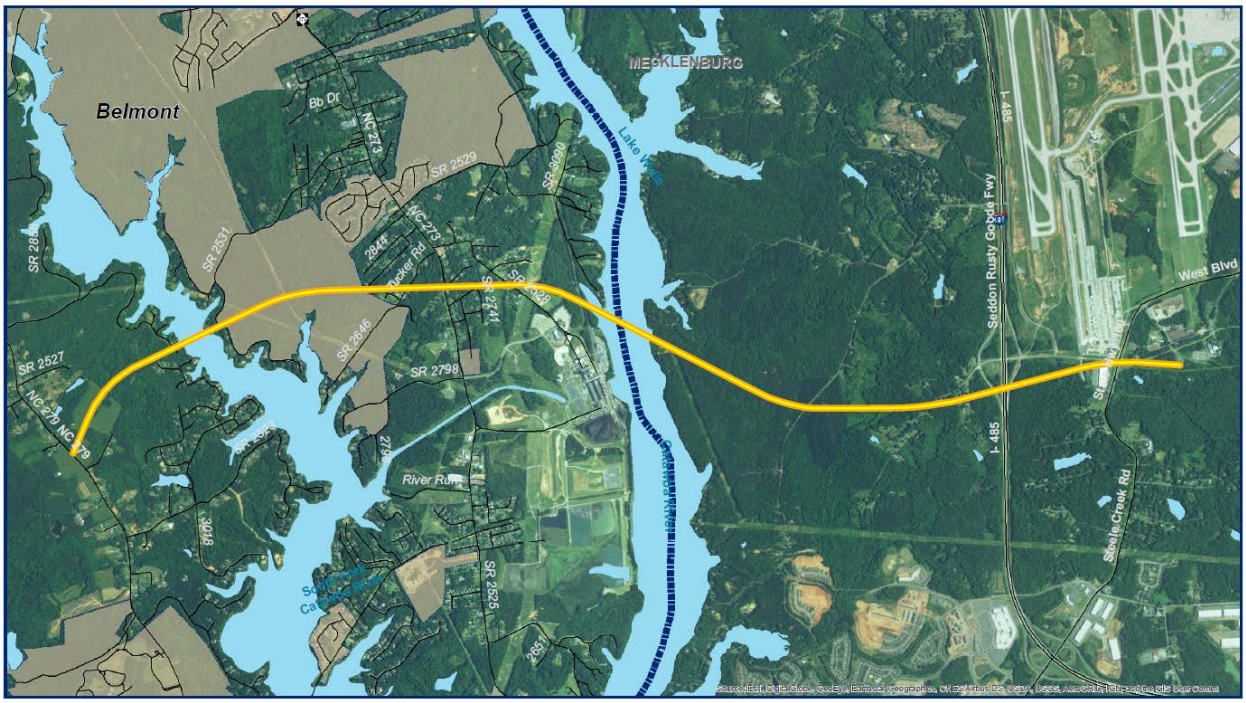
Agenda Item #9a

To: TCC Members and Interested Persons
From: Randi P. Gates, AICP, Principal Transportation Planner
Date: July 8, 2020
Subject: Catawba Crossings Feasibility Study Update

BACKGROUND: For many years, regional discussions have taken place regarding the need to provide additional east-west transportation capacity by way of an additional bridge crossing between southeast Gaston County and Mecklenburg County. The Catawba Crossings project, as proposed, is aptly named as it traverses both the Catawba River and the South Fork of the Catawba River beginning at NC 279 (S. New Hope Road) in Gaston County to I-485 in Mecklenburg County.



On May 5, 2020, the City of Gastonia approved a resolution to award a contract for professional services for the Catawba Crossings Feasibility Study to Gannett Fleming, Inc. and also approved an interlocal agreement with the City of Belmont, Town of Cramerton, and Gaston County for the local match in the amount of $72,164.00. The total Project cost is $512,489 and includes federal funding, state and local matches.

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The Catawba Crossings Feasibility Study will incorporate an approach that provides for meaningful engagement of interested parties in determining the purpose of and need for new crossing(s) of the Catawba River, within the general vicinity of the Catawba River south of the existing US 74 crossing and connecting NC 279 to I-485. The purpose and need information will be used to develop concept-level planning for the number, type and location of crossing(s). In addition, the Feasibility Study will analyze the feasibility of an NC Route designation for this proposed facility (per NCDOT State Traffic Engineer guidelines), as well as determine the appropriate timeframe to extend the project further west from its current anticipated terminus at NC 279 to I-85 or US 321.

PROJECT TIMELINE

The Notice to Proceed (NTP) was issued on May 13, 2020. The project timeline is anticipated to be 16-18 months to completion from the NTP, resulting in a September-November 2021 completion date.

NEXT STEPS

- Data Collection and Background Research (Underway)
- Steering Committee Meetings (Ongoing)
- Stakeholder Interviews (September – November 2020)
- Virtual Public Meeting (November 2020)
- Traffic Forecast Development (June 2020 – February 2021)
- Conceptual Rodway Design Development (June 2020 – March 2021)
- Preliminary Hydraulic Study (May – August 2020)
- Preliminary Structure Design (October 2020 – January 2021)
- Preliminary Purpose and Need Development (November 2020 – February 2021)
- Alternative Analysis (February – March 2021)
- Public Informational Open House Meeting (April 2021)
- Local Government Presentations (September – November 2021)

ACTION REQUESTED: For information only.

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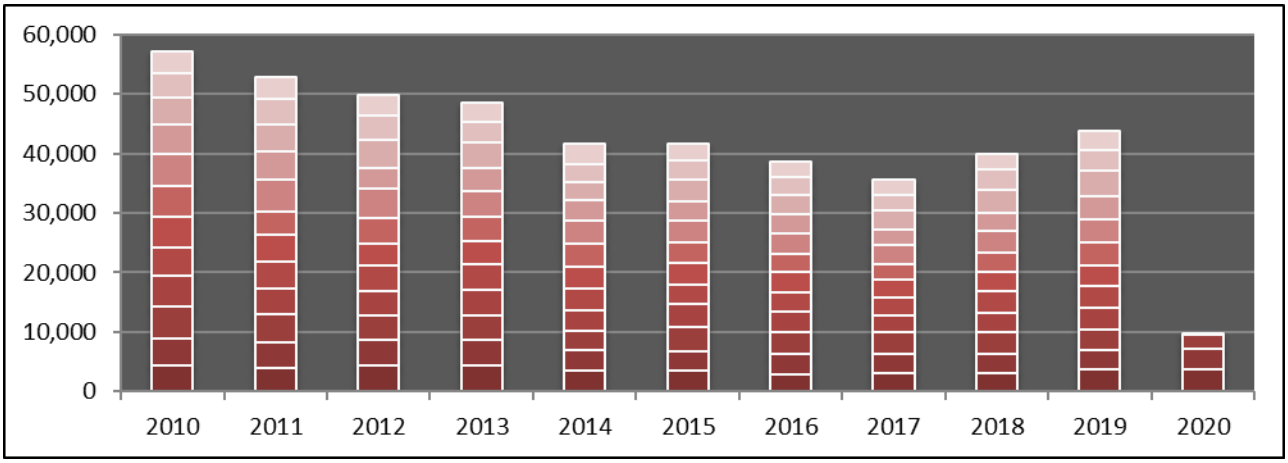
Agenda Item #9c

To: TCC Members and Interested Persons
From: MPO Staff
Date: July 8, 2020
Subject: Area Transit Systems Ridership Update

85x Gastonia Express Bus Ridership Trends

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Avg.
Jan	4,426	3,873	4,451	4,382	3,581	3,588	2,881	3,131	3,021	3,758	3,819	3,708
Feb	4,553	4,279	4,213	4,266	3,372	3,155	3,386	3,155	3,289	3,151	3,325	3,639
March	5,407	4,844	4,161	4,165	3,348	4,021	3,754	3,614	3,587	3,526	2,339	3,926
April	5,077	4,370	4,031	4,205	3,444	3,882	3,303	2,833	3,391	3,563	305	3,652
May	4,666	4,530	4,240	4,328	3,544	3,349	3,249	3,002	3,623	3,754		3,911
June	5,163	4,419	3,857	3,858	3,743	3,584	3,473	3,090	3,158	3,444		3,939
July	5,343	3,982	4,172	4,181	3,791	3,461	2,974	2,623	3,232	3,768		3,962
Aug	5,371	5,394	4,978	4,221	3,821	3,597	3,571	3,210	3,712	4,084		4,330
Sept	4,870	4,692	3,490	3,987	3,487	3,246	3,194	2,597	3,111	3,821		4,002
Oct	4,644	4,608	4,616	4,271	3,083	3,657	3,293	3,194	3,801	4,303		4,258
Nov	4,013	4,273	4,144	3,493	3,083	3,222	3,043	2,676	3,424	3,426		3,665
Dec	3,574	3,689	3,541	3,256	3,312	2,790	2,594	2,465	2,622	3,291		3,300



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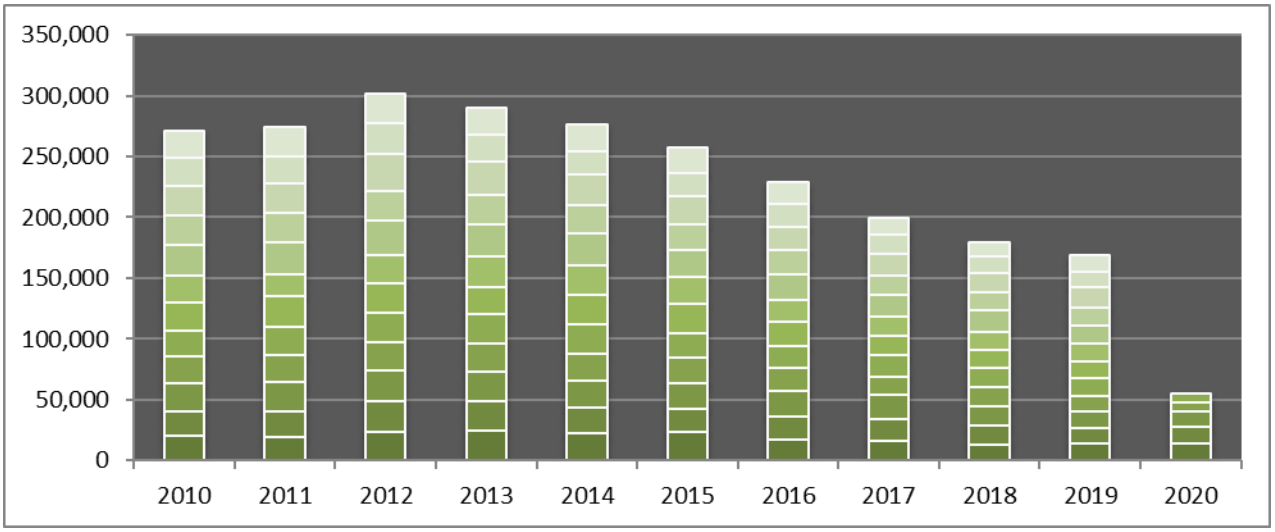
Gastonia Transit Bus Ridership Trends

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Avg.
Jan	20,498	19,373	23,798	24,202	22,764	23,221	16,892	15,917	13,451	13,911	14,203	19,713
Feb	20,138	21,338	24,528	24,566	20,422	18,732	19,743	18,203	15,082	12,777	13,990	19,370
March	22,883	24,003	25,551	24,064	22,049	21,326	20,556	19,460	16,246	13,477	12,361	20,534
April	22,148	22,433	23,422	23,536	22,982	21,499	19,417	15,478	15,574	13,336	6,816	19,384
May	20,807	22,642	24,206	23,646	23,811	20,223	17,714	17,203	15,767	14,647	7,511	19,955
June	23,417	25,090	23,884	22,960	23,768	24,080	19,812	16,711	15,287	13,208		21,444
July	22,615	18,130	23,293	24,473	24,587	22,129	18,026	14,844	14,602	14,676		20,683
Aug	24,432	26,746	28,223	27,164	26,897	21,844	20,474	18,129	17,907	15,382		23,182
Sept	24,182	23,770	25,028	24,238	22,522	21,622	19,990	16,398	14,216	14,544		21,273
Oct	24,243	24,116	30,064	26,942	24,971	22,237	19,939	17,577	16,267	16,713		22,980
Nov	23,266	22,779	25,818	21,852	19,708	19,466	18,542	15,441	13,383	13,002		19,745
Dec	22,532	24,134	23,661	22,630	22,014	21,420	17,569	14,321	11,599	13,113		19,809



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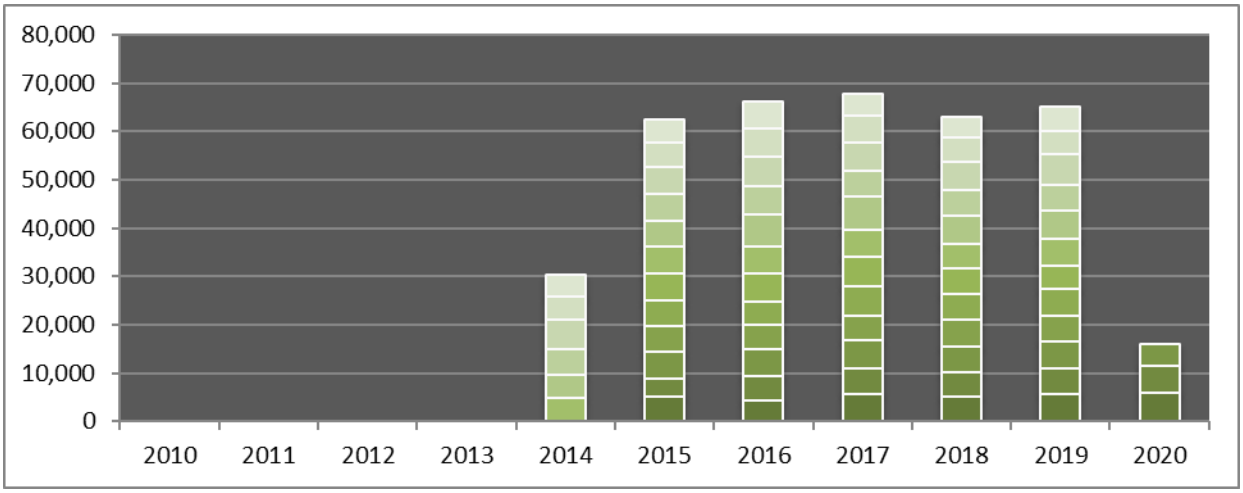
tACC

Transportation Administration Cleveland County Transit Bus Ridership Trends

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Avg.
Jan						5,073	4,249	5,511	4,965	5,613	5,971	5,230
Feb						3,856	5,198	5,383	5,105	5,246	5,372	5,027
March						5,469	5,484	5,906	5,494	5,545	4,573	5,412
April						5,404	4,938	5,102	5,377	5,388		5,242
May						5,121	4,991	6,087	5,471	5,535		5,441
June						5,637	5,690	6,153	5,263	4,984		5,545
July					4,853	5,503	5,740	5,522	5,051	5,550		5,370
Aug					4,877	5,347	6,525	6,945	5,848	5,654		5,866
Sept					5,297	5,554	5,943	5,303	5,182	5,494		5,462
Oct					5,891	5,750	5,919	5,860	5,967	6,190		5,930
Nov					4,768	4,945	5,906	5,377	5,100	4,982		5,180
Dec					4,684	4,867	5,523	4,715	4,271	4,911		4,829



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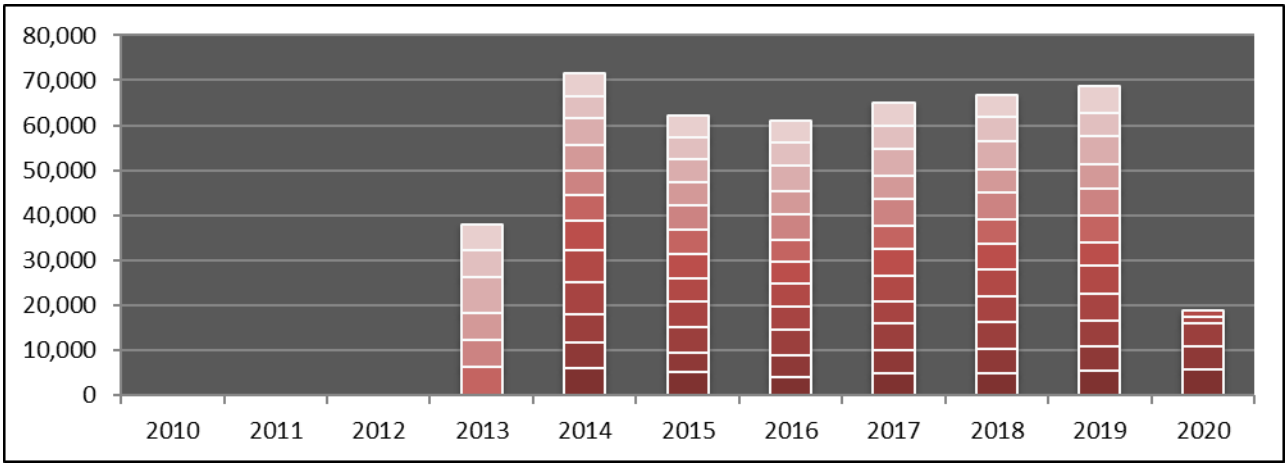
Transportation Lincoln County

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Avg.
Jan					6,008	5,144	4,162	5,001	4,914	5,448	5,659	5,191
Feb					5,807	4,258	4,892	5,001	5,527	5,483	5,353	5,189
March					6,317	5,787	5,494	5,943	5,810	5,808	4,962	5,732
April					7,117	5,592	5,079	5,000	5,859	5,961	1,406	5,145
May					7,081	5,080	5,100	5,699	5,855	6,104	1,611	5,219
June					6,492	5,662	4,887	5,784	5,631	5,259		5,619
July				6,223	5,658	5,387	4,948	5,144	5,431	5,805		5,514
Aug				6,161	5,481	5,298	5,629	5,945	6,103	5,999		5,802
Sept				5,849	5,735	5,176	5,266	5,185	5,051	5,491		5,393
Oct				7,912	6,025	5,210	5,532	5,956	6,294	6,345		6,182
Nov				6,186	4,637	4,769	5,179	5,174	5,384	5,018		5,192
Dec				5,767	5,149	4,854	4,922	5,094	4,963	5,904		5,236



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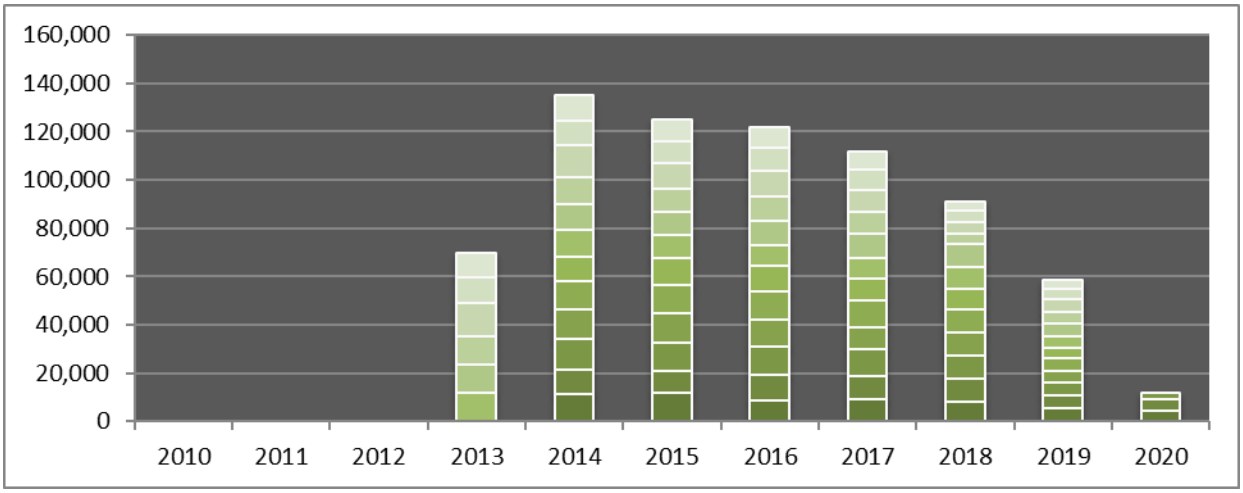
Gaston County ACCESS

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Avg.
Jan					11,368	11,760	8,859	9,067	8,229	5,667	4,554	8,501
Feb					10,295	8,900	10,623	9,929	9,666	5,358	4,481	8,465
March					12,379	11,939	11,245	10,777	9,448	5,204	2,677	9,096
April					12,299	12,215	11,379	9,197	9,270	4,710		9,845
May					11,927	11,559	11,945	10,914	9,831	5,291		10,245
June					10,136	11,080	10,527	9,353	8,350	4,140		8,931
July				11,819	10,872	9,923	8,340	8,517	9,193	4,923		9,084
Aug				11,780	10,831	9,328	10,332	9,981	9,476	5,060		9,541
Sept				11,661	11,161	9,705	10,032	8,943	3,988	4,902		8,627
Oct				13,838	13,022	10,607	10,502	9,025	5,257	5,539		9,684
Nov				10,583	10,016	8,988	9,422	8,658	4,745	4,141		8,079
Dec				10,176	10,615	8,985	8,597	7,475	3,287	3,666		7,543



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