

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

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

2016-2020 Transportation Improvement Program

2040 Metropolitan Transportation Plan Amendments

**Projects from the 2016-2020 State Transportation Improvement
Program for the Donut Area in
Union County**

(2008 8-hour Ozone and CO (Mecklenburg County Only))

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The Gaston-Cleveland-Lincoln Metropolitan Planning Organization,
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In cooperation with:

The North Carolina Department of Environment and Natural Resources
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Additional copies of this report can be obtained from the following websites:
www.crmppo.org, gclmpo.org, www.crtpo.org, and www.rockyriverrpo.org

TABLE OF CONTENTS

1.0	Introduction.....	1
2.0	Relationship of the MTP and TIP.....	4
3.0	Latest Planning Assumptions.....	5
4.0	Interagency Consultation.....	5
5.0	Public Involvement.....	5
6.0	Regional Emissions Analysis Approach.....	5
7.0	Emission Comparison Summary Tests by Location and Pollutants	7
8.0	Findings of Conformity.....	8

APPENDICES:

A	Metrolina Area Ozone and CO SIP Federal Register Notices.....	10
B	Amended 2040 MTPs and Projects from the 2016-2020 STIP for the donut areas.....	11
C	FY 2016-2020 Transportation Improvement Programs.....	12
D	Interagency Consultation.....	13
E	Comments & Responses from the Agency Review and Public Involvement Process.....	14
F	Newspaper Advertisements and Affidavits.....	15
G	MPO/NCDOT Conformity Determinations and TIP/MTP Amendment Adoptions.....	16
H	USDOT Conformity Determination.....	17
I	MOVES2014 & Regional Emissions Analysis Files.....	18

1.0 Introduction

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA) and the Moving Ahead for Progress in the 21st Century Act (MAP-21). The conformity determination for the FY 2016-2020 Transportation Improvement Program (TIP) is based primarily on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2040 Metropolitan Transportation Plans (MTPs) and the resulting emissions modeled by the North Carolina Division of Air Quality (NCDAQ). The Transportation Conformity Determination for the 2040 MTP updates for the Metrolina Area [Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) , Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO), and Charlotte Regional Transportation Planning Organization (CRTPO)] was completed on May 2, 2014. The Conformity Determination Report (CDR) for the 2040 MTP updates is available on the following websites:

- Cabarrus-Rowan MPO: http://www.crmpo.org/Forms/Merolina_2012-2018_TIP_Conformity_Report.pdf
- Gaston-Cleveland-Lincoln MPO: <http://gclmpo.org/draft-transportation-conformity-report/>
- Charlotte Regional Transportation Planning Organization: <http://www.crtpo.org/plans-programs/metropolitan-transportation-plan>

The FY 2016-2020 TIPs for the Metrolina Area (Cabarrus-Rowan MPO, Gaston-Cleveland-Lincoln MPO and the Charlotte Regional Transportation Planning Organization) contain a number of project changes which required 2040 MTP amendments and a new Transportation Conformity Determination for the Metrolina Area. The FY 2016-2020 TIP conformity determination for the Metrolina Area includes a new regional emissions analysis that captures all the 2040 MTP project changes to ensure that the FY 2016-2020 TIPs are direct subsets of the 2040 MTPs.

The MPOs and the NCDOT are required by 23 CFR Parts 450 and 500 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or amended fiscally-constrained MTPs and TIPs. The intent of this report is to document the transportation conformity determination for the FY 2016-2020 TIPs for the Metrolina Area and projects from the FY 2016-2020 State TIP for the donut area in Union County. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) must make a conformity determination on the MTPs and TIPs in all non-attainment and maintenance areas. The Metrolina Area is maintenance for the 2008 8-hour ozone standard and for the CO standard (Mecklenburg County only).

Transportation Conformity Determinations for the 2040 MTP amendments for the Metrolina Area were approved as follows:

- Cabarrus-Rowan MPO: August 26, 2015
- Gaston-Cleveland-Lincoln MPO: August 27, 2015
- Charlotte Regional Transportation Planning Organization: August 19, 2015

- The North Carolina Department of Transportation (NCDOT) (for the donut portion in Union County in the Metrolina Ozone Maintenance Area): August 31, 2015

By these actions, the MPOs and NCDOT demonstrated that the 2040 MTP amendments are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan (SIP), MAP-21, and 40 CFR Parts 51 and 93. These conformity demonstrations were documented by the MPOs and NCDOT in this report. This report includes the regional emissions analysis comparison prepared for the 2040 MTP amendments demonstrating that emissions in each of the analysis years of the MTP (2025, 2030, and 2040) are less than the motor vehicle emissions budget established by the SIP in accordance with 40 CFR Part 93 and approved by United States Environmental Protection Agency (USEPA). (See Appendix A for details on budgets set in the SIP.)

AMENDED PROJECTS

As noted above, the 2040 MTP amendments includes changes in the timing of projects included in the FY 2016-2020 TIP for the Metrolina Area. Changes in the horizon years for these regionally-significant projects resulted in having to do new regional emissions analysis for this transportation conformity determination. As agreed upon by the interagency consultation partners, the regional emissions analysis work for this process began on April 6, 2015 and was completed on June 23, 2015. Details related to the interagency consultation associated with this conformity determination can be found in Appendix D.

Non-exempt projects that represent a change in timing of an existing MTP project may be required to be part of travel demand model assumptions for the appropriate analysis year. All projects in this amendment are included in the travel model assumptions for the appropriate horizon year. This amendment also provides an opportunity to incorporate the most current cost estimates as required in the fiscal constraint requirements for the MTPs. No significant overall cost or fiscal capacity changes are associated with the changes of costs for some projects. This conformity analysis will focus on the project changes presented below:

Cabarrus-Rowan MPO Project(s)

All amendments to the Cabarrus-Rowan MPO MTP do not necessitate a new regional emissions analysis. The complete list of 2040 MTP projects are provided in Appendix B.

Gaston-Cleveland-Lincoln MPO Project(s)

The complete list of 2040 MTP projects are provided in Appendix B. The following projects necessitate a new regional emissions analysis:

Project Identifier	Amendment Description
ID#14: Cherryville Road Widening	Not funded in STIP, removed from MTP.
ID#34: Franklin Blvd Widening	Not funded in STIP, removed from MTP.
ID#60: 5 Post Road Widening	Not funded in STIP, removed from MTP.
ID#61: N Post Road Widening	Not funded in STIP, removed from MTP.
ID#105: I-85 Widening	Horizon Year (HY) shifting to 2040.

ID#110: I-85 Widening	Not funded in STIP, removed from MTP.
R-2707	Project delayed. Moved to 2025 HY.
U-3321	Not funded in STIP, removed from MTP.
U-3608	Added to MTP.
U-5103	Not funded in STIP, removed from MTP.
I-5719	Project delayed. Moved to 2030 HY.
R-5721	Added to MTP in HY 2030
U-5775	Added to MTP in HY 2025

Charlotte Regional Transportation Planning Organization Project(s)

The complete list of amended 2040 MTP projects is provided in Appendix B.

Project Identifier	Amendment Description
R-2522	Project added to MTP.
R-2632	Project added to MTP.
U-3467	Project accelerated into 2025 HY.
U-4713	Project delayed. Moved into 2025 HY.
U-4714	Project delayed into 2030 HY.
R-4902	Mileage in MTP is incorrect.
U-5114	Project delayed. Moved to 2025 HY.
W-5520	New project to be added to MTP.
U-5526	Mileage in MTP is incorrect.
U-5703	New Project to be added to MTP.
U-5712	New Project to be added to MTP.
U-5714	New Project to be added to MTP.
I-5715	New Project to be added to MTP.
I-5718	Project delayed. Moved to 2030 HY.
U-5723	New Project to be added to MTP.
U-5762	New Project to be added to MTP.
U-5799	New Project to be added to MTP.
U-5803	New Project to be added to MTP.
U-5805	New Project to be added to MTP.
U-5808	New Project to be added to MTP.
U-5817	New Project to be added to MTP.

Donut Area Project(s)

There were no projects in the Donut Area that were changed from the previous STIP.

AMENDED FISCAL CONSTRAINT DETERMINATION

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

response to the requirements for “financially constrained plans”.

These MTPs consider capital costs and operation and maintenance (O&M) costs associated with the preservation and continued operation of the existing transportation system, as well as the costs associated with the recommended expansion of the transportation networks included in the MTPs. The MTPs also describe revenues from all sources that will be available to pay for capital and O&M costs. Each MTP describes in detail its own financing plan.

Assumptions for revenues and expenditures are the same as shown in the original 2040 MTP Conformity Determination Report because overall costs of projects did not change significantly. The only changes affect the air quality analysis years, as shown in Appendix B.

2.0 Relationship of the MTP and TIP

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

- The TIP is consistent with the conforming MTP such that the regional emissions analysis performed on the MTP applies to the TIP;
- The TIP contains all projects which must be started in the TIP’s timeframe to implement the highway and transit system envisioned by the MTP in each of its horizon years;
- All federally funded TIP projects which are regionally significant are part of the specific highway or transit system envisioned in the MTP horizon years; and
- The design concept and scope of each regionally significant project identified in the TIP is not significantly different from that described in the MTP.
- The number of travel lanes of each regionally significant project identified in the TIP is not significantly different from that described in the MTP.

This report documents that the TIPs for FY 2016-2020 are a direct subset of the 2040 MTPs for the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the projects from the donut area in Union County that is the responsibility of the North Carolina Department of Transportation. The 2040 MTP for these areas are fiscally constrained and are consistent with 23 CFR Part 450 Subpart C. This conformity determination is based on the most recent estimates of the emissions and the most recent planning assumptions (including population, employment, travel and congestion estimates available) as determined by the appropriate MPOs and NCDOT. It has been demonstrated in the Conformity Determination Report that the 2040 MTPs conform to the provisions of the CAAA of 1990 and MAP-21. Also, the 2040 MTPs conform to the purpose of the SIP in accordance with 40 CFR Part 93.

Copies of the 2016-2020 TIPs and the FY 2016-2020 STIP (for the donut portion in Union County) are attached to this report in Appendix C.

3.0 Latest Planning Assumptions

The planning assumptions used to develop the Conformity Determination Report are the latest planning assumptions in the 2040 MTP that were approved by the respective MPOs and NCDOT. Estimates of future population and employment are less than five years old. The vehicle age distribution and fleet mix distributions used as input to the emission model were based on the current data from North Carolina Division of Motor Vehicles. This data is also less than five years old.

4.0 Interagency Consultation

The FY 2016-2020 TIP has undergone interagency consultation as required in the North Carolina Administrative Code Title 15A Subpart 2D 2002-2003 inclusive. Interagency consultation meetings involving the MPOs, NCDOT, NCDAQ, FHWA and USEPA- Region 4 were held on January 8, 2015, February 2, 2015, March 11, 2015, April 13, 2015, April 17, 2015, May 26, and June 23, 2015. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix D.

5.0 Public Involvement

The FY 2016-2020 TIP was reviewed by the public in accordance with the Public Involvement Policies of the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the NCDOT. This report was also made available for public review by the Rocky River Rural Planning Organization (RPO). Copies of citizen comments and agency responses to them are attached to this report in Appendix E. The newspaper advertisements for public review and comment period are attached to this report in Appendix F.

6.0 Regional Emissions Analysis Approach

The regional emissions analysis (REA) was conducted using the 2008 8-hour ozone Maintenance Plan (7.8 psi RVP based) MVEBs approved for use on July 28, 2015. Since there was a possibility that the 9.0 RVP based MVEBs could be approved prior to October 1, 2015 (the date when this conformity process is expected to be completed) we wanted to ensure we are covered for both scenarios (7.8 psi RVP and 9.0 psi RVP) under this REA. The REA comparison shows that if the Metrolina Area passes the 7.8 psi RVP based MVEBs then they will also pass the 9.0 psi RVP based MVEBs because the 7.8 psi RVP MVEBs are lower (more conservative) than the 9.0 psi RVP MVEBs. The horizon years for this conformity determination are 2025, 2026, 2030 and 2040. The 2014 MVEBs will be used to analyze horizon year 2025 and the 2026 MVEB will be used for years 2026, 2030, and 2040. A comparison of the 7.8 psi and the 9.0 psi RVP MVEBs are provided below:

Approved 2008 8-hour Ozone Maintenance SIP (kilograms/day) – (7.8 psi RVP)

Cabarrus-Rowan MPO		
	2014	2026
NOx	11,814	3,749
VOC	7,173	3,762

Gaston Cleveland Lincoln MPO		
	2014	2026
NOx	10,079	2,992
VOC	5,916	2,748

Charlotte Regional TPO- Rocky River RPO		
	2014	2026
NOx	32,679	9,941
VOC	18,038	9,661

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

Cabarrus-Rowan MPO		
	2014	2026
NOx	11,814	3,749
VOC	7,173	3,762

Gaston Cleveland Lincoln MPO		
	2014	2026
NOx	10,079	2,996
VOC	5,916	2,755

Charlotte Regional TPO- Rocky River RPO		
	2014	2026
NOx	32,679	9,946
VOC	18,038	9,690

7.0 Emission Comparison Summary Tests by Location and Pollutants

Ozone

Cabarrus-Rowan MPO Emissions 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (7.8 psi RVP)

CRMPO Emissions Comparison Summary (kilograms/day)				
Year	NOx		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2025	4,101	11,814	3,916	7,173
2026	3,283	3,749	3,164	3,762
2030	2,753	3,749	2,800	3,762
2040	1,666	3,749	1,977	3,762

Gaston-Cleveland-Lincoln MPO Emissions 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (7.8 psi RVP)

GCLMPO Emissions Comparison Summary (kilograms/day)				
Year	NOx		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2025	3,050	10,079	2,893	5,916
2026	2,465	2,992	2,331	2,748
2030	1,976	2,992	1,945	2,748
2040	1,226	2,992	1,400	2,748

CRTPO and RRRPO 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (7.8 psi RVP)

CRTPO and RRPO Emissions Comparison Summary (kilograms/day)				
Year	NOx		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2025	9,997	32,679	10,117	18,038
2026	8,508	9,941	8,642	9,661
2030	7,230	9,941	7,506	9,661
2040	5,400	9,941	6,075	9,661

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

Carbon Monoxide

Mecklenburg County is maintenance for the Carbon Monoxide (CO) standard. North Carolina submitted a redesignation request and the first 10 year maintenance plan to EPA for the CO NAAQS which became effective September 18, 1995. North Carolina submitted a second 10 – year maintenance plan for CO which established 2015 motor vehicle emissions budgets (MVEB). The maintenance plan became effective on May 23, 2006. North Carolina elected to convert the second 10-yr maintenance plan to a CO “limited maintenance plan” which was approved on June 20, 2013 with an effective date of July 22, 2013. This limited maintenance plan still outlined the methods for maintaining the CO NAAQS through 2015. In accordance with the Transportation Conformity Rule, approval of a limited maintenance plan removes the requirement to conduct a regional emissions analysis as part of the conformity determination. The requirement to demonstrate conformity per the other requirements in Table 1 (which is based on Table 1 of 40 CFR Part 93.109(b)) still applies. The CO Maintenance Plan for the Charlotte Area (Mecklenburg County) ends on 9/18/15, which is the end of the 20-yr CO maintenance period. After 9/18/15, the requirement to demonstrate transportation conformity will cease to apply. The Federal Register notices for the first and second 10-year CO maintenance, as well as the limited maintenance plan, can be found in Appendix A.

8.0 Findings of Conformity

Cabarrus-Rowan MPO Ozone Conformity Finding for the 2040 Metropolitan Transportation Plan Amendment and 2016-2020 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Cabarrus-Rowan MPO 2040 Metropolitan Transportation Plan Amendment and 2016-2020 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Cabarrus-Rowan MPO 2040 Metropolitan Transportation Plan Amendment and 2016-2020 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Gaston-Cleveland-Lincoln MPO Ozone Conformity Finding for the 2040 Metropolitan Transportation Plan Amendments and 2016-2020 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Gaston-Cleveland-Lincoln MPO 2040 Metropolitan Transportation Plan Amendments and 2016-2020 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Gaston-Cleveland-Lincoln MPO 2040 Metropolitan Transportation Plan Amendments and 2016-2020 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Charlotte Regional Transportation Planning Organization Ozone Conformity Finding for the 2040 Metropolitan Transportation Plan Amendments and 2016-2020 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Charlotte Regional Transportation Planning Organization 2040 Metropolitan Transportation Plan Amendments and 2016-2020 Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Charlotte Regional Transportation Planning Organization 2040 Metropolitan Transportation Plan Amendments and 2016-2020 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standards

NCDOT Donut Area Conformity Finding for Projects from the 2016-2020 State Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the projects from the 2016-2020 State Transportation Improvement Program for the donut area in Union County that is outside of the MPO boundary is found to conform to the purpose of the North Carolina State Implementation Plan (SIP). The emissions expected from the implementation of the projects from the 2016-2020 State Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

The MPO/NCDOT conformity determinations and TIP/MTP adoptions are provided in Appendix G.

The USDOT Conformity Determination Letter is provided in Appendix H.

Appendix A: Metrolina Area Ozone and CO SIP Federal Register Notices

See attached file: "Appendix A.pdf"

Appendix B: Amended 2040 MTPs and Projects from the 2016-2020 STIP for the donut areas

See attached file: “Appendix B.pdf”

The accompanying file includes the MTPs (STIPs for donut areas), by MPO and RPO donut area counties.

- Cabarrus-Rowan MPO 2040 MTP Amended Project List
- Gaston Cleveland Lincoln MPO 2040 MTP Amended Project List
- Charlotte Regional Transportation Planning Organization 2040 MTP Amended Project List

Appendix C: FY 2016-2020 Transportation Improvement Programs

See attached file: “Appendix C.pdf”

The accompanying file includes the TIP (STIP for donut areas), by MPO and RPO donut area counties.

- Cabarrus-Rowan MPO FY 2016-2020 TIP
- Charlotte Regional Transportation Planning Organization TIP FY 2016-2020
- Gaston-Cleveland-Lincoln MPO TIP FY 2016-2020
- Projects from the FY 2016-2020 STIP for Union County

Appendix D: Interagency Consultation

See attached file: “Appendix D.pdf”

The accompanying file includes:

- Interagency Consultation Meeting Minutes
- Consensus Plan
- Conformity Process Schedule

Appendix E: Comments & Responses from the Agency Review and Public Involvement Process

See attached file: “Appendix E.pdf”

The accompanying file includes:

- DAQ Comments on the draft Conformity Determination Report
- DAQ Letter of support for the finding of Conformity
- EPA Comments on the draft Conformity Determination Report
- FHWA Comments on the draft Conformity Determination Report
- Public comments received by CRMPO
- Public Comments received by CRTPO
- Public Comments received by GCLMPO

Appendix F: Newspaper Advertisements and Affidavits

See attached file: "Appendix F.pdf"

The accompanying file includes:

- Affidavit for advertisements by CRMPO
- Affidavit for advertisements by CRTPO
- Affidavit for advertisements by GCLMPO

Appendix G: MPO/NCDOT Conformity Determinations and TIP/MTP Amendment Adoptions

Appendix G includes TIP adoption/endorsement and conformity finding resolutions for applicable MPOs (adoption), RPOs (endorsement) and the NCDOT (conformity findings for rural counties).

See attached file: “Appendix G.pdf”

The accompanying file includes:

- Cabarrus-Rowan MPO 2040 MTP Amendment Conformity Determination
- Cabarrus-Rowan MPO 2040 MTP Amendment Adoption
- Cabarrus-Rowan MPO FY 2016-2020 TIP Conformity Determination
- Cabarrus-Rowan MPO FY 2016-2020 TIP Adoption

- Charlotte Regional Transportation Planning Organization 2040 MTP Amendment Conformity Determination
- Charlotte Regional Transportation Planning Organization 2040 MTP Amendment Adoption
- Charlotte Regional Transportation Planning Organization FY 2016-2020 TIP Conformity Determination
- Charlotte Regional Transportation Planning Organization FY 2016-2020 TIP Adoption

- Gaston-Cleveland-Lincoln MPO 2040 MTP Amendment Conformity Determination
- Gaston-Cleveland-Lincoln MPO 2040 MTP Amendment Adoption
- Gaston-Cleveland-Lincoln MPO FY 2016-2020 TIP Conformity Determination
- Gaston-Cleveland-Lincoln MPO FY 2016-2020 TIP Adoption

- NCDOT 2016-2020 STIP conformity finding for the donut area in Union County

Appendix H: USDOT Conformity Determination

SEE ATTACHED FOLDER: "APPENDIX H"

Appendix I: MOVES 2014 & Regional Emissions Analysis Files

MOVES 2014 input and output files are available by request. For copies of the MOVES 2014 files, please contact Todd Pasley at todd.pasley@ncdenr.gov.

Charlotte Regional TPO / Rocky River RPO							
Year	Pollutant	Mecklenburg County (kg/day)	Union County Nonattainment Area (kg/day)	Iredell County Nonattainment Area (kg/day)	Charlotte Regional TPO/ Rocky River RPO Total (kg/day)	Emissions Budget* (kg/day)	Comparison to Budget (negative indicates under budget) kg/day
2025	NOX	7,185	1,729	1,083	9,997	32,679	-22,682
2026	NOX	6,228	1,406	874	8,508	9,941	-1,433
2030	NOX	5,339	1,159	732	7,230	9,941	-2,711
2040	NOX	4,149	759	492	5,400	9,941	-4,541
2025	VOC	7,282	1,834	1,001	10,117	18,038	-7,921
2026	VOC	6,380	1,481	781	8,642	9,661	-1,019
2030	VOC	5,565	1,267	674	7,506	9,661	-2,155
2040	VOC	4,617	962	496	6,075	9,661	-3,586

Cabarrus-Rowan MPO						
Year	Pollutant	Cabarrus County Nonattainment Area (kg/day)	Rowan County Nonattainment Area (kg/day)	Cabarrus-Rowan MPO Total (kg/day)	Emissions Budget* (kg/day)	Comparison to Budget (negative indicates under budget) kg/day
2025	NOX	2,173	1,928	4,101	11,814	-7,713
2026	NOX	1,786	1,497	3,283	3,749	-466
2030	NOX	1,541	1,212	2,753	3,749	-996
2040	NOX	996	670	1,666	3,749	-2,083
2025	VOC	2,202	1,714	3,916	7,173	-3,257
2026	VOC	1,826	1,338	3,164	3,762	-598
2030	VOC	1,672	1,128	2,800	3,762	-962
2040	VOC	1,238	739	1,977	3,762	-1,785

Gaston-Cleveland-Lincoln MPO						
Year	Pollutant	Gaston County Nonattainment Area (kg/day)	Lincoln County Nonattainment Area (kg/day)	Gaston-Cleveland-Lincoln MPO Total (kg/day)	Emissions Budget* (kg/day)	Comparison to Budget (negative indicates under budget) kg/day
2025	NOX	2,153	897	3,050	10,079	-7,029
2026	NOX	1,760	705	2,465	2,992	-527
2030	NOX	1,411	565	1,976	2,992	-1,016
2040	NOX	901	325	1,226	2,992	-1,766
2025	VOC	1,963	930	2,893	5,916	-3,023
2026	VOC	1,605	726	2,331	2,748	-417
2030	VOC	1,333	612	1,945	2,748	-803
2040	VOC	955	445	1,400	2,748	-1,348

* 2025 emissions are compared to 2014 budgets; all other years are compared to 2026 budgets