
Transportation Conformity Determination Report for the 1997 ozone NAAQS

Triangle Region

Capital Area Metropolitan Planning Organization (CAMPO)

2050 Metropolitan Transportation Plan (MTP) Amendment

2026-2035 Transportation Improvement Program

Triangle West Transportation Planning Organization (TWTPO)

2050 Metropolitan Transportation Plan (MTP) Amendment

2026-2035 Transportation Improvement Program

Burlington-Graham Metropolitan Planning Organization (BGMPO)

2050 Metropolitan Transportation Plan (MTP)

2026-2035 Transportation Improvement Program

North Carolina Department of Transportation (NCDOT)

*2026-2035 Statewide Transportation Improvement Program
for projects outside of MPO boundaries*

Adoption Dates:

TBD (BGMPO)

TBD (CAMPO)

TBD (TWTPO)

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To be updated once finalized

Acknowledgements

This *Transportation Conformity Determination Report* for the CAMPO, TWTP0, and BGMP0 2050 Metropolitan Transportation Plans (MTPs) and CAMPO, TWTP0, and BGMP0 2026-2029 Transportation Improvement Programs (TIPs) was prepared by the Central Pines Regional Council. Individuals from the following agencies contributed their efforts toward the completion of the Transportation Conformity Determination Report:

- NC Capital Area Metropolitan Planning Organization (CAMPO)
- Triangle West Transportation Planning Organization (TWTP0)
- Burlington-Graham Metropolitan Planning Organization (BGMP0)
- North Carolina Department of Transportation (NCDOT)
- North Carolina Department of Environmental Quality, Division of Air Quality (NCDEQ)
- U.S. Federal Highway Administration (FHWA)
- U.S. Federal Transit Administration (FTA)
- U.S. Environmental Protection Agency (EPA)

Executive Summary

As part of their transportation planning processes, the North Carolina Capital Area Metropolitan Planning Organization (CAMPO), the Triangle West Transportation Planning Organization (TWTPO) and the Burlington-Graham Metropolitan Planning Organization (BGMPO) completed the transportation conformity process for amendments to the 2050 Metropolitan Transportation Plan (MTP) for CAMPO and TWTPO, a newly-adopted 2050 MTP for BGMPO, and for the first four years (2026-2029) of the fiscally constrained portion of the 2026-2035 Transportation Improvement Program (TIP) for CAMPO, TWTPO and BGMPO. This report documents that the 2050 MTPs and 2026-2035 TIPs meet the federal transportation conformity requirements in 40 CFR Part 93.

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

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Management District v EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Research Triangle Region was “maintenance” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the MTP and the TIP.

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

Section 1 – Background

1.1 Transportation Conformity Process

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

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

U.S. EPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O₃) under the 1-hour ozone standard and Durham County and Wake County non-attainment for carbon monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) mix together in the atmosphere with sunlight. NO_x and VOC are referred to as ozone “precursors.” Durham County, Wake County, and Dutchville Township were redesignated by U.S. EPA to attainment with a maintenance plan for CO on September 18, 1995. The 20-year CO maintenance requirements for the Triangle expired in 2015.

In 1997, the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that was designed to replace the one-hour standard. The U.S. EPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covered the following geographic areas:

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

On December 26, 2007, the Triangle Area was redesignated as attainment with a maintenance plan for ozone under the eight-hour standard.

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

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

Section 2 – 2050 Metropolitan Transportation Plans (MTPs) for CAMPO, TWTPO and BGMP

Capital Area MPO and Triangle West TPO

The *Connect 2050 Metropolitan Transportation Plan* is one part of the Metropolitan Planning Organization (MPO) transportation planning process. The *Connect 2050* plan was developed in a joint coordinated process by TWTPO (known at the time as the Durham-Chapel Hill-Carrboro MPO or DCHC MPO) and CAMPO between 2019 and 2022. 40 CFR Part 93.104(b)(3) requires a conformity determination of transportation plans no less frequently than every four years. As required in 40 CFR Part 93.106, the analysis years for the transportation plans are no more than ten years apart. TWTPO and CAMPO are amending their 2050 MTPs to incorporate the 2026-2035 TIP. CAMPO includes all of Wake County and parts of Chatham, Franklin, Granville and Johnston Counties within the ozone maintenance area, and parts of Chatham and Harnett Counties outside the ozone maintenance area. TWTPO includes all of Durham County and parts of Chatham and Orange Counties within the ozone maintenance area.

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

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

This collection of socioeconomic data, highway and transit networks, and travel forecast tools and methods, representing the latest planning assumptions, was finalized through the adoption of the Metropolitan Transportation Plan. Additional detail on planning assumptions is available in the MTP document, which is available from CAMPO, TWTPO, and the Central Pines Regional Council.

The Transportation Plan is fiscally constrained as discussed in 40 CFR 93.108. The plan is fiscally constrained to the year 2050. The estimates of available funds are based on historic funding availability and methods used in the NCDOT Strategic Transportation Investments legislation and policy, and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in the *Connect 2050* MTP document.

For the CAMPO and TWTPO planning areas, this conformity determination is for an amendment to the CAMPO and TWTPO 2050 MTP document in order to ensure the MTP is in alignment with the new 2026-2035 Transportation Improvement Program. The projects that constitute this amendment are listed in Appendix A.

Burlington-Graham MPO

The *BGMPO 2050 Metropolitan Transportation Plan* is one part of the Metropolitan Planning Organization (MPO) transportation planning process. The *BGMPO 2050 MTP* was developed by BGMPO over several years, culminating in 2025. BGMPO includes a portion of Orange County within the ozone maintenance area and all of Alamance County and a portion of Guilford County outside the ozone maintenance area.

Although an emissions analysis is not required, the Metropolitan Transportation Plan used the latest adopted planning assumptions as discussed in 40 CFR 93.110, and were adopted as part of the Plan. Additional detail on planning assumptions is available in the MTP document, which is available from BGMPO.

The Transportation Plan is fiscally constrained as discussed in 40 CFR 93.108. Additional detail on fiscal constraint is included in the *BGMPO 2050 MTP* document.

For the BGMPO planning area, this conformity determination is for the portion of the new *BGMPO 2050 MTP* within the Triangle region ozone maintenance area. The projects that constitute this amendment are listed in Appendix A.

Section 3 – 2026-2035 Transportation Improvement Program (TIP)

The 2026-2035 TIP is one part of an MPO's transportation planning process. The planning process includes the development of a Metropolitan Transportation Plan (MTP). The MPO adopts the long-range transportation plan. As projects in these long-range plans advance to implementation, they are programmed in the TIP for study, design, right-of-way acquisition and construction, provided they attain environmental permits and other necessary clearances.

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

This conformity determination is on the first four years (2026-2029) of the fiscally constrained portion of the new 2026-2035 TIP. Appendix A contains a table of all projects included in the 2026-2035 TIP for the relevant areas within BGMPO, CAMPO, and TWTPPO, noting the corresponding MTP projects for each, and noting the status of each project for conformity purposes.

Section 4 – Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once U.S. DOT makes its 1997 ozone NAAQS conformity determination for the MTP and new 2024-2033 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the amended 2050 MTP in the CAMPO and TWTPPO areas, the new 2050 MTP in the BGMPPO area, and the 2026-2035 TIP for the BGMPPO, CAMPO, and TWTPPO areas and NCDOT in the portion of the Triangle maintenance area outside of the MPO boundaries.

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

Section 5 – Transportation Conformity Requirements

5.1 Overview

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the TWTP0 and CAMPO 2050 MTP Amendments, BGMP0 2050 MTP, and new 2026-2035 TIP for BGMP0, CAMPO, and TWTP0 can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

5.2 Latest Planning Assumptions

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

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

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

5.3 Consultation Requirements

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

Interagency consultation was conducted with TWTPo, CAMPO, BGMPo, NCDOT, NCDEQ Division of Air Quality, FHWA, FTA, and EPA. Interagency consultation was conducted consistent with the North Carolina Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450, and in conformance with CAMPO's, TWTPo's, and BGMPo's adopted Public Involvement Policies. Public comment periods varied for each participating MPO, typically ending on the date of the public hearing. The dates of the public hearings for each MPO were:

TBD (TWTPo)

TBD (BGMPo)

TBD (CAMPO)

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

5.4 Timely Implementation of TCMs

The North Carolina SIP does not include any TCMs.

5.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR 450. The CAMPO and TWTPo 2050 MTP, BGMPo 2050 MTP, and 2026-2035 TIP are fiscally constrained, as demonstrated in the MPO's Metropolitan Transportation Plan documents.

Section 6 – Conclusion

The conformity determination process completed for the amended CAMPO and TWTPD 2050 MTP, BGMPD 2050 MTP and first four years (2026-2029) of the 2026-2035 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A – Amended 2050 CAMPO and DCHC MPO Metropolitan Transportation Plan (MTP) and New 2050 BGMP0 Metropolitan Transportation Plan (MTP)

The tables on the following pages list projects that are being amended in the 2050 MTP by CAMPO and TWTP0, and all projects within the ozone maintenance area for the new BGMP0 2050 MTP. The first table lists amendments to the project lists for CAMPO and TWTP0, the second table lists projects within the ozone maintenance area of the BGMP0, and the third table lists all projects within the 2026-2035 STIP document within the ozone maintenance areas of the BGMP0, CAMPO and TWTP0, cross-referenced with the adopted MTPs.

CAMPO/TWTPO 2050 MTP Amendment Project List

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
A655		P-5753AG	CSX S Line – Highwoods Boulevard Grade Separation	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
A790		P-5753AF	CSX S Line – Whitaker Mill Road roadway improvements	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO

BGMPO 2050 MTP Fiscally-constrained Project List – Projects within Orange County

MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status
I-5958	I-5958	I-40/I-85 from west of SR 1114 (Buckhorn Road) to west of SR 1006 (Orange Grove Road); pavement rehabilitation	Exempt
ITS-01		I-40/I-85 Intelligent Transportation Systems (ITS) improvements	Regionally Significant
GS-01		US 70 and Mattress Factory Road grade separation/intersection	Regionally Significant
NI-01		I-40/I-85 and Mattress Factory Road new interchange	Regionally Significant
W-19		Widening of West Ten Road from I-40/I-85 to Buckhorn Road	Not Regionally Significant

Appendix B – Conformity Process Schedule

Action	Date
Initial conformity partner consultation – request comment on schedule and report format	May 2, 2025
MPOs provide tables of any MTP amendments and lists of TIP projects	May 9, 2025
Draft CDR complete and sent to MPOs and agency partners for review and comment	May 12, 2025
MPO authorizations to release draft conformity report for public comment	May 20, 2025 (BGMPO) June 17, 2025 (TWTP0) June 18, 2025 (CAMPO)
NCDOT adopts 2026-2035 STIP	Early July 2025
Receipt of FHWA, FTA, EPA and DAQ comments	July 11, 2025
Final draft of CDR with agency comments and responses	July 29, 2025
NCDOT conformity finding for rural “donut” areas	By August 26, 2025
Public hearing and action on TIP, MTP/MTP amendment and conformity determination	August 19, 2025 (BGMPO) August 20, 2025 (CAMPO) August 26, 2025 (TWTP0)
Federal action (USDOT determination and letter to state/MPO)	By September 30, 2025
Conformity process complete	September 30, 2025

Appendix C – Interagency Consultation

Interagency consultation followed a process similar to that used in recent conformity determinations:

1. The MPOs, NCDOT, Central Pines Regional Council and FHWA staff discuss the areas and plans to be covered by the CDR, propose a tentative schedule and prepare a template for the report.
2. The report template and tentative schedule is circulated to agency staff, seeking any initial comments.
3. The draft report with the schedule is released for public and agency comment, with the draft report sent to agency partners by FHWA staff.
4. Comments received are forwarded to Central Pines Regional Council staff who summarize the comments and prepare comments in consultation with the applicable MPOs and incorporate the responses in the final Conformity Determination Report.

The initial Interagency Consultation Meeting was held virtually on May 2, 2025 . A meeting summary follows:

Meeting Attendees: Andy Bailey (NCDOT), Usha Bhatta (NCDEQ), Julie Bogle (NCDOT), Matt Day (CPRC), Eliud De Jesus (BGMPO), Mark Eatman (NCDOT), Weston Freund (EPA), Phil Geary (NCDOT), Joe Geigle (FHWA), George Hoops (FHWA), Matthew Hoskins (NCDEQ), Chris Lukasina (CAMPO), Colleen McGue (TWTP), Monet Moore (TWTP), Todd Pasley (NCDEQ), Brian Phillips (NCDEQ), Doug Plachcinski (TWTP), Shelby Powell (CAMPO), Steven Rice (NCDEQ), Brian Wert (NCDOT)

Mr. Day provided an overview of the proposed Conformity Determination Report templates and noted that two separate documents would be prepared – one for the 2026-2035 TIP, related necessary amendments to the CAMPO and TWTP 2050 MTPs, and the new BGMPO 2050 MTP; and a second one for the new CAMPO and TWTP 2055 MTPs that will follow a few months later. He provided an overall schedule of the process. The participants requested that the meeting slides be distributed to everyone after the meeting, which was done.

Key dates discussed in the meeting are outlined in Appendix B.

Appendix D – Public Participation and Notification

Documentation to be added showing MPO public notification/outreach efforts

Appendix E – Public and Agency Comments and Responses

Public and agency comments and responses to be added here

Appendix F – Listing of Capacity-adding STIP Projects Outside of Metropolitan Planning Organizations

The following lists the capacity-adding projects in the first four years (2026-2029) of the NCDOT 2024-2033 Statewide Transportation Improvement Program (STIP) that fall within the portions of Chatham, Franklin, Granville, Johnston, Orange, and Person Counties that are outside the boundaries of the Capital Area Metropolitan Planning Organization (CAMPO), Triangle West Transportation Planning Organization (TWTPO), and Burlington-Graham Metropolitan Planning Organization (BGMPPO) and inside the ozone maintenance area.

- Chatham County
 - HN-0035 – Various - locations in Chatham County; purchase and install four electric vehicle charging stations
 - HO-0019 – Various – install EV chargers at multiple community colleges: Blue Ridge Community College, Central Carolina Community College, Edgecombe Community College, Fayetteville Community College, Gaston College, Martin Community College, Nash Community College, Randolph Community College, Roanoke-Chowan Community College, Wake Technical Community College
 - R-5724B – US 15/US 501 – from north of US 64 Business to Powell Place Lane; mill and resurface from north of US 64 Business to Launis Street and widen from Launis Street to Powell Place Lane
 - R-5930A – New Route (Chatham Park Way) – from northern terminus of existing Chatham Park Way just north of US 64 to north of proposed Grant Drive; construct roadway on new location
 - R-5930B – New Route (Chatham Park Way) – from north of proposed Grant Drive to US 15/US 501; construct roadway on new location
 - R-5963A – New Route (Chatham Park Way) – from US 15/US 501 south of Pittsboro to US 64 Business; construct 2 lane roadway on new location
 - R-5963D – New Route (Chatham Park Way) – construction of new westbound on-ramp from Chatham Park Way to US 64 and realignment of Suttles Road to new intersection with Chatham Park Way
 - TA-6719 – Chatham Transit Network – purchase 3 new ramp-equipped minivans
- Franklin County
 - TC-0031 – Integrated Mobility Division – the project will expand on-demand transit services for up to 11 rural communities across North Carolina; this project will employ two primary on-demand service models: software as a service (SAAS) and turnkey, also referred to as transportation as a service (TAAS)
- Granville County
 - HN-0015 – US 158 – US 158 and Dorsey Road; construct roundabout

- HN-0024 – Veazey Road – intersection of Veazey Road, Central Avenue, and Westbrook; install roundabout
- TC-0031 – Integrated Mobility Division – the project will expand on-demand transit services for up to 11 rural communities across North Carolina; this project will employ two primary on-demand service models: software as a service (SAAS) and turnkey, also referred to as transportation as a service (TAAS)
- U-6020 – NC 56 (East C Street) – at SR 1215 (West Lyon Station Road) in Butner; realign intersection
- Johnston County
 - AV-5745 – Johnston County Airport (JNX) – land acquisition & clearing project
 - I-5972 – I-95 – at US 70 Business; upgrade interchange
 - I-5974 – I-95 – at US 701/NC 96; construct interchange
 - I-5986A – I-95 – from SR 1002 (Long Branch Road – Exit 71) to I-40 (Exit 81); clearing for utilities
 - I-5986B – I-95 – from SR 1002 (Long Branch Road – Exit 71) to I-40 (Exit 81); widen to eight lanes
 - I-5986C – I-95 – install broadband fiber along I-95 from South Carolina line to Virginia state line
 - R-5718 – SR 1003 (Buffalo Road) – from US 70 to SR 1934 (Old Beulah Road); widen to three lanes
 - R-5777D – US 70 – install broadband fiber along US 70 from I-40 to Port of Morehead City
 - R-5950 – SR 1501 (Swift Creek Road) – from Airport Industrial Drive to driveway just north of Johnston County Airport; widen roadway
 - U-5726 – US 301/NC 39/NC 96 – from SR 1623 (Booker Dairy Road) to SR 2302 (Ricks Road); construct access management improvements
 - W-5600 – US 70 – from US 70 Business to Neuse River Bridge; convert to freeway with interchanges at SR 1501 (Swift Creek Road) and SR 1919 (Wilson’s Mills Road)
- Orange County
 - TA-6721 – Orange Public Transit – purchase two (2) light transit vehicles
 - TN-6126 – Orange County Transit – Orange County mobility on demand; purchase 2 ADA accessible mini-vans, expand micro-transit zones
- Person County
 - AV-5818 – Person County Executive Airport (TDF) – extend runway to total length of 7000 ft, construct taxiway extension and relocate SR 1311 (Cates Mill Road)

- U-5969B – US 501 – from NC 157 to SR 1596 (West Morehead Street); convert to 4-lane median divided facility, improve various intersections with some consolidation of intersections, and fill in sidewalk gaps

Appendix G – Adoption, Endorsement Resolution and Agency Determinations

To be added at end of process