



DCHC MPO Board Meeting Agenda

Wednesday, December 8, 2021

9:00 AM

Meeting to be held by teleconference.

Watch on Facebook Live at <https://www.facebook.com/MPOforDCHC/>

Any member of the general public who wishes to make public comment should send an email to aaron.cain@durhamnc.gov and the comment will be read to the Board during the public comment portion of the meeting.

1. Roll Call**2. Ethics Reminder**

It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[21-100](#)

Attachments: [2021-12-08 \(21-100\) MPO Board Directives to Staff](#)

CONSENT AGENDA**6. Approval of the November 10, 2021 Board Meeting Minutes**[21-191](#)

Kayla Peloquin, LPA Staff

A copy of the November 10, 2021 meeting minutes is enclosed.

Board Action: Approve the minutes of the November 10, 2021 Board meeting.

Attachments: [2021-12-8 \(21-191\) 11.10 MPO Board Meeting Minutes LPA2](#)

7. 2022 DCHC MPO Meeting Calendar[21-197](#)

Kayla Peloquin, LPA Staff

Attached is the proposed meeting calendar for the DCHC MPO Board and TC. These meetings follow the standard protocol of Board meetings on the second Wednesday of the month, and TC meetings on the fourth Wednesday of the month, except for the following:

- No TC meeting in June
- No Board meeting in July
- TC meetings on the third Wednesday in November and December

Board Action: Approve the 2022 meeting calendar.

Attachments: [2021-12-8 \(21-197\) Meeting Schedule 2022](#)

ACTION ITEMS[21-155](#)**8. 2050 MTP (30 minutes)****Andy Henry, LPA Staff**

The DCHC MPO released the Preferred Option of the 2050 Metropolitan Transportation Plan (MTP) on October 27th for a public comment period that runs through December 7th. At the November board meeting, the DCHC MPO conducted a public hearing, and directed staff to increase the expected 2050 MTP revenue at the level of a one-half cent sales tax increase and to expend that funding on public transportation, bicycle, pedestrian, and other non-roadway investments. The attached documents that are listed below reflect this change to the draft 2050 MTP.

- * A slide presentation that summarizes the draft 2050 MTP
- * An updated table of highway projects
- * An updated financial plan
- * A compilation of public comments on the Preferred Option

The schedule is for the MPO board to approve the 2050 MTP for use in the Air Quality Conformity Determination Report at their December meeting.

Note that the Socioeconomic Data (SE Data), Triangle Regional Model (TRM) and Goals/Objectives/Performance Measures will be released with the full 2050 MTP report in January 2022 for final public comment. These three documents will be adopted by resolution with the 2050 MTP at the February 2022 Board meeting.

Air Quality Report

The Air Quality Conformity Determination Report (AQ CDR) lists the highway and major transit projects from the 2050 MTP and identifies air quality regulations and planning assumptions. The version that the DCHC MPO is required to use, called the "short form," is much simpler than previous AQ CDRs because there are no emissions modeling and threshold comparisons. The draft AQ CDR is attached but does not include the Capital Area MPO and Burlington-Graham MPO projects lists, which will be added before the board meeting. The schedule is for the DCHC MPO board to release the AQ CDR at their December board meeting for a minimum 21-day public comment period.

TC Action: Recommended that the DCHC MPO board approve the draft 2050 MTP for use in the Air Quality Conformity Determination Report; authorized staff to present the Air Quality Conformity Determination Report to the DCHC MPO Board and recommended that the DCHC MPO board release the Air Quality Conformity Determination Report for a minimum 21-day public comment period.

Board Action: Approve the draft 2050 MTP for use in the Air Quality Conformity Determination Report; and, release the Air Quality Conformity Determination Report for a minimum 21-day public comment period.

Attachments: [2021-12-8 \(21-155\) Presentation-2050MTP&AQCDR](#)
 [2021-12-8 \(21-155\) 2050MTP-FinPlan](#)
 [2021-12-8 \(21-155\) 2050MTP-HwyProjects](#)
 [2021-12-8 \(21-155\) 2050MTP-Comments](#)
 [2021-12-8 \(21-155\) AQ CDR Report](#)

9. Infrastructure Investment and Jobs Act[21-199](#)**Dale McKeel, LPA Staff**

On November 15, 2021 President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. The IIJA, also referred to as the Bipartisan Infrastructure Deal, is a \$1.2 trillion bill that funds roads and bridges, freight and passenger rail, transit, ports, airports, the electric grid, water systems, and broadband.

The IIJA includes a 5-year surface transportation bill. Based on formula funding alone, North Carolina can expect to receive approximately \$7.7 billion over five years in “formula” funding for highways and bridges, an increase of about \$2 billion over current funding levels under the FAST Act. However, much of this funding will be allocated to projects through North Carolina’s Strategic Transportation Investments funding process and therefore may not align with the DCHC MPO Board’s highest priorities.

The IIJA continues and increases funding for the Surface Transportation Block Grant Direct Attributable (STBGDA), Transportation Alternatives (TAP), and Congestion Mitigation and Air Quality Improvement (CMAQ) programs. Much of this funding flows through the MPO to member jurisdictions per the adopted MPO federal funding policy.

The IIJA increases funding for discretionary grant programs, including the existing RAISE and INFRA, and the new Safe Streets for All program. In total, the bill provides more than \$100 billion that will be distributed by USDOT through competitive grants. For new discretionary funding programs, USDOT will be providing additional guidance on the funding criteria and application process.

The IIJA emphasizes safe streets, especially for people walking and biking. In states where 15 percent or more of fatalities are vulnerable road users (pedestrians, bicyclists and those using personal conveyances), the state must spend 15 percent or more of federal Highway Safety funds on projects that improve safety for these vulnerable users. This provision will likely impact North Carolina.

Attached are three fact sheets providing many additional details on the programs included in the IIJA. Due to this item being a last-minute addition to the agenda, the presentation will be added to the agenda when it becomes available.

Board Action: Receive the informational report.

Attachments: [2021-12-8 \(21-199\) IIJA Summary for North Carolina](#)
 [2021-12-8 \(21-199\) IIJA Transportation Alternatives](#)
 [2021-12-8 \(21-199\) IIJA Safety Changes](#)

10. Discussion on Criteria for New MPO Manager (45 minutes) [21-198](#)**Stephen Strauss, Development Associates**

Stephen Strauss of Development Associates has requested to meet with the MPO Board to discuss the traits, skills, and experience the Board members are looking for in a new MPO Manager. Mr. Strauss will lead that discussion.

Board Action: Have a facilitated discussion on a new MPO Manager; no formal action is necessary.

11. MPO Board Officer Election (5 minutes) [21-192](#)**Aaron Cain, LPA Staff**

Per the DCHC MPO Board's by-laws, the Board is to hold an election for the offices of Chair and Vice Chair at its last regularly scheduled meeting of the calendar year. At its November 2021 meeting, Chair Jacobs formed a nominating committee consisting of Michael Parker, Karen Howard, and Jamezetta Bedford. The committee will make its report and the Board will elect officers for 2022.

The current officers, Chair Wendy Jacobs of Durham County and Vice Chair Jenn Weaver of Hillsborough, are both completing their second year in their respective roles. The by-laws state that officers may only serve two consecutive terms in one officer position. The by-laws further state that a new Chair must be from a different county than the outgoing Chair; therefore, the new Chair must come from either Orange or Chatham County, or a municipality therein. The new Vice Chair must come from a different county than the newly elected Chair, or a municipality therein.

Board Action: Elect officers for 2022.

REPORTS:**12. Report from the Board Chair** [21-101](#)**Wendy Jacobs, Board Chair**

Board Action: Receive the report from the Board Chair

13. Report from the Technical Committee Chair [21-102](#)**Ellen Beckmann, TC Chair**

Board Action: Receive the report from the TC Chair.

14. Report from LPA Staff [21-103](#)

Board Action: Receive the report from LPA Staff.

Attachments: [2021-12-8 \(21-103\) LPA staff report](#)

15. NCDOT Report[21-104](#)

Lisa Mathis, NC Board of Transportation

Brandon Jones (David Keilson), Division 5 - NCDOT

Wright Archer (Pat Wilson, Stephen Robinson), Division 7 - NCDOT

Patrick Norman (Bryan Kluchar), Division 8 - NCDOT

Julie Bogle, Transportation Planning Branch - NCDOT

John Grant, Traffic Operations - NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: [2021-12-8 \(21-104\) NCDOT Progress Report](#)

INFORMATIONAL ITEMS**16. Recent News Articles and Updates**[21-105](#)

Attachments: [2021-12-8 \(21-105\) Recent News Articles](#)

Adjourn

Next meeting: January 12, 2022, 9 a.m., Meeting location to be determined

Dates of Upcoming Transportation-Related Meetings: None

MPO Board Directives to Staff

Active Directives (Complete/Pending/Underway)

Meeting Date	Directive	Status
11-13-19	Chair Seils set up a committee, including MPO staff, to address MPO resources and governance.	<u>Pending.</u> A draft report has been developed and reviewed by the Governance Committee and the Technical Committee. The draft report will be brought to the MPO Board at its December 2021 meeting.
11-4-20	Develop a strategy to move forward on the 15/501 Corridor Study that addresses concerns about bicycle and pedestrian treatments along the corridor as well as additional outreach to local stakeholders.	<u>Underway.</u> Staff update the MPO Board at a future meeting.
10-13-21	Investigate potential options for a racial equity policy and/or framework for DCHC MPO.	<u>Underway.</u> Staff will investigate options and present them to the TC and Board in early 2022.
11-10-21	Present an update to the Board on the newly adopted federal infrastructure funding bill.	<u>Complete.</u> Staff will provide materials on the federal infrastructure spending bill at the December 2021 Board meeting. A presentation on the material will follow at a future meeting at the Board's request.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

10 November 2021

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on November 10, 2021, at 9:00 a.m. remotely via Zoom. The following people were in attendance:

Wendy Jacobs (Chair)	Durham County
Jenn Weaver (Vice Chair)	Town of Hillsborough
Jamezetta Bedford (Member)	Orange County
Charlie Reece (Member)	City of Durham
Karen Howard (Member)	Chatham County
Pam Hemminger (Member)	Town of Chapel Hill
Michael Parker (Member)	GoTriangle
Damon Seils (Member)	Town of Carrboro
Mark Bell (Alternate)	Town of Hillsborough
Sally Greene (Alternate)	Orange County
Brenda Howerton (Alternate)	Durham County
Amy Ryan (Alternate)	Town of Chapel Hill
Lydia Lavelle (Alternate)	Town of Carrboro
Lisa Mathis (Alternate)	NC Board of Transportation
Javiera Caballero (Alternate)	City of Durham
Ellen Beckmann	Durham County
Theo Letman	Orange Public Transportation
Tom Altieri	Orange County Planning
Bergen Watterson	Chapel Hill Planning
Josh Mayo	Chapel Hill Planning
Matt Cecil	Chapel Hill Transit/Planning
Tina Moon	Carrboro Planning
Zach Hallock	Carrboro Planning
Sean Egan	City of Durham
Evan Tenenbaum	City of Durham
Evian Patterson	City of Durham
Bill Judge	City of Durham
Tom Devlin	City of Durham Transportation
John Hodges-Copple	Triangle J Council of Governments
Jay Heikes	GoTriangle
Meg Scully	GoTriangle
Kurt Stolka	The University of North Carolina
Joe Geigle	Federal Highway Administration
Travis Crayton	Research Triangle Foundation

41	David Keilson	NCDOT Division 5
42	Brandon Jones	NCDOT Division 5
43	Tracy Parrott	NCDOT Division 5
44	Pat Wilson	NCDOT Division 7
45	Jeron Monroe	NCDOT Division 8
46	Bryan Kluchar	NCDOT Division 8
47	Julie Bogle	NCDOT TPD
48	Melanie Nguyen	NCDOT
49	Pam Williams	NCDOT
50	Terry Farr	NCDOT
51	Ryan Moody	Resident
52	David Morgan	RDU Airport Board Member
53	Joe Milazzo II	Regional Transportation Alliance
54	John Tallmadge	Bike Durham
55	Stephen Straus	Developmental Associates
56	Andy Henry	DCHC MPO
57	Aaron Cain	DCHC MPO
58	Dale McKeel	DCHC MPO
59	Yanping Zhang	DCHC MPO
60	Kayla Peloquin	DCHC MPO
61	Mariel Klein	DCHC MPO

62 Quorum Count: 10 of 10 Voting Members

63 **1. Roll Call**

64 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. The Voting Members and
 65 Alternate Voting Members of the DCHC MPO Board were identified through a roll call and are indicated
 66 above. Michael Parker made a motion to excuse the absence of Board Member Pierce Freelon. Javiera
 67 Caballero seconded the motion. The motion passed unanimously.

68 **PRELIMINARIES:**

69 **2. Ethics Reminder**

70 Chair Wendy Jacobs read the Ethics Reminder and asked if there were any known conflicts of
 71 interest with respect to matters coming before the MPO Board and requested that if there were any
 72 identified during the meeting for them to be announced. There were no known conflicts identified by
 73 MPO Board Members.

3. Adjustments to the Agenda

Aaron Cain said that item #12 will be pulled from the consent agenda to become action item #16b. Aaron Cain stated there was a request to add language supporting a bicycle and pedestrian facility to item #9, the S-Line letter of support. Chair Wendy Jacobs mentioned the language added to the S-Line letter of support will be consistent with a resolution previously adopted by the MPO Board. Aaron Cain said item #18 will take place at 10:30 a.m. when the consultants are able to join the meeting.

4. Public Comments

John Tallmadge, Executive Director of Bike Durham, said he was surprised that the UPWP Prospectus only carves out a technical role for the MPO and not a role in policy development to support member organizations in achieving the goals of the MPO Board. John Tallmadge said that in discussing this issue with staff, he learned the proper place for that concern is with the Governance Study. John Tallmadge encouraged balancing technical work and studies with a policy and leadership role and hopes to see a more expansive role for the MPO through the Governance Study.

5. Directives to Staff

Chair Wendy Jacobs mentioned the draft Governance Study will be presented at the December MPO Board meeting.

CONSENT AGENDA:

6. October 13, 2021, Board Meeting Minutes

7. Transportation Improvement Program Amendment #8

Anne Phillips, LPA Staff

8. FY22 UPWP Amendment #1

Mariel Klein, LPA Staff

9. S-Line Letter of Support – CRISI 2021

Kayla Peloquin, LPA Staff

10. Letter of Support for City of Durham Application for FTA Buses and Bus Facilities Grant

Evian Patterson, City of Durham

Sean Egan, City of Durham

11. Letter of Support for GoTriangle Application for FTA Buses and Bus Facilities Grant

Jay Heikes, GoTriangle

13. UPWP Prospectus for Continuing Transportation Planning for the DCHC MPO

Mariel Klein, LPA Staff

Aaron Cain, LPA Staff

14. Signatory Authority for Acting MPO Managers

Bill Judge, City of Durham

Michael Parker made a motion to approve the Consent Agenda with the amended language supporting a bicycle and pedestrian facility along the alignment in the S-Line letter of support. Pam Hemminger seconded the motion. The motion passed unanimously.

ACTION ITEMS:

15. 2050 MTP – Preferred Option

Andy Henry, LPA Staff

Andy Henry provided a brief presentation on the Preferred Option and pointed out that there are more detailed materials available on the DCHC MPO website, including a compilation of public comments and interactive maps. Andy Henry reviewed the roadway projects in the Preferred Option consisting of those in the first four years of the Transportation Improvement Program (TIP), modernizations, possibilities for managed and bus advantaged lanes, and grid streets. Andy Henry pointed out the highway projects that Orange County requested be added back into the Preferred Option with the exception of NC 54 (I-40 to Barbee Chapel Road), which has since been removed. Andy Henry stated no changes have been made to transit projects since the October 13 Board meeting. Andy Henry said that 84% of bicycle and pedestrian projects listed in local plans are included in the Preferred Option. Andy Henry described the Preferred Option investment revenue assumptions.

Andy Henry outlined the costs and revenues in the financial plan for the roadways as well as for transit. Overall distribution of investments per decade and a percentage of the total cost was displayed

for the following categories: bicycle/pedestrian/Transportation Demand Management (TDM), roadway improvement, roadway maintenance and operation, and transit. Andy Henry reviewed the upcoming schedule that aims for final adoption of the 2050 MTP, the Socioeconomic (SE) data, the Triangle Regional Model (TRM), and the Air Quality Conformity Determination Report (AQ CDR) in early 2022.

Chair Wendy Jacobs thanked Andy Henry for the presentation and opened the public hearing.

David Morgan raised concerns over two sections of US 70 that connect to the Raleigh-Durham International Airport (RDU). David Morgan said converting US 70 to a boulevard or modernization may negatively impact existing traffic concerns in the area. David Morgan said his main concern is connectivity to RDU airport and would like to leave US 70 as a freeway until more information is available on commercial development in the area. Joe Milazzo II of the Regional Transportation Alliance (RTA) applauded the MPO for an increased focus on connectivity and accessibility throughout the development of the Preferred Option. Joe Milazzo II said RTA advocates for multimodal freeways but is open to creative thinking for US 70 in what a freeway can be with a more holistic view of mobility. Joe Milazzo II mentioned the RTA tour to South Florida in January 2022 that will be focused on multimodal opportunities.

John Tallmadge thanked the MPO Board for pushing the staff to develop a visionary Preferred Option that moves the needle towards achieving the goals, although there is still a long way to go to fully achieve the goals. John Tallmadge said he will follow-up with more specific written comments on individual projects. John Tallmadge encouraged all stakeholders to work together to move the needle beyond the limits still present in the Preferred Option. Ryan Moody, a resident who lives near Highway 147 in downtown Durham expressed support for the conversion of that highway to a boulevard. Ryan Moody referenced previous conversations with neighbors that indicate the social importance of the project to the community. Ryan Moody also expressed support for the East End Connector project. Chair

Wendy Jacobs closed the public hearing and encouraged comments to be submitted to Andy Henry in writing before the public comment period ends on December 7.

Julie Bogle and Andy Henry discussed the conversion of one-way pairs to two-way pairs in Durham that are included in the MTP, which is a subset of the Comprehensive Transportation Plan (CTP). Julie Bogle stated that there is a need for further study and that she will follow up with staff on this issue. Andy Henry said the CTP will be amended in the next several months and the one-way pairs can be discussed further through that process. Charlie Reece thanked LPA staff for delivering the Preferred Option and emphasized the importance of Highway 147 that could become a great asset to the broader community. Charlie Reece said that overall this Preferred Option is a good transformational first step, but more still needs to be done to reduce Vehicle Miles Traveled (VMT) and with respect to global climate change. Chair Wendy Jacobs commended staff for their ongoing work and thanked the public commenters. Chair Wendy Jacobs mentioned that after the joint board meeting with CAMPO on September 29, CAMPO revised their Preferred Option. Aaron Cain added that CAMPO has removed over 400 roadway projects, increased frequency in their frequent transit network areas, is exploring additional local and regional revenue assumptions through the transit tax, and targeted roadway funding for secondary roads.

Chair Wendy Jacobs asked for thoughts from staff on incorporating assumptions in the Preferred Option of increasing the transit tax to one cent or adding an additional one cent. Andy Henry said the revenue assumptions already include an additional half cent sales tax and there is a cap on the transit tax. John Hodges-Copple said changes to the sales tax require legislative action that would also likely adjust the cap, however we don't want to be cavalier about assuming increased revenue authority. Chair Wendy Jacobs pointed out that it would be beneficial for MPOs to work together on this issue from a legislative standpoint. There was a discussion on potential uses for additional transit tax funds. Damon Seils added that local and regional transit agencies would likely have many thoughts on how additional

transit tax revenue could be spent. Sally Greene, a member of the Transit Policy Steering Committee for the revised Orange County Transit Plan, said they have been asked to only assume revenue from the half cent sales tax although they have many ideas on how to use additional revenue. Andy Henry said he will work on ideas for new investments from a potential increase in the transit tax.

Chair Wendy Jacobs followed up on comments from the public hearing and said she wants to explore the possibilities of managed lanes, freeways, and boulevards. Chair Wendy Jacobs asked staff to present on the possibilities for US 70 at the December Board meeting. Aaron Cain said information on repurposing the US 70 Corridor Study could be presented at the January Board meeting to provide a better idea of what a boulevard could be while working with NCDOT. Chair Wendy Jacobs stated preference for completing the study prior to the adoption of the MTP as there is already funding allocated. Aaron Cain pointed out this request to repurpose the study greatly expands the scope and will likely require additional funds. Ellen Beckmann said she thinks there is opportunity to reach consensus with NCDOT on projects like US 70 and hopes NCDOT will approach discussions with a more holistic view of what the projects really mean to the community rather than just highway capacity projects.

This item was for informational purposes; no further action was required by the Board.

16. Federal Funding Policy Update

Aaron Cain, LPA Staff

Anne Phillips, LPA Staff

Aaron Cain summarized the purpose of the Federal Funding Policy that ensures the scoring rubric and therefore the projects that are selected for funding are aligned with the MPO's recently adopted goals and objectives for the 2050 MTP. Aaron Cain described how the proposed Regional Flexible Funding (RFF) category follows federal requirements to create a competitive process for funding. As requested by the Board, quantifiable scoring processes are included for locally administered projects (LAP), the policy encourages completing ongoing projects before starting new projects, and there is a stronger requirement for public involvement. Chair Wendy Jacobs thanked MPO staff for

working through a transparent process to update this policy and ensure the rubric is clear, data driven, and tied to the MPO's policies.

Jamezetta Bedford suggested reviewing the policy in two years. Aaron Cain said the Federal Funding Policy will be revised at a minimum every four years when the MTP is updated and new goals and objectives are adopted. However, because this policy creates a new funding system, it can be revised after two years. Javiera Caballero said she appreciates the improvements to the policy and agreed a review sooner than in four years would be useful. Javiera Caballero said that because Durham has the largest Environmental Justice (EJ) population, this policy achieves geographic equity but misses the mark on racial and socioeconomic equity. Charlie Reece agreed with Javiera Caballero and said he is grateful for the changes that have been brought forth so far but will be voting against adoption of the policy due to the cap. Vice Chair Jenn Weaver acknowledged these important and complex points and added that although smaller communities in the MPO have lower populations, there are still low-income residents and people of color that do not have access to transit.

Damon Seils made a motion to adopt the Federal Funding Policy that will be revisited after two years to determine if the cap needs to be adjusted. Jamezetta Bedford seconded the motion. The motion passed 8-2, with Charlie Reece and Javiera Caballero dissenting.

16b. Surface Transportation Block Grant – Direct Attributable (STBG-DA) and Transportation Alternative Program (TAP) Funding Distribution for FY23
Maribel Klein, LPA Staff

Vice Chair Jenn Weaver made a motion to approve the FY23 distribution of STBG-DA and TAP funds. Karen Howard seconded the motion. The motion passed unanimously.

17. Authorization for New Planner Position
Aaron Cain, LPA Staff

Aaron Cain said this request for authorization would allow the process of getting into the City of Durham's budget process to begin. Aaron Cain said that it is difficult to recruit and retain staff in part-time positions. Aaron Cain stated that this request was recommended for approval by the TC on a 26-1

vote. There was a discussion on how there is no impact to the Unified Planning Work Program (UPWP) because there are existing part-time positions that would cover the cost of a full-time position. Charlie Reece asked for the perspective of the dissenting vote at the TC meeting. Ellen Beckmann said she voted no because the results of the Governance Study have not yet been presented to the TC and MPO Board, and the results of the study should inform staff decisions going forward. Amy Ryan said the new planner position would have more of a technical role, and it is unusual to have the planner also complete administrative work. Aaron Cain said the goal is to have a full-time planner, but it is currently unclear if the budget would allow the part-time position to be backfilled, so the planner would have to complete the administrative duties. Amy Ryan asked if that will make this a less desirable job for someone with planning experience. Amy Ryan said it would be more reasonable to explore options other than authorizing a new FTE while waiting for the Governance Study. Aaron Cain said waiting for action on the Governance Study could result in missed deadlines for the City of Durham budget process.

Jamezetta Bedford said she is concerned that it is inefficient for a planner to do administrative work. Aaron Cain said that ideally the planner would do strictly planner work, and will look into if the part-time administrative position can be backfilled. Bill Judge clarified that the City of Durham needs authorization by January 2022. Charlie Reece agreed that Board action is not needed at this meeting in order to submit a placeholder in the budget process.

Chair Wendy Jacobs tabled this item until the consultants present the MPO Governance Study.

18. Hiring Process for New MPO Manager

Wendy Jacobs, MPO Board Chair

Bill Judge, City of Durham

Bill Judge mentioned the retirement of long-serving MPO Director Felix Nwoko effective January 1, 2022, and said the Board will be very involved in identifying qualifications for the next candidate and selecting the new director. Bill Judge said the City of Durham requests authorization to sign a contract with a professional consultant, Developmental Associates, to run the process and form an executive

search committee. Chair Wendy Jacobs said she has agreed to serve on the executive search committee along with Vice Chair Jenn Weaver, Damon Seils, Karen Howard, and Pam Hemminger. Chair Wendy Jacobs said the full Board will be involved in creating the job description and making the final hiring decision. Jamezetta Bedford expressed support for using an experienced local consultant and suggested a member of the TC with technical expertise be on the executive search committee. Stephen Straus said it would be great to have someone with technical expertise on the committee. Stephen Straus said the overall approach is to get input from the Board, staff, and other key stakeholders with regard to the key challenges facing the MPO and the desired key competencies of the new director. Michael Parker asked if the timing will align to gain input from the Governance Study prior to moving forward on the job description. Chair Wendy Jacobs said the timing will work out to have guidance from the Governance Study prior to making decisions. Charlie Reece expressed support for the great work of Developmental Associates. Vice Chair Jenn Weaver agreed with Jamezetta Bedford that someone with technical expertise should serve on the executive search committee. Chair Wendy Jacobs asked TC Chair Ellen Beckmann to appoint a member.

Michael Parker made a motion to authorize the City of Durham to enter into the agreement with Developmental Associates on behalf of the MPO. Vice Chair Jenn Weaver seconded the motion. The motion passed unanimously.

19. MPO Board Officer Election

Aaron Cain, LPA Staff

Chair Wendy Jacobs said a nominating committee has been formed including Michael Parker, Karen Howard, and Jamezetta Bedford to create recommendations for the 2022 MPO Board leadership that will be voted on at the December meeting.

REPORTS:

20. Report from the MPO Board Chair

Wendy Jacobs, Board Chair

Chair Wendy Jacobs mentioned the GoTriangle Commuter Rail Webinar on November 18 from 6 p.m. to 8:00 p.m. and said information will be sent out about all upcoming events. Chair Wendy Jacobs said that an accident involving a car and a student occurred in front of Riverside High School in Durham and that has brought up questions about safe routes to schools, so a report will be available on that soon. Chair Wendy Jacobs brought up the Infrastructure Bill recently approved by Congress and stated the importance of being prepared to apply for grant opportunities. Aaron Cain said information will be provided at the December Board meeting in as much detail as is available. Wendy Jacobs proposed an update on federal legislation and funding be a standard report on the Board agenda each month. Chair Wendy Jacobs commended Chapel Hill for taking swift action on the Franklin Street project.

21. Report from the Technical Committee Chair

Ellen Beckmann, TC Chair

Ellen Beckmann pointed out the revisions to the MTP could set up the MPO well for grant programs. Ellen Beckmann said discussions are ongoing with NCDOT on the Complete Streets Policy. Ellen Beckmann said a Durham and Orange County Transit Plans Governance Study workshop will be held on November 19.

22. Report from LPA Staff

Dale McKeel provided an update on the Triangle Bikeway Study and said CAMPO is entering into an amended agreement with the consultant for additional services. An additional \$16,000 is requested for DCHC that will be fully encompassed in the UPWP and will go to Durham City Council for approval. Aaron Cain announced the Chapel Hill Transportation Demand Management (TDM) conference will be held on November 18 and registration information will be sent out.

23. NCDOT Reports

Lisa Mathis, NC Board of Transportation

Lisa Mathis said NCDOT will provide details on the Infrastructure Bill as they become available. Lisa Mathis provided financial updates and reiterated that NCDOT has a cost problem, not a revenue

problem. The P 6.0 workgroup is still reviewing impacts of cost escalations and aims to provide a more reliable STIP for FY24-33 through collaboration and transparency. Lisa Mathis announced the winner of America's Transportation Awards for 2021 was the Salem Parkway project in Winston-Salem, that used a public involvement consultant, which could be an option for DCHC. Lisa Mathis acknowledged longstanding pushback from NCDOT on the types of projects the MPO has pursued, but feels there is a lot of room for collaboration. Lisa Mathis summarized other awards the state of NC has won. Lisa Mathis encouraged meeting participants to take an online customer survey to provide input on the performance of the department by March 2022. The NCDOT Transportation Summit will be held January 19-20, 2022.

Brandon Jones (David Keilson), Division 5 - NCDOT

David Keilson said completion of the East End Connector is anticipated in the spring and completion of the Alston Avenue project is anticipated in late 2022. David Keilson said the Old Durham/Old Chapel Hill Road project is still on track for completion in the spring. David Keilson referenced the incident at Riverside High School brought up by Chair Wendy Jacobs, and said he will provide more details as they become available.

Wright Archer (Pat Wilson, Stephen Robinson), Division 7 - NCDOT

Pat Wilson had no additional report.

Patrick Norman (Bryan Kluchar), Division 8 - NCDOT

Bryan Kluchar had no additional report.

Julie Bogle, Transportation Planning Branch - NCDOT

Julie Bogle had no additional report.

John Grant, Traffic Operations - NCDOT

There was no additional report.

INFORMATIONAL ITEMS:

324 **24. Recent News, Articles, and Updates**

325 Chair Wendy Jacobs pointed out the attached article.

326 **ADJOURNMENT:**

327 There being no further business before the DCHC MPO Board, the meeting was adjourned at

328 11:25 a.m.

DCHC MPO Meeting Dates 2022
Durham City Hall, Committee Room

MPO Board
2nd Wednesday of the month, 9 am

January 12
February 9
March 9
April 13
May 11
June 8
No July Meeting
August 10
September 14
October 12
November 9
December 14

Technical Committee
4th Wednesday of the month, 9 am

January 26
February 23
March 23
April 27
May 25
No June Meeting
July 27
August 24
September 28
October 26
November 16*
December 21*

* One week earlier than usual (3rd Wednesday of the month)

MPO Board meetings are occasionally moved to 7 pm to accommodate public hearings. Appropriate notice will be provided for schedule changes.

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

2050 Metropolitan Transportation Plan Preferred Option

www.dchcmpo.org

Andy Henry, andrew.henry@durhamnc.gov, December 8, 2021

- MPO Board 12/8
 - Approve 2050 MTP (i.e., projects and financial plan)
 - Release Air Quality Conformity Determination Report (AQ CDR) for public comment
- MPO Board 1/12/21
 - Release 2050 MTP report for public comment, includes Goals/Objectives, SE Data, and TRM
- MPO Board 2/9
 - Adopt 2050 MTP by resolution, includes Goals/Objectives, SE Data, and TRM
 - Adopt AQ CDR

MPO Board (November meeting)

- Add additional ½ cent sales tax equivalent to match CAMPO's full 1 cent. Use on transit, bike/ped and other non-roadway investments
- Keep US 70 definition flexible
- Update MPO Board on US 70

Highway Projects

- US 70 shown as modernization (no change)

Project	From	To	Existing Lanes	Proposed Lanes	Improvement	Pref. Opt.	Modernization	Bus Advantage	Grid	Comments	Estimated Cost	Length (miles)
US 70	S Miami Blvd	MPO Boundary	4	4	Modernization	Y	Y	N	N	Durham changed to Modernization	\$ 58,247,133	2.5
US 70	Lynn Rd	S Miami Blvd	4	4	Modernization	Y	Y	N	N	Durham changed to Modernization	\$ 37,278,165	1.6

- Add four additional roadway modernizations to accommodate transit

Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Estimated Cost	Length (miles)
NC 147 (modernization)	Future I-885	I-40	4	4	Modernization	\$ 58,473,199	3.9
US 15-501 Business (modernization)	US 15-501 Bypass	Chapel Hill Rd	4	4	Modernization	\$ 11,994,502	1.6
US 15-501 Business (modernization)	Chapel Hill Rd	University Dr	2	2	Modernization	\$ 5,997,251	0.8
US 15-501 Bypass (modernization)	MLK Parkway	Cameron Blvd	4	6	Modernization	\$ 40,481,445	2.7

Bicycle and Pedestrian

The level of bicycle and pedestrian facility investment is based on a review of the MPO's local government plans.

- 175 miles of sidewalk per decade
- 70 miles of shared use paths per decade
- 80 miles of protected bike lanes per decade
- 20 miles of bicycle boulevards per decade

Note:

- Bicycle and pedestrian projects are usually not listed or mapped in the MTP
- Report appendix will list regional routes. (because SPOT awards regional points)
- \$292m in costs in 2045 MTP

Bike/Ped Costs to complete local plans

	Length (mi)	Unit Cost (ft)	Total Cost (\$millions)
Sidewalk	525	\$ 250	\$ 693
Shared Use Path/Sidepath	210	\$ 500	\$ 554
Protected bike lane (both sides)	240	\$ 1,200	\$ 1,521
Bicycle Boulevard	60	\$ 10	\$ 3
Total			\$ 2,771

Costs to complete local plans

Roadways & Alternative Transportation	2030	2040	2050	Total
Bicycle and Pedestrian	\$ 140	1,291	1,340	\$ 2,771
Roadways and Alt. Transportation Balance	\$ 101	\$ 0	\$ 1	\$ 102

Balance for the non-transit section of the financial plan will essentially be zero for 2040 and 2050 decade.

Transit – Preferred Option

Transit Projects (revenue equivalent to 1/2 cent sales tax)

- All Durham Transit Plan Projects (funded + unfunded)
- CRT extension to Hillsborough and service increase (12-8-12-8)
- Add 15-minute Service to 6 additional GoDurham routes
- 4 BRTs (North-South, US 15-501, NC 147, NC 54)
- Top unfunded priorities in Capel Hill Transit and Orange County Public Transportation short range plans by 2040

Transit – 2050 MTP

Transit Projects (new revenue equivalent to full 1 cent)

- All Durham Transit Plan Projects (funded + unfunded)

Changes:

- CRT extension to Hillsborough and service increase (12-8-12-8) [5 years earlier]
- Add 15-minute Service to all GoDurham routes [10 additional routes]
- 4 BRTs (North-South, US 15-501, NC 147, NC 54) [\$30M / mile instead of \$20M / mile]
- All unfunded projects in Chapel Hill Transit and Orange County Public Transportation short range plans
- \$15M/year for transit priority and access projects [2-3 miles / year]
- \$15M/year for additional routes, vehicles and demand-responsive service
[Services identified in Preferred Option, starts in 2031 instead of 2050]
[increases to \$50M / year in 2041]

Budget (Financial Plan)

Transit

2050 MTP

	2030	2040	2050	Total
Existing Transit (Prior to FY2013)				
Costs (millions \$)				
Operations and Capital	\$ 562	\$ 562	\$ 562	\$ 1,686
Revenue (millions \$)				
Existing Revenues (non-transit plan)	\$ 562	\$ 562	\$ 562	\$ 1,686
New Transit (after FY2013)				
Costs (millions \$)				
Operations	\$ 223	\$ 791	\$ 846	\$ 1,860
Capital	\$ 449	\$ 1,538	\$ 773	\$ 2,760
Total	\$ 672	\$ 2,329	\$ 1,619	\$ 4,620
Revenue (millions \$)				
Current and Proposed Tax	\$ 550	\$ 1,569	\$ 1,890	\$ 4,009
Federal (CIG)	\$ 166	\$ 775	\$ 172	\$ 1,113
Total	\$ 716	\$ 2,344	\$ 2,062	\$ 5,122
Balance	\$ 44	\$ 15	\$ 443	\$ 502

Budget Summary

Total MTP Investment	(\$ in billions)	% of Total
Bike/Ped/TDM	2.8	17%
Roadway Improvement	2.1	12%
Roadway Mtce. & Op.	5.6	33%
Transit	6.3	38%
Total	16.8	100%

2050 MTP – Action Today

- Approve the draft 2050 MTP for use in the Air Quality Conformity Determination Report (AQ CDR)

Air Quality



- The Air Quality Conformity Determination Report (AQ CDR) basically demonstrates that the expected pollutants from the transportation sector will not exceed established thresholds.
- Our area is in attainment for all pollutants, e.g., CO and ozone, however, a 2018 EPA court case extended the horizon year for ozone conformity requirements.
- The resulting EPA guidance allows areas to demonstrate conformity without an updated regional emission analysis, using a “short form.”

Air Quality (continued)

- The AQ CDR report presents the:
 - regulations and guidelines that require the report
 - responsibilities of the different agencies
 - 2050 MTP process, socioeconomic data and travel demand modeling
 - planning assumptions, e.g., fiscally-constrained MTP
 - interagency consultation requirements
 - project lists from draft 2050 MTP
- The AQ CDR that is attached to today's agenda is complete except for CAMPO and BG-MPO project lists, which will be included by the time of the board meeting time.

AQ CDR– Action Today

- Release the draft Air Quality Conformity Determination Report for a minimum 21-day public comment period

Public comment period:
December 8 through December 28

Coming Attractions

- Board will release these three documents/data at January 2022 meeting with the full 2050 MTP report
- Board will adopt them with the 2050 MTP by resolution at February 2022 meeting

Socioeconomic Data

- SE Data was included in Preferred Option document

Triangle Regional Model (TRM)

- TRM has been used in Deficiency, Alternatives and draft 2050 MTP

Goals/Objectives/Performance Measures

- MPO Board approved Goals, Objectives and Performance Measures for use in the 2050 MTP process at September 2020 meeting

DCHC MPO - 2050 MTP Financial Plan

Preferred Option (in millions \$)				
Roadways & Alternative Transportation	2030	2040	2050	Total
Costs (millions \$)				
Statewide (State/Federal Capital)	\$ 247	\$ 817	\$ -	\$ 1,065
Regional (State/Federal Capital)	\$ 30	\$ 162	\$ 174	\$ 366
Division (State/Federal Capital)	\$ 67	\$ 188	\$ 163	\$ 418
Roadway Maintenance and Operations	\$ 1,425	\$ 1,823	\$ 2,326	\$ 5,573
Bicycle and Pedestrian	\$ 140	1,291	1,340	\$ 2,771
Transportation Demand Management	\$ 20	\$ 20	\$ 20	\$ 60
Intelligent Transportation Systems	\$ 35	\$ 35	\$ 35	\$ 105
Transportation System Management	\$ 45	\$ 45	\$ 45	\$ 135
Bus On Shoulder (BOSS)	\$ 1.3	\$ 3.4	\$ 1.4	\$ 6.1
Roadways & Alternative Transportation Cost Total	\$ 2,012	\$ 4,384	\$ 4,104	\$ 10,499
Revenue (millions \$)				
Statewide (State/Federal Capital) - roadways	\$ 290	\$ 860	\$ 43	\$ 1,192
Regional (State/Federal Capital) - roadways	\$ 54	\$ 186	\$ 198	\$ 438
Division (State/Federal Capital) - roadways	\$ 101	\$ 221	\$ 196	\$ 519
Roadway Maintenance and Operations	\$ 1,425	\$ 1,823	\$ 2,326	\$ 5,573
Regional (State/Federal Capital) - non roadways	\$ 33	\$ 21	\$ 24	\$ 78
Division (State/Federal Capital) - non roadways	\$ 33	\$ 13	\$ 14	\$ 60
Local/private - Roadways	\$ 71	\$ 56	\$ 99	\$ 225
Local/private - Bicycle & Pedestrian	\$ 25	\$ 25	\$ 25	\$ 75
STBG-DA and CMAQ	\$ 80	\$ 80	\$ 80	\$ 240
NC First Commission	\$ -	\$ 1,100	\$ 1,100	
Roadways & Alternative Transportation Revenue Total	\$ 2,113	\$ 4,384	\$ 4,104	\$ 10,601
Roadways and Alt. Transportation Balance	\$ 101	\$ 0	\$ 1	\$ 102

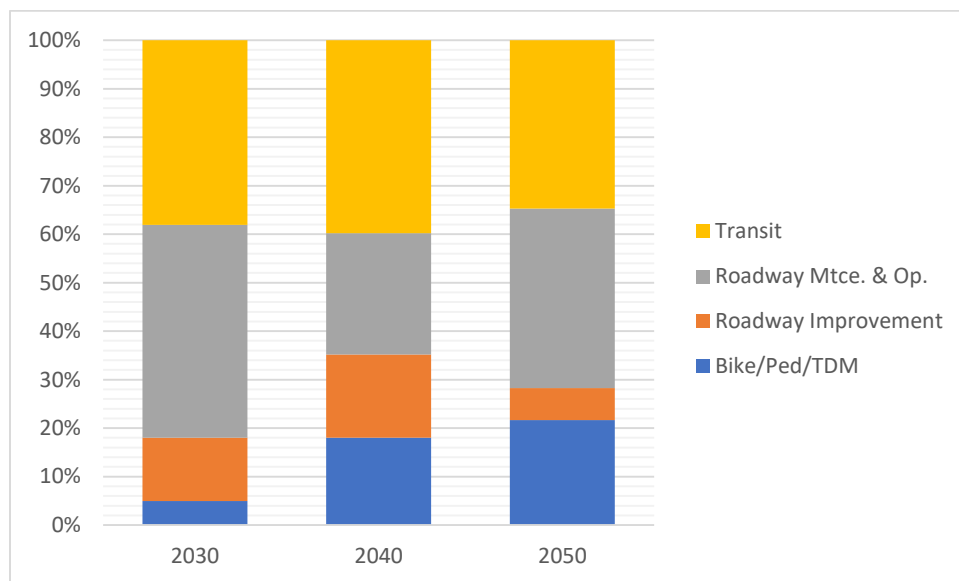
DCHC MPO - 2050 MTP Financial Plan

Preferred Option (in millions \$)				
Public Transportation - Pre Transit Plan	2030	2040	2050	Total
Costs (millions)				
Operations and Capital	\$ 562	\$ 562	\$ 562	\$ 1,686
Revenues (millions)				
Existing Revenues (non-transit plan)	\$ 562	\$ 562	\$ 562	\$ 1,686
Pre Transit Plan Balance	\$ -	\$ -	\$ -	\$ -
Public Transportation - New / Transit Plan				
Costs (millions)				
Operations	\$ 223	\$ 791	\$ 846	\$ 1,860
Capital	\$ 449	\$ 1,538	\$ 773	\$ 2,760
Total	\$ 672	\$ 2,329	\$ 1,619	\$ 4,620
Revenue (millions)				
Current and Proposed Tax	\$ 550	\$ 1,569	\$ 1,890	\$ 4,009
Federal (CIG)	\$ 166	\$ 775	\$ 172	\$ 1,113
Total	\$ 716	\$ 2,344	\$ 2,062	\$ 5,122
New / Transit Plan Balance	\$ 44	\$ 15	\$ 443	\$ 502

Grand Total Costs	3,246	7,275	6,285	16,805
Grand Total Revenue	3,391	7,290	6,728	17,409
Grand Total Balance	145	15	444	604

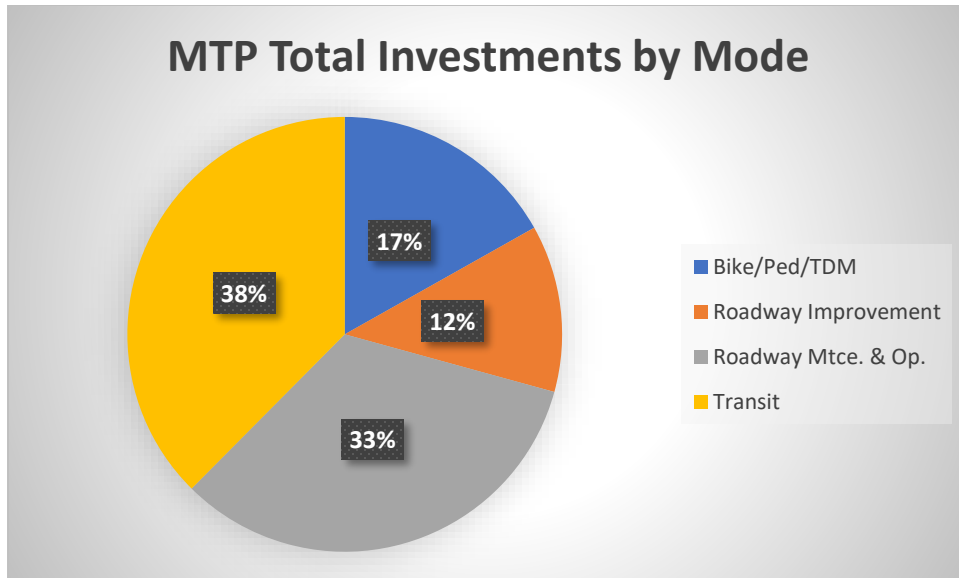
Financial Plan -- Investment Summaries

The bar chart below shows the percent of the total investment by mode for each of the three decades. Transit and roadway maintenance and operations combine for about 60% to 80% of the total investment in the three periods. Bicycle and pedestrian investments grow swiftly in the second and third decade.



The pie graph and table below show the total and percent of MTP investment by mode. Roadway maintenance and operations, and transit have the highest investments, while Bike/Ped and roadway improvement are at similar levels.

Total MTP Investment	(\$ in billions)	% of Total
Bike/Ped/TDM	2.8	17%
Roadway Improvement	2.1	12%
Roadway Mtce. & Op.	5.6	33%
Transit	6.3	38%
Total	16.8	100%



2050 MTP -- Draft

MPO Board 12/8/2021 Item 8

Highways

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost
2030 Horizon Year								
700	Cornwallis Rd/Miami Blvd/NCRR bridge and interchange	Miami Blvd	Cornwallis Rd north of NC 98 in Durham	N/A	N/A	New Interchange	N/A	\$ 27,478,000
15	East End Connector (EEC)	NC 147		0	4	New Location	3.2	\$ -
23	Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	1.0	\$ -
701	Glover Rd/ rail bridge	Glover Rd	NCRR rail line	N/A	N/A	Grade separation	N/A	\$ 47,428,000
407	Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	0	2	New Location	0.6	\$ -
75.2	NC 55 (Alston Ave)	Main St	NC 98	2	2	Modernization	0.5	\$ -
75.1	NC 55 (Alston Ave)	NC 147	Main St	2	4	Widening	0.4	\$ -
77.3	NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	Widening	2.7	\$ 30,375,800
43	I-40	Durham County line	NC 86	4	6	Widening	3.9	\$ 85,617,000
44	I-40	NC 86	I-85	4	6	Widening	7.8	\$ 133,914,000
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	New Location	0.0	\$ 3,793,000
201	Falconbridge Rd Extension	Farrington Rd	NC 54	0	4	New Location	0.9	\$ 23,359,000
379	Freeland Memorial Extension	S Churton St	New Collector Rd	0	2	New Location	0.5	\$ 4,484,200
202	Hopson Rd	Davis Dr	S Miami Blvd (NC 54)	2	4	Widening	0.7	\$ 7,280,000
223	Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	New Location	0.1	\$ 2,100,000
437	New Collector Rd	Orange Grove Rd Ext	Becketts Ridge Rd	0	2	New Location	0.8	\$ 10,124,800
220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	New Location	0.6	\$ 5,287,800
221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	New Location	0.3	\$ 5,922,000
113.0	US 15-501/Garrett Rd Interchange	US 15-501	Garrett Rd	N/A	N/A	New Interchange	N/A	\$ 32,000,000
690	US 70/Northern Durham Parkway	US 70	Northern Durham Parkway	N/A	N/A	New Interchange	N/A	\$ -
2040 Horizon Year								
346	Danziger Dr Extension	Mt Moriah Rd	E Lakewood Dr	0	2	New Location	0.4	\$ 7,177,800
124	Duke St	I-85	W Lakewood Av	2	2	Two-way conversion	0.0	\$ 4,435,000

Highways

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost
23.2	Fayetteville Rd	Woodcroft Pkwy	Barbee Rd	2	2	Modernization	1.4	\$ 10,495,190
111	Fordham Blvd (US 15-501)	I-40	Ephesus Ch Rd	4	4	Modernization	1.6	\$ 46,586,400
240	Fordham Blvd (US 15-501)	NC 54	Ephesus Ch Rd	4	4	Modernization	2.1	\$ 49,481,600
73	Fordham Blvd (US 15-501)	NC 54	NC 86 (S Columbia St)	4	4	Modernization	2.3	\$ 39,600,000
36	Homestead Rd	Old NC 86	Rogers Rd	2	2	Modernization	2.1	\$ 14,327,600
35	Homestead Rd	Rogers Rd	NC 86	2	2	Modernization	1.3	\$ 9,597,000
636	I-40/NC 54 Interchange	I-40	NC 54	N/A	N/A	Interchange Upgrade	N/A	\$ 130,620,000
45.1	I-40 Managed Roadway	Wake County Line	NC 54	8	8	Modernization	9.8	\$ 34,000,000
48	I-85	Orange Grove Rd	Sparger Rd	4	6	Widening	7.8	\$ 186,760,000
650	I-85/S Churton St	I-85	S Churton St	N/A	N/A	Interchange Upgrade	N/A	\$ 28,980,000
646	I-85/NC 86	I-85	NC 86	N/A	N/A	Interchange Upgrade	N/A	\$ 35,140,000
50.11	Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point Rd	2	2	Modernization	4.1	\$ 28,793,800
51	Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	New Location	0.7	\$ 6,169,800
121	Mangum St	W Lakewood Av	N Roxboro St	2	2	Two-way conversion	0.0	\$ 2,870,000
410	Marriott Way	Friday Center Dr	Barbree Chapel Rd	0	2	New Location	0.2	\$ 954,800
123	N Gregson St/Vickers Av	W Club Blvd	University Dr	2	2	Two-way conversion	0.0	\$ 4,435,000
64	NC 147 (possible boulevard conversion)	Swift Av	East End Connector	4	6	Modernization	3.0	\$ 69,896,559
	NC 147 (modernization)	Future I-885	I-40	4	4	Modernization	3.9	\$ 58,473,199
69.41	NC 54	Barbee	NC 55	2	2	Modernization	1.3	\$ 9,745,533
69.31	NC 54	Fayetteville	Barbee	2	2	Modernization	1.0	\$ 7,496,564
70.3	NC 54	Fordham Blvd (US 15-501)	Barbee Chapel Rd	6	6	Modernization	1.2	\$ 59,234,000
69.21	NC 54	Highgate Dr	Fayetteville Rd	4	4	Modernization	0.4	\$ 2,998,626
69.11	NC 54	I-40 Interchange	NC 751	2	2	Modernization	1.2	\$ 8,995,877
69.22	NC 54	NC 751	Highgate Dr	2	2	Modernization	1.5	\$ 11,244,846
428	NC 54	Old Fayetteville Rd	Orange Grove Road	2	2	Modernization	2.9	\$ 50,040,000

2050 MTP -- Draft

MPO Board 12/8/2021 Item 8

Highways

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost
70	NC 54	I-40	Barbee Chapel Rd	4	4	Modernization	1.6	\$ 11,994,502
70.2	NC 54/Farrington Rd	NC 54	Farrington Rd	N/A	N/A	New Grade Separation	N/A	\$ -
75.3	NC 55 (Alston Ave)	Main St	NC 98	2	4	Modernization	0.6	\$ 1,400
440	New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons Dr	0	2	New Location	0.4	\$ 6,423,200
89.3	Orange Grove Connector	Orange Grove Rd	NC 86	0	2	New Location	0.4	\$ 7,418,600
122	Roxboro St	W Lakewood Av	W Markham Av	2	2	Two-way conversion	0.0	\$ 2,870,000
87	S Churton St	Eno River in Hillsborough	I-40	2	4	Widening	2.2	\$ 79,178,000
230	Southwest Durham Dr	NC 54	I-40	0	2	New Location	2.0	\$ 17,362,800
479	US 15-501	Smith Level Rd	US 64	4	4	Synchronized Street	10.5	\$ 117,700,000
113.1	US 15-501 (possible boulevard conversion)	US 15-501 Bypass	I-40	6	6	Modernization	2.0	\$ 46,597,706
130	US 15-501 Business (modernization)	US 15-501 Bypass	Chapel Hill Rd	4	4	Modernization	1.6	\$ 11,994,502
131	US 15-501 Business (modernization)	Chapel Hill Rd	University Dr	2	2	Modernization	0.8	\$ 5,997,251
485.1	US 70	Lynn Rd	S Miami Blvd	4	4	Modernization	1.6	\$ 37,278,165
116.1	US 70	S Miami Blvd	MPO Boundary	4	4	Modernization	2.5	\$ 58,247,133
120	W Morgan/W Ramseur/	N Roxboro St	W Main St	4	4	Two-way conversation	0.0	\$ 16,500,000
2050 Horizon Year								
304.1	Angier Av Ext	US 70	Northern Durham Pkwy	0	2	New Location	0.8	\$ 7,050,100
343	Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	0	2	New Location	2.7	\$ 15,457,400
364	Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	2	2	New Location	0.3	\$ 5,800,000
28.11	Glover Rd	Angier	US 70	0	2	New Location	0.6	\$ 5,199,600
382	Hebron Rd Extension	Hebron Rd	Roxboro Rd (501 N)	0	2	New Location	0.5	\$ 5,056,800
434	Holloway St (NC 98)	Miami Blvd	Nichols Farm Dr	4	4	Modernization	3.3	\$ 85,800,000
77.11	Hope Valley Rd (NC 751)	NC 54	Woodcroft Pkwy	4	4	Modernization	0.4	\$ 2,998,626
53	Leesville Rd Ext	US 70/Page Rd Ext	Leesville Rd	0	2	New Location	0.4	\$ 3,701,600
57	Lynn Rd Extension	US 70	Existing Lynn Rd	0	2	New Location	1.1	\$ 9,606,800

Highways

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost
242	Mt Carmel Ch Rd	US 15-501	Bennett Rd	2	2	Modernization	0.4	\$ 2,795,800
14.1	N Duke St (501 N)	I-85	N Roxboro split	5	4	Modernization	2.5	\$ 18,590,600
80	NC 86	Old NC 10	US 70 Business	2	4	Widening	0.9	\$ 10,162,600
81	NC 86 (and US 70 intersection)	US 70 Bypass	North of NC 57	2	4	Widening	0.3	\$ 21,300,000
83.1	Northern Durham Pkwy	Sherron Rd	NC 98	2	2	Modernization	4.3	\$ 19,040,000
83.11	Northern Durham Pkwy	US 70 E	Sherron Rd	2	2	Modernization	2.7	\$ 32,900,000
502	Patriot Dr Extension	S Miami Blvd	Page Rd	0	2	New Location	1.9	\$ 18,320,400
92	Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	4	Modernization	2.7	\$ 20,403,600
106.1	Southwest Durham Dr	US 15-501 Business	Mt Moriah Rd	0	4	New Location	0.4	\$ 5,133,800
114	US 15-501 Bypass (modernization)	MLK Parkway	Cameron Blvd	4	6	Modernization	2.7	\$ 40,481,445
501	Yates Store Rd Extension	Yates Store Rd	Wake Rd	0	2	New Location	1.4	\$ 16,126,600

2050 Metropolitan Transportation Plan (MTP)

Preferred Option – *Compilation of Comments* (as of 11/30/21)

Background

This document is a compilation of the comments received by Email (electronic mail), environment and natural resource agencies, and various social media platforms, as of November 15th, in response to the 2050 Metropolitan Transportation Plan (MTP) Preferred Option. The Preferred Option was released October 27th and the DCHC MPO will receive comments through December 7th. The email, agency, and social media comments start on pages 1, 15 and 16, respectively.

Electronic Mail

09/19/21

Dear Mr. Henry

Thank you for the opportunity to comment on the 2050 MTP.

As a Hillsborough resident I am concerned about the increase in daily congestion in our town, Orange County and the surrounding areas. With the pending increase in large employers in Orange/Durham/Wake (RTP) counties it is critical that these metropolitan areas work together to address transportation needs and demands. Regardless of the listed goals and measures, without a comprehensive approach to transportation planning, problems in any goal area will persist and possibly worsen if unilateral metro-area planning is the primary approach.

My household is supportive of any and all goals to increase non-car modes of transportation that allow for the greatest number of area residents to find at least one mode that best suits their needs, including accessibility and cost. My household makes use of daily express bus service from downtown Hillsborough to Chapel Hill. This option should be seen as a primary approach across all communities, given that rail service seems to be an unlikely option in the near or distant future. My last comment, where is the Hillsborough Amtrak train station in the plan? The 2045 plan presented the station as being completed in 2020!

Respectfully submitted,

Will Lang

10/28/21

I like that the preferred option de-emphasizes highway widening... we have enough concrete and asphalt!

The one glaring deficit is rail... whether it be light rail, trams/trolleys, existing rail, heavy rail, elevated/ and or monorail, double tracking the NCRR, re-opening abandoned rail corridors, ALL should be explored and exploited.

Tad DeBerry

10/29/21

Hi Andrew,

Thanks so much for your work on this. I read through the preferred option and I have just a few comments:

1. I am absolutely thrilled with the inclusion of certain items:

- The two-way conversion of the downtown loop
- The downtown stretch of 147 converted into a boulevard
- The inclusion of bike boulevards
- The focus on sidewalk additions/repairs

I want to reiterate my support for keeping those items in the final plan. They have the potential to fundamentally change Durham for the better from a prosperity lens, and equity lens, and a sense of place for all lens.

2. For the two-way conversion of the downtown loop and the 147 boulevard conversion, there is no mention that I see of a timetable for that. There is not even a priority ranking for those projects. I would want to see that in the final plan and I would advocate for those two being at the top of the list of the expensive projects. Please do not widen the southern portion of 147 or really any widening projects before those. Even other bike/ped projects should occur after those two because they will help create a great node for a bike/ped network to radiate out from!

3. On a smaller scale, I would really like to see Chapel Hill Rd in Durham on the list of projects in terms of "modernization". Streets have the ability to cultivate great places if pedestrians are given priority. The stretch of Chapel Hill Rd between West Lakewood and Bivins has the potential to be one of the best village centers in Durham outside of downtown, but before that can happen, that stretch needs "modernization", specifically:

- A road diet - lanes are too wide
- Conversion of gigantic shoulder areas to bike lanes, parklets, on-street parking, and bulb outs for pedestrians at intersections.
- Street trees to give the sense that this is a slower street for cars.
- Lower speed limits to reflect the design changes outlined above

Thank you for considering my input. On point number 3, I have started a walkability study of that corridor and would be happy to talk further about it.

Best,
Dave

10/31/21

Hello,

I am writing in to say I am in full support of the Preferred Option and interested in deemphasizing highway widenings and encourage more support for public transportation as well as bicycle and pedestrian accommodation. The commuter rail is my biggest priority and hope that it receives the funding and schedule for building in the very near future.

Thank you,
Natalie

11/4/21

Good evening Andrew,

Please consider including Morehead Ave --> Cranford Rd. as a key bike and pedestrian thoroughfare in the Preferred Option. It is a direct shot from downtown --> Morehead Hill --> Lakewood --> Al Buehler trail. Hundreds of pedestrians and cyclists use it on a daily basis. In the absence of sidewalks and any other significant traffic control measures on Cranford Rd, there is too high of a chance of a significant accident or injury. This is entirely avoidable.

Gratefully,

Ari Medoff

11/4/21

Mr. Henry

As a Durham county resident who is hyper local, I live much of my life (work and social) in Durham city limits. I think we should definitely focus on better public transportation and less highway widening. We need to get the energy back for a train/light rail system sooner rather than later.

Thanks
Matt Herman

11/5/21

Hi Andy,

I saw you are compiling responses to the 2050 MTP. My two cents:

I read through the MTP, and while I appreciate that the report suggests that bike and ped facilities get built, I would disagree with the underlying assumption (pg. 21):

However, the 2050 MTP financial plan assumes that the majority of the NC First Commission recommended income, which is \$1.1 billion in each of the two later decades, i.e., 2040 and 2050, will be available for bicycle and pedestrian projects

As far as I can tell, the NC First Commission is just that--a commission. It made non-binding suggestions about how to raise and distribute funds. Their suggestions for increasing NCDT revenue involves pulling funds for the NCDOT from the General Fund and raising the state sales taxes, both of which I imagine are going to be politically unachievable.

Therefore, I think a more honest version of this MTP statement (pg 21):

As a result, there will be \$2.332 billion available to fund the \$2.679 billion of projects in the local plans. That funding covers 87% of the projects in the local plans would be:

As a result of the lack of prioritization and restricted funding for bike and pedestrian projects at the state level, there will be \$132 million available to fund the \$2.679 billion of projects in the local plans. That funding covers 4% of the projects in the local plans, unless the state shifts course and adopts the suggestions of the NC First Commission to dramatically change how transportation is funded in the state. In the meantime, local governments must rely upon and find alternative sources of funding to cover these projects.

I don't think it benefits anyone to pretend that state funding will suddenly be available for bike and pedestrian projects.

Emily

11/5/21

Hello. There is a real need for public transportation in the southern part of Orange County. Smith level Road, the last bit of 15 501 in orange county and the side roads that feed into them as well as northern Chatham county - see Mann's chapel road - are public transport waste lands. We don't need buses ... we need circulating vans. See Mexico for excellent cheap public van transport.

Thanks, Nancy Park

11/5/21

I am providing my comments on the Draft 2050 MTP.

1. As you are seeking comments, you should not encourage comments only from people who agree with the premise of the proposal, but rather seek input from everyone. This is a biased and non-inclusive way to seek public input. The first sentence of the email states: "If you're interested in deemphasizing

highway widenings and more support for public transportation as well as bicycle and pedestrian accommodations, now is the time to give your input on our region's future transportation system."

2. I completely support more funding for public transportation, bicycles, and pedestrians. It should not be done at the expense of car commuters though. We should increase funding to support all of our transportation needs, which is one of the most fundamental infrastructures to support a vital economy. We have already raised taxes for a decade to support mass transit... AND we have absolutely NOTHING to show for it due to failed and incompetent leadership. You won't fix the problem by now defunding highways. You will only make things worse.

3. I also COMPLETELY support WIDENING of certain highways, including the Durham Freeway (147) to 4 lanes each way between the new East End Connector and I-40. That road was already congested before the new connector started construction and will only get worse as more traffic easily travels north of Durham into the heart of the triangle. Having one of these new lanes be a bus / rapid transit / HOV lane makes a lot of sense.

4. I ABSOLUTELY OPPOSE reducing the flow of traffic through the heart of Durham along 147 by converting it from a freeway to a boulevard. After the East End Connector opens, that artery through Durham will remain essential to traffic flow as people still need to get to Duke and to Downtown. Most of the traffic clogging 147 during rush hour is going between Duke or Downtown and I-40. The East End Connector will not reduce that congestion along 147. Also important is the ability for emergency vehicles to quickly traverse through the heart of downtown as they can today. This is even more vital given the easy access to Duke University Hospital and Emergency Room along that route. I can't believe people want to increase the time it takes to get to the hospital; hopefully, they just need to be made aware. We cannot reduce capacity by removing this important highway.

5. I FULLY SUPPORT the commuter rail between Durham and Raleigh, and points east and west. It SHOULD go to the airport as well, but government officials have ignored this public feedback for 25+ years of the rail project going through multiple design phases with again NOTHING to show for it. But we need the rail, so I have to continue supporting it.

In conclusion, IMAGINE a TRIANGLE AREA with no congestion, where we drive our electric cars, take commuter rail, and bus rapid transit, and ride our bikes and walk safely. We can have it all if we dream that vision. We don't have to pit electric cars against buses. We can have it all. And it can all be carbon neutral.

Thank you.

11/5/21

Just FYI – the links on the congestion maps do not match the map that comes up.

Also, we have been told for years that there is a traffic light planned for the intersection of Garrett and Swarthmore Rd to ease people turning left out of the neighborhoods off Garrett and Swarthmore. Is

this still in the planning or are there plans to actually widen Garrett Rd to ease the congestion on the road and the ingress and egress from the neighborhoods ?

Thank you,

Adrienne

11/5/21

We have suggested for years and highly endorse a crosswalk at the intersection of Union Street and Churton Street in Hillsborough. I understand there is an issue because of NCDOT regulations concerning curb and handicap access. At this intersection, there are no sidewalks on East Union Street. We walk on the street. There is no need for handicap access on the east. What we need is a crosswalk on Churton Street, so cars will stop for pedestrians in the crosswalk. One day before I get run over there trying to cross the road at this intersection, I would be happy to go down to Dual Supply and buy a can of paint and paint a crosswalk, at no charge.

Please note, I am not the sole pedestrian here. Many visitors to the Burwell School Historic Site park on East Union and cross to the site at this intersection. In addition, West Union Street leads to Hillsborough Elementary School and Central Elementary School, and school buses and parents take East Union Street as a connector to RiverPark Elementary School. West Union is a major route for parishioners attending Mt. Bright Baptist Church. This is a busy intersection for turning traffic, which further impedes pedestrians attempting safe crossing.

If NCDOT rules disallow a pedestrian crossing, it would be helpful to paint SLOW across the road here. It would help to install a bucket of flags to carry across for pedestrian visibility (the only time in the last 50 years that a car ever stopped for me to cross, I was carrying a giant bird puppet).

At this crosswalk, the speed of traffic is irregular. Coming from the signals two blocks north and two blocks south, traffic hits top speed at this intersection. There either will be a five minute wait for traffic to clear or a thirty second window to cross with no traffic. Another possible solution would be a speed camera, a lower speed limit, or flashing light if a pedestrian is crossing.

But the best option would be a crosswalk, because the driving law recognizes crosswalks mean stop for pedestrians.

Betty and Jerry Eidenier
Keep calm and wash your hands

11/5/21

You have received this feedback from Jack Meredith < meredijr@wfu.edu > for the following page:

https://www.dchcmpo.org/what-we-do/programs-plans/transportation-plans/2050-metropolitan-transportation-plan?fbclid=IwAR3XWjqFYx3HAeF54C4-Q1_Xx85oIGCqXUlvmpPhW5LCYkcJlVPxl9rbPss

My concern is old Hwy 86/Churton St. through Hillsborough. About 4 pm, especially on Fridays, the traffic backs up for blocks, and that's before Collin's Ridge, entrance across from Orange Grove Road, fills up with hundreds of more houses. We need a way for traffic from Hwy's I-40 and I-85 to get around the town without going through the the 20mph downtown.

11/6/21

It is the opinion of me and my husband that roads and streets not be widened but that we strengthen public transportation, bicycles and sidewalks.

Thank you,
Marywinne Sherwood

11/8/21

Dear Committee,

Just one suggestion. Please be sure there is a good connection between the ground transportation hub and RDU airport. Having traveled in numerous countries, I can assure you that the cities that did not do this all regret it later.

Thanks,
Munsie Davis

11/8/21

Hello Andy,

I got the notice that DCHC MPO is seeking public input on the 2050 MTP Preferred Option. I'm planning to listen in on the virtual public hearing on Wed Nov 10 @ 9am. I think the Preferred Option is great, especially the parts pertaining to converting Hwy 147 into a boulevard. You and I corresponded about this in Sept 2020 and myself and a number of the Morehead Hill neighbors have been hoping that the Preferred Option would include a plan to repurpose the central Durham portion of Hwy 147 in a way that's equitable, inclusive, attempts to address past injustices and is sustainable for the long term. I read through the 2050 MTP Preferred Option and it looks like multiple projects are pointing us in this direction. Thanks for your leadership and ingenuity on this front. I have a few questions specifically about the Hwy 147 boulevard conversion, I'll list them here. I also see that the public can sign up to address the board during the virtual public hearing. I'm happy to follow up these questions via email, or If you'd like me to ask 1 or more of these questions during the hearing, I'm happy to request a speaking slot and do that as well.

- Is there a target date for having the Hwy 147 boulevard conversion work complete?

- Will conversion to a boulevard entail excavation and fill to return the Hwy 147 alignment to pre-1960 grade?
- More specifically, will the roadways that are currently traversed by Hwy 147 via overpasses and underpasses be reconnected to the new boulevard at their existing elevation?
- As part of the conversion to a boulevard, will parcels of land be made available for purchase and development
- There seems to be significant community support for this boulevard conversion idea, do you expect that this idea might meet with resistance and if so from where might that come?
- Myself and neighbors / residents that I've spoken with really want to see this project feature a strong equity component and I'm delighted to see this mentioned several times in the 2050 MTP Preferred Option. As I've discussed with neighbors, we think the approach should not just be to have black and brown voices present during the planning phases, but to actively seek out expertise and leadership from members of this community and demographic. We think that accomplishing this aspect is as important as actually getting the boulevard in place and operational. So is there a plan for making sure that the planning and oversight of this project is led and staffed by this demographic?
- For the broader 2050 MTP Preferred Option plan, do the population growth projections consider that DCHC will likely receive a large influx of climate refugees? Thanks also for ensuring that carbon reduction and sustainability feature prominently in this plan.

I'm sure I'll have additional questions, but that's good for now.

Thanks for thinking and planning as far into the future as you are. It's nice to know that someone is considering a longer time horizon and I hope these exciting long range plans give Durham's residents and leaders a clear objective to work toward!

Thanks for you time and have a great week,

- Ryan Moody, P.E.

11/9/21

Dear Sir,

We do not support the proposed 2050 MTP plan that goes before the Board tomorrow that does not include improvements to reduce congestions on our road, reduce delays, improve safety, and provide a better travel time/experience. We need the improvements or expansion that serve the area growing developments that they continue to approve.

We live and own land on Sherron Rd. Durham, NC. The traffic is so congested it is near impossible to get out of our driveway.

We all know US 70, I-40, I-85, NC 54, etc are already over capacity or congested. We need improvements for car travel.

Please do not support this 2050 MTP plan.

Michael and Debra Young

11/9/21

Good Morning, All,

I wanted you to know that me and my household of 3, do not support the proposed 2050 MTP plan that goes before the Board tomorrow that does not include improvements to reduce congestions on our road, reduce delays, improve safety, and provide a better travel time/experience. We need the improvements or expansion that serve the area growing developments that they continue to approve.

Hwy 70 is already so congested that it takes forever to get down 70 from Leesville to Cheek Rd where a member of our household works.

My sister lives on Sherron Rd. and traffic is backed up all the way to Holder Rd some mornings to go through the intersection at 70. I lived with her recently and could not believe what I saw.

Also, cars from 70 who don't want to wait at the 70 light going into Durham now come up Leesville Rd and go down Doc Nichols Rd to Olive Branch to avoid that intersection. And there is already congestion on Doc Nichols Rd due to new subdivisions. I live near the intersection on Leesville and Doc Nichols and watch about 3 to 5 cars turn from 70 to Leesville to Doc Nichols every 5 to 8 minutes and they are not locals.

We need large capacity roads.

Beverly Mills

11/9/21

Hello,

I would like to weigh in on the transportation future. I usually commute into Chapel Hill for work so I don't know if that makes me eligible or not but as someone who commutes- I will say Chapel Hill is better than most but that it would be so much nicer if the options available were quicker- often times the buses are overcrowded and in order to take one you have to wait for several and being they get stuck in traffic or broken down. Personally I think a train would make sense and be more direct and remove a lot of travelers from the roads which would help the buses. Obviously a subway seems like the best idea but I don't know if that is even possible with the current infrastructure in place and I didn't see it listed on the DCHC MPO website. Also walkways above roads where people can cross safely and not impact traffic flows as much are also better. Bus lines that have their own stops spots off the main road and buses that have their own designated roads work better.

When I drive my car it takes 25 minutes but when I have to factor in public transport it takes an hour or more and this is one way- so when I take public transport it steals more than an hour from my home life daily. That affects how I am able to interact with my kids and how I am able support my family's needs. I know this area is growing fast and I've lived in Charlotte where the roads are horrid and the traffic is a nightmare and buses are barely used so I know what this can turn into and I am hoping that you all will keep that from happening.

Best,

Billie Simonson

11/9/21

Hi Aaron/Andrew,

My concern with the change of Rt 70 sections from Lynn Rd to Miami Blvd and Miami Blvd to the Wake County is concerning for traffic flow from Durham into Raleigh and, significantly to RDU Airport. RDU is significantly dependent upon the road infrastructure surrounding the airport and the ability to access is key to the vitality of the airport.

While reducing the proposed lanes from 6 to 4 and to change the status to a more modernized street layout could be desirable, the change of the 2050 plan would reduce transportation funding approximately 85 million to Durham City and County in which road infrastructure is sorely needed.

My suggestion is to not reduce the funding for these projects in the 2050 plan until a more defined plan for the actual "modernization" be better defined.

Another concern is the that the City of Durham has approved a significant number of housing developments in SE Durham which will increase the traffic flow in this area. Thus, Rt 70 throughput is key as well as the extension of Aviation Parkway to Rt.70 and the improvements scheduled in Wake County need to sync up with the original Durham freeway plan.

Please hold off on releasing the funding and provide more opportunity for study and input from the community as well as NCDOT.

I will be in attendance tomorrow for the meeting and can speak, but I need more information and direction.

Thanks,
David Morgan
Raleigh / Durham Airport Authority Board Member

11/9/21

My husband and I do not support the proposed 2050 MTP plan that goes before the Board tomorrow that does not include improvements to reduce congestions on our road, reduce delays, improve safety,

and provide a better travel time/experience. We need the improvements or expansion that serve the area growing developments.

We live in the eastern part of Durham County and the current congestion and safety of Wake Forest Hwy, Stallings Rd., Sherron Road, Roxboro St., and Dearborn are just a few of our current concerns.

Sincerely,

Donna Stainback

Kerry Stainback

11/9/21

As the triangle continues to grow as resident of the triangle for 58 years and a business owner, I am against the 2050MTP plan. Our roadways are not keeping up with the development that is currently taking place. There is more congestion and more delays, and less alternate routes. Safety, congestion, flow, and a reasonable time to get to home, schools, and businesses are a necessity. If future development is desired our roads must keep up with the increased volume of traffic.

Thank you Bonnie Biggs

11/7/21

Mr. Henry,

I see the new call for public comments for the 2050 Metropolitan Transportation Plan.

I sent the comments below previously but got no acknowledgement (perhaps you cannot do that). But, I thought I would re-send them for consideration.

Again, my concern is the lack of any reference to "accessible pedestrian signals" (APS) in the proposal (at least none that I could find). I have raised the issue of adding APS systems to the bike/pedestrian paths that will be part of the NS-BRT project in Chapel Hill (I am on the citizen advisory committee for that as a representative of the EZ Rider paratransit system in Chapel Hill).

Thank you.

Bob Warren

919-418-7449

----- Forwarded Message -----

Subject:Feedback on long-range transportation plan

Date:Mon, 24 May 2021 15:07:35 -0400

From:Bob Warren <BobWarren@nc.rr.com>

To:andrew.henry@durhamnc.gov

Mr Henry,

I have some feedback to the long-range transportation plan from the point of view of someone with significant low vision and on behalf of others who are members of the "blindness community".

I read this in Amendment 3 on page 2:

"Complete Streets CTP Amendment #3 hereby incorporates the North Carolina Department of Transportation (NCDOT) Complete Streets policy(adopted by the Board of Transportation in 2019) and implementation guide.

On the basis of the policy, this amended CTP will provide the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and *abilities*." (my emphasis)

However, in looking through the amendment as well as the document to which it is a part, I am unable to find any reference at all to "accessible pedestrian signal" (APS) systems.

It is vital that blind and low vision pedestrians are offered the same opportunity to cross streets safely as are sighted persons. APS systems are an important component to providing that opportunity.

The URL <https://www.acb.org/content/accessible-pedestrian-signals-aps> has an excellent discussion of the features of modern APS systems and how the blind/low vision should use APS systems effectively,

The ADA specifies "effective communication". In particular, if a traffic warrant analysis has determined that a pedestrian signal is necessary for a sighted pedestrian to safely cross a street, the same information must be effectively communicated to blind pedestrians in a way that they can understand and use to promote safety, avoid collisions and reduce or eliminate the greater risk of pedestrian injury or death the blindness community faces when crossing a street without an APS.

What the blindness community needs, and the ADA and Section 504 of the Rehabilitation Act require:

- APSs should always be installed wherever and whenever new pedestrian signalization is installed in new construction or when a pedestrian signal is replaced at the end of its life cycle.
- An APS should always be installed when an existing pedestrian signal is being altered in a way that could affect its usability such as by adding a Leading Pedestrian Interval or an Exclusive Pedestrian Phase.

Additional desirable policies:

- Because of the unique challenges posed to blind pedestrians, require highest priority replacement of inaccessible pedestrian signals with APSs whenever a Leading Pedestrian Interval or an Exclusive Pedestrian Phase is planned for

or in use.

- A blind person's request for the installation of an APS should be granted on a highest priority basis.

- Alternative forms of pedestrian signalization such as in-roadway warning lighting, hybrid pedestrian beacons or a Rectangular Rapid Flashing Beacon should be used only in conjunction with an APS..

For me, while I still have some central vision, I have low acuity, difficulties with distinguishing colors and issue with both dim and very bright light. Depending on the width of the street and the angle of the sun, brightness, etc. I cannot reliably determine when an inaccessible pedestrian signal has turned to the "Walk" state. (Example intersections are at Weaver Dairy road, near my ophthalmologist, the Medowmont crossing to the Friday Center, and at the main bus "hub" on Manning Drive near the UNC hospital. Having an APS at these locations would be a great benefit to me and many others (likely including many sighted people).

I understand there is no mandate to replace existing inaccessible pedestrian signals with an APS. However, my goal in providing this feedback is to urge the transportation plan be modified to acknowledge the requirement to provide an APS at any street crossing for a new (or enhanced) pedestrian and/or bike path where it is determined that a crossing signal is needed.

Thank you.

Bob Warren

11/7/21

I feel that more roundabouts are needed at currently very active intersections, along the Chapel Hill-Durham Blvd, as well as throughout our Triangle area communities and cities. I feel they will regulate traffic flow in a more measured and fairer way for all travelers on these routes. The geographical centers of these roundabouts could also be landscaped very nicely with native perennial and annual plants so as to increase the enjoyment of the travel experience along these routes.

Kevin S O'Donnell
Chapel Hill

11/10/21

Hi, I read and skimmed some of the preferred option report. I may have missed some details.

But my main concern in CH and Carrboro is safer pedestrian crossings on and near in town highways.

For instance, public transportation drop offs on Hwy 54 in CH/Carrboro leave pedestrians to cross 4 lanes of divided highway without even a cross walk, much less a light system. Similarly true on Jones Ferry Road near hwy 54 and one of the larger apartment complexes in Carrboro.

Allowing these pedestrians to cross safely seems an important equity as well as safety issue. Over the years, these locations near 54 in Carrboro have come to house more non white residents than north chapel hill where the flashing light crosswalks are already in place.

I would also like to see cyclists encouraged to follow traffic laws. And maybe they should even be enforced (!) so that our downtown intersections are safer and better flowing. I know they're encouraged to use bike paths but they often don't and end up in congested intersections or in crosswalks. I don't know if this is your area of concern. But as the parent of a new driver, I'm always looking for ways to reduce hazards and unpredictability. It seems related anyway.

Small town issues here—good luck with the cross town and inter town issues!

Thanks,
Ruth Newnam

11/13/21

Dear Sir:

I urge you to NOT SUPPORT the proposed 2050 MTP plan. Our roads, streets and highways need the improvements / modifications to reduce traffic congestion, reduce travel times and most of all to improve safety and save lives! Please consider my request. Thank you in advance.

Sincerely,

Gary McLean

11/15/21

Dear Andrew Henry,

I am a resident of Chapel Hill. I'm writing in support of the Durham-Chapel Hill Carrboro MPO's preferred option for the 2050 Metropolitan Transportation Plan.

Among other things, I am particularly encouraged by a rebalancing of spending on highway expansion and bus/bicycle improvements. This is badly needed, and will help our region address its connectivity and climate priorities.

However, I would love to see the MPO embrace a vision for connecting downtown Carrboro/Chapel hill and downtown Durham via a bicycle highway, which could be built along the same pathway intended for the light rail, or a similar route. With the growing popularity of electric bikes, people could live along this route and access schools, places of employment, and housing without driving or relying on a bus.

All the best,

Martin Johnson

11/16/21

Thank you for the opportunity to comment on the Preferred Option to the 2050 Metropolitan Transportation Plan. Thanks to the bold action the MPO Board took two months ago directing that the draft alternatives under consideration for the 2050 Metropolitan Transportation Plan be radically rethought and following two months of hard work by MPO and regional transportation staff, the Preferred Option is dramatically better than the three alternatives this board was presented in September. While it is not perfect, it is substantially more consistent with the values and preferences of our region. I recommend that the board approve the Preferred Option as the basis for the 2050 MTP.

When I provided public comment to the board at the public hearing on September 1, I paraphrased the Canadian city planner Brent Toderian when I said that not only do we need to do more good things, we need to do fewer bad things. I am pleased that a lot of the bad projects have been removed from this draft. The Preferred Option doesn't squander nearly a billion dollars on managed lanes. Out are unnecessary highway expansions and conversions. And there has been thoughtful discussion about which roadway projects should remain in the plan. All that is good and necessary, and what is left in the plan are a slate of projects that, mostly, are important to the growth of our region and the mobility of its residents and employees.

Now, the board needs to look to the future. The 2050 MTP needs to build on the solid foundation established by this Preferred Option to more fully support the region's transportation vision. In other words, the 2050 MTP needs more good things. The Preferred Option lists future roadway projects in detail, with configuration, number of lanes, and projected cost, and for the 2050 MTP these projects will be placed into 10-year buckets. Transit and bicycle projects are vaguely described and with little detail, except for the existing commuter rail and bus rapid transit projects.

With both counties' transit plans still under development, the lack of specificity with regards to transit projects is perhaps understandable. But we can do far better, today with regional bicycle and pedestrian facilities. Bicycle and pedestrian projects – even major regional facilities – are discussed only in aggregate, even though the jurisdictions in this region have developed comprehensive multimodal plans. This includes Chapel Hill with its Mobility and Connectivity Plan, Durham with its Bike+Walk Implementation Plan, and Carrboro's updated Bike Plan which was adopted just this year. Individual projects have received even more extensive study, including the Durham Belt Line and the Triangle Bikeway. Without more detail about the projects that should be implemented over the next 30 years, the MTP is not quite a vision of our transportation future and is more a better-than-it-could-be set of highway investments.

Therefore, following adoption of this MTP, the board should direct staff to move forward on developing amendments to the MTP that incorporate a comprehensive list of prioritized and scheduled multimodal

transportation investments. These amendments should include detailed information about all the proposed transportation infrastructure investments. An extensive list of projects and projected costs are already available for bicycle investments, and more information about transit investments should be available as the county transit plans near completion. The board should aim to incorporate these amendments in 2022 because, with the signing of the Infrastructure Investment and Jobs Act, it is critical that we establish our specific regional transportation priorities. By so doing, the 2050 MTP will truly be a regional transportation plan that sets forth our vision by investing appropriately in all modes of transportation infrastructure.

This will not be easy. It may require that that this board give staff additional resources so that it can do the work needed to analyze and cost out bicycle and transit investments, work that we rely on NCDOT to do for many roadway investments. But it is work that is necessary if we want to be true to the vision for our future transportation network.

Once again, I thank the board and MPO staff for their herculean efforts to develop an MTP option that more closely reflects the region's vision. I urge the board to support the Preferred Option as the basis for the initial version of the 2050 MTP.

Geoff Green

11/17/21

Good Morning, Andrew:

As I am working to close out my HOA's finances for the calendar/fiscal year, I don't have time to read the 34 page Preferred Option.

I did read the comments. Based on those comments, it seems the MPO is not even close to adopting a plan. I agree with the comments:

1. that the number one goal of transportation should not be climate change, but "transportation" - increasing reliable transportation choices.
2. Modifying current freeways to boulevards is counter-productive to reducing congestion
3. If the person who worked on the 2045 plan has doubts, certainly I do

Gwyn Silver

11/26/21

1.How will the commuter rail schedule fit into the existing schedule and still meet the need of the riders to get to and from on time?

2.To keep the commuter rail schedule, will additional tracks need to be added? Like the busses using the shoulder of the road.

3. These parking decks for cars to park and ride, how will the land be acquired? Domains right of way or paid market value?

Agency

The North Carolina Natural Heritage Program (NCNHP) appreciates the opportunity to provide comments on agency on the draft of the 2050 Metropolitan Transportation Plan (MTP) of the Durham-Chapel Hill-Carrboro MPO (DCHC MPO).

The NCNHP did a GIS comparison of the project areas shown on the DCHC MPO's 2050 Preferred Option Highway and Preferred Option Interchange shapefiles to the October 2021 Element Occurrences, Natural Heritage Natural Areas, and Managed Areas data sets maintained by the program. The NCNHP data are available for viewing or download through the NCNHP Data Explorer website (ncnhde.natureserve.org) and the Managed Areas and Natural Areas are available as GIS map services through the NC OneMap. Please note that this review should not be used in place of project-specific natural resource impact evaluations or deed restriction investigations.

The NCNHP has the following comments on the proposed Preferred Option Highway Projects:

I-85 from Orange Grove Road to Sparger Road (TIP I-0305):

- According to the NCNHP Managed Areas data layer, Occoneechee Mountain State Natural Area Dedicated Nature Preserve is located on the north side of I-85 just east of the I-40 interchange and the Eno River State Park Dedicated Nature Preserve is located just west of the southern/eastern terminus of the project. Dedicated lands are in the public trust and any modification to their boundaries, such as acquisition of additional right-of-way, require public notice, a public hearing, and approval of the Governor and Council of State. For additional information please refer to General Statute § 143B-135.262 and 07 NCAC 13H .0306 AMENDMENTS of the NC Administrative Code. Advance coordination with the NC Natural Heritage Program is required if any impacts to the Dedicated Nature Preserves are anticipated.
- According to NCNHP Element Occurrences data layer, the project also crosses Cates Creek where *Villosa constricta*, a state threatened mussel, has been documented.

I-40 from Durham County line to NC 86 (TIP I-3306A):

- According to the NCNHP Managed Areas data layer, this project is adjacent to a property that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). The property is located near the southern terminus of the project, in the northeast quadrant of the I-40/Erwin Road intersection on property owned by the Town of Chapel Hill. If additional right-of-way is needed in the area of this property and its acquisition will impact it, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

- According to NCNHP Element Occurrences data layer, the project also crosses an unnamed tributary of Cates Creek, New Hope Creek, and Old Field Creek where state threatened and endangered mussels have been documented.

Fordham Blvd from NC 54 to NC 86 (TIP U-5304B):

- According to the NCNHP Managed Areas data layer, the area near the southern terminus of the project is adjacent to property on the south side of Fordham Blvd that is owned by the Town of Chapel Hill that is under a conservation easement held by the North Carolina Botanical Garden Foundation. Advance coordination with the Town of Chapel Hill and the North Carolina Botanical Garden Foundation is recommended if impacts are anticipated.

Roxboro Rd from Duke St to Goodwin Rd:

- According to the NCNHP Managed Areas data layer, the project crosses the Eno River, which has been identified by the U.S. Fish and Wildlife Service as Critical Habitat for the Neuse River Waterdog and Carolina Madtom. The area adjacent to the river in this same area is also indicated as park and open space land owned by the City of Durham.

Suzanne Mason

Conservation Data Manager

[North Carolina Natural Heritage Program](#)

Office: 919-707-8637

suzanne.mason@ncdcr.gov

121 W. Jones Street, Nature Research Center

1651 Mail Service Center

Raleigh, NC 27699-1651

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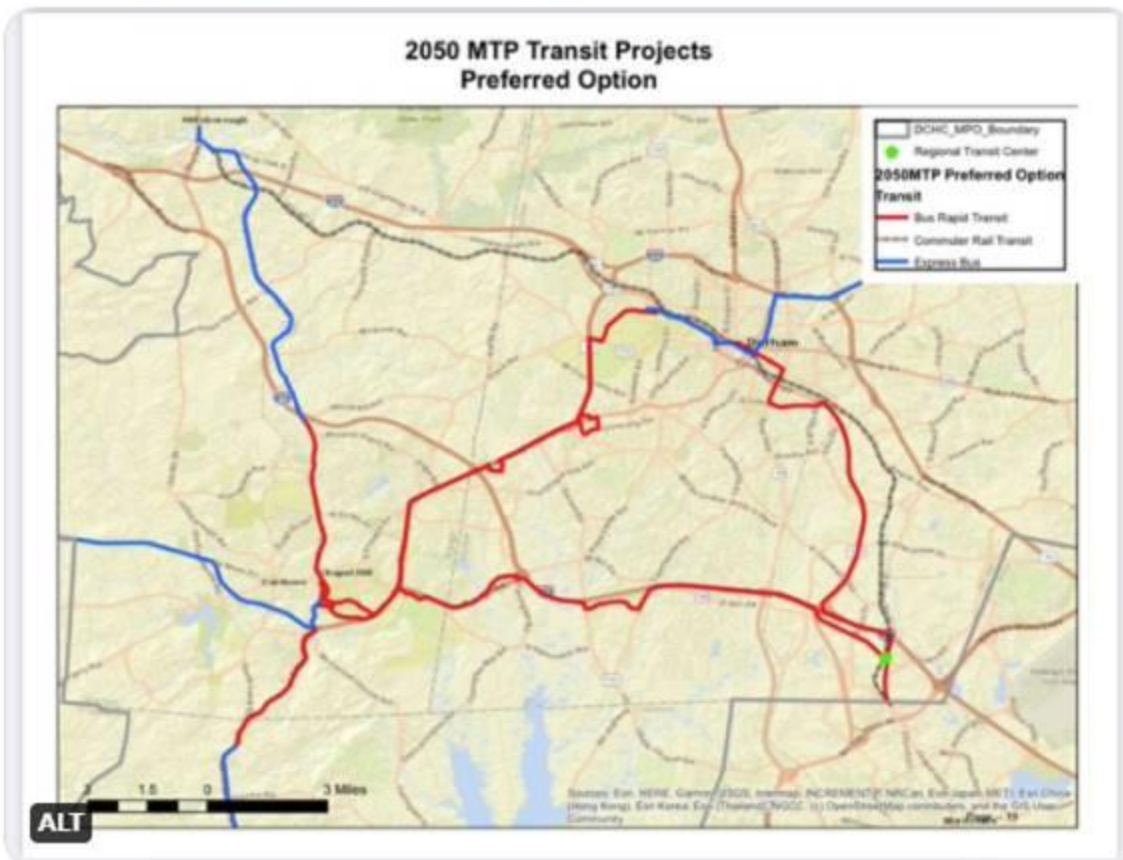


CityofDurhamNC 
@CityofDurhamNC

...

If you're interested in deemphasizing highway widenings & more support for public transportation, give your input by Dec. 7 to the [@DCHCMPO](#) on their 2050 Metropolitan Transportation Plan (MTP) Preferred Option.

➔ More info & ways to participate here:
dchcmpo.org/what-we-do/pro...



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Jessalee Landfried @JessaleeL · 11h

...

Replying to @CityofDurhamNC and @DCHCMPO

Wow yes please!!



Matt H @southerblue2 · 13h

...

Replying to @CityofDurhamNC and @DCHCMPO

Less highways. Bring back plans for a train. Don't let @DukeHealth ruin that. Rich people are ruining this city with big condos, political influence, and clogging up roads all while driving up housing. #gentrification needs to stop. #ClimateCrisis #HousingCrisis





Quote Tweets




Matt H @southerblue2 · 13h



More public transit!

 **CityofDurhamNC**  @CityofDurhamNC · 16h

If you're interested in deemphasizing highway widenings & more support for public transportation, give your input by Dec. 7 to the @DCHCMPO on their 2050 Metropolitan Transportation Plan (MTP) Preferred Option.

 More info & ways to participate here: dchcmo.org/what-we-do/pro

...





Charlie Reece GET VAXXED
@CharlieReece

...

Please weigh in!

CityofDurhamNC @CityofDurhamNC · 16h

If you're interested in deemphasizing highway widenings & more support for public transportation, give your input by Dec. 7 to the @DCHCMPO on their 2050 Metropolitan Transportation Plan (MTP) Preferred Option.

More info & ways to participate here: dchcmpo.org/what-we-do/pro...



5:59 PM · Nov 4, 2021 · Tweetbot for iOS

1 Retweet 1 Like

Oldest ▼



Matt Roberts

You have been allegedly working on a public transportation project since I was born, yet you cannot even keep the roads in some areas driveable. I have great faith nothing will change.

Like · Reply · Hide · Message · 16h



Brad Hutchens

Matt Roberts you have to love how this post wasn't leading in the least... 😏 Perhaps they can finish the 147/70/85 connector in the next two years before they talk about this bullshit.

Like · Reply · Hide · Message · 13h

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

Triangle Region

Capital Area Metropolitan Planning Organization (CAMPO)

- *2050 Metropolitan Transportation Plan*
- *2020-2029 Transportation Improvement Program*

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

- *2050 Metropolitan Transportation Plan*
- *2020-2029 Transportation Improvement Program*

Burlington-Graham Metropolitan Planning Organization (BG MPO)

- *2045 Metropolitan Transportation Plan*
- *2020-2029 Transportation Improvement Program*

NC DOT (for projects outside of MPO boundaries)

- *2020-2029 Transportation Improvement Program*

Adoption Dates: XXXX (DCHC MPO)
YYYY (CAMPO)
ZZZZ (BG MPO)

Table of Contents

ACKNOWLEDGEMENTS	3
EXECUTIVE SUMMARY	4
1.0 BACKGROUND.....	5
2.0 METROPOLITAN TRANSPORTATION PLAN (MTP)	7
3.0 2020-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).....	8
4.0 TRANSPORTATION CONFORMITY DETERMINATION: GENERAL PROCESS	8
5.0 REQUIREMENTS	9
CONCLUSION	11
APPENDIX	
A. Proposed Projects in MTP	
B. Conformity Process Schedule	
C. Interagency Consultation (40 CFR 93.112 & 93.115)	
D. Public Participation	
E. Public/Agency Comments and Responses	
F. Adoption, Endorsement Resolutions and Agency Determinations	

Acknowledgements

This *Transportation Conformity Report* for the DCHC MPO 2050 Metropolitan Transportation Plan (MTP), the CAMPO 2050 MTP, the Burlington-Graham MPO 2045 MTP and the CAMPO, DCHC MPO, BG MPO and NCDOT 2020-2029 Transportation Improvement Programs (TIPs) was prepared by the Triangle J Council of Governments. Individuals from the following agencies contributed their efforts towards the completion of the Transportation Conformity Determination Report. They include:

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

Executive Summary

As part of their transportation planning processes, the North Carolina Capital Area Metropolitan Planning Organization (CAMPO), the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), the Burlington-Graham Metropolitan Planning Organization (BG MPO) and the North Carolina Department of Transportation (NCDOT) completed the transportation conformity process for the 2050 MTP (DCHC MPO and CAMPO), for the 2045 MTP (BG MPO) and for the 2020-2029 TIP (DCHC MPO, CAMPO, BG MPO and NCDOT). This report documents that the MTPs and 2020-2029 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

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

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

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

1.0 Background

1.1 Transportation Conformity Process

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

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

U. S. EPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (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 ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by U. S. EPA to attainment with a maintenance plan for CO on September 18, 1995. The 20-year CO maintenance requirements for the Triangle expired in 2015.

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

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

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

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

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

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



2.0 Metropolitan Transportation Plans

The *Connect2050 Metropolitan Transportation Plan* is one part of CAMPO's and DCHC MPO's transportation planning process. The *Connect2050 Metropolitan Transportation Plan* (2050 MTP) was developed by DCHC MPO and CAMPO between 2020 and 2021. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the analysis years for the transportation plans are no more than ten years apart. The 2050 MTP incorporates the 2020-2029 TIP, which received a conformity determination in 2020. The BG MPO *Getting There 2045 MTP* was adopted on June 16, 2020 and also incorporates the 2020-29 STIP.

The Transportation Plan used the latest adopted planning assumptions as discussed in *40 CFR 93.110*, and were adopted as part of the Plan. Four components combine to represent planning assumptions and translate them into travel:

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

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

The Transportation Plan is fiscally constrained as discussed in *40 CFR 93.108*. The Plan is fiscally constrained to the year 2050 for CAMPO and DCHC MPO and to the year 2045 for BG MPO. The estimates of reasonably available funds are based on historic funding availability, methods used in the NCDOT Strategic Transportation Investments legislation and policy, NC First Commission data and recommendations, county transit sales tax and vehicle fee revenues, and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in the MPO transportation plan.

This conformity determination is for the CAMPO and DCHC MPO 2050 MTP and the BG MPO 2045 MTP, along with the 2020-29 TIP conforming subset. Projects are listed in Appendix A.

3.0 2020-2029 Transportation Improvement Program (TIP)

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

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

This conformity determination incorporates the current 2020-2029 TIP. Projects in each MPO TIP and the NCDOT STIP are available on each MPO's web site and from the NCDOT.

4.0 Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by 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 2020-2029 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the CAMPO and DCHC 2050 MTP, the BGMPO 2045 MTP and the 2020-2029 TIP for DCHC MPO, CAMPO, BG MPO 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 .

50 Transportation Conformity Requirements

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the DCHC MPO 2045 MTP Amendment and 2020-2029 TIP for DCHC MPO, CAMPO, BG MPO and NCDOT for the portion of the maintenance area outside of MPO boundaries 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)

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

52 Latest Planning Assumptions

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

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

53 Consultation Requirements

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

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

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450, and in conformance with CAMPO's, DCHC MPO's, and BG MPO's adopted Public Involvement Policies. 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:

XXXX (DCHC MPO)
 YYYY (CAMPO)
 ZZZZ (BG MPO)

Public comments and Agency comments, and responses to these comments, are contained in Appendix E.

54 Timely Implementation of TCMs

The North Carolina SIP does not include any TCMs.

55 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The MTP and 2020-2029 TIP are fiscally constrained, as demonstrated in Chapter 8 of the *Connect2050* MTP for DCHC and CAMPO and in Chapter 5 of the *Getting There 2045* MTP for BG MPO.

Conclusion

The conformity determination process completed for the 2050 CAMPO and DCHC MPO MTP, the 2045 BG MPO and the 2020-2029 TIP for DCHC MPO, BG MPO, CAMPO and NCDOT demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

DCHC MPO -- 2050 MTP Highway Projects

MPO Board 12/8/2021 Item 8

Appendix A

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.	Exempt	TIP#
2030 Horizon Year												
700	Cornwallis Rd/Miami Blvd/NCRR bridge and interchange	Miami Blvd	Cornwallis Rd north of NC 98 in Durham	N/A	N/A	New Interchange	N/A	\$ 27,478,000	Reg	No	Yes	P-5717
15	East End Connector (EEC)	NC 147		0	4	New Location	3.2	\$ -	St	Yes	No	U-0071
23	Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	1.0	\$ -	Div	Yes	No	N/A
701	Glover Rd/ rail bridge	Glover Rd	NCRR rail line	N/A	N/A	Grade separation	N/A	\$ 47,428,000	Div	No	Yes	P-5706
407	Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	0	2	New Location	0.6	\$ -	Div	No	No	N/A
75.2	NC 55 (Alston Ave)	Main St	NC 98	2	2	Modernization	0.5	\$ -	Reg	No	No	U-3308
75.1	NC 55 (Alston Ave)	NC 147	Main St	2	4	Widening	0.4	\$ -	Reg	No	No	U-3308
77.3	NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	Widening	2.7	\$ 30,375,800	Reg	No	No	N/A
43	I-40	Durham County line	NC 86	4	6	Widening	3.9	\$ 85,617,000	St	Yes	No	I-3306A
44	I-40	NC 86	I-85	4	6	Widening	7.8	\$ 133,914,000	St	Yes	No	I-3306A
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	New Location	0.0	\$ 3,793,000	Div	No	No	U-5823
201	Falconbridge Rd Extension	Farrington Rd	NC 54	0	4	New Location	0.9	\$ 23,359,000	Div	No	No	N/A
379	Freeland Memorial Extension	S Churton St	New Collector Rd	0	2	New Location	0.5	\$ 4,484,200	Div	No	No	N/A
202	Hopson Rd	Davis Dr	S Miami Blvd (NC 54)	2	4	Widening	0.7	\$ 7,280,000	Div	No	No	N/A
223	Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	New Location	0.1	\$ 2,100,000	Div	No	No	N/A
437	New Collector Rd	Orange Grove Rd Ext	Becketts Ridge Rd	0	2	New Location	0.8	\$ 10,124,800	Div	No	No	N/A
220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	New Location	0.6	\$ 5,287,800	Div	No	No	N/A
221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	New Location	0.3	\$ 5,922,000	Div	No	No	N/A
113.0	US 15-501/Garrett Rd Interchange	US 15-501	Garrett Rd	N/A	N/A	New Interchange	N/A	\$ 32,000,000	St	Yes	No	U-5717
690	US 70/Northern Durham Parkway	US 70	Northern Durham Parkway	N/A	N/A	New Interchange	N/A	\$ -	St	Yes	No	U-5518
2040 Horizon Year												
346	Danziger Dr Extension	Mt Moriah Rd	E Lakewood Dr	0	2	New Location	0.4	\$ 7,177,800	Div	No	No	N/A
124	Duke St	I-85	W Lakewood Av	2	2	Two-way conversion	0.0	\$ 4,435,000	Reg	No	No	N/A
23.2	Fayetteville Rd	Woodcroft Pkwy	Barbee Rd	2	2	Modernization	1.4	\$ 10,495,190	Div	Yes	No	U-6021
111	Fordham Blvd (US 15-501)	I-40	Ephesus Ch Rd	4	4	Modernization	1.6	\$ 46,586,400	St	Yes	No	U-5304F
240	Fordham Blvd (US 15-501)	NC 54	Ephesus Ch Rd	4	4	Modernization	2.1	\$ 49,481,600	St	Yes	No	U-5304D
73	Fordham Blvd (US 15-501)	NC 54	NC 86 (S Columbia St)	4	4	Modernization	2.3	\$ 39,600,000	St	Yes	No	U-5304B
36	Homestead Rd	Old NC 86	Rogers Rd	2	2	Modernization	2.1	\$ 14,327,600	Div	No	No	N/A
35	Homestead Rd	Rogers Rd	NC 86	2	2	Modernization	1.3	\$ 9,597,000	Div	No	No	N/A
636	I-40/NC 54 Interchange	I-40	NC 54	N/A	N/A	Interchange Upgrade	N/A	\$ 130,620,000	St	Yes	No	U-5774F
45.1	I-40 Managed Roadway	Wake County Line	NC 54	8	8	Modernization	9.8	\$ 34,000,000	St	Yes	No	I-6006

DCHC MPO -- 2050 MTP Highway Projects

MPO Board 12/8/2021 Item 8

Appendix A

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.	Exempt	TIP#
48	I-85	Orange Grove Rd	Sparger Rd	4	6	Widening	7.8	\$ 186,760,000	St	Yes	No	I-0305
650	I-85/S Churton St	I-85	S Churton St	N/A	N/A	Interchange Upgrade	N/A	\$ 28,980,000	St	No	No	I-5967
646	I-85/NC 86	I-85	NC 86	N/A	N/A	Interchange Upgrade	N/A	\$ 35,140,000	St	No	No	I-5984
50.11	Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point Rd	2	2	Modernization	4.1	\$ 28,793,800	Div	No	No	N/A
51	Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	New Location	0.7	\$ 6,169,800	Div	No	No	N/A
121	Mangum St	W Lakewood Av	N Roxboro St	2	2	Two-way conversion	0.0	\$ 2,870,000	Reg	Yes	No	N/A
410	Marriott Way	Friday Center Dr	Barbree Chapel Rd	0	2	New Location	0.2	\$ 954,800	Div	No	No	N/A
123	N Gregson St/Vickers Av	W Club Blvd	University Dr	2	2	Two-way conversion	0.0	\$ 4,435,000	Reg	No	No	N/A
64	NC 147 (possible boulevard conversion)	Swift Av	East End Connector	4	6	Modernization	3.0	\$ 69,896,559	St	No	No	N/A
	NC 147 (modernization)	Future I-885	I-40	4	4	Modernization	3.9	\$ 58,473,199	St	Yes	No	N/A
69.41	NC 54	Barbee	NC 55	2	2	Modernization	1.3	\$ 9,745,533	Reg	No	No	U-5774J
69.31	NC 54	Fayetteville	Barbee	2	2	Modernization	1.0	\$ 7,496,564	Reg	No	No	U-5774I
70.3	NC 54	Fordham Blvd (US 15-501)	Barbee Chapel Rd	6	6	Modernization	1.2	\$ 59,234,000	Reg	Yes	No	U-5774B
69.21	NC 54	Highgate Dr	Fayetteville Rd	4	4	Modernization	0.4	\$ 2,998,626	Reg	No	No	U-5774H
69.11	NC 54	I-40 Interchange	NC 751	2	2	Modernization	1.2	\$ 8,995,877	Reg	No	No	U-5774G
69.22	NC 54	NC 751	Highgate Dr	2	2	Modernization	1.5	\$ 11,244,846	Reg	No	No	U-5774H
428	NC 54	Old Fayetteville Rd	Orange Grove Road	2	2	Modernization	2.9	\$ 50,040,000	Reg	Yes	No	R-5821A
70	NC 54	I-40	Barbee Chapel Rd	4	4	Modernization	1.6	\$ 11,994,502	Reg	Yes	No	U-5774C
70.2	NC 54/Farrington Rd	NC 54	Farrington Rd	N/A	N/A	New Grade Separation	N/A	\$ -	Reg	Yes	No	U-5774E
75.3	NC 55 (Alston Ave)	Main St	NC 98	2	4	Modernization	0.6	\$ 1,400	Reg	No	No	N/A
440	New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons Dr	0	2	New Location	0.4	\$ 6,423,200	Div	No	No	N/A
89.3	Orange Grove Connector	Orange Grove Rd	NC 86	0	2	New Location	0.4	\$ 7,418,600	Div	No	No	N/A
122	Roxboro St	W Lakewood Av	W Markham Av	2	2	Two-way conversion	0.0	\$ 2,870,000	Reg	Yes	No	N/A
87	S Churton St	Eno River in Hillsborough	I-40	2	4	Widening	2.2	\$ 79,178,000	Div	No	No	U-5845
230	Southwest Durham Dr	NC 54	I-40	0	2	New Location	2.0	\$ 17,362,800	Div	No	No	N/A
479	US 15-501	Smith Level Rd	US 64	4	4	Synchronized Street	10.5	\$ 117,700,000	St	Yes	No	U-6192
113.1	US 15-501 (possible boulevard conversion)	US 15-501 Bypass	I-40	6	6	Modernization	2.0	\$ 46,597,706	St	Yes	No	U-6067
130	US 15-501 Business (modernization)	US 15-501 Bypass	Chapel Hill Rd	4	4	Modernization	1.6	\$ 11,994,502	Reg	No	No	N/A
131	US 15-501 Business (modernization)	Chapel Hill Rd	University Dr	2	2	Modernization	0.8	\$ 5,997,251	Reg	No	No	N/A
485.1	US 70	Lynn Rd	S Miami Blvd	4	4	Modernization	1.6	\$ 37,278,165	St	Yes	No	U-5720A
116.1	US 70	S Miami Blvd	MPO Boundary	4	4	Modernization	2.5	\$ 58,247,133	St	Yes	No	U-5720B

DCHC MPO -- 2050 MTP Highway Projects

MPO Board 12/8/2021 Item 8

Appendix A

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.	Exempt	TIP#
120	W Morgan/W Ramseur/	N Roxboro St	W Main St	4	4	Two-way conversation	0.0	\$ 16,500,000	Div	No	No	N/A
2050 Horizon Year												
304.1	Angier Av Ext	US 70	Northern Durham Pkwy	0	2	New Location	0.8	\$ 7,050,100	Div	No	No	N/A
343	Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	0	2	New Location	2.7	\$ 15,457,400	Div	No	No	N/A
364	Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	2	2	New Location	0.3	\$ 5,800,000	Div	No	Yes	N/A
28.11	Glover Rd	Angier	US 70	0	2	New Location	0.6	\$ 5,199,600	Div	No	No	N/A
382	Hebron Rd Extension	Hebron Rd	Roxboro Rd (501 N)	0	2	New Location	0.5	\$ 5,056,800	Div	No	No	N/A
434	Holloway St (NC 98)	Miami Blvd	Nichols Farm Dr	4	4	Modernization	3.3	\$ 85,800,000	Reg	No	No	N/A
77.11	Hope Valley Rd (NC 751)	NC 54	Woodcroft Pkwy	4	4	Modernization	0.4	\$ 2,998,626	Reg	No	No	N/A
53	Leesville Rd Ext	US 70/Page Rd Ext	Leesville Rd	0	2	New Location	0.4	\$ 3,701,600	Div	No	No	N/A
57	Lynn Rd Extension	US 70	Existing Lynn Rd	0	2	New Location	1.1	\$ 9,606,800	Div	No	No	N/A
242	Mt Carmel Ch Rd	US 15-501	Bennett Rd	2	2	Modernization	0.4	\$ 2,795,800	Div	No	No	N/A
14.1	N Duke St (501 N)	I-85	N Roxboro split	5	4	Modernization	2.5	\$ 18,590,600	Reg	Yes	No	N/A
80	NC 86	Old NC 10	US 70 Business	2	4	Widening	0.9	\$ 10,162,600	Reg	No	No	N/A
81	NC 86 (and US 70 intersection)	US 70 Bypass	North of NC 57	2	4	Widening	0.3	\$ 21,300,000	Reg	No	No	N/A
83.1	Northern Durham Pkwy	Sherron Rd	NC 98	2	2	Modernization	4.3	\$ 19,040,000	Div	No	No	N/A
83.11	Northern Durham Pkwy	US 70 E	Sherron Rd	2	2	Modernization	2.7	\$ 32,900,000	Div	No	No	N/A
502	Patriot Dr Extension	S Miami Blvd	Page Rd	0	2	New Location	1.9	\$ 18,320,400	Div	No	No	N/A
92	Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	4	Modernization	2.7	\$ 20,403,600	Reg	Yes	No	N/A
106.1	Southwest Durham Dr	US 15-501 Business	Mt Moriah Rd	0	4	New Location	0.4	\$ 5,133,800	Div	No	No	N/A
114	US 15-501 Bypass (modernization)	MLK Parkway	Cameron Blvd	4	6	Modernization	2.7	\$ 40,481,445	St	Yes	No	N/A
501	Yates Store Rd Extension	Yates Store Rd	Wake Rd	0	2	New Location	1.4	\$ 16,126,600	Div	No	No	N/A

DCHC MPO -- Major Transit Capital Projects

Appendix A

Project Title	Status	Programming Description	MTP Horizon Year and TIP #	MPO
Commuter Rail Transit (CRT)	Regionally Significant	CRT using the existing North Carolina Rail Company (NCRR) corridor. West Durham to Clayton by 2040, then extended to Hillsborough and Selma by 2050.	West Durham to Clayton, 2040 Hillsborough to Selma, 2050	DCHC MPO and CAMPO
Bus Rapid Transit – North-South	Regionally Significant	BRT in Chapel Hill, from Eubanks Road, through the UNC Healthcare complex, and to Southern Village. Part on bus-only lanes and part in mixed traffic.	2030	DCHC MPO
Bus Rapid Transit – Downtown Durham	Regionally Significant	BRT in central Durham, from Duke University and Medical Center, through downtown Durham and the central bus station, and to North Carolina Central University. In mixed-traffic, and part possibly on bus-on-shoulder-system (BOSS) on NC 147.	2040	DCHC MPO
Bus Rapid Transit – Durham/Chapel Hill	Regionally Significant	BRT between Durham and Chapel Hill, from UNC Healthcare complex to Duke University and Medical Center, via US 15-501. Part on bus-only lanes, part in mixed-traffic, and part possibly on bus-on-shoulder-system (BOSS).	2050	DCHC MPO
Bus Rapid Transit – Durham/RTP	Regionally Significant	BRT between central Durham and the Research Triangle Park (RTP), from North Carolina Central University to the regional transfer center in the RTP, via NC 147. In mixed traffic, and part possibly on bus-on-shoulder-system (BOSS).	2050	DCHC MPO
Bus Rapid Transit – Chapel Hill/RTP	Regionally Significant	BRT between Chapel Hill and the Research Triangle Park (RTP), from UNC Healthcare complex to the regional transfer center in the RTP, via NC 54 and I-40. In mixed traffic, and part on bus-on-shoulder-system (BOSS).	2050	DCHC MPO

APPENDIX A: 2050 MTP Projects -- CAMPO and BGMPO projects to be added.

Roadway Project List

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type(a)	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
2030 Horizon Year												
2040 Horizon Year												
2050 Horizon Year												

These footnotes clarify the table data on the previous pages.

- (a) Reg. Sig. means Regionally Significant.
- (b) Projects that are exempt may continue to move forward in the case of a plan lapse whereas non-exempt projects will not receive federal action until there is an approved MTP. In this column, exempt projects are indicated by the regulation section that provides the exemption, e.g., 93.126.

Major Transit Capital Projects -- CAMPO and BGMPO projects to be added.

Project Title	Emissions Analysis Status	Programming Description	MTP Horizon Year and TIP #	MPO
	Regionally Significant			
	Regionally Significant			
	Not Regionally Significant			
	Not Regionally Significant			
	Regionally Significant			

APPENDIX B: Conformity Process Schedule

Initial conformity partner consultation - request comment on schedule & report format:	October 21, 2021
MPOs provide tables of MTP and TIP projects:	xxx, 2021
Draft CDR complete and sent to MPOs and agency partners for review and comment:	xxx, 2021
MPO Authorization to release draft conformity report for public comment:	xxx, 2021 (BG MPO) Xxx, 2021 (DCHC) Xxx 2021 (CAMPO)
Target date for receipt of all FHWA, FTA, EPA and DAQ comments:	xxx, 2021
Updated Draft of CDR with agency comments and responses:	xxx, 2021
Target date for NCDOT Conformity Finding for the donut areas:	xxx, 2022
Public Hearing and Action on TIP, MTP amendment(s) and Conformity Determination:	xxx, 2022 (BG MPO) Xxx, 2022 (DCHC) Xxx 2022 (CAMPO)
Federal Action (USDOT determination and letter to State/MPO):	February 18, 2022
Conformity Process complete:	February 18, 2022

APPENDIX C: Interagency Consultation

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

1. The MPOs, NCDOT, Triangle J COG and FHWA staff discussed 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 was circulated to agency staff by FHWA, seeking any initial comments.
3. The draft report with the schedule was released for public and agency comment, with the draft report sent to agency partners by FHWA staff.
4. Comments received were forwarded to Triangle J COG staff who summarized the comments and prepared comments in consultation with the applicable MPOs and incorporated the responses in the final Conformity Determination Report.

APPENDIX D:

Public Participation and Notification

Public participation and notification for the Air Quality Conformity Determination Report followed each MPO's Public Participation Plan, which can be viewed at the following sites:

<https://www.campo-nc.us/get-involved/public-participation-plan>

<http://www.dchcmmpo.org/involvement/public.asp>

https://www.dropbox.com/s/epd2x6u8wtwvshc/Public%20Involvement%20Policy_BGMPO_PART2014.pdf?dl=0

Each MPO posted the draft CDR on its website and MPOs that use social media included notification of the CDR in its social media communications. Each MPO conducted a public comment period and held a public hearing on the Conformity Determination Report. If required as part of the Public Participation Plan, this appendix includes copies of public notifications and affidavits from media organizations.

The dates of the public hearings for this CDR for each MPO were:

Xxx, 2022 (DCHC MPO)

Xxx, 2022 (CAMPO)

Xxx, 2022 (BG MPO)

In addition to public participation on the air quality process, each MPO had a parallel public process for input and review of the relevant MTP and TIP documents. Although not specifically a part of the air quality work, the MPOs have information related to the public engagement on their MTP and TIP documents on their websites.

APPENDIX E:

Public & Agency Comments and Responses

Appendix E contains any comments on the draft conformity report and responses to these comments. Each commenter is assigned a code and each comment a number. Responses follow each comment. In certain instances, the respondent may insert italicized, bracketed wording to clarify the comment, using the format *[clarifying comment]*. Except as noted by any italicized, bracketed comments, or in the case of minor spelling or grammatical corrections, no changes are made to the comments as received. Comments submitted in digital formats may have altered formats from the original due to the mechanics of importing and combining these files within this appendix.

The following organizations and individuals provided written responses to the request for comments on the draft conformity determination report; no comments on the Conformity Determination Report were received from the general public:

1. to be added
2. to be added, etc.

APPENDIX *F*:

Adoption, Endorsement Resolution and Agency Determinations

The following pages in the final report will contain adoptions, endorsement resolutions and agency determinations after all of the agencies have completed the process.



U.S. Department of Transportation
Office of Public Affairs
 1200 New Jersey Avenue, SE
 Washington, DC 20590
www.transportation.gov/newsroom

News

The Bipartisan Infrastructure Law Will Deliver for North Carolina

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in North Carolina is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for North Carolina.** For decades, infrastructure in North Carolina has suffered from a systemic lack of investment. The historic Bipartisan Infrastructure Law will make life better for millions of North Carolina residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In North Carolina there are 1,460 bridges and over 3,116 miles of highway in poor condition. Since 2011, commute times have increased by 10.7% in North Carolina, and on average, each driver pays \$500 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, North Carolina would expect to receive approximately \$7.7 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 28.7% more than the State's Federal-aid highway formula funding under current law (1). North Carolina can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. North Carolina can also expect to receive approximately \$171 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$194 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, North Carolina will receive approximately \$54 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in North Carolina will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance "vision zero" plans and other improvements to

reduce crashes and fatalities, especially for cyclists and pedestrians. In addition, North Carolina can expect to receive approximately \$73.9 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 67% increase in funding compared to FAST Act levels (4). North Carolina will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified.

Improve healthy, sustainable transportation options for millions of Americans. North Carolinians who take public transportation spend an extra 59.9% of their time commuting and non-White households are 3.4 times more likely to commute via public transportation. 15.1% of transit vehicles in the state are past useful life. **Based on formula funding alone, North Carolina would expect to receive about \$920 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 32% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, North Carolina would expect to receive about \$109 million over five years to support the expansion of an EV charging network in the state (6). North Carolina will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, North Carolina will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in North Carolina would receive approximately \$460 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.

- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

###



Transportation Alternatives in the Infrastructure Investment and Jobs Act

High Level Overview

- FAST Act extended through 10/31/21
- Surface transportation reauthorization included in larger infrastructure bill (Infrastructure Investment and Jobs Act AKA Bipartisan Infrastructure Bill) that creates new discretionary programs as well
- **Not yet law: as of 10/25/21**

What's Changing for State DOTs?

FUNDING

- Funding increased by 60%
- States may use up to 5% of TAP funding for staffing and to offer technical assistance
- State may submit application if invited by local government
- Changes transferability
 - Before transferring funds to other uses, state DOTs will have to certify to FHWA that they held a competition with adequate time for applications, provided technical assistance to applicants, and any remaining unfunded projects are not of a high enough quality to be funded

INCREASE STATE FLEXIBILITY

- Increased flexibility for match
 - Average match at the project or program level
 - HSIP can be used as match – if you're a TAP manager – connect w/ HSIP manager
- States can choose to suballocate up to 100% of TAP. FHWA to set guidance for this.
- Requires states to prioritize high need communities but allows states to define high-need
 - Roughly 20 states do this already so it was left vague to not interfere with those states.

LOCAL CONTROL

- Increases suballocated pot to 59%
- Gives large MPOs obligation authority
- Makes small MPOs eligible to apply
- Eligible entities may ask the state to apply for a project on their behalf

This bill standardizes reporting requirements for more useful interpretation of data.

Keep an eye out for FHWA funding tables for state apportionment totals.

Key Takeaways

- There are many small changes, but they should not interfere with states running competitions next year same as before. All project eligibilities remain the same.
- Continue administering the program even while awaiting guidance from FHWA
 - Consider re-reviewing previously submitted applications
- Changes to HSIP program may require your state to increase funding on vulnerable road user (VRU) safety. One easy way to do that is to use HSIP as a local match for TAP projects that improve safety.
- We are here to help you successfully implement this program
- We track [implementation of the Transportation Alternatives Program on a quarterly basis](#)
- [Bicycle Friendly State Report Cards](#)
- [State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities](#)

Contact Us

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Active Transportation-related Safety Changes in the Infrastructure Investment and Jobs Act



Highway Safety Improvement Program

Safe System Approach

- Integrated into program in several ways, one example: Changes the definition of intersection projects eligible for HSIP funding from:
 - CURRENT LAW:** An intersection safety improvement
 - IJA:** An intersection safety improvement that provides for the safety of all road users, as appropriate, including a multimodal roundabout

Vulnerable Road User (VRU) Safety Assessment

- States must complete a safety assessment within 2 years of enactment
- Assessment must include:
 - A quantitative analysis of vulnerable road user fatalities and serious injuries including:
 - location, roadway functional classification, design speed, speed limit, and time of day;
 - demographics of the locations of fatalities and serious injuries, including race, ethnicity, income, and age;
 - A list of areas identified as 'high-risk' to vulnerable road users; and
 - A program of projects or strategies to reduce safety risks to vulnerable road users in areas identified as high-risk. Program must consider a safe system approach.

Vulnerable Road User Safety Special Rule

- In states where vulnerable road user fatalities equal 15% or more of overall traffic fatalities, the state must obligate 15% or more of HSIP funds on vulnerable road user safety

Requires FHWA to:

- Create a research plan to develop roadway designs and safety countermeasures that BOTH improve safety of VRU and promote biking and walking.
- Focus on how the following affect safety and rates of bicycling and walking:
 - Roadway safety improvements, including traffic calming and VRU accommodations on suburban arterials
 - Traffic speeds
 - Access to low stress corridors
 - Tools to evaluate the impact of infrastructure on safety and use of bicyclists and pedestrians

Allows up to 10% of HSIP on Noninfrastructure

- Restores flexibility to allow up to 10% of HIP funds to be spent on safety education and awareness, including Safe Routes to School noninfrastructure



Active Transportation-related Safety Changes in the Infrastructure Investment and Jobs Act

Safe Streets and Roads for All

Discretionary program for local governments

- \$6 billion dollars
 - 40% for Safety Action plans
 - 60% for implementation of projects
 - (Ratio may be a drafting error)
- Funding is for infrastructure, education, and enforcement

Planning Provisions

Increasing Safe and Accessible Transportation Options

- Sets aside 2.5% of State and MPO planning funds that can be used for:
 - Complete Streets policies and standards
 - Complete Streets prioritization plans
 - Other active transportation plans that: focus on building networks, connect active transportation to public transit, etc.
 - Plans to increase transit
 - Plans to identify alternatives to increasing highway capacity

Transportation Access Pilot Program

- Requires US DOT to provide accessibility data to eligible entities (states, MPOs and local governments)
- Accessibility data should help measure access across all modes to everyday: destinations including: school, work, grocery stores, health care and shopping
- Goal is for states, MPOs and others to use the data in planning to improve accessibility across all demographics and transportation modes



Authorized Programs

Active Transportation Infrastructure Investment Program

- Discretionary program to fund the building of active transportation networks within a community and spines between communities.
- Would allow a state or local government to build out a network or build a spine vs. apply project by project.

Healthy Streets

- Program to address urban heat island effect, lack of tree cover and flooding in low income communities and communities of color.

Contact Us

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MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: December 8, 2021

Subject: **Lead Planning Agency (LPA) Synopsis of Staff Report**

This memorandum provides a summary status of tasks for major DCHC MPO projects in the Unified Planning Work Program (UPWP).

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

Major UPWP – Projects

Comprehensive Transportation Plan (CTP) – Amendment #4

- ✓ Amendment #3 is no longer pursued; Amendment #4 will be a subset of Amendment #3
- Release Amendment #4 for public comment – January 2022
- Public hearing for and adoption of Amendment #4 – February 2021

2050 Metropolitan Transportation Plan (MTP)

- ✓ Approve Public Engagement Plan – September 2020
- ✓ Approve Goals and Objectives – September 2020
- ✓ Approve land use model and Triangle Regional Model for use in 2050 MTP – January 2021
- ✓ Release Deficiency Analysis – May 2021
- ✓ Release Alternatives Analysis for public comment – August 2021
- ✓ Release Preferred Option for public comments – October 2021
- Adopt Preferred Option – December 2021
- Adopt 2050 MTP and Air Quality Conformity Determination Report – February 2022

Triangle Regional Model Update

- ✓ Completed
- Rolling Household Survey – nearing completion

Prioritization 6.0/FY 2024-2033 TIP Development

- ✓ LPA Staff develops initial project list – March-April 2019
- ✓ TC reviews initial project list – May 2019
- ✓ Board reviews initial project list (including deletions of previously submitted projects) – June 2019
- ✓ SPOT On!ine opens for entering/amending projects – October 2019
- ✓ MPO submits carryover project deletions and modifications – December 2019
- ✓ Board releases draft SPOT 6 project list for public comment – February 2020
- ✓ Board holds public hearing on new projects for SPOT 6 – March 2020
- ✓ Board approves new projects to be submitted for SPOT 6 – March 2020
- ✓ MPO submits projects to NCDOT – July 2020

- ✓ LPA staff conducts data review – Spring 2021
- ✓ LPA updates local ranking methodology – May 2021
- ✓ Board approves local ranking methodology – June 2021
- ✓ NCDOT announces cancellation of SPOT 6 – August 2021
- NCDOT Releases Quantitative Scores for SPOT 6 – November 2021
- SPOT Workgroup Releases Methodology for FY2024-2033 STIP – January 2022
- Draft STIP Released – September 2022
- Board of Transportation adopts FY2024-2033 STIP – June 2023
- MPO Board adopts FY2024-2033 MTIP – September 2023

US 15-501 Corridor Study

- ✓ 3rd public workshop: evaluate alternative strategies – October 2019
- ✓ Stakeholder meetings to discuss Chapel Hill cross-section, northern quadrant road, New Hope Commons access – completed August 2020
- ✓ Board releases final draft for public comment – September 2020
- ✓ Board holds public hearing on final draft – October 2020
- ✓ Release RFI for second phase of study – March 2021
- ✓ Develop RFQ for second phase of study – May 2021
- Update Board on second phase of study – Winter 2022

Regional Intelligent Transportation System

- ✓ Project management plan
- ✓ Development of public involvement strategy and communication plan
- ✓ Conduct stakeholder workshops
- ✓ Analysis of existing conditions
- ✓ Assessment of need and gaps
- ✓ Review existing deployments and evaluate technologies
- ✓ Identification of ITS strategies
- ✓ Update Triangle Regional Architecture
- ✓ Develop Regional Architecture Use and maintenance
- ✓ Develop project prioritization methodology
- ✓ Prepare Regional ITS Deployment Plan and Recommendation

Project Development/NEPA

- US 70 – Durham and Orange Counties
- I-85 Widening
- I-40 Widening

Safety Performance Measures Target Setting

- ✓ Data mining and analysis
- ✓ Development of rolling averages and baseline
- ✓ Development of targets setting framework
- ✓ Estimates of achievements
- Forecast of data and measures

MPO Website Update and Maintenance

- ✓ Post Launch Services – Continuous/On-going
- ✓ Interactive GIS – Continuous/On-going
- ✓ Facebook/Twitter management – Continuous/On-going
- ✓ Enhancement of Portals – Continuous/On-going

Upcoming Projects

- Congestion Management Process (CMP)
- State of Systems Report

Contract Number: C202581 Division: 5 TIP Number: EB-4707A Length: 0.96 miles NCDOT Contact: James M. Nordan, PE Location Description: SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$4,614,460.00 Work Began: 05/28/2019 Original Completion Date: 02/15/2021 Latest Payment Thru: 11/07/2021 Latest Payment Date: 11/19/2021	Route: SR-1838 County: Durham Federal Aid Number: STPDA-0537(2) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 06/12/2022 Construction Progress: 73.12%
Contract Number: C203394 Division: 5 TIP Number: U-0071 Length: 4.009 miles NCDOT Contact: Liam W. Shannon Location Description: EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. Contractor Name: DRAGADOS USA INC Contract Amount: \$141,949,500.00 Work Began: 02/26/2015 Original Completion Date: 05/10/2020 Latest Payment Thru: 10/22/2021 Latest Payment Date: 11/03/2021	Route: I-885, NC-147, NC-98 US-70 County: Durham Federal Aid Number: NCDOT Contact No: (919)835-8200 Letting Date: 11/18/2014 Revised Completion Date: 02/22/2021 Construction Progress: 94.2%
Contract Number: C203567 Division: 5 TIP Number: U-3308 Length: 1.134 miles NCDOT Contact: James M. Nordan, PE Location Description: NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST). Contractor Name: ZACHRY CONSTRUCTION CORPORATION Contract Amount: \$39,756,916.81 Work Began: 10/05/2016 Original Completion Date: 03/30/2020 Latest Payment Thru: 11/15/2021 Latest Payment Date: 11/24/2021	Route: NC-55 County: Durham Federal Aid Number: STP-55(20) NCDOT Contact No: (919)220-4680 Letting Date: 07/19/2016 Revised Completion Date: 11/30/2022 Construction Progress: 79.57%
Contract Number: C204211 Division: 5 TIP Number: U-5968 Length: 0.163 miles NCDOT Contact: James M. Nordan, PE Location Description: CITY OF DURHAM. Contractor Name: BROOKS BERRY HAYNIE & ASSOCIATES, INC. Contract Amount: \$19,062,229.77 Work Began: 02/18/2020 Original Completion Date: 08/01/2024 Latest Payment Thru: 10/31/2021 Latest Payment Date: 11/09/2021	Route: I-40, I-85, NC-55 NC-98, US-15, US-501 US-70 County: Durham Federal Aid Number: STBG-0505(084) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 04/09/2025 Construction Progress: 51.18%
Contract Number: C204520 Division: 5 TIP Number: Length: 17.68 miles	Route: US-501 County: Durham Federal Aid Number: STATE FUNDED

NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-501, 1 SECTION OF US-501 BUSINESS, AND 32 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$3,513,381.26 Work Began: 03/02/2021 Original Completion Date: 07/01/2022 Latest Payment Thru: 11/15/2021 Latest Payment Date: 11/23/2021		NCDOT Contact No: (919)220-4680 Letting Date: 10/20/2020 Revised Completion Date: Construction Progress: 45.03%
Contract Number: C204630 Division: 5 TIP Number: Length: 25.324 miles NCDOT Contact: James M. Nordan, PE Location Description: 44 SECTIONS OF SECONDARY ROADS. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$5,523,385.60 Work Began: 06/02/2021 Original Completion Date: 11/15/2022 Latest Payment Thru: 10/31/2021 Latest Payment Date: 11/09/2021		Route: SR-1110, SR-1158, SR-1308 SR-1454, SR-1457, SR-1458 SR-1521, SR-1550, SR-1558 SR-1559, SR-1566, SR-1578 SR-1582, SR-1593, SR-1640 SR-1669, SR-1675, SR-1709 SR-1753, SR-1754, SR-1775 SR-1778, SR-1779, SR-1791 SR-1792, SR-1814, SR-1825 SR-1827, SR-1926, SR-1945 SR-2334, SR-2335, SR-2336 SR-2354, SR-2355, SR-2356 SR-2357, SR-2385, SR-2386 SR-2443, SR-2444, SR-2619 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 04/20/2021 Revised Completion Date: Construction Progress: 45.68%
Contract Number: C204667 Division: 5 TIP Number: Length: 17.071 miles NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-70 BUSINESS, 1 SECTION OF NC-55, 2 SECTIONS OF NC-54, AND 27 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$0.00 Work Began: 03/01/2022 Original Completion Date: 08/01/2023 Latest Payment Thru: Latest Payment Date:		Route: -, NC-55, SR-1113 SR-1118, SR-1376, SR-1389 SR-1392, SR-1393, SR-1394 SR-1823, SR-1824, SR-1880 US-70 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/19/2021 Revised Completion Date: Construction Progress: 0%
Contract Number: DE00304 Division: 5 TIP Number: SM-5705AA, SM-5705B, SM-5705I SM-5705X, W-5705 Length: 0.432 miles NCDOT Contact: James M. Nordan, PE Location Description: MULTIPLE LOCATIONS ON US 15 501 Contractor Name: JSMITH CIVIL LLC		Route: SR-1317, US-15, US-501 US-70 County: Durham Federal Aid Number: HSIP-0015(057) NCDOT Contact No: (919)220-4680

Contract Amount: \$1,258,791.50 Work Began: 04/19/2021 Original Completion Date: 11/19/2021 Latest Payment Thru: 10/31/2021 Latest Payment Date: 11/10/2021		Letting Date: 03/10/2021 Revised Completion Date: Construction Progress: 75.55%
Contract Number: DE00310 Division: 5 TIP Number: U-0071 Length: 20 miles NCDOT Contact: Liam W. Shannon Location Description: NC540 NC885 I885 Contractor Name: TRAFFIC CONTROL SAFETY SERVICES, INC. Contract Amount: \$580,657.50 Work Began: 04/26/2021 Original Completion Date: 11/12/2021 Latest Payment Thru: 09/07/2021 Latest Payment Date: 09/13/2021		Route: I-885 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Letting Date: 01/13/2021 Revised Completion Date: 05/11/2022 Construction Progress: 71.41%
Contract Number: DE00325 Division: 5 TIP Number: Length: 0.5 miles NCDOT Contact: Liam W. Shannon Location Description: NC 540 AND I 40 IN WESTERN WAKE COUNTY Contractor Name: TRAFFIC CONTROL SAFETY SERVICES, INC. Contract Amount: \$0.00 Work Began: Original Completion Date: 09/13/2023 Latest Payment Thru: Latest Payment Date:		Route: - County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Letting Date: 10/13/2021 Revised Completion Date: Construction Progress: 0%
Contract Number: DE00327 Division: 5 TIP Number: Length: 0 miles NCDOT Contact: James M. Nordan, PE Location Description: VARIOUS LOCATIONS IN DURHAM AND PERSON COUNTIES Contractor Name: WHITEHURST PAVING CO INC Contract Amount: \$0.00 Work Began: 03/01/2022 Original Completion Date: 05/19/2023 Latest Payment Thru: Latest Payment Date:		Route: -, SR-1394, SR-1735 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/27/2021 Revised Completion Date: Construction Progress: 0%

**NCDOT DIVISION 5 _DURHAM PROJECT LIST _ 5-YEAR PROGRAM
DECEMBER 2021**

Project ID	Responsible Group	Description	R/W Plans Complete	R/W Acq. Begins	Letting Type	Let Date	Project Manager Name	ROW \$	UTIL \$	CONST \$	COMMENTS
U-6021	DIVISION	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	2/16/2029	2/16/2029	Division Design Raleigh Let (DDRL)	1/1/2040	BENJAMIN J. UPSHAW	\$4,158,000	\$379,000	\$15,200,000	Project is suspended due to funding.
U-6118	DIVISION	NC 55 FROM MERIDIAN PARKWAY TO I-40 INTERCHNAGE IN DURHAM	1/16/2026	7/16/2027	Division Design Raleigh Let (DDRL)	1/1/2040	ZAHID BALOCH	\$300,000	\$200,000	\$4,800,000	Post-year project in current STIP.
U-6120	DIVISION	NC 98 (HOLLOWAY STREET) FROM SR 1938 (JUNCTION ROAD) TO SR 1919 (LYNN ROAD) IN DURHAM. CONSTRUCT SAFETY IMPROVEMENTS AND WIDEN TO ADD MEDIAN, BICYCLE LANES, SIDEWALKS, TRANSIT STOP IMPROVEMENTS, AND TRAFFIC SIGNALS WHERE NEEDED.	12/29/2025	7/21/2028	Division Design Raleigh Let (DDRL)	1/1/2040	ZAHID BALOCH	\$7,000,000	\$1,200,000	\$10,000,000	Post-year project in current STIP.
I-5942	DIVISION	I-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY PAVEMENT REHABILITATION	3/19/2027		Division Design Raleigh Let (DDRL)	12/21/2027	CHRISTOPHER A. HOFFMAN			\$9,187,000	No Change in Status
U-5516	DIVISION	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	10/18/2024	10/18/2024	Division Design Raleigh Let (DDRL)	10/20/2026	JOHN W. BRAXTON JR	\$9,290,500	\$2,075,000	\$12,400,000	Project is suspended due to funding.
U-5717	DIVISION	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	4/23/2019	4/23/2019	Division Design Raleigh Let (DDRL)	10/21/2025	JOHN W. BRAXTON JR	\$20,413,786		\$32,000,000	ROW acquisition is suspended due to funding.
I-5998	DIVISION	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 &I-6000.	10/18/2024		Division POC Let (DPOC)	1/22/2025	CHRISTOPHER A. HOFFMAN			\$15,000,000	No Change in Status
I-5995	DIVISION	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.	8/15/2024		Division Design Raleigh Let (DDRL)	1/21/2025	CHRISTOPHER A. HOFFMAN			\$14,900,000	No Change in Status
I-6000	DIVISION	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 INRALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.	10/18/2024		Division POC Let (DPOC)	1/21/2025	CHRISTOPHER A. HOFFMAN			\$7,600,000	No Change in Status
I-5941	DIVISION	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION	9/5/2023		Division Design Raleigh Let (DDRL)	12/17/2024	CHRISTOPHER A. HOFFMAN			\$10,600,000	No Change in Status
I-5993	DIVISION	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5994).			Division Design Raleigh Let (DDRL)	12/17/2024	CHRISTOPHER A. HOFFMAN			\$24,333,000	No Change in Status
I-5994	DIVISION	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5993).			Division Design Raleigh Let (DDRL)	12/17/2024	CHRISTOPHER A. HOFFMAN			\$12,167,000	No Change in Status
SM-5705AH	DIVISION	NC 98 at SR 1815 (Mineral Springs Road),,Construct right turn lanes on both approaches of SR 1815 (Mineral Springs Road).	2/3/2023	2/10/2023	Division POC Let (DPOC)	4/10/2024	Stephen Davidson				Awaiting surveys.
W-5705AI	DIVISION	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	1/21/2022	1/21/2022	Division POC Let (DPOC)	1/11/2023	STEPHEN REID DAVIDSON	\$210,000		\$630,000	ROW plans in progress
W-5705AM	DIVISION	DURHAM TRAFFIC SIGNAL REVISIONS TO INSTALL "NO TURN ON RED"BLANK OUT SIGNS AT SIX LOCATIONS			Division POC Let (DPOC)	12/7/2022	JEREMY WARREN			\$62,000	Currently in Signal Design status
HS-2005D	DIVISION	SR 1303 (PICKETT ROAD) AT SR 1116 (GARRETT ROAD)/(LUNA LANE). INSTALL TRAFFIC SIGNAL.	4/22/2022	5/24/2022	Division POC Let (DPOC)	11/23/2022	JEREMY WARREN	\$2,000		\$100,000	Pending
HS-2005E	DIVISION	US 15-501 BUSINESS AT NC 751 (DURHAM - CHAPEL HILL BOULEVARD). INSTALLI GUARDRAIL.	4/22/2022	5/24/2022	Division POC Let (DPOC)	11/23/2022	JEREMY WARREN	\$5,000		\$155,000	Pending
W-5705T	DIVISION	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	9/30/2021	11/26/2021	Division POC Let (DPOC)	9/28/2022	STEPHEN REID DAVIDSON	\$85,000		\$800,000	CE document completed. Progressing towards ROW plans.
HS-2005C	DIVISION	NC 54 AT NC 55	1/24/2022		Division POC Let (DPOC)	3/23/2022	JEREMY WARREN			\$75,000	No Change
48937	DIVISION	Widen NC 54 Eastbound from Falconbridge Road to FarringtonRoad to provide a continuous right turn lane from west of Falconbridge road to I-40.			Division POC Let (DPOC)	2/16/2022	Stephen Davidson				Complete Street coordination in progress.
W-5705V	DIVISION	NC 54 AT HUNTINGRIDGE ROAD			Division POC Let (DPOC)	12/8/2021	JEREMY WARREN			\$80,000	In Contract Assembly
W-5705U	DIVISION	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE			On Call Contract (OCC)	11/30/2021	JEREMY WARREN			\$20,000	Durham is planning.
HI-0001	DIVISION	I-85/US 15 FROM NORTH OF SR 1637 (REDWOOD ROAD) IN DURHAM COUNTY TO SOUTH OF US 15 / SR 1100 (GATE ONE ROAD) IN GRANVILLE COUNTY. PAVEMENT REHABILITATION.			Division POC Let (DPOC)	11/10/2021	TRACY NEAL PARROTT			\$2,600,000	Preliminary design underway.

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in Hillsborough	6/30/2022	FY2024	\$7,200,000	PE funding scheduled 7/1/2020	Matthew Simmons
SS-6007V 49706.3.1	Intersection improvements (all-way stop) on SR 1567 (Pleasant Green Road) at SR 1569 (Cole Mill Road); on SR 1548 (Schley Road) at SR 1538 (New Sharon Church Road); on SR 1507 (Wilkerson Road) at SR 1545 (Sawmill Road); and on SR 1114 (Buckhorn Road) at SR 1120 (Mt. Willing Road).	7/14/2021	6/30/2022	\$90,000	Construction underway - Schley Road at New Sharon Church Road is the only intersection remaining to be completed	Dawn McPherson
SS-6007R 49557.1.1 49557.3.1	Traffic signal revisions and high visibility crosswalk installation on SR 1010 (East Franklin Street) at Henderson Street.	Dec. 2022 Mar. 2022	Apr. 2023 Jun. 2022	\$12,600	Plans Complete - Construction Pending	Dawn McPherson
SS-6007AD 49823.1.1 49823.3.1	Convert intersection from two way stop to all way stop at the intersection of SR 1710 (Old NC 10) and SR 1712 (University Station Road) west of Durham	Apr. 2022 Jun. 2022	Sep. 2022	\$28,000	Planning and design activities underway	Dawn McPherson
SS-4907CD 47936.1.1 47936.2.1 47936.3.1	Horizontal curve improvements on SR 1710 (Old NC 10) west of SR 1561/SR 1709 (Lawrence Road) east of Hillsborough. Improvements consist of wedging pavement and grading shoulders.	Jun. 2022	Nov. 2022	\$261,000	Planning and design activities underway	Chad Reimakoski
I-5958 45910.1.1 45910.3.1	Pavement Rehabilitation on I-40/I-85 from West of SR 1114 (Buckhorn Road) to West of SR 1006 (Orange Grove Road)	11/17/2026	FY2028	\$8,690,000	PE funding approved 10/10/17	Chad Reimakoski
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in Hillsborough	10/19/2027	FY2030	\$16,900,000	PE funding approved 9/8/17, Planning and Design activities underway, Coordinate with I-0305 and U-5845	Laura Sutton

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
I-5959 45911.1.1 45911.3.1	Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line	11/16/2027	FY2029	\$11,156,000	PE funding approved 10/10/17, Coordinate with I-5967, I-5984 and I-0305	Chad Reimakoski
R-5821A 47093.1.2 47093.2.2 47093.3.2	Construct operational improvements including Bicycle/Pedestrian accommodations on NC 54 from SR 1006 (Orange Grove Road) to SR 1107 /SR 1937 (Old Fayetteville Road).	6/20/2028	FY2031	\$7,000,000	PE funding approved 10/10/17, design activities currently suspended, Coordinating with NC54 West Corridor Study	Rob Weisz
U-5845 50235.1.1 50235.2.1 50235.3.1	Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in Hillsborough	7/18/2028	FY2031	\$49,238,000	PE funding approved 5/14/15, Planning and Design activities underway, Coordinate with I-5967	Laura Sutton
I-5984 47530.1.1 47530.2.1 47530.3.1	Interchange improvements at I-85 and NC 86 in Hillsborough	11/21/2028	FY2031	\$20,900,000	PE funding approved 10/10/17, Planning and Design activities underway, Coordinate with I-0305 and I-5959	Laura Sutton
I-0305 34142.1.2 34142.2.2 34142.3.2	Widening of I-85 from west of SR1006 (Orange Grove Road) in Orange Co. to west of SR 1400 (Sparger Road) in Orange Co.	1/1/2040	FY2044	\$132,000,000	PE funding approved 6/5/18, Planning and design activities underway, Project reinstated per 2020-2029 STIP (funded project) and delete project I-5983	Laura Sutton

North Carolina Department of Transportation

11/9/2021

Active Projects Under Construction - Orange Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C202581	EB-4707A	IMPROVEMENTS ON SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. DIVISION 5	S T WOOTEN CORPORATION	Nordan, PE, James M	\$4,614,460.00	5/28/2019	2/15/2021	5/28/2019	6/12/2022	100	70.46
C204078	B-4962	REPLACE BRIDGE #46 OVER ENO RIVER ON US-70 BYPASS.	CONTI ENTERPRISES, INC	Howell, Bobby J	\$4,863,757.00	5/28/2019	12/28/2021	6/19/2019	12/28/2021	84.31	98
C204632	I-3306A	WIDENING I-40 FROM I-85 IN ORANGE COUNTY TO THE DURHAM COUNTY LINE AND I-40 WESTBOUND IN DURHAM COUNTY NEAR US-15/501.	THE LANE CONSTRUCTION CORPORATION	Cvijetic, PE, Bojan	\$236,457,869.00	9/27/2021	9/1/2025	10/28/2021			
DG00462		REHAB. BRIDGES 264, 288, 260, 543 IN GUILFORD COUNTY AND BRIDGE 031 IN ORANGE COUNTY	ELITE INDUSTRIAL PAINTING INC	Snell, PE, William H	\$967,383.15	8/1/2019	1/1/2020	9/13/2021	2/14/2022	61.1	43.07
DG00483		RESURFACE SR 1010 (MAIN STREET/FRANKLIN STREET) FROM SR 1005 (JONES FERRY ROAD) TO NC 86 (COLUMBIA STREET)	CAROLINA SUNROCK LLC	Howell, Bobby J	\$845,631.59	5/18/2019	8/7/2020				
DG00484		AST RETREATMENT OF 3 SECONDARY ROADS IN DURHAM COUNTY AND VARIOUS ROUTES IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Howell, Bobby J	\$339,150.43	4/1/2021	10/30/2021	9/7/2021	10/30/2021	100	86.43
DG00485	U-5846	SR 1772 (GREENSBORO STREET) AT SR 1780 (ESTES DRIVE), CONSTRUCT ROUNDABOUT	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$3,375,611.30	5/28/2019	3/1/2022	7/29/2019	6/10/2022	96	99.96
DG00504		RESURFACING OF 1 SECTION OF SECONDARY ROAD IN DURHAM COUNTY AND 24 SECTIONS OF SECONDARY ROADS IN ORANGE COUNTY	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$2,203,659.65	7/1/2021	11/1/2021	7/22/2021	11/1/2021	95	98.29
DG00510		AST RETREATMENT ON 26 SECONDARY ROADS IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Howell, Bobby J	\$900,585.16	7/1/2021	6/30/2022	7/29/2021	10/30/2021	99	99.5
DG00527	HS-2007C	PLACEMENT OF THERMOPLASTIC PAVEMENT MARKING LINES ON VARIOUS SECONDARY ROADS THROUGHOUT THE DIVISION	TMI SERVICES INC.	Cvijetic, PE, Bojan	\$1,358,289.72	8/16/2021	11/19/2021				

Chatham County - DCHC MPO - Upcoming Projects - Planning & Design, R/W, or not started - Division 8--December 2021

Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	STIP Project Cost	Notes
U-6192	US 15-501	Add Reduced Conflict Intersections - from US 64 Pitts. Byp to SR 1919 (Smith Level Road) Orange Co.	After 2031	TBD	TBD	Greg Davis (910) 773-8022	\$117,700,000	Right of Way 1/2026
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	11/8/2022	TBD	TBD	Greg Davis (910) 773-8022	\$1,121,000	



Car-Free Transportation Gets Boost from U.S. Grant Program

A program that primarily funded highways during the Trump administration has pivoted away from roads in its new disbursement, marking a potential shift in infrastructure spending.

By [Laura Bliss](#) +Get Alerts

November 29, 2021, 12:15 PM EST



Workers apply orange coating along 90th Avenue in East Oakland, California, in 2019 as part of a paving and redesign project for pedestrian and bicyclist safety. *Photographer: Jane Tyska/MediaNews Group/The Mercury News via Getty Images*

A federal grant program that had become a honeypot for rural highway-building in the Trump years has pivoted in favor of projects for sidewalks, bikes and public transit.

In the new tranche of almost \$1 billion in RAISE grant selections from the U.S. Department of Transportation announced earlier this month, roads were the losers. RAISE – which stands for Rebuilding American Infrastructure with Sustainability and Equity – is the latest version of USDOT’s multimodal grant program, which has gone by other names and priorities under previous presidents.

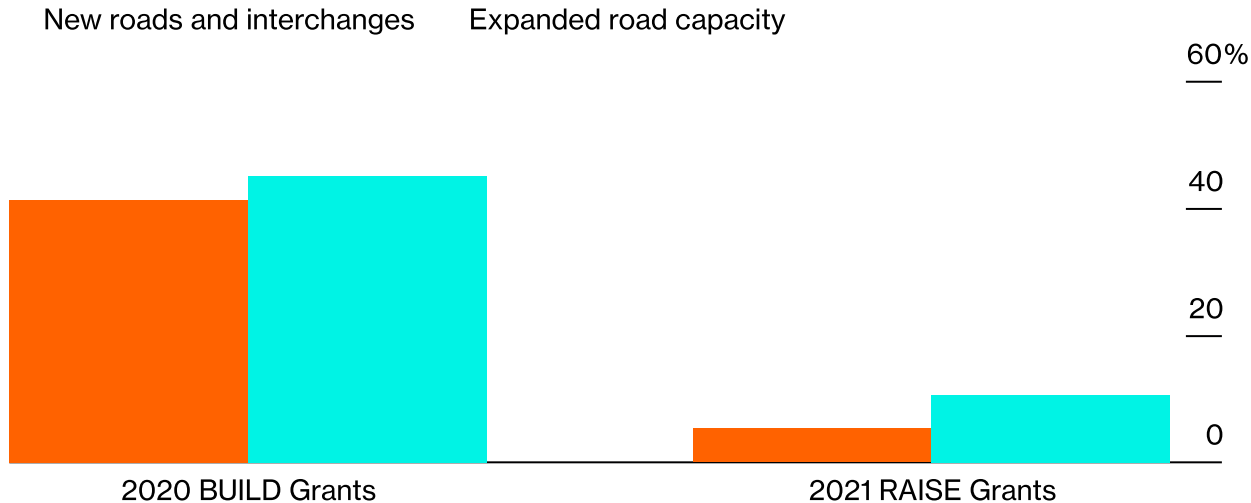
Born under the Obama administration as TIGER grants (Transportation Investment Generating Economic Recovery), the earliest iteration of the program doled out recession-era stimulus funds for streetcar extensions, pedestrian networks and other projects that didn’t easily qualify for traditional sources of funding. Redubbed BUILD (Better Utilizing Investments to Leverage Development) in the Trump years, the program mostly funded new roads and wider highways.

Under President Joe Biden, the pendulum has swung once again: According to an analysis by Yonah Freemark, a senior research associate at the Urban Institute, only about 5% of RAISE

funds will support new roads, and 10% will go to projects that increase road capacity. The rest will flow to a mix of projects such as a freeway cap in Atlanta, a greenway project in Cincinnati, transit planning in Omaha, Missoula and Charlotte, and pedestrian and bike safety improvements in Denver, Oakland and Wilmington. As the below charts show, that represents a significant departure from the previous year's grant winners.

Under Biden, Multimodal Grants Fund Fewer Roads

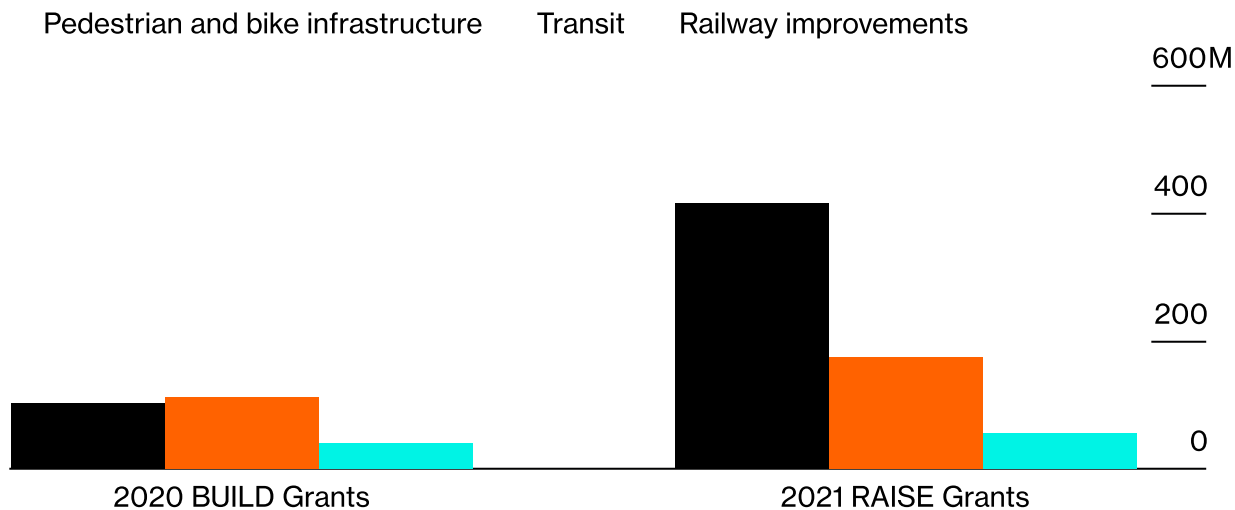
RAISE funding for new and wider highways falls dramatically from 2020



USDOT data analyzed and provided by Yonah Freemark of the Urban Institute

Under Biden, More Funding For Car-Free Transportation

RAISE grant selections mark a departure from Trump years



USDOT data analyzed and provided by Yonah Freemark of the Urban Institute
Y-axis shows amount of federal grant funding, in millions, for project categories.

That's promising news for car-free advocates who are warily eyeing the large share of the \$1.2 trillion infrastructure bill that is devoted to all things automotive. But the Infrastructure Investment and Jobs Act (IIJA) also allocates roughly \$100 billion for USDOT to dole out through competitive grant programs. That figure includes an annual \$1.5 billion boost for the RAISE

program, \$1 billion for reconnecting communities divided by old infrastructure, \$5 billion for cities to plan safer streets and many more billions for cleaner buses and ferries, pedestrianization projects and EV charging.

More from

What U.S. Mayors Are Really Worried About

The Next Austin? How About Arkansas. Seriously.

Landlords Are Less Likely to Reply to Applicants with Black and Latino Names

Reliving the New York Subway Map Debate

“If these RAISE grants are an indication of how the administration plans to distribute funds under the infrastructure bill, they’re a good sign,” Freemark tweeted. “The administration clearly gets it: Prioritize pedestrians, bikes, and transit over roadway expansion.”

Still, if transit, walking and biking programs are like U.S. soccer, driving infrastructure is like the National Football League. Even with historic levels of support for public transit (\$39 billion) and intercity rail (\$66 billion), the vast majority of the \$550 billion in new funding in the IIJA is for roads and highways.

Rather than be distributed at federal discretion, these funds will flow automatically to states based on existing formulas. State departments of transportation will then determine how to spend the roughly 30% funding increase they’re set to receive, with few strings attached. A provision that would have required roads to be repaired before they are widened, for example, was taken out during Senate negotiations.

Expanding Highways

While highway money could be spent on bus rapid transit or bike paths, many of the nation’s road builders are likely to stick to the status quo and simply add vehicle lanes, Freemark said in a follow-up interview.

“For the most part, states are so focused on highway expansion because that’s what they’ve been doing for decades,” he said. “This new money could be their opportunity to simply do more of that.”

With formula funding heading out the door in the coming weeks, other parts of the country could start to announce building plans imminently. Adie Tomer, a senior fellow at the Brookings Institution, said he’ll be watching to see which states opt for highway-building alternatives and how those choices align with politics. A recent Pew survey found that 73% of Republicans said they preferred to live in areas with larger homes even if it meant driving to schools, shops and restaurants, compared with 49% of Democrats, who preferred more compact, walkable communities.

“It’s going to be fascinating to watch heartland states versus more coastal states spending this money,” Tomer said. “Transportation is not in and of itself political. But we’ve started to see how transportation attitudes follow our political divides.”

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Yet highways are popular in both blue and red states: In Democrat-controlled Illinois, officials have already announced their hopes to use their \$17 billion in federal infrastructure dollars to widen Chicago’s Eisenhower Expressway and three other interstates, much to the chagrin of environmental and street safety advocates. With transportation generating nearly 30% of U.S. greenhouse gas emissions – the largest share of any sector – that means the lion’s share of new federal resources aren’t set up to solve the climate crisis. In fact, they may only deepen it.

For advocates, that places an even greater importance on the IJA’s billions of dollars in grant funding, which the Biden administration is expected to distribute with an eye towards racial equity and environmental impacts. It will take time for USDOT to shape those programs, hire staff to oversee them, and move through requisite approval processes. Under the American Recovery and Reinvestment Act of 2009, it took nearly a year for the first TIGER grants to get out the door. Rather than rush to spend the new resources, Tomer said he hopes cities and

metropolitan regions in particular take the opportunity to plan how they want to grow and move far into the future.

Corinne Kisner, executive director of the National Association of City Transportation Officials, echoed that sentiment and described the new RAISE grant selections as a model for governments to follow.

“The U.S. is about to spend an unprecedented \$1.2 trillion on infrastructure,” she said in a statement. “Cities and states must propose – and states and USDOT must select – projects that directly address the safety, climate, and equity crises that America faces today.”

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THE FUTURE OF WHAT'S NEXT

Without Gas to Tax, EVs Will Change Highway Funding

Tennessee is projected to collect \$655.2 million in the 2022 fiscal year through its gas and diesel taxes. As gas-powered vehicles give way to EVs, the state will need to make up the lost fuel-tax revenue.

November 29, 2021 • Andy Sher, Chattanooga Times Free Press

(TNS) — As the 100th anniversary of Tennessee's first gas tax approaches in 2024, state government officials here are warily looking down the road at how financing for highway and bridge construction, improvements and repairs will fare in an age when vehicles are powered increasingly by electricity.

"It's really not a big impact today, but we'd be foolish to think it's not going to be," interim state transportation Commissioner Joe Galbato told Gov. Bill Lee during the department's budget hearing earlier this month. "We know what's coming because most of the manufacturers are going to stop producing combustion engines."

It's an issue not just for Tennessee and local governments here but across the U.S.

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Auto manufacturers are ramping up major investments in what they see as the future — electric vehicles — and that, along with ever-climbing mile-per-gallon improvements for fossil-fueled vehicles, is taking a toll on gas and diesel tax revenues going forward in what is seen as a yearslong decline in traditional funding.

The latest evidence for the electric technology revolution was Ford Motor Co.'s recent announcement that it is building a \$5.6 billion electric Ford F-Series assembly plant and battery factory complex in rural West Tennessee.

Chattanooga-based Volkswagen, meanwhile, plans to invest \$800 million into a new facility to build its new ID.4 compact SUV. General Motors says it will build a \$2 billion electric vehicle factory in Spring Hill to produce a Cadillac

LYRIQ electric SUV. Smyrna-based Nissan, meanwhile, has for years assembled its LEAF line of cars here.

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According to legislative estimates, Tennessee is projected in Fiscal Year 2022 to collect \$655.2 million through its 26-cent-per gallon gas and 27-cent-per-gallon diesel tax, according to legislative estimates.

Vehicle registration fees account for another \$278.9 million, while other taxes bring in \$54.3 million to the state. Tally them all up and that's \$988.4 million, according to the General Assembly's 2021-22 Fact Book issued by the Senate and House Finance Committees.

The state also shares an additional \$324.2 million in fuel-tax revenue with local governments for their road needs, according to the analysis.

Galbato told Lee that a pre-COVID-19 pandemic analysis by the University of Tennessee estimated that by 2025 there could be a loss of \$40 million in state gas and diesel taxes as Tennesseans purchase more electric cars and trucks combined with improvements in gas and diesel vehicles' mileage.

Calling it a "sizable drop," Galbato said he suspects COVID-19 would push that out by a "year or two. So by 2026/2027, there will be some real actions that are going to have to be made" to replace lost revenues, he added.

"At this point, again, electric vehicles are not causing any big revenue impact, but they will, and we've got to be prepared for that," Galbato said.

Tennessee last increased its gas and diesel taxes in 2017 when the GOP-run legislature approved then-Gov. Bill Haslam's IMPROVE Act. It raised gas and diesel taxes over a three-year period and was expected to raise an additional \$350 million annually for work on 962 projects across the state over a 15-year period valued at \$10.5 billion. Funded projects included a plan to fix Chattanooga's infamous "split" at the intersection of Interstates 75 and 24.

While refusing to include Republican Haslam's proposed inflation adjustment on fuel taxes, GOP lawmakers did create a new \$100 registration fee for electric vehicles.

The electric-vehicle registration fee isn't bringing in much revenue yet, but it's growing. It brought in \$254,000 in Fiscal Year 2018-19. In Fiscal Year 2020-21, the fee brought in \$893,300, according to state Department of Revenue figures provided last week by the department to the *Times Free Press*.

During his department's budget hearing, Galbato said owners of about 9,100 electric vehicles were paying the fee prior to the pandemic's onset. Latest Revenue Department figures show owners of 12,454 electric vehicles are now paying the \$100 fee.

In response to questions from Lee, Galbato said Tennesseans on average pay

each year about \$300 per car in gas taxes based on about 13,500 miles driven annually. About \$175 of that comes from state gas tax payments, while another \$125 is in gas taxes paid to the federal government.

"So if we wanted to — now I'm not proposing we do this — but somehow true them up, the dollar amount is \$175 per vehicle?" Lee asked of Galbato regarding an increase in the electric vehicle fee.

Actually, Galbato said, the dollar amount per vehicle would be \$300, because Tennessee gets its share of federal taxes back.

"What we sent to Washington comes back to us," Galbato said.

"So to true it up, it would not be \$175, it would be \$300?" Lee asked. Yes, Galbato replied.

In a sit-down interview last week with the *Times Free Press*, state Finance Commissioner Butch Eley emphasized the state is still "early in the process" in terms of electric vehicles on Tennessee roads.

"Certainly, there's nothing anytime soon that we need to be concerned about. Our gas taxes are providing the revenues in conjunction with our federal revenues in order to accomplish what they're set out to accomplish," Eley said. "Having said that, we do need to continue to monitor and plan for the future. We know that when you look at the future, that we're going to see more and more electric vehicles. We see that first hand with the announcement of the Ford plant and the announcements by other manufacturers."

Speaking last week with the *Times Free Press* by phone, Lt. Gov. Randy McNally, the Republican Senate speaker, said "the sky's not falling down yet.

"But we do need to be prepared if we do start seeing gas tax revenues begin to slide," he said. One solution would be to look at what the average car is paying, what the disparity is between types of vehicles and then "put the increase of registration fee proportionately."

Moreover, McNally said, he understands there is technology coming to track a vehicle's mileage or use of roads and officials could be in a position to correlate that and the amount of damage to roads.

"So you can use it as, I guess, like a fee," McNally said.

Officials with the Reason Foundation and the Georgia Public Policy Foundation, both libertarian think tanks, testified before the Georgia Freight & Logistics Commission and touted the mileage tax approach given expected diminishing returns on gas taxes heading into the future amid increased electric-vehicle usage, Capitol Beat News Service reported earlier in November.

Speaking by phone Friday with the *Times Free Press*, Tennessee House Transportation Committee Chair Dan Howell, R- Georgetown, said he's had a number of discussions with transportation officials.

"It's just growing exponentially," Howell said of electric-vehicle registrations. "So it's becoming clear that, for one thing, the \$100-a-year registration is not sufficient. It's way below the state average paid by combustion-engine drivers. We're going to have to level the playing field there because it's just the fair thing to do."

Howell said he's had discussions with House leadership as well as Senate Transportation Committee chair Becky Duncan Massey, R- Knoxville.

"It's going to end up being a solution with several components probably," Howell said. "And I know this has been a sacred cow through the years — and I've even had discussions with some members of our leadership team in the House that historically we have just refused to even look at the general fund for any subsidies for roads — but we may even have to look at some component, not make that entirely but make it part of the equation because we've been having the last seven, eight years a major [general fund] surplus."

If the state is going to continue to have surpluses, Howell said he and some colleagues believe that the two "most important things" in keeping the state's economy growing are education and then sufficient infrastructure to attract industry and generate more jobs.

Future Shock

In an eye-opening study released in January 2020, Dr. William Fox, director of the University of Tennessee Boyd Center for Economic Research, suggested the rise of driverless cars, fleets and the transition to electric vehicles could eventually displace one in six jobs in Tennessee, as well as pose challenges to road funding.

"The thing I've emphasized about electric and soon after, autonomous vehicles, is that there's no cliff you fall off of," the economist said last week in a telephone interview. "There's just this continuous decline, I mean, that actually makes it harder because if you really fall off a cliff, you'd actually have to deal with it."

But in a situation where things "slowly erode," Fox said, "you can always put off making decisions. And that's my fear. A lot of what I've been talking about is this is an easy one to put off — and all of a sudden, we'll realize, 'Oh shoot!' and then it'll get harder to deal with.

"I'm not a politician, I'm an economist," Fox said. "But I think the political dimension of this gets harder because those opposing change will grow."

Fox said he suspects there will be faster adoption of electric vehicles in urban areas, citing Nashville and likely Chattanooga as well.

"What that means is that the relative tax burden shifts to the rural places and away from the urban places. So it's not like everyone evenly gets impacted by this. So you get this kind of continuous drop in related tax revenues but not necessarily from rural places. So the unevenness of it it's reason for concern. It's an inequity, but it's on geography rather than income."