DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

RESOLUTION ADOPTING THE AMENDED DCHC MPO 2050 METROPOLITAN TRANSPORTATION PLAN (2050 MTP)

A motion was made by MPO Board member Jumezetta Bedford and seconded by MPO Board member Leonardo Williams for the adoption of the following resolution; and upon being put to a vote, was duly adopted.

WHEREAS, federal law for metropolitan transportation planning, 23 U.S.C. Part 134, requires all Metropolitan Planning Organizations to develop and maintain a Metropolitan Transportation Plan; and

WHEREAS, the Metropolitan Transportation Plan must address all modes of transportation in an urban area, have a horizon year of at least 20 years, and be fiscally constrained; and

WHEREAS, the DCHC MPO Board is the duly recognized transportation decision-making body for the 3-C transportation planning process (i.e., continuous, cooperative and comprehensive) of the DCHC MPO; and

WHEREAS, the local land use plans and socioeconomic forecasts depicted in the Connect 2050 process were consulted and incorporated into the 2050 MTP; and

WHEREAS, the Triangle Regional Model, version 6.2, was consulted and incorporated into the 2050 MTP and the Triangle Regional Model G2, version 1.3, was consulted and incorporated into this 2050 MTP Amendment; and

WHEREAS, the DCHC MPO Board has found the transportation planning process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the DCHC MPO Board has considered how the Metropolitan Transportation Plan will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 State 2100, 49 CFR part 23); and

WHEREAS, the DCHC MPO Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub.L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations.

BE IT THEREFORE RESOLVED, by the Board of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) that the amended 2050 Metropolitan Transportation Plan, dated August 9, 2023, be adopted for the DCHC MPO on this the 9th day of August, 2023.

(continued)

(Continued – Resolution Adopting amended DCHC MPO 2050 MTP)

Jenn Weaver, DCHC MPO Board Chair

Durham County, North Carolina

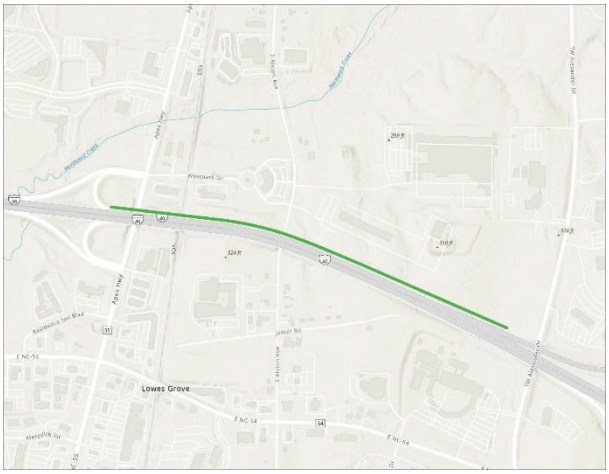
I certify that Jenn Weaver personally appeared before me this day to affix her signature to this document.

Date: August 9, 2023

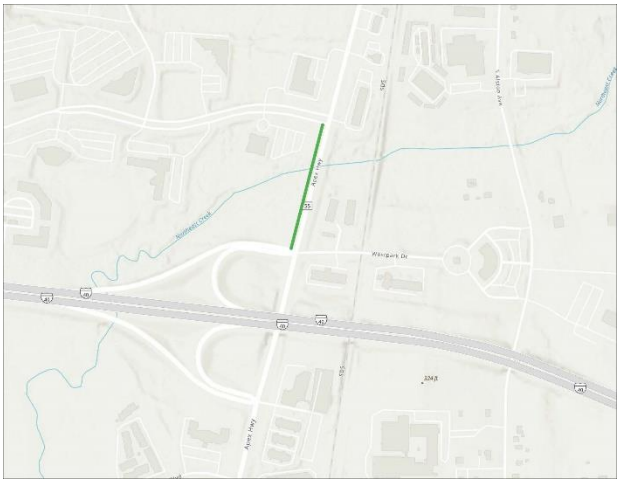
J. Juliet Debnam, Notary Public
My commission expires: October 12, 2027



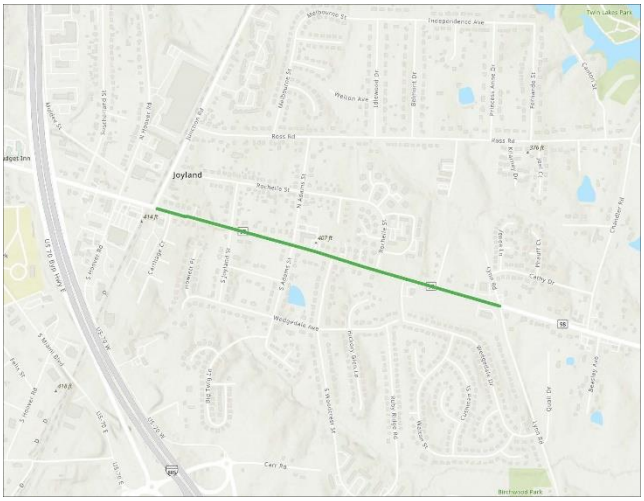
Actions in Amendment #1 to the 2050 MTP



I-40 auxiliary lanes – Add this project to the 2050 MTP. A single auxiliary lane, approximately 0.75 mile in length, will be constructed from the end of the I-885/I-40 westbound ramp to the NC 55 exit ramp. This auxiliary lane will be on only one side of the roadway and the 12-foot shoulder is capable of accommodating Bus on Shoulder System (BOSS) operations. This widening is in the FY2024-2033 STIP but not in the 2050 MTP for a few different reasons. The MPO included very few road widening projects in the 2050 MTP to support goals related to the natural environment and climate change. Also, staff consider this improvement as an operational improvement because of the limited extent and the intent to more effectively use the existing travel lanes. The Federal Highway Administration (FHWA) considers a lane addition of 1 mile or less an operational improvement, as well. Operational improvements are not specifically defined and listed in the Transportation System Management section of the MTP. The estimated cost is from the STIP.



NC 55 Southbound Lane – Add this project to the 2050 MTP and include bicycle, pedestrian and transit facilities in the description. A single auxiliary lane, 0.2 mile in length, will be constructed from Meridian Parkway to the I-40 ramps. The project will need to comply with NCDOT Complete Streets policy and the Comprehensive Transportation Plan (CTP) includes bike lanes and a multiuse path (MUP) in this section. This widening is in the FY2024-2033 STIP but not in the 2050 MTP for a few different reasons. The MPO included very few road widening projects in the 2050 MTP to support goals related to the natural environment and climate change. Also, staff consider this improvement as an operational improvement because of the limited extent and the intent to more effectively use the existing travel lanes. Operational improvements are not specifically defined and listed in the Transportation System Management section of the MTP. The estimated cost is from the STIP.



NC 98 (Holloway Street) – Segment the current 2050 MTP project into three separate projects to match the funding sequencing in the FY2024-2033 STIP. The funded segment, i.e., Junction Road to Lynn Road, will move to the 2040 horizon in the MTP, and have a safety project description that includes a median, and bicycle, pedestrian and transit facilities. The remaining two segments will stay in the 2050 horizon and include the same description. The estimated cost for the Junction Road to Lynn Road segment is from the STIP. The estimated cost for the other two segments is a proportional distribution based on the project length from the original 2050 MTP cost.

Financial Impact

The 2050 MTP carried a substantial positive funding balance for highway projects that exceeds the additional funding of these amended projects. As a result, the MTP financial plan does not need to be revised.

See the following page for the changes proposed to the 2050 MTP highway project table .

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
2030												
45.3	I-40 Westbound Auxiliary Lane	NC 147	NC 55	3	4	Widening	0.5	9,305,000	St	Yes	No	I-5707
2040												
704	NC 55 Southbound Auxiliary Lane	Meridian Parkway	I-40 interchange	4	5	Widening, includes bike, ped and transit facilities	0.25	5,299,000	Reg	No	No	U-6118
434.2	NC 98 (Holloway Street)	Junction Road	Lynn Road	4	4	Modernization, includes safety features such as median, bike, ped and transit facilities	0.8	18,199,000	Div	Yes	No	U-6120
2050												
434.1	NC 98 (Holloway Street)	Miami Boulevard	Junction Road	4	4	Modernization, includes safety features such as median, bike, ped and transit facilities	0.6	16,088,000	Div	Yes	No	None
434.3	NC 98 (Holloway Street)	Lynn Road	Nichols Farm Road	4	4	Modernization, includes safety features such as median, bike, ped and transit facilities	1.8	48,263,000	Div	Yes	No	None

These footnotes clarify the table data.

(a) Reg. Sig. means Regionally Significant. Changes to a regionally significant project can possibly require an update to air quality conformity determination.

(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.