



**BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**THURSDAY, JUNE 12, 2025, 1:00 PM
(Meal served at 12:30 PM for TAC members)**

**425 S. LEXINGTON AVENUE
CITY OF BURLINGTON MUNICIPAL CONFERENCE ROOM**

Virtual Option via Zoom

<https://us02web.zoom.us/j/84277527105?pwd=zXfPCLKG6NgaKPpb4EANRgcTdZfJbd.1>

Meeting ID: 842 7752 7105

Passcode: 214158

One tap mobile

[+13126266799](tel:+13126266799),[84277527105#](tel:+13126266799),*,*214158# US (Chicago)

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TAC Meetings are open to the public and accessible online. Any member of the public who wishes to make public comments or receive login information should send an email to edejesus@burlingtonnc.gov, visit our website BGMPO.org, or call us at (336) 222 - 7365 by Wednesday, June 11, 2025.

AGENDA

1) Call to Order & Quorum

Chairman

- Welcome and Introductions
- Membership Rollcall and Determination of Quorum
- Changes to Agenda / Add On Items
- Public Comments – 3 minutes per speaker
- NC Ethics Statement for TAC members: Ethics Awareness & Conflict Of Interest Reminder--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

2) 2050 Metropolitan Transportation Plan (MTP) Adoption

(20 minutes) – (pg. 5-6)

Jonathan Whitehurst

INFORMATION: Mr. Whitehurst, from Kimley-Horn, will be providing the final presentation of the MTP update. The 2050 MTP is a 20-year comprehensive long-range transportation plan for the BGMPO planning area developed by Kimley-Horn and included multiple opportunities for public input. The draft 2050 MTP was

released for a 30-day public comment on May 12, 2025, at the plan's website ([linked here](#)), and presented to our Committees on May 20. MPO staff requests approval of the BGMPO 2050 MTP and recommends TAC adoption by resolution in order to comply with the federal deadline of June 16.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve the 2050 MTP by resolution.

3) **Draft SPOT 8.0 Project Candidate List (10 minutes) – (pg. 7-16)** **Eliud De Jesus**

INFORMATION: The Strategic Prioritization of Transportation (SPOT) process serves as input to the State Transportation Improvement Program (STIP). This process is in its 8th iteration, known as P8.0, and serves as the precursor to identify projects in the 2028 - 2037 STIP. The BGMPO issued a Call for Projects on March 1, 2024. The BGMPO is allowed to submit 13 projects per mode for further evaluation by NCDOT. The agenda packet includes the draft listing of all the projects submitted for BGMPO review. Their preliminary scores will be shared at our August meeting. The current timeline for SPOT P8.0 submissions is as follows:

- June 12 - TAC releases all draft P8.0 project list for 30-day public review period.
- August 19 – TAC holds public hearing and approves P8.0 final project list for submission.
- September 30 - Deadline for projects to be submitted into SPOT Online

RECOMMENDATION/ACTION: 1) Receive as information and discuss; 2) Release the draft P8.0 project list for a 30-day public comment period.

4) **Title VI Plan Adoption (10 minutes) – (pg. 17-22)** **Eliud De Jesus**

INFORMATION: The BGMPO Title VI Plan was developed to guide the MPO in its administration and management of Title VI-related activities. The Limited English Proficiency (LEP) portion of the plan ensures that individuals with limited English proficiency have meaningful access to the transportation planning process. The Office of Civil Rights requested MPOs update Title VI Plans to be in compliance with current federal and state guidelines. The report is available on the BGMPO website at www.bgmipo.org or directly by [clicking here](#).

RECOMMENDATION/ACTION: 1) Receive information and discuss. 2) Adopt and approve the BGMPO Title VI Plan by resolution.

5) **Triangle Region Air Quality Conformity (10 minutes) – (pg. 23-46)** **Eliud De Jesus**

INFORMATION: The Triangle Region is required to demonstrate air quality conformity to ensure the Triangle's Metropolitan Transportation Plans and TIPs meet current emission thresholds. The BGMPO will need to adopt the Air Quality Conformity Determination Report (AQ CDR) to document that the 2026-2035 TIP meet the federal transportation conformity requirements in accordance with 40 CFR Part 93. Although the Triangle area meets current emission requirements, the area is in a maintenance program for ozone and therefore must demonstrate conformity for nitrous oxides, which

are precursors to ground level ozone. The AQ CDR will be released for a 30 – day public comment period. A public hearing is scheduled during the August 19, 2025 TAC meeting when the AQ CDR will be considered for adoption.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve release of the 2025 Air Quality Conformity Determination Report for a 30-day public review period.

6) **Transportation Improvement Program Amendment (MTIP)**

(5 minutes) – (pg. 47-49)

Eliud De Jesus

INFORMATION: The BGMPO Transportation Improvement Program (TIP) is the regional transportation program for projects that have authorized federal funding and its implementation spans ten years. The TIP is adopted every two years but may be amended as necessary to account for changes in funding, project schedules, and to remain consistent with the 2024 – 2033 STIP State Transportation Improvement Plan. As the BGMPO TIP is a subset of the adopted STIP, the TIP and MTP by extension should demonstrate fiscal constraint to align with state and federally funded transportation projects within our region.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve the Transportation Improvement Program Amendment (MTIP) by resolution.

7) **Draft 2026 - 2035 State Transportation Improvement**

Program (STIP) Review (10 minutes) – (pg. 50)

Eliud De Jesus

INFORMATION: The final STIP was presented to the Board of Transportation (BOT) on June 5. Attached are the draft STIP portion within the BGMPO (TIP) and a table comparison between the draft and final 2026-2035 STIP. Information on the 2026-2035 STIP development (MS Excel and draft map) can be [found here](#). The BOT will be requested to take action to approve the Final 2026-2035 STIP at their July meeting. MPOs are expected to approve their TIPs during the summer and fall of 2025, followed by FHWA and FTA approval of the STIP/TIPs shortly thereafter.

RECOMMENDATION/ACTION: 1) Receive information and discuss. Share within jurisdiction.

AGENCY UPDATES

NCDOT Division 7 Engineer Report – (pg. 51-55)

Chad Reimakoski

NCDOT Transportation Planning Division Update – (pg. 56)

Rupal Desai

Other Business

Eliud De Jesus

- MPO Updates
 - o NC Vision Zero 2025 Leadership Institute May Virtual Pre-Session ([recording link](#))
- Questions and Updates from TAC Members
- **Next Meeting Scheduled August 19, 2025 at 5:00 PM**



ACCESS TO INFORMATION:

ALL MPO DOCUMENTS AND DATA CAN BE PROVIDED IN ALTERNATIVE FORMAT UPON REQUEST PLEASE CONTACT THE MPO OFFICE FOR ADDITIONAL ASSISTANCE AND INFORMATION

336-222-7365

ACCESO A INFORMACION

TODOS LOS DOCUMENTOS Y DATOS DE MPO SE PUEDEN PROPORCIONAR EN FORMATOS ALTERNOS A PETICION POR FAVOR COMUNIQUESE CON LA OFICINA DE MPO PARA INFORMACION E ASISTENCIA ADICIONAL 336-222-7365

It is the policy of the Burlington Graham Metropolitan Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

June 12, 2025



2050 MTP

Metropolitan Transportation Plan

Kimley»Horn

TCC + TAC Meetings



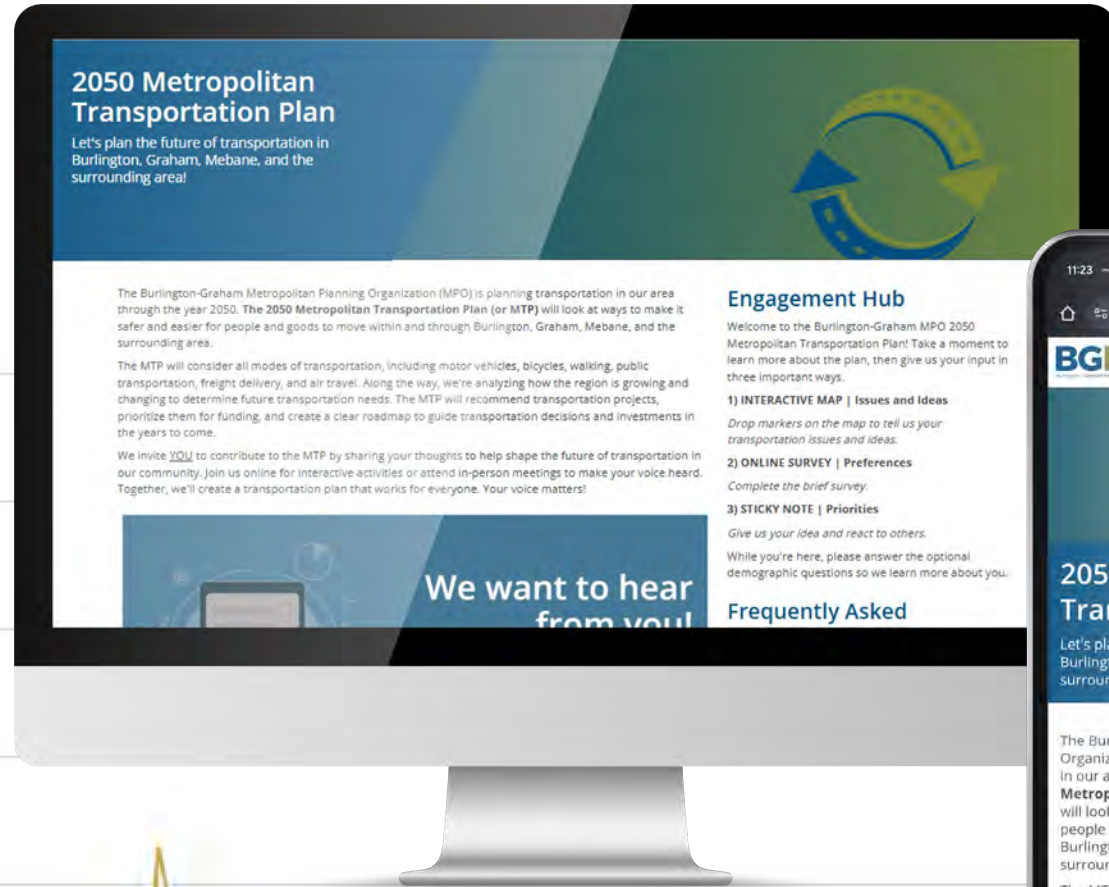
Final Report | *June 12, 2025*

1. Introduction
2. Planning Area Overview
3. Community Involvement
4. Multimodal Recommendations
5. Implementation

Project Website

446
visitors

801
views



Multimodal Recommendations

Roadway
Corridors

Intersections

Bicycle

Pedestrian

Transit

Freight,
Aviation,
and Rail

BGMPO 2050 MTP

MULTIMODAL RECOMMENDATIONS

The MTP's coordinated recommendations are shown with maps for the different modes of transportation. While presented as individual pieces, thoughtful consideration during planning and design can help ensure coordination among different travel modes and alignment with the greater vision of the region.

- Roadway Corridors - Illustrates the network of roadway recommendations intended to enhance mobility and safety for all users
- Intersections - Illustrates targeted intersection improvements intended to reduce conflict points and enhance safety for all users
- Bicycle - Illustrates a variety of on-and off-street bicycle facilities to create a network that serves a variety of users and trip purposes
- Pedestrian - Illustrates the pedestrian network that fills gaps in the existing network and promotes new ways to encourage active transportation
- Transit - Pulls forward recommendations from partner transit agencies to illustrate opportunities for enhanced transit service
- Freight, Aviation, and Rail - Consolidates recommendations to improvement the movement of goods within and through the MPO area

Roadway Corridors

Figure 19 highlights the roadway corridor projects identified through previous planning efforts, community engagement, and a needs assessment focused on current and future traffic volumes, the latest crash data, and the consideration of key destinations. The BGMPO 2050 MTP features the following roadway corridor improvements.

EXISTING & COMMITTED

Reflecting projects with committed funding for improvements

NEW LOCATION

Constructing a new roadway to provide more travel options and better distribute vehicular traffic

WIDENING

Adding at least one lane of travel in each direction, typically to address congestion concerns

ACCESS MANAGEMENT

Improving mobility and safety by restricting some turning movements and consolidating driveways

MODERNIZATION

Enhancing existing corridors by reconfiguring travel lanes, smoothing curves, or installing curb and gutter

INTELLIGENT TRANSPORTATION SYSTEMS

Leveraging technology to enhance transportation safety, efficiency, and overall user experience

COMPLETE STREET/ROAD DIET

Reallocating existing pavement or right-of-way to add space for pedestrians, bicyclists, or transit users

Implementation

Recommendations to Financial Constraint

Identify

transportation projects necessary to meet future demands without considering financial constraints.

Recommendations

Prioritize

these projects based on a quantitative process.

Prioritization

Constrain

the prioritized project list based on anticipated funding availability.

Financially
Constrained Plan

and the System Performance Report

What's Different?

- Updated the acknowledgements
- Added an executive summary
- Inserted map showing crashes on I-40
- Corrected error on existing transit map
- Updated financial plan
 - Adjusts cost for projects extending beyond the BGMPO area
 - Corrects error to properly inflate cost to appropriate cost bands
 - Includes table showing financially constrained projects (with explanation of project types)

(A complete list of fiscally constrained and unfunded projects are included in appendix.)

Now in the 2036-2040 revenue band

NL-40 ↑ | W-13 ↑

Now in the 2041-2050 revenue band

M-01 + | W-19 ↓ | W-38 +

Funding phased between revenue bands

ITS-01 (2034-2040 and 2041-2050)

June 12, 2025



2050 MTP

Metropolitan Transportation Plan

Thank you!

Kimley»Horn

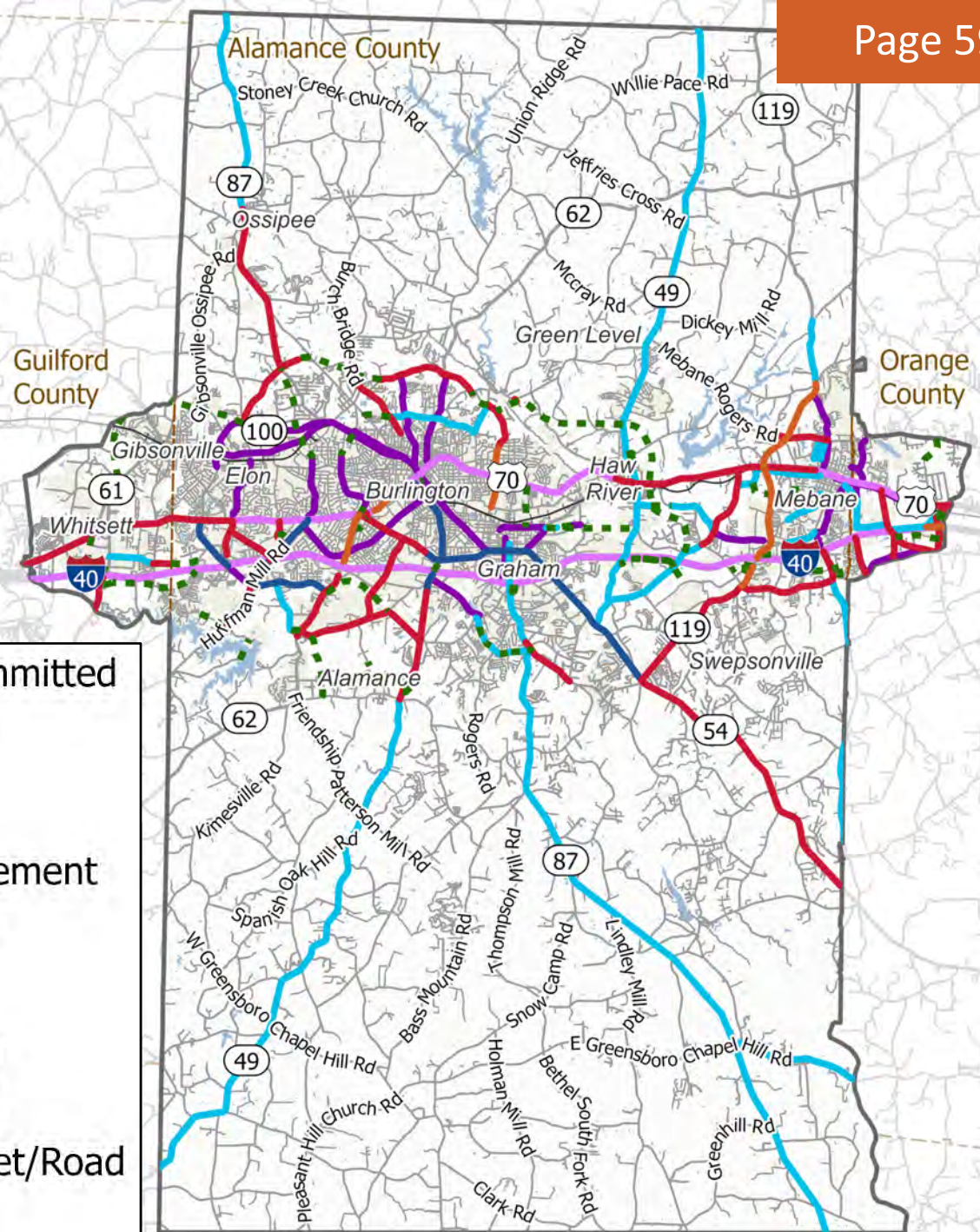
TCC + TAC Meetings



Roadway Corridors

180 Projects

Identified through previous planning efforts, community engagement, and a needs assessment focused on current and future traffic volumes, the latest crash data, and the consideration of key destinations



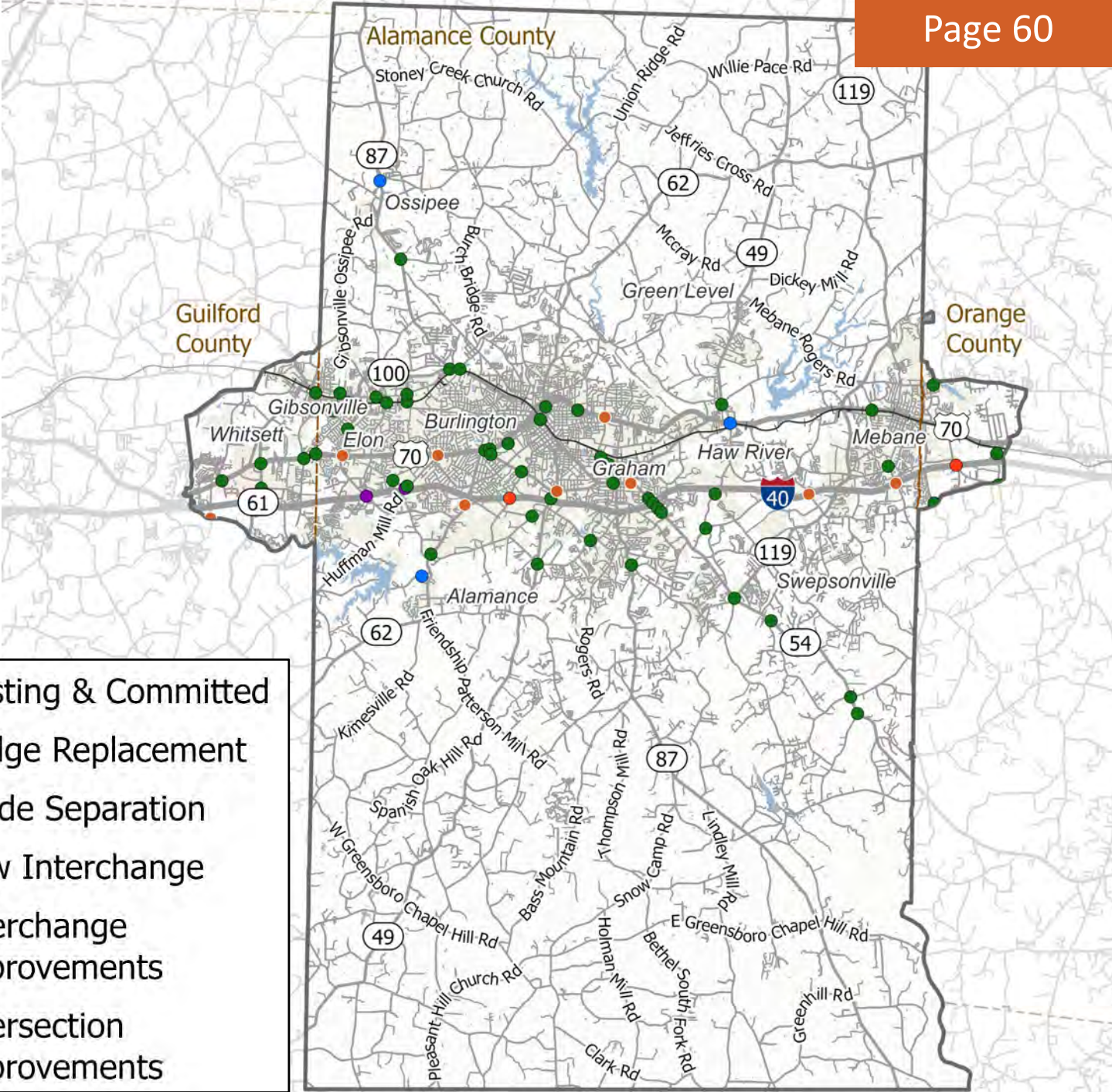
Intersections

62 Projects

Reflects safety and mobility issues for motorists, bicyclists, and pedestrians

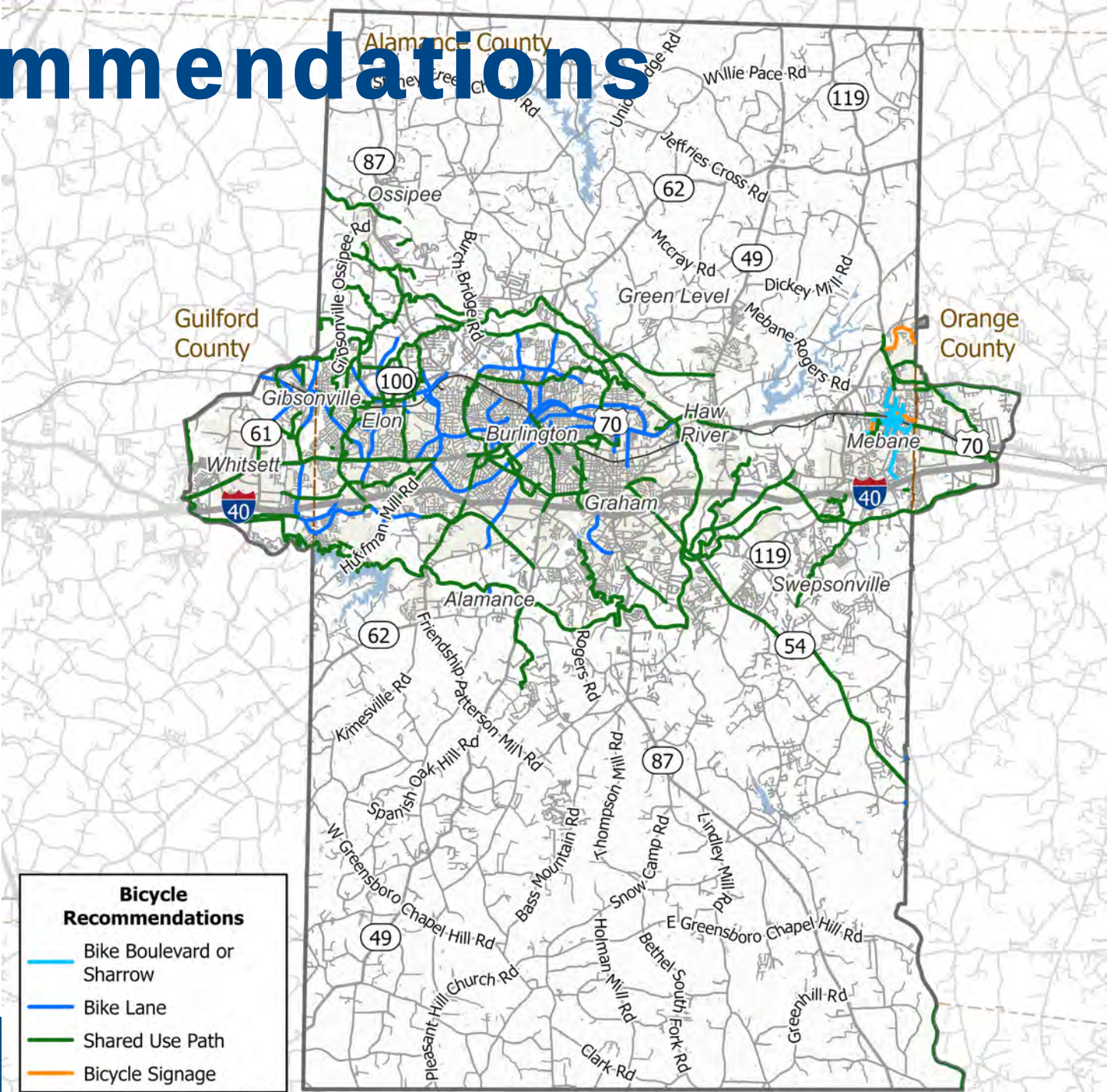
Also address other issues such as bridges, grade separations, and interchanges

- Existing & Committed
- Bridge Replacement
- Grade Separation
- New Interchange
- Interchange Improvements
- Intersection Improvements



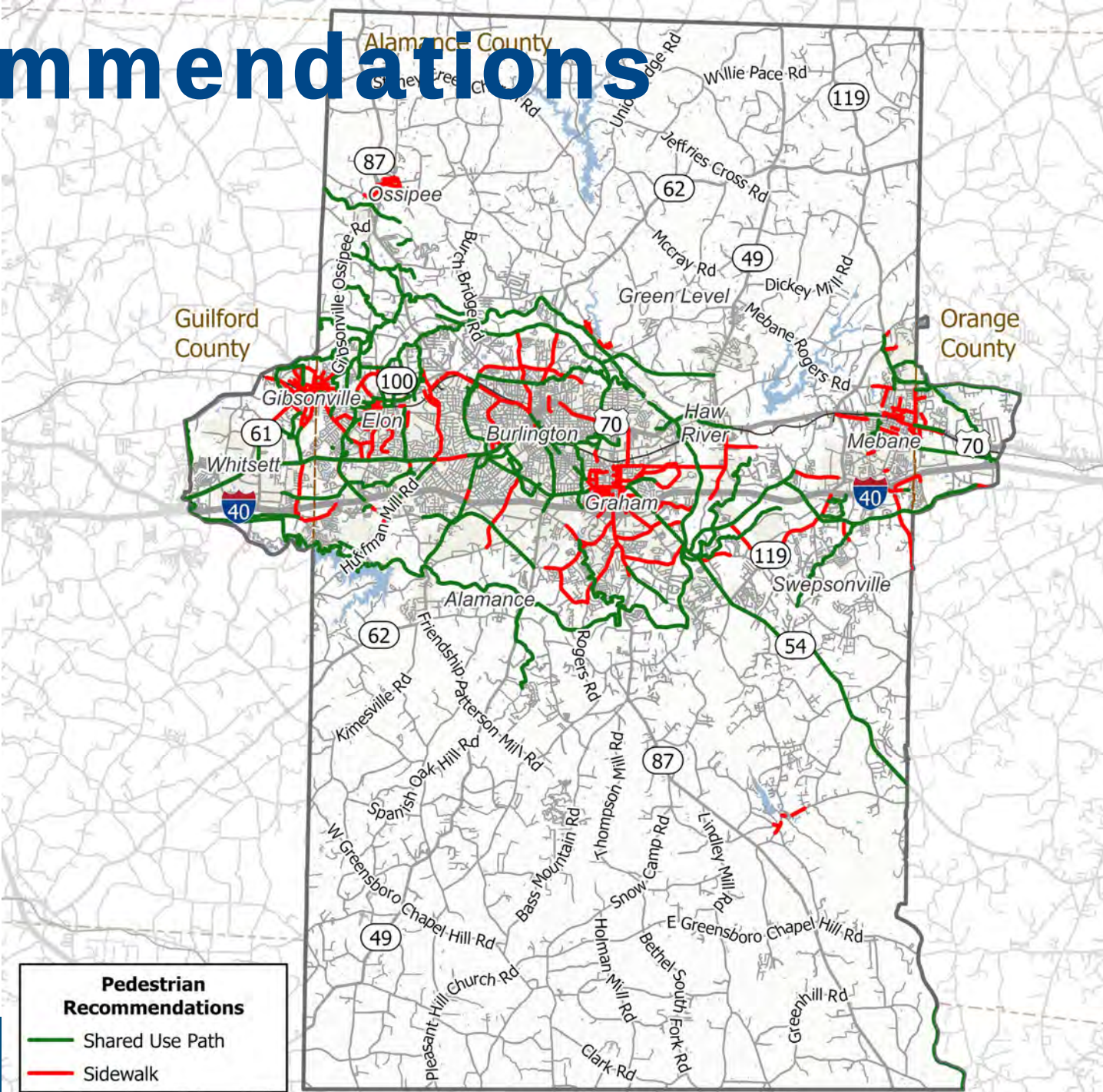
Multimodal Recommendations

Bicycle



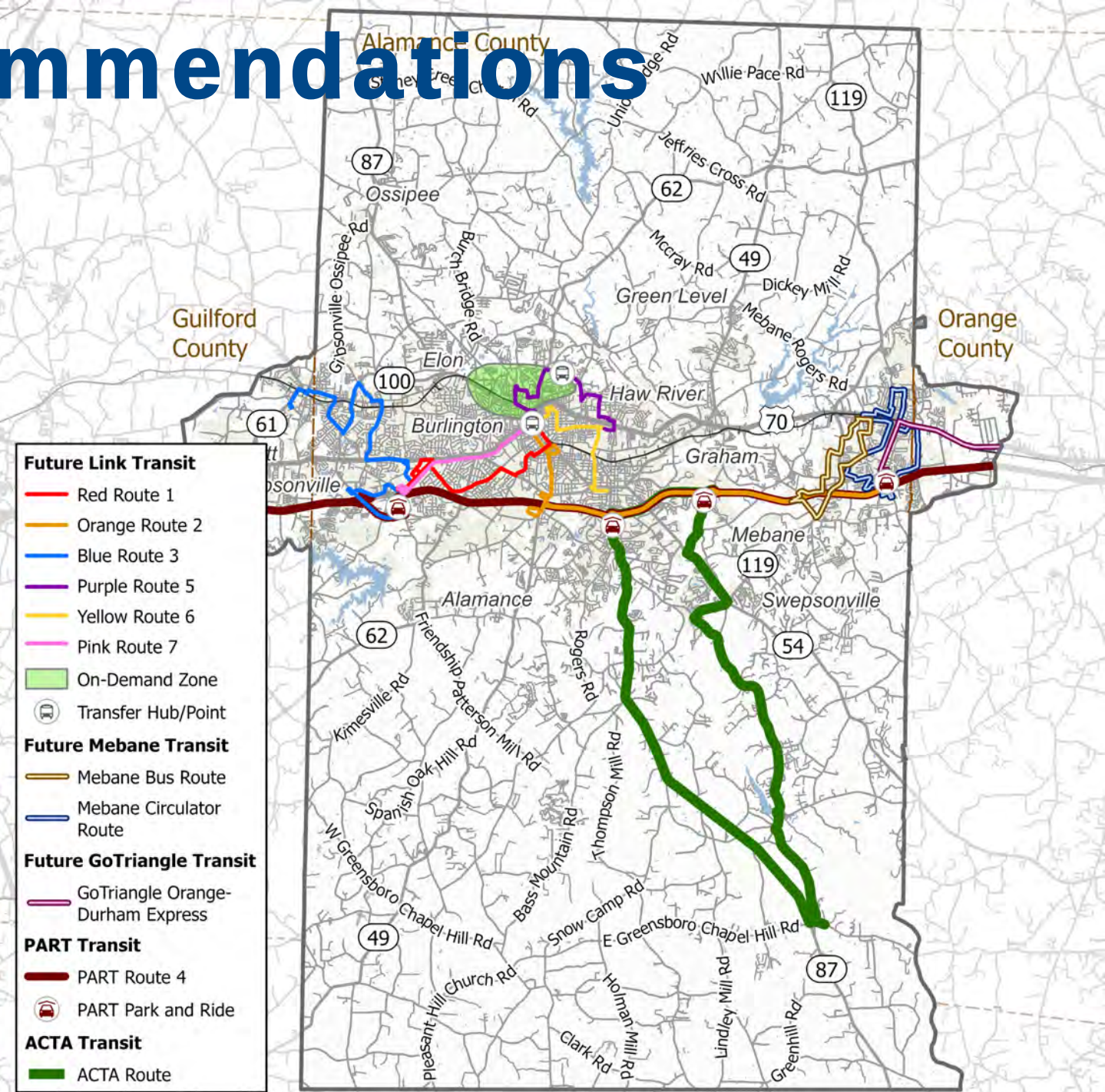
Multimodal Recommendations

Pedestrian



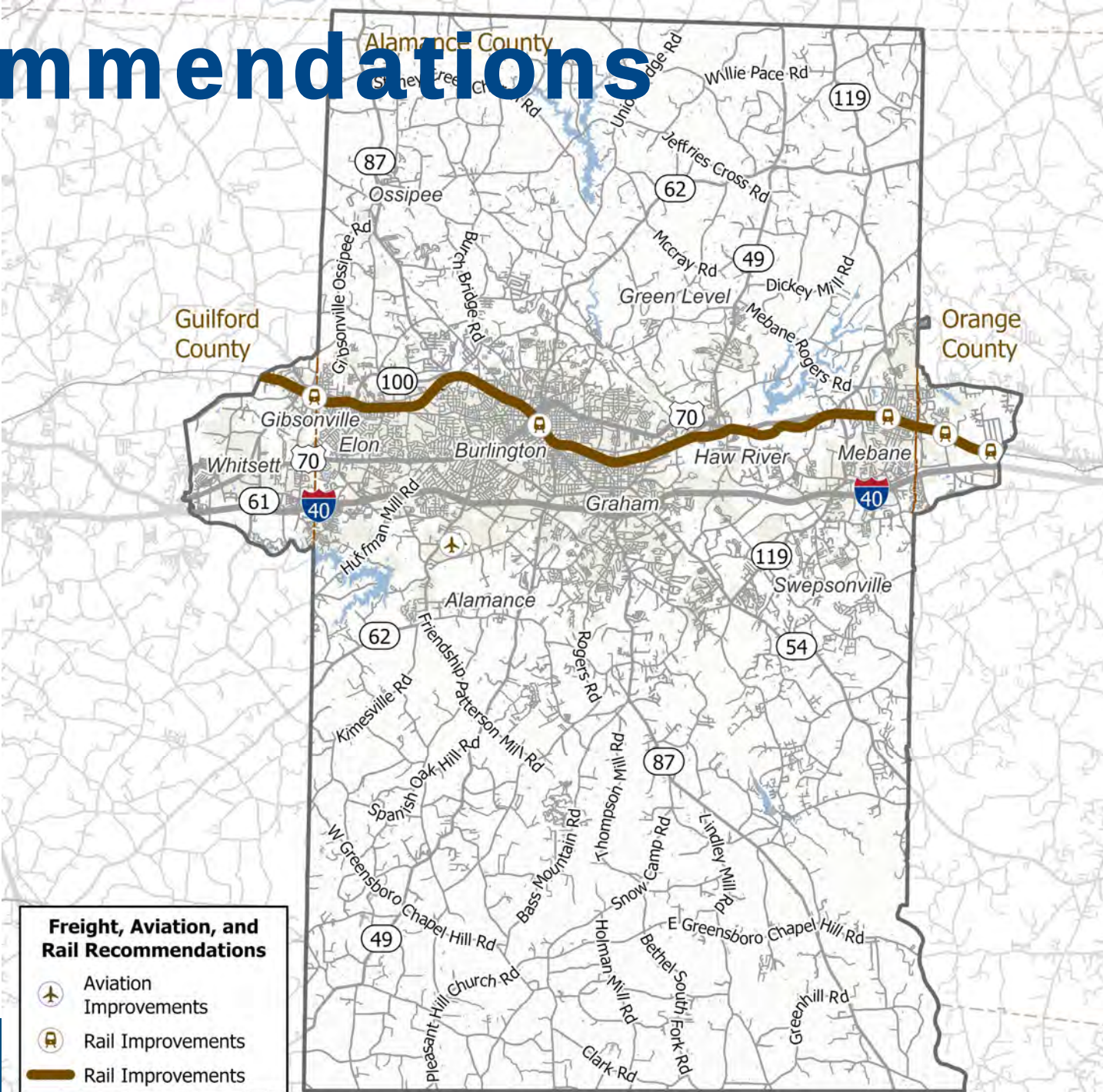
Multimodal Recommendations

Transit



Multimodal Recommendations

Freight,
Aviation,
and Rail



Project Prioritization

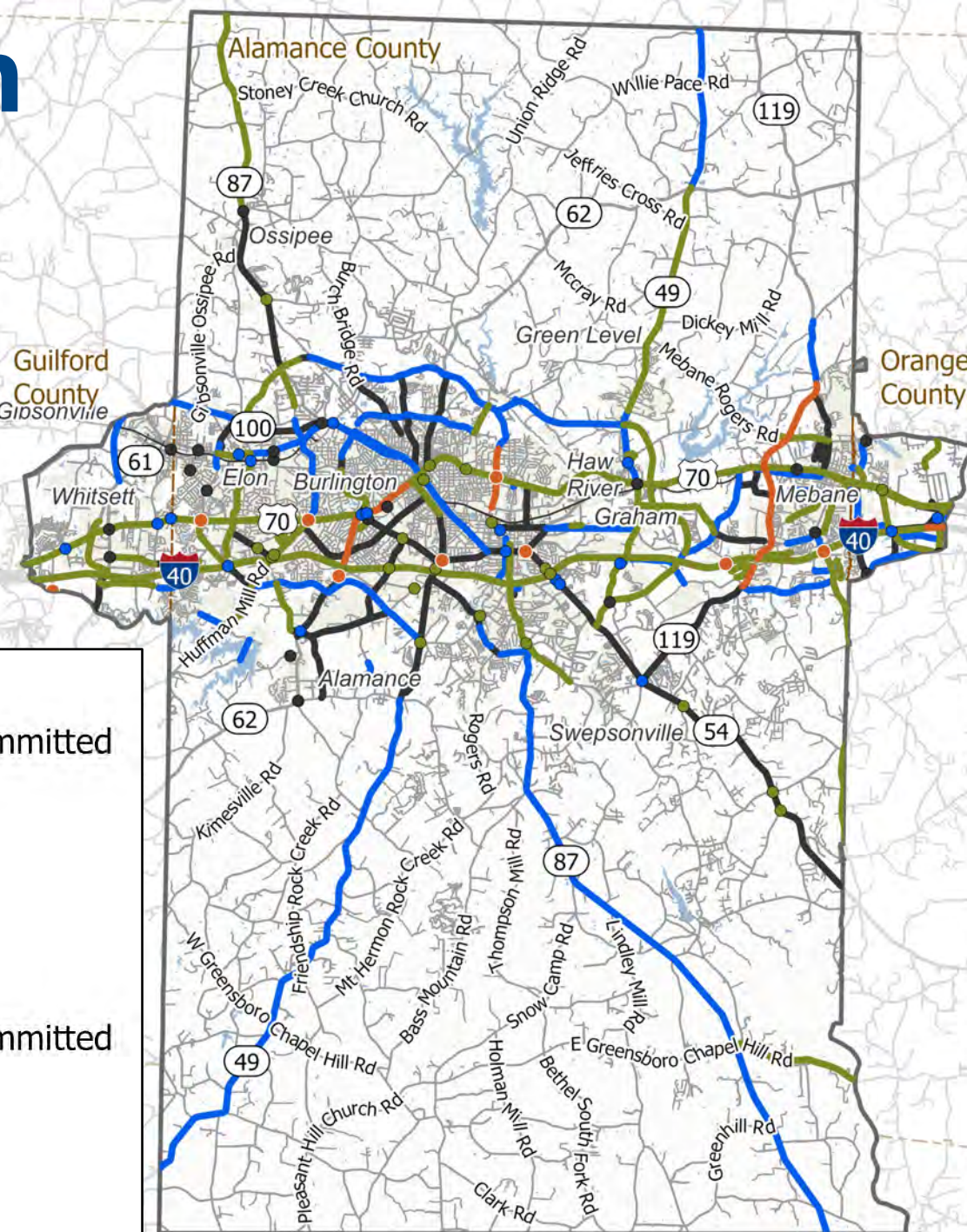
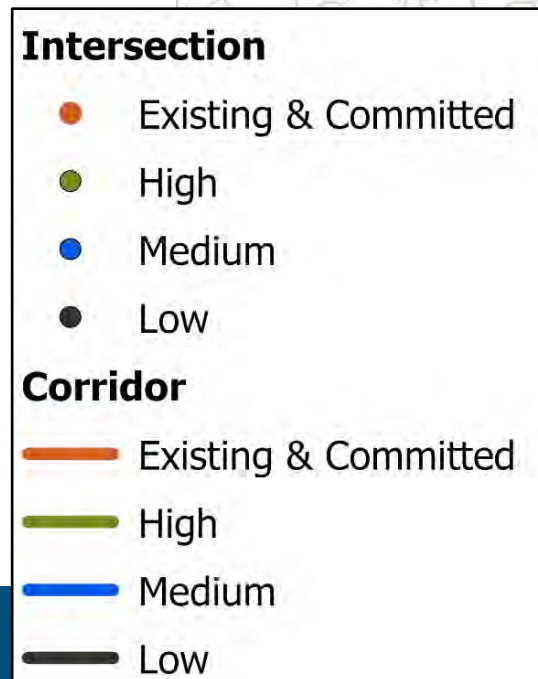
Roadway Prioritization Weights



Criteria	Mobility			Modernization		
	Statewide	Regional	Division	Statewide	Regional	Division
Freight	25%	10%	5%	25%	15%	5%
Safety	10%	10%	10%	35%	35%	35%
Congestion	30%	20%	15%	10%	5%	5%
Benefit-Cost	25%	20%	15%			
Economic Impact	10%					
Lane Width				15%	7.5%	2.5%
Shoulder Width				15%	7.5%	2.5%
Accessibility		10%	5%			
Quantitative Total	100%	70%	50%	100%	70%	50%
Previous Planning Effort		30%	50%		30%	50%
Total Score	100%	100%	100%	100%	100%	100%

Project Prioritization

- High priority projects occur in most of the region's municipalities, including Burlington, Mebane, Graham, Elon, Whitsett, and Haw River
- Projects along NC 87 and NC 49 scored high
- Modernization typically scored higher than others



Financial Plan

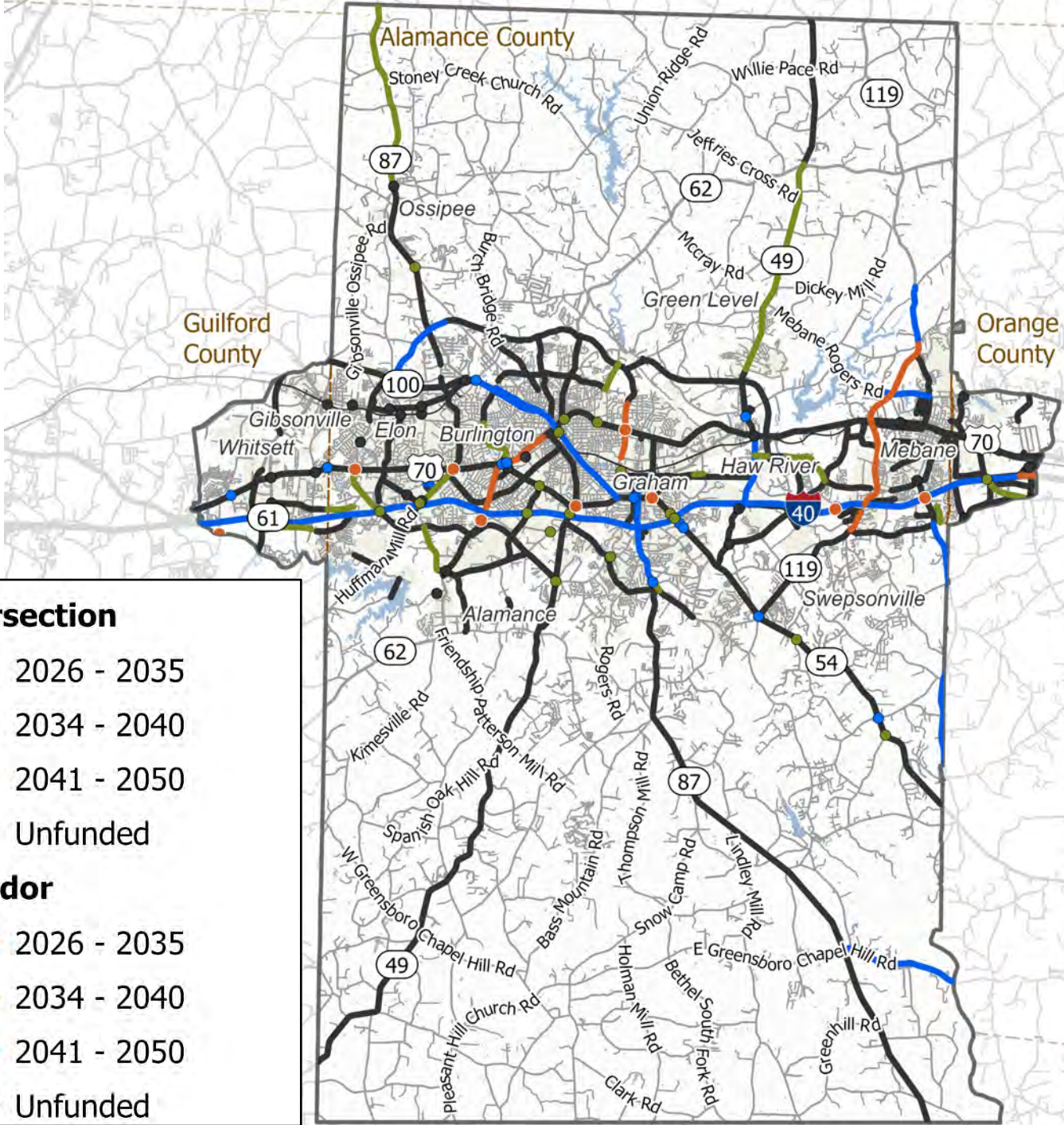
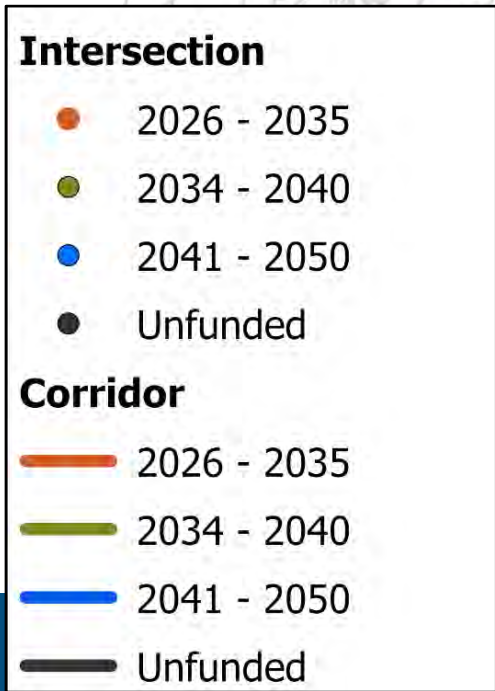
Anticipated
Capital Roadway
Funding by
Revenue Band

Revenue Band	Statewide Mobility	Region D	Division 7
2026 - 2030	-	\$55,515,000	\$67,939,000
2031 - 2035	-	\$35,971,000	\$10,600,000
2036 - 2040	\$118,553,600	\$112,183,600	\$154,410,400
2041 - 2050	\$275,409,000	\$260,610,900	\$358,707,000
Total	\$393,962,600	\$464,280,500	\$591,656,400



Financial Plan

Projects by Funding Period





RESOLUTION

ADOPTING THE 2050 METROPOLITAN TRANSPORTATION PLAN FOR THE BURLINGTON - GRAHAM METROPOLITAN PLANNING ORGANIZATION

A motion was made by TAC member _____ and seconded by _____ for adoption of the resolution below, and upon being put to a vote was duly adopted on this 12th day of June, 2025.

- WHEREAS,** the provisions of 23 CFR Part 450 requires Metropolitan Planning Organizations (MPOs) to develop a multimodal, financially constrained Metropolitan Transportation Plan (MTP) with at least a twenty year planning horizon and,
- WHEREAS,** the Transportation Advisory Committee (TAC) of the Burlington - Graham Metropolitan Planning Organization (BGMPO) is the MPO for the Burlington - Graham metropolitan planning area; and,
- WHEREAS,** through the conduct of a continuing, comprehensive and coordinated transportation planning process in conformance with applicable federal and state requirements, the BGMPO developed the latest MTP with a 2050 horizon year; and,
- WHEREAS,** the BGMPO, in cooperation with the North Carolina Department of Transportation and with operators of publicly owned transit services, rail operators, the aviation authority and the bicycle and pedestrian community, adhered to the metropolitan transportation planning process in the development of the BGMPO 2050 MTP; and,
- WHEREAS,** the 2050 MTP was developed through a strategic, proactive, comprehensive public outreach and involvement program, which included: an adopted public participation plan; advertising in regional newspapers; distribution of public information materials; a dedicated website; an interactive web-based visualization tool; five workshops to facilitate public comments on the draft 2050 MTP; three public hearings to receive comments on the draft 2050 MTP; and local, regional and federal interagency coordination and involvement; and,
- WHEREAS,** the 2050 MTP contains an integrated set of strategies and investments to maintain, manage and improve the transportation system in the planning region through the year 2050 and calls for development of an integrated intermodal transportation system that facilitates the based reasonable available funding provisions; and,
- WHEREAS,** the 2050 MTP integrates a Congestion Management Process identifying the most serious congestion problems and evaluating and incorporating, as appropriate, all reasonably available actions to reduce congestion, such as travel demand management and operational management strategies for all corridors with any proposed capacity increase; and,
- WHEREAS,** the 2050 MTP meets federal air quality standards and is in attainment status for these standards; and,
- WHEREAS,** the 2050 MTP includes, to the maximum extent practicable, a discussion of the performance measures and targets used in assessing the performance of the transportation system (Ref: 23 CFR 450.324) (f) (3)); and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR §450.306(d); and,



WHEREAS, the 2050 MTP includes a financial plan that demonstrates how the adopted transportation plan can be implemented; and,

WHEREAS, the BGMPO shall review and update the 2050 MTP at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon; and,

WHEREAS, the 2050 MTP was released for public comment from May 12 to June 12, 2025.

NOW, THEREFORE, BE IT RESOLVED, that the Burlington - Graham Metropolitan Planning Organization Transportation Advisory Board hereby approves and adopts the 2050 Metropolitan Transportation Plan on June 12, 2025 for the Burlington – Graham metropolitan planning area.

CERTIFICATE: The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the TAC on June 12th, 2025.

Date

TAC Chair

STATE of North Carolina
County of _____

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the ____ day of __ 2025 to affix his signature to the foregoing document.

Notary Public

My Commission expires: _____

Burlington - Graham MPO P8.0 Transportation Project Draft Submission List

Highway

SPOT ID	Submitter	Project Category	Route	From	To	Specific Improvement Type
H230367	Burlington	Statewide Mobility	I-40 (WB Ramp)	SB Huffman Mill Road		8 - Improve Interchange
H230371	Burlington	Statewide Mobility	I-85	Tucker Street		9 - Convert Grade Separation to Interchange
H230824	Graham	Regional Impact	NC 54 (East Harden Street)	Riverbend Rd, Johnson Ave, Woody Drive,		10 - Improve Intersection
H230379	Burlington	Regional Impact	NC 49	I-85/I-40	NC 54	25 - Improve Multiple Intersections along Corridor
H230369	Burlington	Regional Impact	NC 62 (Alamance Rd)	Bonnie Lane/Hatchery Road		10 - Improve Intersection
H230378	Burlington	Regional Impact	NC 54	I-40 SB Ramp (Intersection)		10 - Improve Intersection
H230566	BGMPO	Regional Impact	NC 49	Green Level Church Road (SR 1747)	NC 49	16 - Modernize Roadway
H230380	Burlington	Regional Impact	NC 49	NC 54	Anthony Rd	11 - Access Management
H230394	Graham	Regional Impact	NC 87	Albright	Swepsonville-Saxapahaw Road	16 - Modernize Roadway
H230363	Burlington	Regional Impact	US 70 (Church St)	NC 62	O'Neal Street	25 - Improve Multiple Intersections along Corridor
H230365	Division	Regional Impact	NC 87 (Webb Avenue)	Flora Avenue		10 - Improve Intersection
H230565	Graham	Regional Impact	NC 87	Swepsonville Saxapahaw Rd/NC 87/Nicks Street		10 - Improve Intersection
H230397	Whitsett	Regional Impact	US 70	Brightwood Church Road to Penn Lo Drive		21 - Realign Multiple Intersections
H230393	Graham	Regional Impact	NC 49 (NC 49, NC 54)	West Elm Street		10 - Improve Intersection
H230329	Burlington	Regional Impact	US 70	North Main Street		10 - Improve Intersection
H230577	Burlington	Regional Impact	NC 87 (Webb Ave)	US 70 (N. Fisher Street)	NC87/100	16 - Modernize Roadway
H230362	Burlington	Regional Impact	NC 54 (Chapel Hill Rd)	SR 1154 (Tucker Street)		10 - Improve Intersection

H230097	Gibsonville	Regional Impact	US 70 (South Church Street)	Ashley Woods Dr.		10 - Improve Intersection
H230328	Burlington	Regional Impact	NC 62	NC 62 & Kirkpatrick NC & Anthony Roads		21 - Realign Multiple Intersections
H230580	Village of Alamance	Regional Impact	NC 62	NC 62/Bellemont Alamance Road (SR 1136)/Friendship Patterson Mill Road (SR 1130)		10 - Improve Intersection
H230382	Burlington	Regional Impact	NC 62	Anthony Road		10 - Improve Intersection
H230331	Burlington	Regional Impact	NC 49 (Maple Avenue)	Henry Road	I-40/85	16 - Modernize Roadway
H230396	BGMPO, TARPO	Regional Impact	NC 54	NC 119	Mebane Oaks Road	1 - Widen Existing Roadway
H230576	Burlington	Regional Impact	US 70	Tarleton Avenue	Fifth Street	16 - Modernize Roadway
H230581	Village of Alamance	Regional Impact	NC 62	Anthony Rd	Bellemont Alamance Rd	5 - Construct Roadway on New Location
H230361	Burlington	Regional Impact	NC 62 (Alamance Road)	SR 1146 (Kirkpatrick Road)	SR 1155 (Hatchery Road)	1 - Widen Existing Roadway
H230389	Haw River	Regional Impact	US 70	NC 49 (East Main Street / Roxboro Road)	SR 1928 (Trollingwood Road / North Wilkins Road)	1 - Widen Existing Roadway
H230071	Mebane	Regional Impact	US 70	Moore Street & Woodlawn Rd		10 - Improve Intersection
H230372	Burlington	Regional Impact	US 70 (Church Street)	Springwood Church Road		10 - Improve Intersection
H230370	Burlington	Regional Impact	NC 87 (Webb Ave)	US 70	East Haggard Avenue	1 - Widen Existing Roadway
H230461	Orange County	Regional Impact	US 70	Buckhorn Road	I-85/I-40/US 70	1 - Widen Existing Roadway
H230332	Burlington	Regional Impact	NC 62	NC 62	O'Neal Street	5 - Construct Roadway on New Location
H230126	Graham	Regional Impact	NC 49 (E. Elm Street)	Parker Street	E Harden Street (NC 54)	24 - Implement Road Diet to Improve Safety

H230366	Burlington	Regional Impact	NC 54	Maple Avenue	Mebane Street	1 - Widen Existing Roadway
H230572	Burlington	Division Needs	SR 1158 (Huffman Mill Road)	Garden Road		10 - Improve Intersection
H230578	Graham	Division Needs	N. Main Street	SR 2396 W. Parker Street		10 - Improve Intersection
H230368	Burlington	Division Needs	SR 1308 (Garden Road)	Boone Station Drive		10 - Improve Intersection
H230383	Burlington	Division Needs	SR 1148 (Anthony Rd)	Kirkpatrick Road to NC 62		21 - Realign Multiple Intersections
H230066	Mebane	Division Needs		Lowes Boulevard	Trollingwood-Hawfields Rd/NC 119	5 - Construct Roadway on New Location
H230068	Mebane	Division Needs		Cameron Lane	Holmes Lane (SR 2129)	5 - Construct Roadway on New Location
H230395	Graham	Division Needs	SR 2424 BUS (Maple St)	North Main Street	Gilbreath Street	25 - Improve Multiple Intersections along Corridor
H230027	Elon	Division Needs	SR 1301 (S. Williamson Avenue)	Town Limits with Burlington	Trollinger Avenue	16 - Modernize Roadway
H230464	Orange County	Division Needs	SR 1144 (Mattress Factory Road)	I-40		22 - Construct Auxiliary Lanes or Other Operational Improvements
H230057	Haw River	Division Needs	SR 1928 (North Wilkins Road)	Trollingwood Road (SR1928) and Stone Street		10 - Improve Intersection
H230374	Burlington	Division Needs	SR 1148 (Anthony Road)	Industry Drive		10 - Improve Intersection
H230104	Gibsonville	Division Needs	SR 1309 (Westbrook Ave)	University Dr.	Railroad Avenue	25 - Improve Multiple Intersections along Corridor
H230364	Burlington	Division Needs	SR 1301 (St Marks Church Road)	Boone Station Drive	US 70 (Church St) Elon City Limit	1 - Widen Existing Roadway
H230467	Orange County	Division Needs	SR 1114 (Buckhorn Road)	I-85/I-40 Interchange	West Ten Road (SR-1144)	1 - Widen Existing Roadway

H230360	Burlington	Division Needs		West Front Street	East Webb Avenue	5 - Construct Roadway on New Location
H230790	BGMPO/ Division 7	Division Needs	SR 1928 (Jimmie Kerr/Trollingwood Rd)	Cherry Lane	Green Level Church Rd	1 - Widen Existing Roadway
H230102	Gibsonville	Division Needs	SR 1310 (Huffine St.)	Huffine St. / Alamance St.		10 - Improve Intersection
H230460	Mebane	Division Needs	SR 1007 (Mebane Oaks road)	Old Hillsborough Road	SR 1007 (Mebane Oaks Road) I-5711	1 - Widen Existing Roadway
H230128	Graham	Division Needs	SR 2424 (Maple Street)	Gilbreath St & Maple St		10 - Improve Intersection
H230046	Haw River	Division Needs	SR 1928 (North Wilkins Road)	Highway 70 and Trollingwood Road	Bason Road (SR 1927)/Roxboro Street	1 - Widen Existing Roadway
H230069	Mebane	Division Needs	SR 1114 (Buckhorn Road)	West Ten Road	Industrial Drive	1 - Widen Existing Roadway
H230134	Graham	Division Needs	SR 2309 (Rogers Rd)	Lacy Holt Road		10 - Improve Intersection
H230043	Haw River	Division Needs	SR 1928 (Jimmie Kerr Road)	SR 1928 (Jimmie Kerr Road) at I40 interchange	Stone Street intersection (SR1935/1936) and Trollingwood Rd. (SR 1928)	1 - Widen Existing Roadway
H230130	Graham	Division Needs	SR 2424 (Maple St)	W McAden St	Bridge over I-40	24 - Implement Road Diet to Improve Safety
H230094	Gibsonville	Division Needs		Alamance St & E. Railroad Ave./Springwood Ave./Burke St		10 - Improve Intersection
H230567	Burlington	Division Needs	SR 1446 (Rockwood Avenue)	Arbor Drive	Webb Avenue	5 - Construct Roadway on New Location

H230059	Orange County	Division Needs	SR 2126 (Old Hillsborough Road)	NC 119	Mebane Oaks Road (SR 1007)	1 - Widen Existing Roadway
H230579	Whitsett	Division Needs	SR 3064 (Whitsett Park Road)	NC 61	Springwood Church Road	16 - Modernize Roadway
H230133	Graham	Division Needs	SR 2396 (Parker Street)	E. Elm St	N. Melville St	24 - Implement Road Diet to Improve Safety
H230388	Burlington	Division Needs	SR 3069 (Ingle Dairy Road)	Ingle Dairy Road	NC 61	5 - Construct Roadway on New Location
H230073	Mebane	Division Needs	SR 1146 (Mattress Factory Road)	Industrial Drive	E Washington Street	1 - Widen Existing Roadway
H230573	Burlington	Division Needs	SR 1213 (Grand Oaks Blvd (A&B))	NC 62	Monroe Holt Road	5 - Construct Roadway on New Location
H230474	Orange County	Division Needs	Mebane Oaks Road	NC 54	Old Hillsborough Rd	1 - Widen Existing Roadway
H230074	Mebane	Division Needs	SR 1301 (Oakwood Street)	Oakwood Street	Mattress Factory Road	1 - Widen Existing Roadway
H230075	Mebane	Division Needs	SR 1306 (Lebanon Road)	Saddle Club Road (SR 1346)	Frazier Road (SR 1310)	1 - Widen Existing Roadway
H230194	Alamance County	Division Needs	SR 2146 (Saxapahaw Bethlehem Church Road)	Pine Avenue	Moore's Chapel Cemetery Road	24 - Implement Road Diet to Improve Safety
H230084	Mebane	Division Needs	SR 1384 (Mace Road)	Mace Road	Lebanon Road	5 - Construct Roadway on New Location
H230375	Burlington	Division Needs	Rural Retreat Road	Rural Retreat	Springwood Village Drive	5 - Construct Roadway on New Location
H230470	Orange County	Division Needs	SR 1306 (Lebanon Road)	Mill Creek Road (SR-1345)	Efland-Cedar Grove Road (SR-1004)	25 - Improve Multiple Intersections along Corridor
New	Graham	Division Needs	SR 2424 (Maple Street)	McAden Street	I 40/85 Bridge	24 - Implement Road Diet to Improve Safety

Burlington - Graham MPO P7.0 Bike & Pedestrian Project Submission List

SPOTID	Submitter	Project	From	To	Specific Improvement Type
B230118	Gibsonville	Burlington Avenue Sidewalk (downtown)	Lewis Street	Piedmont Street	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230402	Gibsonville	Bundled Sidewalk Project	Burlington Avenue	Church Street	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230117	Gibsonville	Church street Sidewalk (Hwy 61)	Timbergate Drive	Forest Drive	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230146	Graham	Melville St	Graham Middle School	Gilbreath Street	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230121	Gibsonville	Piedmont Avenue Sidewalk	E. Joyner street	Whitesell Street	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230400	Elon	W Haggard Sidewalk	Manning Avenue	St. John Street	7 - Protected Linear Pedestrian Facility
B230406	Mebane	Forest Oaks Lane MUP	Wilson Road	Collington Drive/Sutton Pl Intersection	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230563	Elon	N Williamson Avenue Sidewalk	University Drive	Elon Athletic Campus entrance	7 - Protected Linear Pedestrian Facility
B230158	Graham	NC 54	Riverbend Rd	Pine Street	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230026	Elon	Ballpark Avenue	Johnson Street	Church Street	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230426	Burlington	Sharpe Road Sidewalk	Ross Street	Rauhut Street	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

B230090	Mebane	SR 2187/Wilson Road	Forest Oaks Lane	Connolly Trace	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230087	Mebane	SR 2049/S. Third Street Extension	Copperstone Village Drive	Holmes Road	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230417	Burlington	US 70	Edgewood Drive	Huffman Mill Road	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230405	Graham	East Elm Street & NC 87 Bundled Sidewalk	East Elm Street from Albright to Parker	NC 87 from West Harden to Williamson	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230407	Mebane	US 70 MUP	N Ninth Street	Ashbury Boulevard	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230419	Burlington	NC 49	Hanford Road	Chapel Hill Road	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230108	Gibsonville	Burlington Avenue MUP	Cook Road	Chase Street	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230160	Graham	W. Elm St	S Maple St	Burlington Limits	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230418	Burlington	NC 87 (Webb Avenue)	City Limits	Williamson Street	7 - Protected Linear Pedestrian Facility
B230248	Burlington	Church St	Fulton St	Graham Hopedale Road	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230246	Burlington	NC Hwy 54	Maple Ave	Mebane St	7 - Protected Linear Pedestrian Facility (Pedestrian)

B230420	Burlington	City Park Bikeway	Downtown Burlington	O'Neal St/Woodland Avenue	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230423	Burlington	Mebane Street	Cummings HS & Broadview MS	City Park	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230421	Burlington	Fairchild Greenway	Historic Burlington Train Depot	Cummings HS & Broadview MS	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230403	Graham	Ivey Road Sidewalk	NC 54 & NC 87	NC 87 & Moore Street	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230088	Mebane	SR 1142/Bowman Road	Ben Wilson Road	West Ten Road	7 - Protected Linear Pedestrian Facility (Pedestrian)
B230029	Elon	W. Haggard Avenue	Manning Avenue	University Drive	7 - Protected Linear Pedestrian Facility
B230562	Graham	Townbranch SUP	Elm Street	Bill Cooke Park	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230424	Burlington	Little Alamance Creek Greenway	City Park	Southern Neighborhood Park	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230398	Burlington	Haw River Greenway	Town and Country Nature Park	Stone Quarry Road	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230255	Burlington	Springwood-Davidson Greenway	Springwood Park	Joe Davidson Park	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230422	Burlington	Alamance Crossing Greenway	Edgewood Ave/Church St Intersection	Davidson Park	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B230425	Burlington	Edgewood Avenue Bikeway	Central Ave/Davis St Intersection	Edgewood Ave/Church St Intersection	3 - On-Road Designated Bicycle Facility

BGMPO P8.0 NON-HIGHWAY PROJECT LIST

June 12, 2025

AVIATION

	SPOTID	Submitter	Funding Category	Project	From	Specific Improvement Type
1	A230410 (A151063)	Alamance Aviation Authority	Division Needs	BUY - Burlington - Alamance Regional Airport: Aviation Terminal Building and Terminal Area Development	Location of new terminal to be determined. Project is within BGMPO and City of Burlington	1305 - GA Terminal Bldg: New Construction

RAIL

	SpotID	Submitter	Funding Category	Project	From	Specific Improvement Type
1	R230091	Mebane	Division Needs	New Amtrak/light rail station in Downtown Mebane to provide commuter services	A new station will relieve commuter needs between Mebane and surrounding urban areas.	4 - Passenger rail station improvement or construction (point)
2	R230408 (R190351)	Mebane	Division Needs	Railroad Crossing Realignment	Buckhorn Road and Fraizer Road and Washington Street	3-Highway rail crossing improvement (point)
3	R230409 (R190451)	Orange County	Division Needs	Mattress Factory Road	E Washington Street	3-Highway rail crossing improvement (point)
4	R230586	Rail Division	Regional Impact	NS Main Line, NCRR NC Line, and the S Line Division5,7,9,10	Western to Eastern BGMPO Boundary	5 - Passenger service

5	R230587	Rail Division	Regional Impact	Winston-Salem to Raleigh on the NC Line and K Line Division 5,7,9	Western to Eastern BGMPO Boundary	5 - Passenger service
PUBLIC TRANSIT						
	SpotID	Submitter	Funding Category	Project	From	Specific Improvement Type
1	T230413	Burlington	Division Needs	Purchase seven fixed route expansion buses		3 - Mobility (route-specific extension)
2	T230414	Burlington	Division Needs	Purchase 25 bus shelters		6 - Facility, Stop/Shelter
3	T230412	Burlington	Division Needs	Construct transit operations and maintenance facility		9 - Facility Maintenance
4	T230415	Burlington	Division Needs	Provide expanded transit services through headway reduction on five routes, plus paratransit		2 - Mobility (route-specific) Headway reduction
5	T230416	Burlington	Division Needs	Construct transit transfer facility		5 - Facility - Passenger Station
6	T230411 (T190598)	GoTriangle	Division Needs	Mebane Park and Ride Lot	Final location to be determined in the vicinity between I-40 and Mebane Oaks Road	7 - Facility - Park and Ride
7	T231030	Alamance County Transportation Authority	Division Needs	ACTA Deviated fixed route and demand response expansion vehicles		4 - Demand Response
8	T231031	Alamance County Transportation Authority	Division Needs	ACTA Deviated fixed route and demand response expansion		4 - Demand Response

APPENDIX A

Title VI / Nondiscrimination Assurances

UNITED STATES DEPARTMENT OF TRANSPORTATION STANDARD TITLE VI / NONDISCRIMINATION ASSURANCES

DOT ORDER NO. 1050.2A

THE *BURLINGTON-GRAHAM MPO (BGMPO)* (HEREIN REFERRED TO AS THE "RECIPIENT"), **HEREBY AGREES THAT**, AS A CONDITION TO RECEIVING ANY FEDERAL FINANCIAL ASSISTANCE FROM THE U.S. DEPARTMENT OF TRANSPORTATION (DOT), THROUGH **FEDERAL HIGHWAY ADMINISTRATION (FHWA)**, IS SUBJECT TO AND WILL COMPLY WITH THE FOLLOWING:

STATUTORY/REGULATORY AUTHORITIES

- TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 (42 U.S.C. § 2000D ET SEQ., 78 STAT. 252), (PROHIBITS DISCRIMINATION ON THE BASIS OF RACE, COLOR, NATIONAL ORIGIN);
- 49 C.F.R. PART 21 (ENTITLED NONDISCRIMINATION IN FEDERALLY-ASSISTED PROGRAMS OF THE DEPARTMENT OF TRANSPORTATION-EFFECTUATION OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964);
- 28 C.F.R. SECTION 50.3 (U.S. DEPARTMENT OF JUSTICE GUIDELINES FOR ENFORCEMENT OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964).

THE PRECEDING STATUTORY AND REGULATORY CITES HEREINAFTER ARE REFERRED TO AS THE "ACTS" AND "REGULATIONS," RESPECTIVELY.

GENERAL ASSURANCES

IN ACCORDANCE WITH THE ACTS, THE REGULATIONS, AND OTHER PERTINENT DIRECTIVES, CIRCULARS, POLICY, MEMORANDA, AND/OR GUIDANCE, THE RECIPIENT HEREBY GIVES ASSURANCE THAT IT WILL PROMPTLY TAKE ANY MEASURES NECESSARY TO ENSURE THAT:

"NO PERSON IN THE UNITED STATES SHALL, ON THE GROUNDS OF RACE, COLOR, OR NATIONAL ORIGIN, BE EXCLUDED FROM PARTICIPATION IN, BE DENIED THE BENEFITS OF, OR BE OTHERWISE SUBJECTED TO DISCRIMINATION UNDER ANY PROGRAM OR ACTIVITY, FOR WHICH THE RECIPIENT RECEIVES FEDERAL FINANCIAL ASSISTANCE FROM DOT, INCLUDING THE FEDERAL HIGHWAY ADMINISTRATION."

THE CIVIL RIGHTS RESTORATION ACT OF 1987 CLARIFIED THE ORIGINAL INTENT OF CONGRESS, WITH RESPECT TO TITLE VI AND OTHER NONDISCRIMINATION REQUIREMENTS (THE AGE DISCRIMINATION ACT OF 1975, AND SECTION 504 OF THE REHABILITATION ACT OF 1973), BY RESTORING THE BROAD, INSTITUTIONAL-WIDE SCOPE AND COVERAGE OF THESE NONDISCRIMINATION STATUTES AND REQUIREMENTS TO INCLUDE ALL PROGRAMS AND ACTIVITIES OF THE RECIPIENT, SO LONG AS ANY PORTION OF THE PROGRAM IS FEDERALLY ASSISTED.

SPECIFIC ASSURANCES

MORE SPECIFICALLY, AND WITHOUT LIMITING THE ABOVE GENERAL ASSURANCE, THE RECIPIENT AGREES WITH AND GIVES THE FOLLOWING ASSURANCES WITH RESPECT TO ITS FEDERALLY ASSISTED **FEDERAL-AID HIGHWAY PROGRAM**:

1. THE RECIPIENT AGREES THAT EACH "ACTIVITY," "FACILITY," OR "PROGRAM," AS DEFINED IN §§ 21.23(B) AND 21.23(E) OF 49 C.F.R. § 21 WILL BE (WITH REGARD TO AN "ACTIVITY") FACILITATED, OR WILL BE (WITH REGARD TO A "FACILITY") OPERATED, OR WILL BE (WITH REGARD TO A "PROGRAM") CONDUCTED IN COMPLIANCE WITH ALL REQUIREMENTS IMPOSED BY, OR PURSUANT TO THE ACTS AND THE REGULATIONS.
2. THE RECIPIENT WILL INSERT THE FOLLOWING NOTIFICATION IN ALL SOLICITATIONS FOR BIDS, REQUESTS FOR PROPOSALS FOR WORK, OR MATERIAL SUBJECT TO THE ACTS AND THE REGULATIONS MADE IN CONNECTION WITH ALL FEDERAL-AID HIGHWAY PROGRAM AND, IN ADAPTED FORM, IN ALL PROPOSALS FOR NEGOTIATED AGREEMENTS REGARDLESS OF FUNDING SOURCE:
3. THE RECIPIENT WILL INSERT THE CLAUSES OF APPENDIX A AND E OF THIS ASSURANCE IN EVERY CONTRACT OR AGREEMENT SUBJECT TO THE ACTS AND THE REGULATIONS.

"THE *BURLINGTON-GRAHAM MPO*, IN ACCORDANCE WITH THE PROVISIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 (78 STAT. 252, 42 U.S.C. §§ 2000D TO 2000D-4) AND THE REGULATIONS, HEREBY NOTIFIES ALL BIDDERS THAT IT WILL AFFIRMATIVELY ENSURE THAT ANY CONTRACT ENTERED INTO PURSUANT TO THIS ADVERTISEMENT, DISADVANTAGED BUSINESS ENTERPRISES WILL BE AFFORDED FULL AND FAIR OPPORTUNITY TO SUBMIT BIDS IN RESPONSE TO THIS INVITATION AND WILL NOT BE DISCRIMINATED AGAINST ON THE GROUNDS OF RACE, COLOR, OR NATIONAL ORIGIN IN CONSIDERATION FOR AN AWARD."

BY SIGNING THIS ASSURANCE, THE *BURLINGTON-GRAHAM MPO* ALSO AGREES TO COMPLY (AND REQUIRE ANY SUB-RECIPIENTS, SUB-GRANTEES, CONTRACTORS, SUCCESSORS, TRANSFEREES, AND/OR ASSIGNEES TO COMPLY) WITH ALL APPLICABLE PROVISIONS GOVERNING THE **FHWA AND NCDOT** ACCESS TO RECORDS, ACCOUNTS, DOCUMENTS, INFORMATION, FACILITIES, AND STAFF AND ALSO COMPLY WITH ANY PROGRAM OR COMPLIANCE REVIEWS, AND/OR COMPLAINT INVESTIGATIONS CONDUCTED BY THE **FHWA AND NCDOT**. THE *BURLINGTON-GRAHAM MPO* WILL KEEP RECORDS, REPORTS, AND SUBMIT THE MATERIAL FOR REVIEW UPON REQUEST TO **FHWA AND NCDOT**, OR ITS DESIGNEE IN A TIMELY, COMPLETE, AND ACCURATE WAY. ADDITIONALLY, AND COMPLY WITH ALL OTHER REPORTING, DATA COLLECTION, AND EVALUATION REQUIREMENTS, AS PRESCRIBED BY LAW OR DETAILED IN PROGRAM GUIDANCE.

THE *BURLINGTON-GRAHAM MPO* GIVES THIS ASSURANCE IN CONSIDERATION OF AND FOR OBTAINING ANY FEDERAL GRANTS, LOANS, CONTRACTS, AGREEMENTS, PROPERTY, AND/OR DISCOUNTS, OR OTHER FEDERAL-AID AND FEDERAL FINANCIAL ASSISTANCE EXTENDED AFTER THE DATE HEREOF TO THE RECIPIENTS BY THE U.S. DEPARTMENT OF TRANSPORTATION UNDER THE **FEDERAL-AID HIGHWAY PROGRAM**. THIS ASSURANCE IS BINDING ON THE *BURLINGTON-GRAHAM MPO*, OTHER RECIPIENTS, SUB-RECIPIENTS, SUB-GRANTEES, CONTRACTORS, SUBCONTRACTORS AND THEIR SUBCONTRACTORS', TRANSFEREES, SUCCESSORS IN INTEREST, AND ANY OTHER PARTICIPANTS IN THE **FEDERAL-AID HIGHWAY PROGRAM**. THE PERSON(S) SIGNING BELOW IS AUTHORIZED TO SIGN THIS ASSURANCE ON BEHALF OF THE RECIPIENT.

BURLINGTON-GRAHAM MPO (BGMPO)

BY _____
BGMPO TAC CHAIR

DATED _____

BGMPO ADMINISTRATOR

DURING THE PERFORMANCE OF THIS CONTRACT, THE CONTRACTOR, FOR ITSELF, ITS ASSIGNEES AND SUCCESSORS IN INTEREST (HEREINAFTER REFERRED TO AS THE "CONTRACTOR") AGREES AS FOLLOWS:

(1) **COMPLIANCE WITH REGULATIONS:** THE CONTRACTOR SHALL COMPLY WITH THE REGULATIONS RELATIVE TO NONDISCRIMINATION IN FEDERALLY-ASSISTED PROGRAMS OF THE BURLINGTON GRAHAM MPO AND/OR THE DEPARTMENT OF TRANSPORTATION (HEREINAFTER, "DOT") TITLE 49, CODE OF FEDERAL REGULATIONS, PART 21, AS THEY MAY BE AMENDED FROM TIME TO TIME, (HEREINAFTER REFERRED TO AS THE REGULATIONS), WHICH ARE HEREIN INCORPORATED BY REFERENCE AND MADE A PART OF THIS CONTRACT.

(2) **NONDISCRIMINATION:** THE CONTRACTOR, WITH REGARD TO THE WORK PERFORMED BY IT DURING THE CONTRACT, SHALL NOT DISCRIMINATE ON THE GROUNDS OF RACE, AGE, SEX, COLOR, DISABILITY, OR NATIONAL ORIGIN IN THE SELECTION AND RETENTION OF SUBCONTRACTORS, INCLUDING PROCUREMENTS OF MATERIALS AND LEASES OF EQUIPMENT. THE CONTRACTOR SHALL NOT PARTICIPATE EITHER DIRECTLY OR INDIRECTLY IN THE DISCRIMINATION PROHIBITED BY SECTION 21.5 OF THE REGULATIONS, INCLUDING EMPLOYMENT PRACTICES WHEN THE CONTRACT COVERS A PROGRAM SET FORTH IN APPENDIX B OF THE REGULATIONS.

(3) **SOLICITATIONS FOR SUBCONTRACTORS, INCLUDING PROCUREMENTS OF MATERIALS AND EQUIPMENT:** IN ALL SOLICITATIONS EITHER BY COMPETITIVE BIDDING OR NEGOTIATION MADE BY THE CONTRACTOR FOR WORK TO BE PERFORMED UNDER A SUBCONTRACT, INCLUDING PROCUREMENTS OF MATERIALS OR LEASES OF EQUIPMENT, EACH POTENTIAL SUBCONTRACTOR OR SUPPLIER SHALL BE NOTIFIED BY THE CONTRACTOR OF THE CONTRACTOR'S OBLIGATIONS UNDER THIS CONTRACT AND THE REGULATIONS RELATIVE NONDISCRIMINATION ON GROUNDS OF RACE, COLOR, OR NATIONAL ORIGIN.

(4) **INFORMATION AND REPORTS:** THE CONTRACTOR SHALL PROVIDE ALL INFORMATION AND REPORTS REQUIRED BY THE REGULATIONS OR DIRECTIVES ISSUED PURSUANT THERETO, AND SHALL PERMIT ACCESS TO ITS BOOKS, RECORDS, ACCOUNTS, OTHER SOURCES OF INFORMATION, AND ITS FACILITIES AS MAY BE DETERMINED BY BURLINGTON GRAHAM MPO, THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION OR THE FEDERAL HIGHWAY ADMINISTRATION TO BE PERTINENT TO ASCERTAIN COMPLIANCE WITH SUCH REGULATIONS, ORDERS AND INSTRUCTIONS. WHERE ANY INFORMATION REQUIRED OF A CONTRACTOR IS IN THE EXCLUSIVE POSSESSION OF ANOTHER WHO FAILS OR REFUSES TO FURNISH THIS INFORMATION THE CONTRACTOR SHALL SO CERTIFY TO BURLINGTON GRAHAM MPO, THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, OR THE FEDERAL HIGHWAY ADMINISTRATION AS APPROPRIATE, AND SHALL SET FORTH WHAT EFFORTS IT HAS MADE TO OBTAIN THE INFORMATION.

(5) **SANCTIONS FOR NONCOMPLIANCE:** IN THE EVENT OF THE CONTRACTOR'S NONCOMPLIANCE WITH THE NONDISCRIMINATION PROVISIONS OF THIS CONTRACT, THE BURLINGTON GRAHAM MPO AND/OR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION SHALL IMPOSE SUCH CONTRACT SANCTIONS AS IT OR THE FEDERAL HIGHWAY ADMINISTRATION MAY DETERMINE TO BE APPROPRIATE, INCLUDING, BUT NOT LIMITED TO:

(A) WITHHOLDING OF PAYMENTS TO THE CONTRACTOR UNDER THE CONTRACT UNTIL THE CONTRACTOR COMPLIES, AND/OR

(B) CANCELLATION, TERMINATION OR SUSPENSION OF THE CONTRACT, IN WHOLE OR IN PART.

(6) **INCORPORATION OF PROVISIONS:** THE CONTRACTOR SHALL INCLUDE THE PROVISIONS OF PARAGRAPH (1) THROUGH (6) IN EVERY SUBCONTRACT, INCLUDING PROCUREMENTS OF MATERIALS AND LEASES OF EQUIPMENT, UNLESS EXEMPT BY THE REGULATIONS, OR DIRECTIVES ISSUED PURSUANT THERETO.

THE CONTRACTOR SHALL TAKE SUCH ACTION WITH RESPECT TO ANY SUBCONTRACT OR PROCUREMENT AS THE BURLINGTON GRAHAM MPO, NORTH CAROLINA DEPARTMENT OF TRANSPORTATION OR THE FEDERAL HIGHWAY ADMINISTRATION MAY DIRECT AS A MEANS OF ENFORCING SUCH PROVISIONS INCLUDING SANCTIONS FOR NON-COMPLIANCE: PROVIDED, HOWEVER, THAT, IN THE EVENT A CONTRACTOR BECOMES INVOLVED IN, OR IS THREATENED WITH, LITIGATION WITH A SUBCONTRACTOR OR SUPPLIER AS A RESULT OF SUCH DIRECTION, THE CONTRACTOR MAY REQUEST THE BURLINGTON GRAHAM MPO TO ENTER INTO SUCH LITIGATION TO PROTECT THE INTERESTS OF THE BURLINGTON GRAHAM MPO, AND, IN ADDITION, THE CONTRACTOR MAY REQUEST THE UNITED STATES TO ENTER INTO SUCH LITIGATION TO PROTECT THE INTERESTS OF THE UNITED STATES.

APPENDIX H

Title VI Resolution

Resolution

ADOPTING THE BURLINGTON GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION TITLE VI PLAN

WHEREAS, the Burlington – Graham Metropolitan Planning Organization (BGMPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Burlington-Graham metropolitan planning area; and,

WHEREAS, the Transportation Advisory Committee has found that the BGMPO is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and,

WHEREAS, the purpose of Title VI of the United States Civil Rights Act of 1964 and subsequent legislation, regulations, statutes and orders is to prohibit programs that receive Federal funds from discriminating against participants on the basis of race, color, national origin, disability, age, gender, or income status; and,

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects; and,

WHEREAS, the Transportation Advisory Committee 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 as amended and the U.S.D.O.T. implementing regulations; and,

WHEREAS, the Title VI Plan includes the following documents: Title VI policy statement, Title VI notice to the public, Title VI complaint procedures and complaint forms, records of Title VI complaints and lawsuits, Limited English Proficiency Plan, and other reports, Environment Justice maps, and documents; and,

WHEREAS, the Transportation Advisory Committee 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, (42 U.S.C. § 2000D ET SEQ., 78 STAT. 252), 49 C.F.R. PART 21 and 28 C.F.R. SECTION 50.3 and additional assurances as required;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Burlington – Graham Metropolitan Planning Organization hereby certifies compliance with policies, procedures and plans with regard to Title VI of the Civil Rights Act of 1964 and hereby adopt the BGMPO's Title VI plan on this the _____ day of _____, 2025.

CERTIFICATE: The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the TAC on _____.

Date: _____

By: _____

TAC Chair

STATE of: North Carolina

COUNTY of _____

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____, personally appeared before me on the _____ to affix his signature to the foregoing document.

Notary Public

My Commission expires: _____

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

Triangle Region

Capital Area Metropolitan Planning Organization (CAMPO)

2050 Metropolitan Transportation Plan (MTP) Amendment

2026-2035 Transportation Improvement Program

Triangle West Transportation Planning Organization (TWTPO)

2050 Metropolitan Transportation Plan (MTP)

2026-2035 Transportation Improvement Program

Burlington-Graham Metropolitan Planning Organization (BGMPO)

2050 Metropolitan Transportation Plan (MTP)

2026-2035 Transportation Improvement Program

North Carolina Department of Transportation (NCDOT)

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

Adoption Dates:

TBD (BGMPO)

TBD (CAMPO)

TBD (TWTPO)

Table of Contents

To be updated once finalized

Acknowledgements

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

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

Executive Summary

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

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

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

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

Section 1 – Background

1.1 Transportation Conformity Process

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

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

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

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

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

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

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

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

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

Capital Area MPO and Triangle West TPO

The *Connect 2050 Metropolitan Transportation Plan* is one part of the Metropolitan Planning Organization (MPO) transportation planning process. The *Connect 2050* plan was developed in a joint coordinated process by TWTPO (known at the time as the Durham-Chapel Hill-Carrboro MPO or DCHC MPO) and CAMPO between 2019 and 2022. 40 CFR Part 93.104(b)(3) requires a conformity determination of transportation plans no less frequently than every four years. As required in 40 CFR Part 93.106, the analysis years for the transportation plans are no more than ten years apart. CAMPO is amending its 2050 MTP to incorporate the 2026-2035 TIP. TWTPO does not require any amendments to its 2050 MTP at this time in order to maintain consistency with the 2026-2035 TIP. CAMPO includes all of Wake County and parts of Chatham, Franklin, Granville and Johnston Counties within the ozone maintenance area, and parts of Chatham and Harnett Counties outside the ozone maintenance area. TWTPO includes all of Durham County and parts of Chatham and Orange Counties within the ozone maintenance area.

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

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

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

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

For the CAMPO and TWTPO planning areas, this conformity determination is for an amendment to the CAMPO 2050 MTP in order to ensure the MTP is in alignment with the new 2026-2035 Transportation Improvement Program. No amendment to the TWTPO 2050 MTP is necessary at this time. The projects that constitute this amendment are listed in Appendix A.

Burlington-Graham MPO

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

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

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

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

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

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

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

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

Section 4 – Transportation Conformity Determination: General Process

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

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

Section 5 – Transportation Conformity Requirements

5.1 Overview

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

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

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

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

5.2 Latest Planning Assumptions

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

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

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

5.3 Consultation Requirements

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

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

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

TBD (TWTPo)

TBD (BGMPo)

TBD (CAMPO)

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

5.4 Timely Implementation of TCMs

The North Carolina SIP does not include any TCMs.

5.5 Fiscal Constraint

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

Section 6 – Conclusion

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

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

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

CAMPO/TWTPO 2050 MTP Amendment Project List

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
A412		U-5518A	US 70 Widening		Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
A619c		HP-0024	US 401 median	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
A634		U-5518C	US 70 / Brier Creek Interchange		Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
A643		P-5734	Trinity Road Rail Grade Separation	Exempt	Move to first MTP decade	Move to first decade based on 2026-35 STIP	CAMPO
A644		P-5718	Chatham/Maynard Rd Rail Grade Separation	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
A655		P-5753AG	CSX S Line – Highwoods Boulevard Grade Separation	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
A658		P-5753AH	Gresham Lake Road Rail Grade Separation	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
A660		P-5753AH	Ligon Mill Road Rail Grade Separation	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
A689		P-5736	Beryl Road Realignment & Rail Crossing Removal	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
A790		P-5753AF	CSX S Line – Whitaker Mill Road roadway improvements	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
A927		HL-0032	Lake Boone Trail Complete Street Improvements	Exempt	Move to first MTP decade	Move to first decade based on 2026-35 STIP	CAMPO
A943		HE-0002	Southern Access Road – New Location		Move to first MTP decade	Move to first decade based on 2026-35 STIP	CAMPO
F11-1a		U-5307A	Upgrade Corridor to Tolloed Freeway		Move to second MTP decade and classify as tolled	Move to second decade based on 2026-35 STIP & toll based on Executive Board action	CAMPO
F11-1b		U-5307B	Upgrade Corridor to Tolloed Freeway		Classify as Tolloed	Toll based on Executive Board action	CAMPO
F11-1c		U-5307C	Upgrade Corridor to Tolloed Freeway		Classify as Tolloed	Toll based on Executive Board action	CAMPO
F11-1d		U-5307C	Upgrade Corridor to Tolloed Freeway		Classify as Tolloed	Toll based on Executive Board action	CAMPO

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment	Requested By
F11-1e1		U-5307D	Upgrade Corridor to Tolloed Freeway		Classify as Tolloed	Toll based on Executive Board action	CAMPO
F17b		U-5518	Aviation Drive Extension		Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO
F43		I-5701	Add auxiliary lanes to I-40		Move to second MTP decade	Move to second decade based on 2026-35 STIP	CAMPO

BGMP0 2050 MTP Fiscally-constrained Project List – Projects within Orange County

MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status
I-5958	I-5958	I-40/I-85 from west of SR 1114 (Buckhorn Road) to west of SR 1006 (Orange Grove Road); pavement rehabilitation	Exempt
ITS-01		I-40/I-85 Intelligent Transportation Systems (ITS) improvements	
GS-01		US 70 and Mattress Factory Road grade separation/intersection	
NI-01		I-40/I-85 and Mattress Factory Road new interchange	
W-19		Widening of West Ten Road from I-40/I-85 to Buckhorn Road	

Appendix B – Conformity Process Schedule

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

Appendix C – Interagency Consultation

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

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

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

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

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

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

Appendix D – Public Participation and Notification

Documentation to be added showing MPO public notification/outreach efforts

Appendix E – Public and Agency Comments and Responses

Public and agency comments and responses to be added here

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

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

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

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

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

Appendix G – Adoption, Endorsement Resolution and Agency Determinations

To be added at end of process



RESOLUTION

APPROVING THE BURLINGTON - GRAHAM METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM AND METROPOLITAN TRANSPORTATION PLAN AMENDMENTS

A motion was made by TAC Member _____ by TAC Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Metropolitan Transportation Improvement Program (TIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Burlington-Graham Urban Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee; and,

WHEREAS, the Transportation Advisory Committee has reviewed the current TIP and found the need to amend it; and,

WHEREAS, the following amendments have been proposed:

STIP-ID	Project	Funding Category	Funding Year	Cost
BURLINGTON-GRAHAM URBAN AREA MPO PROJECTS				
STIP MODIFICATIONS				
EB-5879	US 70 (NORTH CHURCH STREET), SR 1716 (GRAHAM-HOPEDALE ROAD) TO SR 1719 (SELLARS MILL ROAD) IN BURLINGTON. CONSTRUCT SIDEWALK.. TO REFLECT LATEST DELIVERY SCHEDULE, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 25 TO FY 26 AND DELAY CONSTRUCTION FROM FY 25 TO FY 26.	RIGHT-OF-WAY	FY 2026	\$2,640,000 (TA50200)
			FY 2026	\$660,000 (L(M))
			FY 2026	\$760,000 (TA50200)
		UTILITIES	FY 2026	\$190,000 (L(M))
			FY 2026	\$744,000 (TA50200)
		CONSTRUCTION	FY 2026	<u>\$186,000 (L(M))</u>
			Total	\$5,180,000

WHEREAS, the projects listed in the TIP are also included in the 2024-2033 STIP and balanced against anticipated revenues as identified in the STIP and by extension therefore demonstrates fiscal constraint: and,

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045, and meets all the requirements in 23 CFR 450.

NOW THEREFORE, be it resolved by the Burlington-Graham Metropolitan Planning Organization Transportation Advisory Committee that the current Metropolitan Transportation Improvement Program be amended as listed above.

CERTIFICATE: The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the TAC on this the 12th day of June, 2025.



Date

TAC Chair

STATE of North Carolina

County of _____

I, _____ Notary Public of _____ County,
North Carolina do hereby affix that _____ personally appeared before me on the this the
_____ day of _____, 2025 to affix his signature to the foregoing document.

Notary Public

My Commission expires: _____

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-5879	- BURLINGTON-GRAHAM URBAN AREA	US 70 (NORTH CHURCH STREET), SR 1716 (GRAHAM-	RIGHT-OF-WAY	FY 2026 -	\$2,640,000	(TA50200)
ALAMANCE	METROPOLITAN PLANNING ORGANIZATION	HOPEDALE ROAD) TO SR 1719 (SELLARS MILL ROAD)		FY 2026 -	\$660,000	(L(M))
PROJ.CATEGORY		IN BURLINGTON. CONSTRUCT SIDEWALK.	UTILITIES	FY 2026 -	\$760,000	(TA50200)
DIVISION		<u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY</u>		FY 2026 -	\$190,000	(L(M))
		<u>RIGHT-OF-WAY AND UTILITIES FROM FY 25 TO FY 26</u>	CONSTRUCTION	FY 2026 -	\$744,000	(TA50200)
		<u>AND DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>		FY 2026 -	\$186,000	(L(M))
					\$5,180,000	

* INDICATES FEDERAL AMENDMENT

Burlington-Graham MPO Draft STIP vs Flnal STIP Comparison for Projects Selected through Prioritization, as of June 4, 2025

Postive Value = Acceleration
Negative Value = Delay
Blank Cell = No Change or See Explanation

STIP ID	Mode	Route	Location Description	Description of Work	Predominant STI Funded Category	Division(s)	County(s)	Draft STIP Right-of-Way Fiscal Year	Draft STIP Construction Fiscal Year	Final STIP Right-of-Way Fiscal Year	Final STIP Construction Fiscal Year	Right-of-Way Change	Construction Change	Explanation of Change Between Draft and Final STIPs
AV-5737	Aviation	BUY	Burlington-Alamance Regional Airport	Obtain navigation easements and clear obstructions in the runway 24 approach.	Division 7	7	Alamance	2027		2027				
AV-5851	Aviation	BUY	Burlington-Alamance Regional Airport	Construct 100 foot paved overrun and make safety enhancements.	Division 7	7	Alamance		2029		2029			
EB-5988	Bike & Ped	Lee Avenue	West Lebanon Avenue to SR 1454 (West Haggard Avenue) in Elon	Construct sidewalk.	Division 7	7	Alamance	2026	2027	2030	2032	-4	-5	Delayed due to funding availability in the first five years.
HP-0022	Highway	NC 49 (Maple Avenue)	I-85 / I-40 to NC 54 (Chapel Hill Road) intersection	Relocate NC 49 (Maple Avenue) on new alignment, and construct signalized intersection at Plaza Drive and Plantation Drive.	Region D	7	Alamance	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only			
HP-0030	Highway	US 70 (Church Street)	NC 62 intersection	Construct intersection improvements.	Region D	7	Alamance	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only			
I-6009	Highway	I-40 / I-85	SR 1158 (Huffman Mill Road) interchange in Burlington.	Construct additional left turn lane on I-40 westbound ramp and improve operations at SR 1308 (Garden Road) intersection.	Statewide Mobility	7	Alamance	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only			
U-6009	Highway	US 70 (South Church Street)	Tarleton Avenue to Fifth Street in Burlington.	Widen and construct center turn lane.	Region D	7	Alamance	2028	2030	2028	2030			
U-6114	Highway	NC 62 (Alamance Road)	SR 1155 (Hatchery Road) / Bonnie Lane intersection in Burlington.	Install traffic signal and add turn lanes.	Region D	7	Alamance	2028	2031	2028	2031			
U-6115A	Highway	NC 54 (East Harden Street)	SR 1945 (Riverbend Road) / SR 2431 (Johnson Street) intersection in Graham	Construct intersection improvements.	Region D	7	Alamance	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only			
U-6115B	Highway	NC 54 (East Harden Street)	I-40 / I-85 interchange	Upgrade ramp intersections.	Region D	7	Alamance	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only			
U-6115C	Highway	NC 54 (East Harden Street)	SR 2106 (Woody Drive) intersection	Construct intersection improvements.	Region D	7	Alamance	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only	Funded for Preliminary Engineering Only			
U-6131	Highway	NC 54 (West Harden Street)	NC 49 (Maple Avenue) intersection in Burlington.	Install dual left turn lanes in westbound direction.	Region D	7	Alamance	2025	2026	2027	2028	-2	-2	Delayed to allow additional time to complete pre-construction activities.



NORTH CAROLINA
Department of Transportation

Post-Census Statewide Functional Classification Review

May 2025

NCDOT – Transportation Planning Division

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

What is Functional Classification?

- Functional classification is the process of grouping streets and highways into classes according to the character of service they are intended to provide.
 - Accurate roadway functional classification system ensures that Federal Aid funds are allocated where they are needed most.
 - The Transportation Planning Division is responsible for processing updates to the Federal Functional Classification System in North Carolina.
- Highway Functional Classification: Concepts, Criteria and Procedures, 2013
 1. All functional classification categories exist in both urban and rural areas. Specifically, all Principal Arterial sub-categories and all Collector sub-categories are recognized in both urban and rural forms. The following functional classification categories should be used:
 - a. Principal Arterial
 - i. Interstate
 - ii. Other Freeways & Expressways (OF&E) (Figure 1-1)
 - iii. Other (OPA)
 - b. Minor Arterial
 - c. Collector
 - i. Major Collector
 - ii. Minor Collector
 - d. Local

Figure 1-1: Principal Arterial - Other Freeways & Expressways

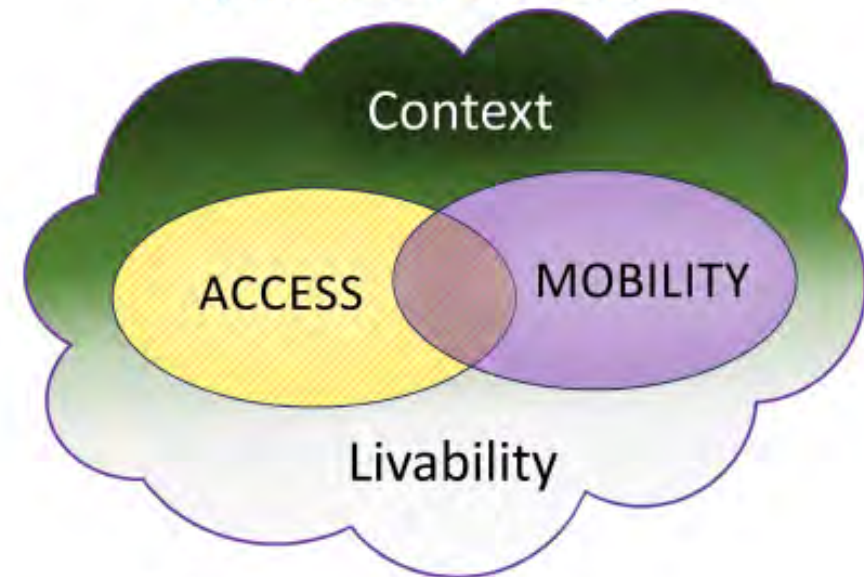


Factors Related to Functional Classification

FHWA Guidance- Section 2.3

- Efficiency of Travel
- Collectors
- Access Points
- Speed Limit
- Route Spacing
- Usage- AADT, VMT
- Number of Travel Lanes
- Regional and Statewide Significance
- System Continuity

Figure 2-5: Illustration of Access-Mobility Dynamic



Source: FHWA

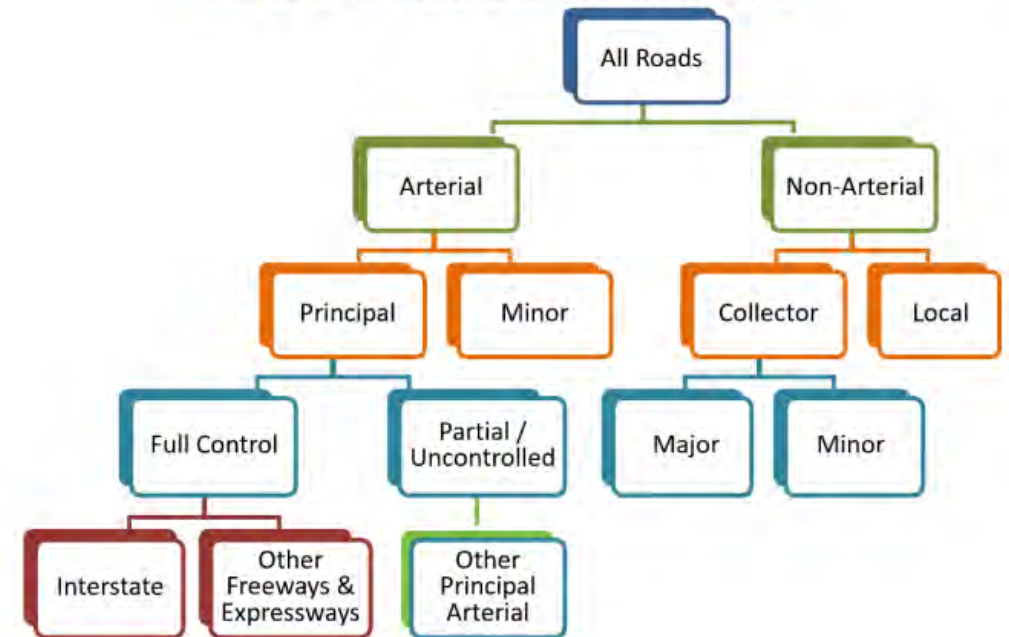
While most roadways offer both “access to property” and “travel mobility” services, it is the roadway’s primary purpose that defines the classification category to which a given roadway belongs.²

Why Modify the Functional Classification?

- FHWA must review and update the functional classification post-decennial census nation-wide
- Data management and reporting accurate classifications
- This is used to determine eligibility for funding under the Federal-aid program

Highway Functional Classification: Concepts, Criteria and Procedures

Figure 3-4: Federal Functional Classification Decision Tree

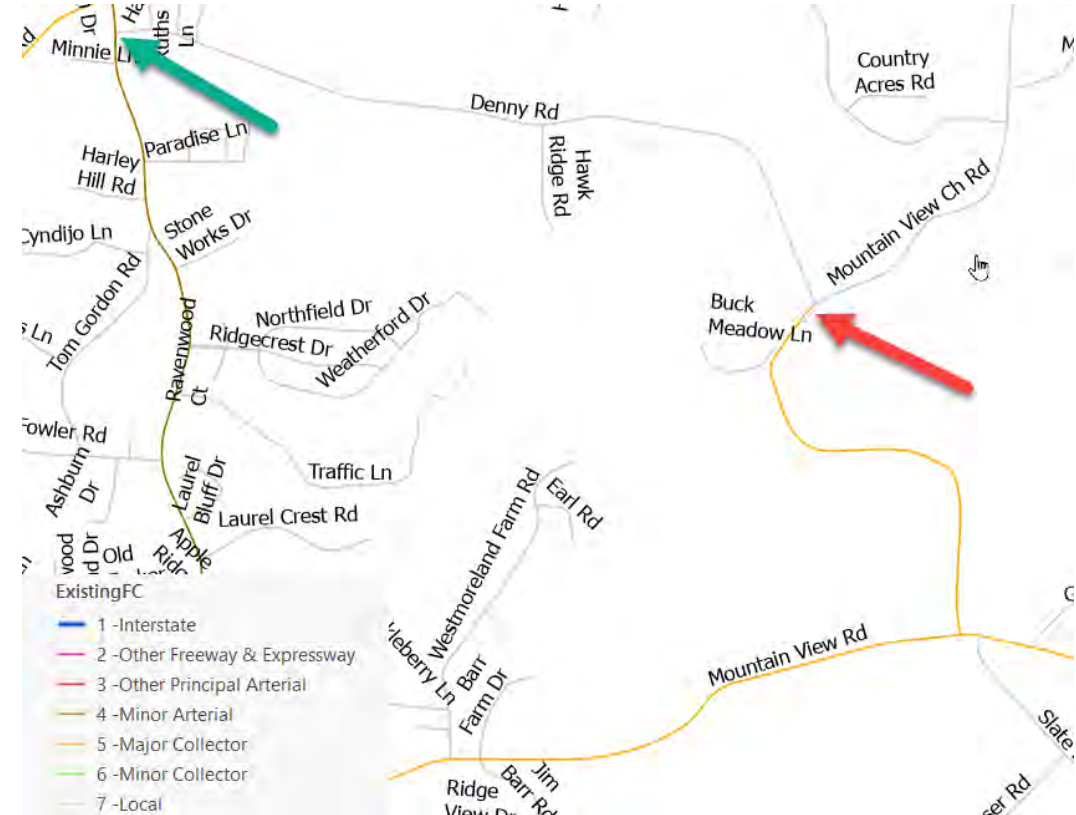


Source: FHWA and CDM Smith

Note: Functional Classification change requests can be made outside of this post-decennial census update process. The MPO can make requests to the Transportation Planning Division if a road's classification needs to be updated.

Things to look out for this functional class change process

- Look at areas of high growth/volume
- Areas with recent development
- STIP Projects or recent projects
- Make sure there are no dead ends (roads that only part of it is functionally classified)
 - If there are dead ends, either remove them or make sure they loop back into another functionally classified road.
- If there are interchanges where the y-line is not classified, it may be good to classify them.
- It would be good to coordinate with your neighboring PO's if there are change requests that may cross boundaries.



Func. Class. Change Request Form- Information Needed

1. Request Number
2. County name
3. Road name
4. Existing functional class
5. Latest AADT value
6. Current speed limit
7. Road name of starting point of the proposed change
8. Road name of endpoint of the proposed change
9. Proposed functional class
10. Length of the proposed section
11. Descriptions: Information/justification about land uses supported by the roadway (e.g., school, shopping center, community center, church), how the proposed changes will enhance the transportation system, and any other relevant information.
12. Map number indicating which map the change is displayed on (e.g., "1" for Map 1).
13. MPO or RPO name

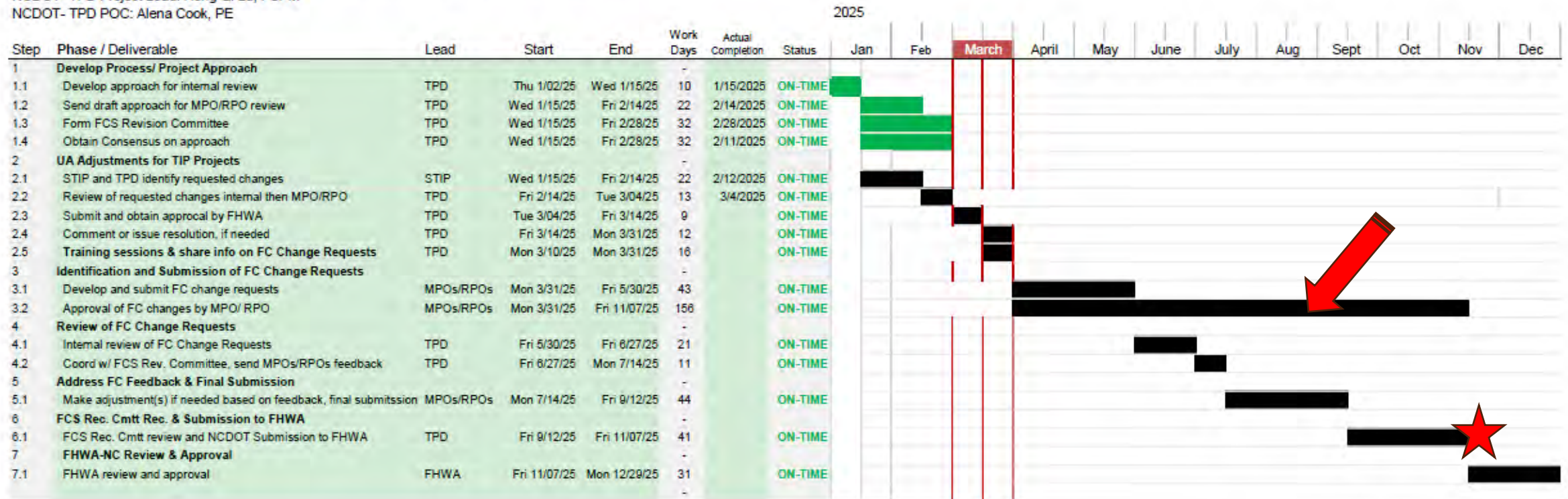
Project Plan/ Approach

Statewide Functional Classification Review based on 2020 Census

NCDOT- TPD Project Lead: Hong Qi Lu, FCPM

NCDOT- TPD POC: Alena Cook, PE

Basill Chart Template © 2006-2019 by Verica42.com



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NCDOT PROJECTS LOCATED IN BGMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-6207AB 51339	SR 1500 (Gibsonville Ossipee Road) at SR 1553 (Midway Church Road / Guilford County Farm Road), southwest of Ossipee. Convert intersection to all way stop control.	4/11/24	5/7/24	\$25,000	Planning and design activities underway. Construction Complete. Final Review Pending.	Dawn McPherson
SS-6207AG 51428	NC 87 at SR 2172 (Moores Chapel Cemetery Road) near Graham. Convert intersection from two way stop to all-way stop with overhead flasher.	5/28/24	9/11/24	\$49,000	Planning and design activities underway. Construction Complete. Final Review Pending.	Dawn McPherson
SS-6207AE 51426	SR 1003 (Lindley Mill Road) at SR 2172 (Moores Chapel Cemetery Road) near Graham. Convert intersection from two way stop to all-way stop with overhead flasher.	5/28/24	9/12/24	\$52,000	Planning and design activities underway. Construction Complete. Final Review Pending.	Dawn McPherson
U-6011 47146.1.1 47146.2.1 47146.3.1	Intersection improvements at US 70 (South Church Street) and SR 1158 (Huffman Mill Rd) in Burlington	4/15/25	FY2026	\$4,900,000	Planning and design activities underway - Contract Awarded.	Brian Ketner
EB-5885	Construct sidewalk on US 70 (N. Church St.) from Beaumont Avenue to SR 1716 (Graham Hopedale Road)	10/14/25	FY 2027	\$1,470,000	Municipal Agreement executed. Plan review underway	City of Burlington/Stephen Robinson
48916	Shift NC 61 and NC 100 intersection in Gibsonville to improve turning radii for trucks	2/5/26	FY2028	\$650,000	Planning and design activities underway - ROW underway	Trung Nguyen
BR-0060	Replace Bridge #14 on NC 14 over Cane Creek	2/17/26	FY2027	\$11,050,000	Planning and design activities underway	David Stutts
EB-5879	Construct sidewalk on US 70 (N. Church St.) from SR 1716 (Graham Hopedale Road) to SR 1719 (Sellars Mill Road)	3/26/26	FY2028	\$5,180,000	Municipal Agreement required to begin work	City of Burlington/Stephen Robinson
U-6014 47159.1.1 47159.2.1 47159.3.1	Widen SR 1716 (Graham-Hopedale Rd) to multi-lanes with Bicycle/Pedestrian accommodations from SR 1720 (West Hanover Rd) to Morningside Drive in Burlington	8/18/26	FY2028	\$21,800,000	Planning and design activities underway, Includes EB-5882. ROW Acquisition 90%	Suzana Matta

NCDOT PROJECTS LOCATED IN BGMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-6207AB 51339	SR 1500 (Gibsonville Ossipee Road) at SR 1553 (Midway Church Road / Guilford County Farm Road), southwest of Ossipee. Convert intersection to all way stop control.	4/11/24	5/7/24	\$25,000	Planning and design activities underway. Construction Complete. Final Review Pending.	Dawn McPherson
EB-5988	Construct sidewalk on Lee Ave./W. Lebanon Ave. to SR 1454 (W. Haggard Ave.) in Elon	12/10/26	FY2028	\$630,000	Municipal Agreement required to begin work	Town of Elon/Stephen Robinson
AV-5851	Construct 100' paved overrun and make safety enhancements at the Burlington-Alamance Regional Airport	1/22/27	FY29	\$2,080,000	Planning and design activities underway	Caleb Whitby
50547	NC 49 at Green Level Church Road/James Boswell Road - Realign Intersection	3/4/27	FY2028	\$650,000	Planning and design activities underway. 65% plans complete. CFI meeting held.	Trung Nguyen
U-5844 50234.1.1 50234.2.1 50234.3.1	Construct multi-lanes on NC62 from SR 1430 (Ramada Road) to US 70 (South Church Street) in Burlington	3/16/27	FY2030	\$36,900,000	Planning and design activities underway - Field Inspection held. ROW acquisitions 75% complete.	Brandon Green
B-6052 48709.1.1 48709.2.1 48709.3.1	Replace bridge 68 over NCRR / Norfolk Southern Railroad on SR 1928 (Trollingwood Road) in Haw River	1/18/28	FY2029	\$3,000,000	PE funding approved 5/6/19. Planning and design activities underway.	Sami Jasim
U-6013 47158.1.4 47158.2.4 47158.3.4	Widen NC 119 to multi-lanes from SR 1981 (Trollingwood-Hawfields Rd)/ SR 2126 (Old Hillsborough Rd) to Lowes Blvd (non-system) in Mebane .	5/16/28	FY2031	\$16,400,000	Planning and design activities underway, ROW certified and utilities under way.	Suzana Matta
BP7-R016	Replace Bridge #113 on SR 1003 (Lindley Mill Road)	8/7/28	FY2030	\$1,240,000	Planning and design activities underway - Plans at 65%	Daniel Dagenhart
U-6131	Install dual left turn lanes in westbound direction at NC 54 (W. Harden Street) at NC 49 (Maple Ave.) in Burlington	8/17/28	FY2030	\$8,800,000	Planning and design activities pending	Brandon Green

NCDOT PROJECTS LOCATED IN BGMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-6207AB 51339	SR 1500 (Gibsonville Ossipee Road) at SR 1553 (Midway Church Road / Guilford County Farm Road), southwest of Ossipee. Convert intersection to all way stop control.	4/11/24	5/7/24	\$25,000	Planning and design activities underway. Construction Complete. Final Review Pending.	Dawn McPherson
15BPR.134.3	Rehab on Structure #197 in Guilford County on SR 1117 (S. Holden Street) over I-85 Business and on Structure #148 on I-40 over Haw River in Alamance County	4/17/29	FY2032	\$6,900,000	Planning and design activities underway	Tim Sherrill
U-6009 47144.1.1 47144.2.1 47144.3.1	Widen and construct center turn lane on US70 (West Church St) from Tarleton Ave. to Fifth Street in Burlington	1/15/30	FY2032	\$52,000,000	Planning and design activities underway	Suzana Matta
BP7-R023	Replace Bridge #238 on SR 2128 (Old Hillsborough Road)	9/18/31	FY2033	\$720,000	Planning and design activities underway	Daniel Dagenhart
BP7-R018	Replace Bridge #254 on SR 2104 (Mandale Road)	10/7/32	FY2034	\$710,000	Planning and design activities underway	Daniel Dagenhart
BP7-R019	Replace Bridge #103 on SR 2182 (Perry Road)	10/21/32	FY2034	\$710,000	Planning and design activities underway	Daniel Dagenhart
U-6114	Install traffic signal and add turn lanes at NC 62 (Alamance Road) at SR 1155 (Hatchery Road)/Bonnie Lane intersection in Burlington	1/1/40	post years	\$2,210,000	Planning and design activities pending. (Funded for Prelim. Engineering only)	Brandon Green
I-6009 47962.1.1 47962.2.1 47962.3.1	Interchange improvements at I-40/I-85 and SR 1158 (Huffman Mill Road). Construct additional right turn lane on I-40 WB Ramp and improve operations at SR 1308 (Garden Road) intersection in Burlington	1/1/40	post years	\$1,800,000	Planning and design activities pending. (Funded for Prelim. Engineering only)	Brandon Green
SM-6107J	Internal campus improvements as identified in Traffic Operations Study SCH-2021-023 to contain school-related traffic queues on campus with 2460 feet of double-stacked queue. U-6014 (2025 let) will improve SR 1716 and provide bike-pedestrian accommodations. This project is not	Summer 2026	Summer 2026	\$375,000	Planning and design activities to begin soon	Derek Dixon

NCDOT PROJECTS LOCATED IN BGMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-6207AB 51339	SR 1500 (Gibsonville Ossipee Road) at SR 1553 (Midway Church Road / Guilford County Farm Road), southwest of Ossipee. Convert intersection to all way stop control.	4/11/24	5/7/24	\$25,000	Planning and design activities underway. Construction Complete. Final Review Pending.	Dawn McPherson
SS-6207AA 51338	NC 62 at SR 1002 (Jeffries Cross Road), north of Green Level. Convert intersection to all way stop control.	TBD	TBD	\$25,000	Planning and design activities underway	Dawn McPherson
SS-6207AH 51471	SR 2424 (S. Maple Street) at W. Gilbreath Street in Mebane. Convert intersection to all way stop operation.	TBD	TBD	\$25,000	Planning and design activities underway	Dawn McPherson
SS-6207AI 51472	SR 1003 (Lindley Mill Road) at SR 1005 (Greensboro Chapel Hill Road), south of Saxapahaw. Convert intersection to all way stop traffic control. Change existing overhead flasher to all red displays.	TBD	TBD	\$25,000	Planning and design activities underway. Construction Complete. Final Review Pending.	Dawn McPherson
SS-6207AJ 51429	SR 1581 (Stony Creek Church Road) at SR 1587 (Pagetown Road), north of Burlington. Convert intersection to all way stop control.	TBD	TBD	\$25,000	Planning and design activities underway	Dawn McPherson
SS-6207Y 51342	SR 1001 (Union Ridge Road) at SR 1002 (Jeffries Cross Road), north of Burlington. Convert intersection to all way stop control. Revise existing overhead flasher to all red displays. Signal Inv# 07-0002.	TBD	12/18/24	\$33,000	Planning and design activities underway. Construction Complete. Final Review Pending.	Dawn McPherson
SS-6207AP 51642	SR 1754 (McCray Road) at SR 1729 (Fleming Graham Road/ Deep Creek Church Road) near Burlington. Convert two-way stop to all-way stop.	TBD	TBD	\$35,000	Planning and design activities underway	Dawn McPherson
HS-2407E	SR 1005 (Greensboro-Chapel Hill Road) between Guilford County line and Orange County line, south of Burlington. Install rumble strips and 6" long life pavement markings.	TBD	TBD	\$15,000	Planning and design activities to begin soon	Dawn McPherson
HS-2407F	NC 119 between NC 54 and SR 2126 (Old Hillsborough Road); and, NC 119 between SR 1996 (Stagecoach Road) and Caswell County line. Install rumble strips and 6" long life pavement markings.	TBD	TBD	\$15,000	Planning and design activities to begin soon	Dawn McPherson

NCDOT PROJECTS LOCATED IN BGMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-6207AB 51339	SR 1500 (Gibsonville Ossipee Road) at SR 1553 (Midway Church Road / Guilford County Farm Road), southwest of Ossipee. Convert intersection to all way stop control.	4/11/24	5/7/24	\$25,000	Planning and design activities underway. Construction Complete. Final Review Pending.	Dawn McPherson
HS-2407J	20 signalized intersections. Upgrade traffic signals and intersections with pedestrian accommodations.	TBD	TBD	\$40,000	Planning and design activities to begin soon	Dawn McPherson

NCDOT TPD NEWS



NCDOT TPD BGMPD Newsletter

June 2025

Final NCDOT 2026-2035 STIP Released

The Final 2026-2035 State Transportation Improvement Program (STIP) has been released and can be found on the STIP website: <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/default.aspx>. Please feel free to reach out to [Brian Wert](#) (Divisions 5, 7, 8, 9) if you have any questions or would like to discuss any potential schedule adjustments. For questions regarding the P7.0 scores, please contact the [SPOT office](#) (spot@ncdot.gov).

BGMPO 2050 MTP

The 2050 MTP update is underway. The Metropolitan Transportation Plan (MTP) is the federally required fiscally constrained 25-30 year multi-modal transportation plan. Kimley-Horn consulting firm is working with the MPO to complete the update. DRAFT BGMPO 2050 MTP Report is available for review. Please visit below website.

[Burlington-Graham MPO 2050 MTP | Kimley-Horn Social Pinpoint](#).



The Governors Highway Safety Association (GHSA) is a national leader in the quest for safer streets. We provide leadership and advocacy to help State and Territorial Highway Safety Offices and their partners make U.S. roads safer for everyone.

<https://www.ncdot.gov/initiatives-policies/safety/ghsp/Pages/default.aspx>

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- NCDOT Mission Statement

Federal Functional Classification Updates

NCDOT—TPD Staff is currently working on updating Federally Functionally Classified roads throughout the State. Functional classification is a federally required process by which streets and highways are grouped into classes, according to the character of service they are intended to provide. The MPOs and RPOs need to identify and Submit Functional Classification Change Requests. BGMPO must approve the proposed functional classification changes within their planning area prior to being submitted to FHWA for their review.

More information can be found through the following link: [Highway Functional Classification](#).

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