

**BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
TUESDAY JANUARY 18, 2022 9AM**

Via Microsoft Teams

TCC Meetings are open to the public. Meetings are held virtually as a result of COVID -19 precautions. The meetings will be accessible online. Any member of the general public who wishes to make public comment or receive login information should send an email to wmallette@burlingtonnc.gov or (336) 513-5418 by Friday, January 14, 2022.

DRAFT 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

2) Approval of Minutes from December 14, 2021 Meeting Chairman

3) Election of TCC Officers for 2022 Chairman

INFORMATION: Per the BGMPO bylaws, the TCC shall elect a Chair and Vice Chair during the first meeting of each calendar year. All voting members of the TCC are eligible to hold an elected office for a one-year term. Nominations may be taken from the floor.

RECOMMENDATION/ACTION: 1) Elect Chair and Vice-Chair

4) Approval of TCC 2022 Meeting Calendar Chairman

INFORMATION: The proposed 2022 meeting calendar for the BGMPO TCC is included in the agenda packets. The calendar follows the scheduling protocol of meeting on the third Tuesday at 9:00 a.m. during the months of January, February, March, May, August, and October. Staff reserves the right to schedule additional meetings as necessary with proper public notification.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve the TCC 2022 meeting calendar.

5) Draft FY23 Unified Planning Work Program Wannetta Mallette

INFORMATION: The Unified Planning Work Program (UPWP) is federally required and outlines all major transportation planning and related activities within the BGMPO planning area for the upcoming fiscal year (July 1, 2022 – June 30, 2023). While it is the mission of the BGMPO to complete work tasks within a fiscal year, projects may span fiscal years and therefore carried forward until completed. Implementation of UPWP work tasks is funded with federal funds received through a PL104 planning grant from the Federal Highway Administration (FHWA) administered by North Carolina Department of Transportation (NCDOT) and Section 5303 and 5307 Transit Planning Funds from the Federal Transit Administration (FTA). The BGMPO

is required to certify their transportation planning processes on an annual basis as part of the UPWP approval process.

RECOMMENDATION/ACTION: 1) Receive the FY 2022-2023 draft UPWP as information and discuss; 2) Recommend TAC release the draft UPWP for a 30-day public review period.

6) BGMPO TIP Amendments

Blake Cashmore

INFORMATION: The BGMPO Transportation Improvement Program (TIP) and 2045 Metropolitan Transportation Plan (MTP) consists of projects that have been amended in the NCDOT 2020 – 2029 State Transportation Improvement Program (STIP). As the adopted 2020-2029 Metropolitan Transportation Improvement Program (TIP) is a subset of the STIP, the TIP and MTP are in need of amendment to align with state and federally funded transportation projects within the BGMPO urban area.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Recommend TAC approve the TIP amendments by resolution.

7) Endorsement of 2022 MPO Safety Transportation Performance Targets

Wannetta Mallette

INFORMATION: The MAP-21 final rule established the framework for States and MPOs to integrate performance measures and targets into their transportation planning processes. NCDOT submitted their Highway Safety Improvement Program (HSIP) annual report to FHWA on August 31, 2021. The MPO is required to set and show demonstrable progress towards meeting the performance targets and reflect those targets in their MTPs and MPO Planning Agreements with transit agencies, DOTs and planning partners. MPO's have until February 27, 2022 to endorse NCDOT's safety targets or commit to developing its own quantifiable performance measures with a methodology consistent with Federal reporting requirements.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Recommend TAC endorsement of NCDOT's safety targets (for each of the five measures) for 2022 by resolution.

8) Triangle Region Air Quality Conformity

Wannetta Mallette

INFORMATION: The Triangle Region is required to demonstrate air quality conformity for the Triangle's Metropolitan Transportation Plans and TIPs will meet current emission thresholds. The BGMPO is one of four organizations that will need to adopt the Air Quality Conformity Determination Report (AQ CDR). 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 was released for public review and comment on December 17, 2022 for a 30 – day public comment period. A public hearing is scheduled during the January 18, 2022 TAC meeting.

RECOMMENDATION/ACTION: 1) Receive information and discuss. 2) Recommend TAC adoption of the Air Quality Conformity Determination Report by resolution.

9) FHWA Update

Suzette Morales

10) NCDOT TPD Update

Andy Bailey

11) NCDOT Division Engineer Report

Stephen Robinson

- MPO Updates
- Reports and Questions from TCC Members
- Next Meeting Scheduled **February 15, 2021**

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

336-513-5418

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
336-513-5418

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.

MINUTES

BURLINGTON-GRAHAM URBAN AREA TECHNICAL COORDINATING COMMITTEE TUESDAY, DECEMBER 14, 2021 VIA MICROSOFT TEAMS 9 AM

MEMBERS PRESENT

Nishith Trivedi, Orange County (Chair)
Justin Snyder, Graham
Dan Danieleley, Airport
Sean Tencer, Haw River
Nolan Kirkman, Burlington
Allyson Coltrane, Orange County
Peter Murphy, ACTA
Brandon Parker, Gibsonville
Mark Kirstner, PART
Pamela DeSoto, Elon
Bonnie Guo, GoTriangle
Ian Shannon, Alamance County
Tom Altieri, Orange County
Taylor Perschau, Alamance County

BGMPO STAFF

Wannetta Mallette

NCDOT STAFF

Stephen Robinson, NCDOT Division 7
Andy Bailey, NCDOT-TPD
Brian Murphy, NCDOT-Traffic Safety Unit
Ryan Brumfield- NCDOT-IMD

FHWA STAFF

Suzette Morales

VHB

Eric Tang
Lyuba Zuyeva
Connor Klassen

PUBLIC

Nolan Carter

Call to Order

Chair Nishith Trivedi welcomed all members and guests and called the December 15, 2021 TCC meeting to order at 9:02 a.m. Mr. Eric Tang and Ms. Lyuba Zuyeva, presenters from VHB, introduced themselves to the TCC. Ms. Mallette conducted the membership roll call and established a quorum. There were no changes to the agenda or speakers from the floor. Chair Trivedi requested a motion to approve the minutes for the October 19, 2021 TCC meeting. Mr. Peter Murphy requested the meeting minutes be amended to show his attendance. Ms. Pam DeSoto made a motion to approve the October 19, 2021 TCC meeting minutes as corrected and Mr. Stephen Robinson seconded the motion. The motion passed unanimously by voice vote.

Transportation Safety Plan Update

Mr. Tang presented the BGMPO Transportation Safety Plan update. He introduced another member of the VHB project team, Mr. Connor Klassen. Mr. Tang acknowledged NCDOT's role in contributing funding for the project and supporting highway safety planning at the state level and said North Carolina has a strategic highway safety plan that can serve as a model for regional agencies. States and MPOs are required to adopt performance measures and targets to receive federal safety planning funding. Some local and regional agencies have developed safety plans to work toward improving performance measures. Mr. Tang briefly reviewed some preliminary crash data for the BGMPO region covered in the Metropolitan Transportation Plan, including preliminary crash locations and critical intersections. Mr. Tang presented the five performance measures BGMPO must use: fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. The targets for these measures are established by NCDOT. BGMPO can either adopt these targets or develop their own. BGMPO is currently not meeting their existing transportation safety targets. The Transportation Safety Plan will help with the selection of safety targets for the next program cycle. State agencies are penalized if they do not meet these targets by being required to dedicate more funding toward transportation safety planning. Traffic safety performance in the MPO for each indicator has generally worsened over the last 5 five-year rolling cycle periods. Mr. Tang stated that safety improvement projects or strategies have multiple funding sources and can be continually reevaluated during and after development of the safety plan.

Mr. Tang highlighted the process for developing a transportation safety plan, and identified the cities in North Carolina that have adopted a Vision Zero Plan, including the state of North Carolina. He reviewed the safety planning process and highlighted the importance of setting goals for the plan. Mr. Tang then presented the tentative 12-month schedule for development of the transportation safety plan. Mr. Tang stated the first public engagement steps will occur later that week, with a press release and project website going live. He then transitioned to expectations and questions from the TCC.

Chair Trivedi asked if schools should be added to stakeholder group. Mr. Tang affirmed and stated that one of the focus groups in a traditional vision zero plan are schools and academic institutions. Ms. Pam DeSoto suggested that the objectives should be attainable but impactful in directing BGMPO toward zero fatalities. Chair Trivedi added that discussion should consider how local jurisdictions' involvement will assist the state in their transportation safety goals. Mr. Justin Snyder asked if there was any data on the primary cause of traffic crashes in the BGMPO. Mr. Tang replied data collection and analysis are underway. Mr. Snyder responded that growth projections should be considered when developing safety goals and targets. Mr. Mark Kirstner stated he would like to see goals related to the impact of total vehicle miles traveled (VMT) on traffic

safety. Ms. Mallette added that the TCC and TAC will be updated quarterly, and any comments or input is welcomed at any point throughout development of the plan.

Complete Streets Policy Implementation Update

Mr. Ryan Brumfield, Director of the Integrated Mobility Division, provided an update on NCDOT's implementation of the Complete Streets Policy. Mr. Brumfield stated the primary goals of complete streets policy is to ensure safe accommodations for all road users, improve non-vehicle accessibility and mobility, enhance quality of life, and ensure equitable access for all users. NCDOT adopted a Complete Streets Policy and Design Guidelines in 2009 and 2012, respectively. Challenges to implementation spurred reevaluation of the Complete Streets Policy in 2019. Mr. Brumfield reviewed some of the recommendations, including adopting a new project evaluation methodology; modifications to the implementation guide to integrate new evaluation methodology; and providing enhanced training and technical assistance. NCDOT will fund complete streets enhancements when a need is identified and maintenance agreements are required for all separated facilities, with some exceptions. Mr. Brumfield reviewed the 5-step evaluation process for complete streets enhancements. NCDOT is still refining the methodology and receiving comments from MPOs. Mr. Brumfield stated the goal is to finalize the document in January 2022 and start using it in their internal project evaluation process. Mr. Brumfield reiterated IMD's commitment to this policy and hope that more projects will receive appropriate Complete Streets consideration.

Mr. Kirstner acknowledged the significance of this policy improvement and mentioned that CommunityViz is a tool used in the three major regions and could be used for future demand calculations. He also recommended consideration of how transit projects and travel demand models can influence the complete streets project evaluation process. Mr. Kirstner announced that the Piedmont Transportation Professionals (PTP) group will hold a workshop focused on the Complete Streets policy, February 24, 2022. Ms. Mallette and Chair Trivedi thanked Mr. Brumfield for his time and work on complete streets policy improvement.

2024 - 2033 STIP Development Update

Mr. Robinson stated that the P6.0 prioritization process was halted after the release of project scores. He requested TCC members review their project scores and notify NCDOT if there is any incorrect information in the project details. Workgroups are still meeting to discuss criteria for evaluating STIP projects. 'Hold Harmless' projects have now been descriptively changed to 'Delivery' projects. The criteria for 'Delivery' projects is if ROW is underway or if the projects are let by 2026. Mr. Robinson reiterated NCDOT will continue to reach out to MPOs for input and comment as allowed.

Chair Trivedi asked about the impact of the new Infrastructure Bill on NCDOT funding. Mr. Robinson confirmed NCDOT is confirming if and how the funding can be applied toward the STIP. Mr. Robinson stated about 75% of the funding is dedicated, so only 25% (approximately \$2 billion) is considered new funding and not all funding is allocated for highway projects. NCDOT will try to apply as much as they can toward the unfunded project list but while weighing the Infrastructure Bill funding requirements, schedule, and needs.

Agency Reports and Updates

FHWA: No updates.

NCDOT TPD: Mr. Andy Bailey stated he hoped to have the CTP maps and project lists available for public review by the January TCC and TAC meetings. There are a few remaining GIS issues that need to be resolved. Mr. Bailey stated the CTP is an input into the complete streets project evaluation process. Each CTP project needs to have a need identified and that will improve its chance of receiving future funding. Chair Trivedi asked if each MPO would have a public hearing for the CTP update and Mr. Bailey confirmed they would.

NCDOT Division Engineer Report: Mr. Stephen Robinson stated pedestrian accommodations construction is ongoing at Edgewood and S. Church St. and Boone Station/Tiki Lane/St. Marks Church Rd. The construction start for intersection improvements at Mebane Oaks Road and Old Hillsborough Road will be moved from March 2022 to April 2022 with project completion, August 2022. Utility relocations is underway.

BGMPO: Ms. Mallette reminded the TCC of the call for special studies planning requests deadline of December 31, 2021. The BGMPO PL funding was decreased so only one project will likely be available for PL funding. A local match of 20% is required per project. Elections for TCC officers will be held at the January meeting. The MPO is currently accepting nominations and nominations can also be made from the floor. The BGMPO will schedule a Land Use Subcommittee meeting the end of January. The agenda will include a review of socio-economic data and discussion of solutions to mutual infrastructure needs across the region. Ms. DeSoto asked to be included on the Land Use Subcommittee.

Other: Mr. Mark Kirstner reminded the TCC of PART's freight driver survey initiative. PART has explored traditional and social media awareness campaigns but have received little participation thus far. Mr. Kirstner sent an email about the initiative to Ms. Mallette and requested she forward it to the TCC. Mr. Kirstner invited the TCC to share the survey with any truck drivers they may know and consider how the relationship with the freight industry can be improved moving forward. Mr. Kirstner stated the driver survey is an

effort to calibrate the tour-based freight model that could then be incorporated into the next MTP process.

Adjournment

There being no further business, Chair Trivedi adjourned the meeting at 10:20 a.m. The next TCC meeting was scheduled for **January 18, 2022**.



Burlington – Graham MPO Technical Coordinating Committee Schedule of 2022 Regular Meetings

In keeping the MPO's commitment to provide meaningful public involvement in the transportation planning decision-making process, and to protect the safety of the public, MPO stakeholders and staff, the Technical Coordinating Committee will hold all regular meetings in a virtual platform until further notice. All meetings will begin at 9:00 a.m. on the following dates and the meeting schedule is subject to change.

January 18, 2022

February 15, 2022

March 15, 2022

May 17, 2022

August 16, 2022

October 18, 2022

The TCC meeting calendar is posted to BGMP's website along with the agendas, which are available one week in advance of each meeting.

*Burlington-Graham
Metropolitan Planning Organization*

DRAFT UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR JULY 1, 2022 – JUNE 30, 2023

ADOPTED _____

FUNDS FOR THIS PLANNING WORK PROGRAM PROVIDED BY

**FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION
NCDOT PUBLIC TRANSPORTATION DIVISION
CITY OF BURLINGTON**

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 333.222.5095.

BGMPO Unified Planning Work Program

Contents

Overview	2
Resolutions Certifying the Planning Process and UPWP	2
Public Involvement and Title VI	5
Background	5
BGMPO Area Boundary	5
Metropolitan Planning Factors and Federal and State Requirements	6
FAST Act Planning Factors	7
Moving Toward Performance Based Planning	7
Metropolitan Transportation Plan	8
Metropolitan Transportation Improvement Program	8
Air Quality Conformity Process	8
Comprehensive Transportation Plan	8
Proposed FY 2022 UPWP Activities	9
FY 2023 Special Emphasis Projects	9
Data Collection and Management	9
Targeted Planning	10
Anticipated DBE Contracting Opportunities for FY 2022 – 2023	11
BGMPO Administration and Management	11
FY 2023 UPWP Funding Source	11
UPWP PL 104 Work Items	12
BGMPO FY 2023 Total Funding Summary and Budget	17

Prepared by the Burlington-Graham Metropolitan Planning Organization. For more information regarding this plan or any other BGMPO activity, please contact us at: Burlington-Graham Metropolitan Planning Organization, PO Box 1358, Burlington, NC 27216-1358. Visit our website for the most up-to-date information and downloadable documents at: www.bgmpo.org.

Overview

This document presents the FY 2022 - 2023 Unified Planning Work Program (UPWP) for the Burlington-Graham Metropolitan Planning Organization (BGMPO) study area. It provides an outline of the work tasks and funding requirements that will be accomplished during the period of July 1, 2022 through June 30, 2023.

Resolutions Certifying the Planning Process and UPWP

As part of the annual UPWP adoption process, the BGMPO TAC is required to approve the FY2022 – 2023 BGMPO UPWP and to certify that it adheres to the 3-C transportation planning process. The resolutions adopting the UPWP and certifying the transportation planning process is included as part of this work program.



RESOLUTION

CERTIFYING THE BURLINGTON - GRAHAM METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2022-2023

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

- WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization 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 Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d). (for nonattainment and maintenance areas only); 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; 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 (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); 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 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and,
- WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045, and meets all the requirements for an adequate Transportation Plan.



NOW THEREFORE, be it resolved that the Burlington - Graham Urban Area Transportation Advisory Committee certifies the transportation planning process for the Burlington – Graham Metropolitan Planning Organization on this the ____ day of March, 2022.

Date: _____

By: _____
TAC Chair

STATE of: North Carolina

COUNTY of: Alamance

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the ____ day of _____ to affix his signature to the foregoing document. Subscribed and sworn to me this ____ day of ____, 20 ____.

Notary Public

My commission expires:



RESOLUTION

APPROVING THE FY 2022 - 2023 PLANNING WORK PROGRAM FOR THE BURLINGTON-GRAHAM URBAN AREA

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

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that federal PL 104 funds for transportation projects are effectively allocated to the Burlington-Graham Urban Area; and,

WHEREAS, the City of Burlington has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303 and 5307) funds; and,

WHEREAS, members of the Burlington-Graham Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for FY 2022-2023; and,

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2022-2023 Planning Work Program for the Burlington-Graham Urban Area.



I, _____, Chairman of the Burlington-Graham Transportation Advisory Committee do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Burlington-Graham Urban Area Transportation Advisory Committee, duly held on the _____ day of _____, 2022.

Date _____

TAC Chair

STATE of: North Carolina
COUNTY of: Alamance

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

Notary Public

My commission expires _____

Public Involvement and Title VI

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the MTP, the short-term TIP, and the annual UPWP. Emphasis is placed on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

A Call for Project submittals for consideration of PL 5307 and 5303 funding was made December 2021. Public input and comments are requested in accordance with the adopted BGMPO Public Involvement Plan by legal advertisement posted in the Burlington Times News. Hard copies of the draft UPWP will be made available upon request or electronically via a link on the BGMPO website at <http://www.bgmpo.org>.

Background

The Metropolitan Planning Area (MPA) is the boundary in which the transportation planning process must be carried out. The MPA is made up of the census-defined Urbanized Area (UZA), plus the contiguous area expected to become urbanized within the next 20 to 25 years. A census-defined UZA consists of a central core (for the Burlington-Graham MPO the central core are the cities of Burlington and Graham) and the adjacent densely settled area that combined has a population of 50,000. The Burlington-Graham area was designated an urbanized area by the US Bureau of Census in 1974. As a result of this designation, the Burlington-Graham area formed the BGMPO by Memorandum of Understanding (MOU) in 1975. With this new designation came the responsibility of adhering to federal continuing planning requirements.

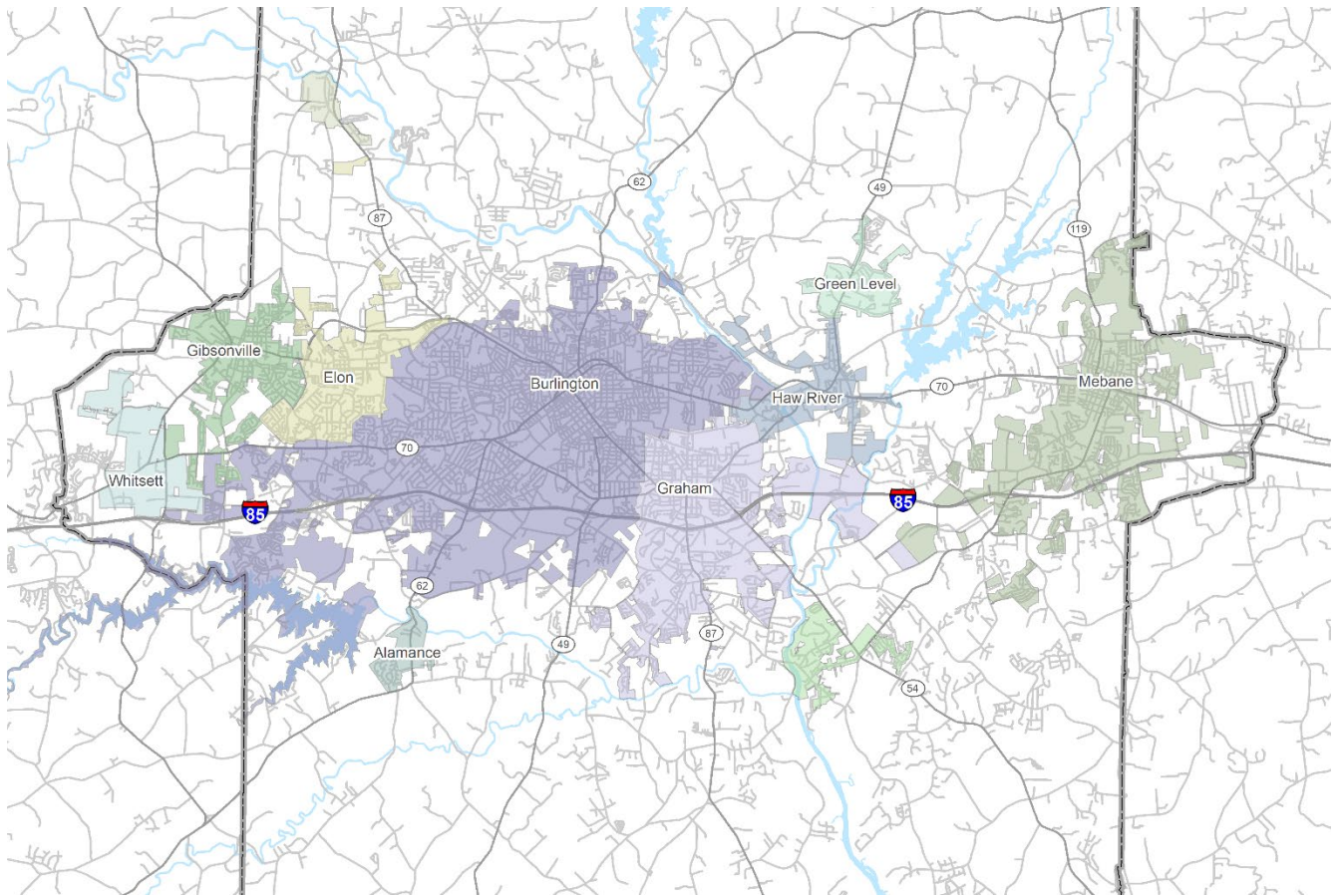
A revised MOU was executed between the cities of Burlington, Graham, and Mebane; the counties of Alamance, Guilford and Orange; towns of Elon, Gibsonville, Whitsett, Green Level and Haw River; Village of Alamance and the North Carolina Department of Transportation (NCDOT) in 2012. The MOU outlined responsibilities, established the City of Burlington as the Lead Planning Agency (LPA), and created a Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) to ensure coordination between the MPO, elected officials, and member agency planning staffs.

The BGMPO is required to prepare an annual UPWP that details and guides the work tasks undertaken within the fiscal year. The UPWP is funded in part by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The federal funds are distributed to NCDOT and reallocated to state MPOs on an annual basis. These funds must be approved by the MPO TAC as part of the UPWP approval process. FHWA Section 104(f) planning funds are used by the LPA to support MPO administration and planning functions. The UPWP funding source tables reflect the eighty-percent (80%) FHWA funding and twenty-percent (20%) non-federal matching funds. The sources of funds for transit planning are the FTA Section 5303 and 5307 grants. Transit agencies can also use portions of their Section 5307 capital and operating funds for planning. The match is provided through either local or state funds or both.

BGMPO Area Boundary

The current BGMPO study area (Figure 1) encompasses over 435 square miles and includes all of Alamance County and portions of Guilford and Orange counties. The City of Burlington is the major population and employment center in the region. Like many urban areas, rapid growth and development have contributed to ever-increasing needs in transportation. By federal definition, the MPO's planning area must at least include the urbanized area (as defined by the U.S. Census Bureau) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

Figure 1. BGMPO Urbanized Area



Metropolitan Planning Factors and Federal and State Requirements

Federal transportation regulations require MPOs to consider specific planning factors when developing transportation plans and programs in the metropolitan area. Current legislation calls for MPOs to conduct planning that:

1. Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increases the safety of the transportation system for motorized and non-motorized users;
3. Increases the security of the transportation system for motorized and non-motorized users;
4. Increases the accessibility and mobility of people and for freight;
5. Protects and enhances the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promotes efficient system management and operation;
8. Emphasizes the preservation of the existing transportation system.
9. Improves the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhances travel and tourism.

FAST Act Planning Factors

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT), MPOs, and public transportation providers must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities with the goal of achieving the most efficient and effective use of transportation funding. FAST Act retains the previous eight factors that should be considered when developing plans and programs and adds three planning factors. The following outlines the eleven factors:

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve transportation system resiliency and reliability;
- Reduce (or mitigate) the storm water impacts of surface transportation; and
- Enhance travel and tourism.

Moving Toward Performance Based Planning

The U.S. Secretary of Transportation, in consultation with stakeholders, established performance measures to chart progress toward accomplishment of national goals established in MAP-21. In accordance with 23 CFR 450.324(f)(3)-(4)(i)(ii) of the Planning Rule, MPOs must include a description of the applicable performance measures and targets in their metropolitan transportation plans. Performance targets established by NCDOT and the BGMPO are based on the national performance measures guidance with the goals to improve decision making and project funding efficiency through performance-based planning and programming. The MPO work plan activities outlined in this document are aligned with the FAST Act national goals.

The regulatory changes to the planning process are intended to improve transportation investment decision-making through increased transparency (through the requirement of performance targets) and accountability (via a requirement to report on progress toward meeting targets) and to support a core set of national goals. State DOTs and MPOs are free to adopt additional locally defined performance measures and targets through a coordinated process that also includes transit service providers.

Additional performance plans are now required under MAP-21 for the BGMPO include the:

- Metropolitan System Performance Report
- Transit Asset Management Plan
- Target Achievement
- Special Performance Rules – performance elements related to safety (high-risk rural roads and older drivers and pedestrians), Interstate Pavement Condition, and National Highway System Bridge Condition
- Performance Reporting – MPOs must report to NCDOT its progress toward achieving targets and NCDOT will assess such progress

Moreover, MPOs and public transportation service providers are required to establish performance targets and to coordinate the development of these targets to ensure consistency. The BGMPO current performance measures are included in the 2045 Metropolitan Transportation Plan described below.

Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is a long-range plan for transportation improvements across the region. This plan includes roadway, transit, bicycle, pedestrian, aviation, freight, and other transportation projects expected to be constructed within a minimum 20 to 25-year planning horizon. The BGMPO is required to update its MTP required every five years. The BGMPO 2045 MTP was developed over a sixteen-month period which began March 2019 and ended with final plan adoption on June 16, 2020. The planning process involved the general public, member jurisdictions, key stakeholders, the TCC and TAC, NCDOT and federal and state regulators.

Metropolitan Transportation Improvement Program

The BGMPO is also responsible for developing a Metropolitan Transportation Improvement Program (TIP). The TIP is a financially constrained program for addressing transportation priorities within a five-year time horizon consistent with the MTP. The TIP is regional in scope and lists the construction and anticipated funding schedule for each included project. Project phases can include preliminary engineering, design, environmental review, right-of-way acquisition, and construction. The TIP must include the following:

- A list of proposed federally supported projects and strategies to be implemented during the TIP reporting period to include project schedules and costs.
- A proactive public involvement process.

Air Quality Conformity Process

Transportation-air quality conformity ("conformity") is a way to ensure that federal funding for transportation improvements are consistent with regional air quality goals. Conformity applies to MTPs and TIPs and to projects funded or approved by the FHWA or FTA in areas that do not meet -- or have recently not met -- air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "non-attainment areas" or "maintenance areas," respectively. A conformity determination demonstrates that the total emissions projected for a plan or program are within the emissions limits ("budgets") established by the State Implementation Plan (SIP) for air quality, and that transportation control measures – specific projects or programs enumerated in the SIP that are designed to improve air quality – are implemented in a timely fashion.

A portion of the BGMPO planning area that falls within the Triangle region boundary is currently designated as a "maintenance area" for the 8-hour ozone standard. The BGMPO will continue to implement activities, including air quality analysis and conformity determination in its MTP and TIP. The BGMPO will work with the FHWA, NCDOT, Capital Area Metropolitan Planning Organization (CAMPO), and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) in making conformity determinations by performing systems level conformity analysis on the highway portion of the MTP.

Comprehensive Transportation Plan

Under State law (N.C.G.S. § 136-66.2), for municipalities and counties, or portions thereof, located within an MPO planning area, the development of a Comprehensive Transportation Plan (CTP) is the responsibility of NCDOT. The CTP is the element of the Metropolitan Transportation Plan that identifies unfunded regional transportation needs. The CTP is not required to be fiscally constrained and no minimum horizon year or update timeframes are specified. The BGMPO and NCDOT share the responsibility of recommending projects to ensure that transportation facilities reflect the needs of the region.

Proposed FY 2022 UPWP Activities

BGMPO activities and emphasis areas for the FY 2023 UPWP are summarized as follow:

- Continued NCDOT, Division 7 and NC AMPO coordination
- Implementation of FHWA and FTA MPO planning process review recommendations
- Implementation of MAP-21 and Fast Act MPO requirements
- Implementation of Transportation Safety Program and development of the Transportation Safety Plan
- Implementation of Transportation Demand Management Initiative
- Development of CommunityViz future growth scenarios; participation in regional workshops; co-hosting MPO CommunityViz Workshops and Landuse Subcommittee meetings
- Development of the Household Travel and Freight Surveys
- Continued Title VI Program and Public Involvement Plan compliance
- Monitoring of MPO Transit Performance Measure Targets and TAM Plans
- Continued administrative tasks – TCC and TAC coordination, UPWP, GIS, etc.
- Continued implementation and amendments to the TIP and MTP
- Implementation of Special Studies
- Continued of data collection/inventory and assessment of travel behavior patterns
- Other Comprehensive, Cooperative, and Continuing (3-C) initiatives eligible for Federal transportation funding

FY 2023 Special Emphasis Projects

Special emphasis projects and new initiatives for the FY2023 UPWP are described below:

Special Studies

The BGMPO annually designates a portion of planning funding for Special Studies. Special Studies include staff time for project management activities to ensure consistency with FHWA, FTA and NCDOT procurement requirements and intergovernmental project coordination. At least one new Special Study and two carry-over Special Studies are anticipated in FY 2022 – 2023. The MPO anticipates soliciting consultants to assist MPO staff and member jurisdictions with project implementation on an as-needed basis (on-going throughout fiscal year).

Regional Transit Feasibility Study

The BGMPO is served by four regional and one fixed route transit systems: Orange County Public Transportation (OPT) serves all of Orange County and parts of Alamance County. Go Triangle operates a regional bus service connecting Durham to Raleigh, Chapel Hill, Apex, Hillsborough, and Wake Forest. The Alamance County Transportation Authority serves the transportation needs of the elderly, disabled, and general public in Alamance County. The Authority utilizes vans and buses which are ADA equipped, including wheelchair lifts, to assist persons with specialized needs. The Piedmont Authority for Regional Transportation (PART) Alamance Burlington Express connects Greensboro, Burlington, Graham, Mebane, and Chapel Hill and the Burlington Link Transit serves Burlington, Gibsonville, and Alamance Community College. The BGMPO proposes to develop a regional transit feasibility study to assess existing transit conditions and recommend systemwide improvements and sustainable funding options. The study will include an identification of cost-effective service enhancements, evaluation of safety performance measures and target-setting and development of funding suballocation recommendations. The plan will also help distinguish service areas to reduce service duplication and determine operators of future service expansions. A consultant will be retained to develop the feasibility study. The proposed project schedule is July 2022 - March 2023.

Data Collection and Management

The BGMPO is required by federal regulations and the 3-C process to perform continuous data monitoring and maintenance. The purpose of this task is to collect, maintain and analyze traffic count, regional land use, socio-economic and environmental data that will be used in regional demographic forecasting, transportation planning,

land use planning, air quality planning, emergency planning, Title VI and economic development efforts. BGMPO will continue to participate, provide input to member jurisdictions and agencies in the development of local comprehensive plans, and provide guidance to NCDOT Project Development and NEPA on land use and zoning issues affecting the project development and process.

Household Travel Survey

The Household Travel Survey will obtain information on travel characteristics in the Triad region, which will be used to update and calibrate the PTRM for use in travel forecasting, policy analysis, and transportation planning. The 2022 household travel survey will be the basis to support the development and refinement of the trip-based travel demand model, address regional growth and transportation planning issues, as well as support other planning and general research activities. The model area includes all of Alamance, Davidson, Forsyth, and Guilford counties and portions of five counties including Davie, Orange, Randolph, Rockingham, and Stokes counties. The primary goals of the travel survey are to: Understand changing travel behaviors and new, emergent transportation modes (e.g., shared mobility); Integrate travel behavior data with 2020 US Decennial Census Data; and; Maximize sample size and response rates to develop statistically significant estimates.

Piedmont Triad Freight Study

PART in partnership with Triad MPOs and NCDOT is conducting the Piedmont Triad Freight Study. The data collected in the study will be used as input to the PTRM and throughout the Triad region to make predictions about future commercial vehicle travel demands; guide transportation investment decisions; and contribute to a better understanding of and influence planning for future commercial vehicle travel needs across the region and state.

Piedmont Triad Regional Model (PTRM) – Travel Demand Model Enhancement

The Piedmont Authority for Regional Transportation (PART), in coordination with NCDOT, is the custodial manager of the BGMPO Regional Travel Demand Model (RTDM). The travel demand model program consists of four elements: the RTDM, the Advanced Freight Model (AFM), the Transit Boarding and Estimation Simulation Tool (TBEST) and CommunityViz Scenario Model (CVSM). The program is jointly funded by MPOs within the Triad area. The BGMPO assists PART in the collection and analysis of socio-economic and travel characteristics data to determine future year travel demand. Specifically:

- Assisting member jurisdictions with review of parcel tagging and verifying application of appropriate suitability factors for the Piedmont Triad CommunityViz Model
- Coordination with the integration of the Piedmont Triad CommunityViz Model for updating SE data and forecasts used by the travel demand model
- Review and update SE data with the Piedmont Triad CommunityViz and other data from different sources
- Tracking and documenting population estimates and projections from Office of State Budget and Management and socioeconomic databases
- Utilizing NCDOT shapefiles and HERE data to update attributes of the travel demand network
- Obtaining Phase III freight data such as truck count data and survey data for the calibration and validation of the freight tour-based model
- Completing Household Travel Survey data collection for inclusion in Regional Travel Demand Model

Targeted Planning

Complete Streets

The BGMPO's Complete Streets Initiative and Transportation Safety Plan is intended to create a safe and efficient transportation network that promotes the health and mobility of all residents and visitors by providing safe, high quality multimodal (pedestrian, bicycle, transit and automobile) access throughout the region. The FHWA now considers bicycle and pedestrian facilities Proven Safety Countermeasures (PSCs), effective in reducing roadway fatalities and serious injuries. State transportation agencies are strongly encouraged to consider widespread implementation of PSCs to accelerate the achievement of local and state safety goals. Partnering with NCDOT-TPD,

The BGMPO will take the necessary steps to assess the regional transportation network during the Comprehensive Transportation Plan development, prioritization processes and project scoping meetings for STIP

projects. As part of the Transportation Safety Plan, the BGMPO will conduct transit stop audits, and host community engagement events to promote transportation safety. Additionally, the BGMPO provides technical assistance to its partners by offering workshops and attending Alamance Wellness Collaborative meetings, trainings and workshops.

Title VI Planning

The purpose of this work task is to ensure that no person will, on the grounds of race, color, national origin, income, gender, age, and disability, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the BGMPO. The BGMPO will update its Title VI and Limited English Proficiency (LEP) Program Plans to ensure consistency with current guidelines and continue to monitor the Title VI program and implement Title VI Assurance.

Anticipated DBE Contracting Opportunities for FY 2022 – 2023

The BGMPO is anticipating one Special Studies contracting opportunity for Disadvantaged Business Enterprises (DBEs) for FY 2022-2023. The contracting disciplines are detailed in the UPWP budget summary. It is the policy of the BGMPO to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to receive and participate in federally assisted contracts. Implementation of the DBE program is in compliance with all other legal obligations incurred by the BGMPO in its financial assistance agreements with the Department of Transportation. Contracting opportunities will be distributed to DBE and non-DBE business communities that perform work for the BGMPO on federally assisted contracts. The dissemination will be accomplished by posting a link on the BGMPO website and through targeted bid solicitations.

BGMPO Administration and Management

The BGMPO has a “hosted” administrative structure. The MPO is housed within the City of Burlington and the City acts as the fiscal agent for the MPO. Although hosted, the BGMPO retains a separate name and identity from that of its host. In recent years, federal and state legislation, regulations, and technological innovations have increased the complexity of the BGMPO activities and work tasks. The BGMPO functions include preparing planning and programming documents, procurement, general agency administration, staff training, managing and serving on project team and steering committees, and conducting public involvement to engage the public in the activities and decision-making processes of the MPO.

FY 2023 UPWP Funding Source

FY 2023 UPWP funding levels as well as the descriptions of funding sources is summarized below:

Planning (PL) Section 104(f) – These funds are Federal Highway Administration (FHWA) funds for urbanized areas, administered by NCDOT, and require a 20% local match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The proposed Section 104(f) funding level is based on the FAST-ACT Section 104(f) allocation. The statewide section 104(f) funds are distributed among all MPOs based on a formula. The BGMPO PL fund allocation for FY2023 is below:

PL Section 104(f) Federal Funds (80%) \$255,300
Local match/City of Burlington (20%) \$63,825
Total \$319,125

FTA Funds – Section 5303 and 5307 funds can be used by the BGMPO for transit planning purposes and are administered through the Federal Transit Administration (FTA) and the NCDOT Integrated Mobility Division.

Section 5303 funds are grant monies from FTA that provide assistance to urbanized areas for transit planning. The funds are for planning and technical studies related to urban public transportation. They are provided from the FTA through the NCDOT-PTD to the MPO (80% from FTA, 10% from NCDOT-PTD, and 10% local match).

Federal (80%) \$88,234.49
State (10%) \$8,823.45
Local/City of Burlington (10%) \$8,823.44
Total Sect. 5303 \$105,881.38

Section 5307 funds can be used for transit planning as well as other related purposes, and are distributed by formula by FTA. Transit providers are eligible to use Section 5307 funds from the FTA for assistance on a wide range of planning activities. These planning funds require a 20% local match.

Federal (80%) \$120,000
Local/City of Burlington (20%) \$30,000
Total Sect. 5307 \$150,000

UPWP PL 104 Work Items

II-A Data Management and Planning Support

Objective: **To monitor travel and development patterns in order to determine growth areas and identify potential transportation/congestion management issues and intermodal linkages.**

Programmed Amount: \$63,825

20% Staff Budget

- | | |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| II-A-1 | (Traffic Volume Counts) Traffic data is needed for continuous and on-going MPO planning activities. The work task includes annual intersection counts for maintenance and monitoring of the computerized signal system. Traffic count data analysis will be made available to PART, the NCDOT, and member jurisdictions upon request. Counts will include intersection turning movement and average daily traffic counts as needed. |
| II-A-1 | (Street System Change) As development continues and travel demand boundaries are modified, the MPO will monitor regional street network changes for revisions and updates to the MTP, CTP and/or MPO planning activities. This work task also involves the review of construction project schedules, participation in project scoping meetings and NCDOT routine coordination. |
| II-A-1 | (Traffic Accidents) Use NCDOT crash data as needed for safety performance measures target setting, planning studies, mapping high accident locations, and developing infographics. |
| II-A-1 | (Transit System Data) Short-range and mid-range transit planning efforts will be conducted by the MPO in cooperation with regional transit providers. Data will continue to be collected to inform various transit planning efforts to include the evaluation of transit service performance, development of cross-regional route(s), universities/college route(s) and urban service routes that extend beyond the boundaries of the general BGMPO area. Data collected will be used to monitor service to meet NCDOT and FTA reporting requirements. The MPO will continue to assist and support the transit planning and administration of the Link fixed route system. |
| II-A-1 | (Mapping) Create and maintain GIS mapping of MTP, TIP, CTP, TAZ and census data maps for the MPO. |

II-A-1 (Bicycle & Pedestrian Inventory) Assist with area-wide bike and pedestrian improvement projects and update the CTP and MTP accordingly. Conduct activities associated with the Highway Safety Program. Identify grant programs for MPO members to participate/apply.

II-A-2 Travelers and Behavior

Objective: To improve the quality of transportation plans and other planning endeavors in the BGMPO planning area through ongoing collection and maintenance of data related to existing and proposed land uses and evolving socioeconomic conditions affecting transportation planning.

II-A-2 (DU/Population & Employment Changes) Review, analyze, and evaluate information collected from census data, private and public demographic databases and other sources as it is available and required for transportation planning efforts.

II-A-2 (Collection of Base Year Data) Monitor changes that are related to planning tasks within the MPO planning boundary. Compare existing characteristics with projections to anticipate planning needs and activities. Continue to build and maintain a data repository of information to support local and regional transportation efforts. This task is also supported by the PTRM process via the PART. Evaluate by TAZs if needed to determine population, housing density, employment, etc.

II-A-2 (Travel Time Surveys) The Household Travel Survey work task is conducted by PART in cooperation with area Triad MPO's. Travel surveys will collect origin and destination data used for travel demand modeling.

II-A-2 (Capacity Deficiency Analysis) Collect and review existing and traffic forecasts and the travel demand model to evaluate systemwide LOS conditions. This data will be used to evaluate transportation improvements and develop problem statements (purpose and need) for priority projects.

II-A-3 Transportation Modeling

Objective: To assist in maintaining the PTRM for the BGMPO planning area that provides capacity to perform simulations and scenario planning on a continuing basis for examining localized modeling for traffic activity within the BGMPO planning area.

II-A-3 (Travel Model Update) The MPO will continue to coordinate with the NCDOT, PART and regional MPO's to develop the regional travel model and assist as needed in assessment of transportation modeling databases and planning tasks to be completed for long range planning updates. The MPO will utilize the updated regional model in cooperation with all model team members and provide staff support and financial resources for model maintenance. Consultants may be contracted to provide additional model support during the year.

II-A-3 (Forecast of Future Travel Patterns) Review of transportation planning documents, ITS studies and new technologies for impacts to future travel patterns. Testing of alternative/future travel patterns is also an element in the Regional Model and CTP Update task. Provide guidance and expertise on the variables and characteristics of travel behaviors and encourage modal choice.

II-A-3 (Financial Planning) Update and adjust cost estimates on regional projects as needed based on NCDOT's spending plan. The MPO will develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the STIP, MTP and TIP and other pertinent planning efforts. Monitor and adjust cost estimates prepared for MTP Horizon Year tables.

II-B Planning Process

Objective: To plan for efficient movement of people and goods through linkages between modes of transportation by updating both the MTP and CTP; to examine transportation system deficiencies and determine areas of congestion (incident and recurring) throughout the urban area, which may be reduced by congestion management techniques and strategies, making more efficient use of the

existing transportation system including times of emergencies to include improvements in the City of Burlington signal system.

Programmed Amount: \$22,339

7% Staff Budget

II-B-1 (Air Quality Planning/Conformity Analysis) Monitor regulatory agencies and review proposed standards - in combination with the Triad and Triangle Modeling effort. The MPO staff also monitored state and federal air quality regulations and their relationship to the Travel Demand Model process. Participation on the Triad Interagency Coordination Team and consultation process.

II-B-1 (Freight Movement/Mobility) Regional Freight Study Phase III that the MPO will use to better integrate freight and goods movement into the regional transportation planning process. Freight policies, strategies, and projects specific to BGMPO region identified in the study will be incorporated into the next update of the MTP and MTIP. Freight deficiencies and improvement strategies will be developed. This work is also associated with the Model Development work task.

II-B-2 Regional Planning

Objective: To increase public awareness and implement the shared transportation planning vision for the BGMPO planning area, particularly focused on enhancement of identified multimodal corridors and systems.

II-B-2 (Community Goals & Objectives) - Conduct open TCC and TAC meetings to allow public input and community involvement. The MPO will work with member agencies and the public to gather community input on the region's transportation goals and objectives for all modes.

II-B-2 (Highway Element of the MTP) - Continue update of traffic data for MTP/CTP and Travel Model. Incorporate the Comprehensive Transportation Plan mapping and descriptions.

II-B-2 (Transit Element of the MTP) - Collect, analyze and store data necessary for conducting a viable transit planning process. Coordinate local and regional transit planning activities, and encourage citizen knowledge and awareness of public and private transit services.

II-B-2 (Bike & Ped Element of the MTP) - Work with MPO partners to update bike and pedestrian maps as needed. Work with MPO partners to consider local bike and pedestrian plans for future adoption.

II-B-3 Special Studies

Objective: To examine specific projects involving multimodal issues and linkages with land use, as well as factors that affect future growth patterns, economic development, community design, and impacts on the transportation systems (special area plans, traffic impact studies, corridor studies, CTPs, etc). The MPO will conduct and assist member jurisdictions conducting transportation planning studies on an as-needed basis pending TAC approval.

Programmed Amount: \$47,869

15% Staff Budget

III-A Planning Work Program**Objective:** **To maintain the current fiscal year UPWP and develop a UPWP on an annual basis.****Programmed Amount: \$31,912****10% Staff Budget**

III-A-1 (Planning Work Program) MPO staff will continue to develop a draft UPWP; present draft UPWP to TCC and TAC for review and adoption; evaluate, administer, and amend the final UPWP as necessary; and, develop quarterly reports and invoices to NCDOT for reimbursement of planning funds. Prepare UPWP amendments and corresponding resolutions as needed.

III-B Transportation Improvement Program**Objective:** **To maintain the Transportation Improvement Program (TIP) and appropriate revisions as needed through the Strategic Prioritization Process and STIP updates; to develop the TIP with a comprehensive update for adaption every five years.****Programmed Amount: \$31,912****10% Staff Budget**

III-B-1 (Prioritization/Transportation Improvement Program) Continue to refine the previous year TIP based on NCDOT program changes, satisfying federal and state requirements. Prepare and process changes or amendments necessary. Staff will participate as necessary in workshops, training, and meetings regarding the NCDOT prioritization process (Ongoing throughout fiscal year). Coordinate with SPOT Office and member jurisdictions with development of draft STIP and TIP. Monitor TIP and MTP and present updates based upon STIP updates and amendments.

III-C Regulatory Compliance/Other Regulations**Objective:** **To continue active citizen education, participation and underrepresented populations involvement in all aspects of the BGMPO planning process.****Programmed Amount: \$15,956****5% Staff Budget**

III-C-1 (Civil Rights Compliance Title VI) The MPO will annually adopt certifications and assurances to conform to the state and federal Title VI regulations. The MPO complaint process and the access to information will be monitored for update. MPO staff will work with NCDOT's Office of Civil Rights and Business Opportunity and Workforce Development Office (BOWD) and all member governments to ensure that MPO projects and programs meet the intent of all applicable Title VI legislation.

III-C-2 (Environmental Justice) Review and monitor public participation processes for environmental justice compliance. Evaluate Public Involvement Plan and project planning for updates or improvements.

III-C-3 (Disadvantaged Business Enterprise/Minority Business Enterprise) Develop procurement programs and adhere to federal, state and local policies regarding the active participation of disadvantaged and minority businesses in MPO solicitations.

III-C-6 (Public Involvement) To increase public participation in the metropolitan transportation planning process especially from those segments of the population that are considered to be traditionally underserved through a comprehensive public outreach program in accordance with the Public Involvement Plan; increase public awareness of the MPO and its role; increase the opportunities for public involvement; and update the Public Involvement Plan as necessary.

III-D Statewide and Extra-Regional Planning**Objective:** **To support statewide and regional transportation and related planning efforts. To foster better coordination of planning efforts across jurisdictional boundaries, promote better informed decision-making by policy makers and an informed general public. To support implementation of the 2045 MTP.**

Programmed Amount: \$9,574

3% Staff Budget

III-D-1 (Regional & Statewide Studies) Coordination with federal, state and regional stakeholders on various transportation planning efforts.

II-E Management Operations/Program Support Admin.

Objective: To effectively and efficiently administer and manage initiatives of the MPO, facilitate TAC and TCC advisory committees and subcommittees; ensure compliance with federal and state requirements with regard to MPO activities; special studies procurement; review and development of various reports; staff training and resources to conduct MPO activities.

Programmed Amount: \$95,738

30% Staff Budget

III-E (Incidental Planning & Project Development/Operations)
To maintain an effective and efficient continuing, cooperative and comprehensive (3-C) transportation planning process in the administration and operation of MPO duties and functions. Monitor of state and federal transportation legislation, assist in the procurement of MPO and member jurisdiction special studies. Facilitate and attend MPO-meetings, webinars, workshops and conferences. Technical review and analysis of transportation plans and documents. TCC and TAC member coordination to include the facilitation of meetings and public hearings, public notification and website maintenance and updates. Provide technical services in support and maintenance of GIS data layers, shapefiles and geodatabases.

(Travel)

Given the increased risk exposure inherent in traveling, the BGMPO will discourage business travel and follow local and state travel policies related to COVID-19. NCDOT has implemented a pre-approval procedure to review the eligibility for all training paid with federal funds unless included in the UPWP. The BGMPO anticipates attending the following virtual events, meetings, conferences and training in addition to those that are reasonable and necessary for the normal course of business:

- NCAMPO (conference and all other meetings/events)
- AMPO (conference and all other meetings/events)
- TRB (conference and all other meetings/events)
- AASHTO (conference and all other meetings/events)
- NHI (conference and all other meetings/events)
- NTI (conference and all other meetings/events)
- APA (conference and other meetings/events related to transportation/land use/tech skills/law/ethics)
- APA-NC (conference and other meetings/events related to transportation/land use/technical skills/law/ethics)
- Alamance Community College (continuing education/professional certification classes)
- USDOT (conference and all other meetings/events)
- NCSU – ITRE (training and all other meetings/events)
- ESRI (conference and other meetings/events related to transportation/land use/tech skills/law/ethics)
- Caliper (conferences and other meetings/events related to transportation/land use/tech skills)
- NCDOT (meetings/classes/summits/workshops/workgroups/public meetings/steering committees, etc.)
- MPO/RPO (regional or division wide meetings)
- Member jurisdictions (transportation related public meeting, workshops, events, steering committees, etc.)

BGMPO FY 2023 Total Funding Summary and Budget

FTA TASK NARRATIVE TABLE

I- MPO	Burlington - Graham MPO								
2- FTA Code	44.24.00								
3- Task Code	III-B-3								
4- Title	Special Studies								
5- Task Objective	The BGMPO proposes to develop a regional transit feasibility study to assess existing transit conditions and recommend systemwide improvements and sustainable funding options. The study will include an identification of cost-effective service enhancements, evaluation of safety performance measures and target-setting and development of funding suballocation recommendations. The plan will also help distinguish service areas to reduce service duplication and determine operators of future service expansions. A consultant will be retained to develop the feasibility study. The proposed project schedule is July 2022 - March 2023. In addition, the BGMPO will continue review of data ridership reports and conduct route performance analyses on an on-going basis to develop performance measures and standards for improved monitoring of regional service delivery and ridership goals. Staff will develop geospatial data (bus-stops, park and ride lots and routes) will be maintained. MPO facilitation of the Transit Subcommittee meetings to coordinate with, discuss and manage regional transit data.								
6- Tangible Product Expected	Regional Transit Feasibility Study, updated route service delivery maps, performance measures and targets								
7- Expected Completion Date of Products	<table> <tr> <td>Regional Transit Feasibility Study</td><td>March 2023</td></tr> <tr> <td>Transit Safety Plans Review and establishment of Performance Measures</td><td>Annually</td></tr> <tr> <td>Maintenance and update of route system data and mapping</td><td>Ongoing</td></tr> <tr> <td>Transit Subcommittee Meetings</td><td>Quarterly</td></tr> </table>	Regional Transit Feasibility Study	March 2023	Transit Safety Plans Review and establishment of Performance Measures	Annually	Maintenance and update of route system data and mapping	Ongoing	Transit Subcommittee Meetings	Quarterly
Regional Transit Feasibility Study	March 2023								
Transit Safety Plans Review and establishment of Performance Measures	Annually								
Maintenance and update of route system data and mapping	Ongoing								
Transit Subcommittee Meetings	Quarterly								
8- Previous Work	Regional Transit Subcommittee Meetings, Safety Plans, Service Evaluation via Remix, EJ Screening Tool								
9- Prior FTA Funds	\$25,000 over past 3 fiscal years in 5307								
10- Relationship	Burlington - Graham MPO Transit Service Operators, DCHC MPO, Triangle J MPO, Greensboro MPO								
11- Agency	Burlington - Graham MPO								
12 - Section 5307 Transit - Local 20%	\$5,000.00								
13 - Section 5307 Transit - FTA 80%	\$20,000.00								
14 - Section 5303 Transit - Local 10%	\$10,000.00								
15 - Section 5303 Transit - State 10%	\$10,000.00								
16 - Section 5303 Transit - FTA 80%	\$80,000.00								

Programmed Funds Section 5303 94.4% of Section 5303 Budget

Programmed Funds Section 5307 16.7% of Section 5307 Budget

I- MPO	Burlington - Graham MPO				
2- FTA Code	44.25.00				
3- Task Code	III-B-1, III-B-2				
4- Title	Prioritization/TIP				
5- Task Objective	Activities associated with priorization and development of TIP. In addition, as projects in the TIP must reflect projects in the STIP, the MPO will coordinate with the transit agencies and NCDOT-PTD with the development of TIP amendments for TCC/TAC action approval.				
6- Tangible Product Expected	Development of TIP based on NCDOT's STIP schedule, TIP amendments and MTP updates to reflect amendment updates.				
7- Expected Completion Date of Products	<table> <tr> <td>Data Processing</td><td>On-going</td></tr> <tr> <td>TIP development</td><td>On-going</td></tr> </table>	Data Processing	On-going	TIP development	On-going
Data Processing	On-going				
TIP development	On-going				
8- Previous Work	2020-2025 TIP, STIP and TIP amendments				
9- Prior FTA Funds	\$120,000 in Section 5307 funds				
10- Relationship	Burlington - Graham MPO, NCDOT-TPD, Division 7, Transit Service Providers				
11- Agency	Burlington - Graham MPO				
12- Section 5307 - Local 20%	\$8,000				
13 - Section 5307 - FTA 80%	\$32,000				

Programmed Funds Section 5307 26.7% of Section 5307 Budget

FTA TASK NARRATIVE TABLE

I- MPO	Burlington Graham MPO
2- FTA Code	44.27.00
3- Task Code	III-C-1, III-C-6
4- Title	Title VI and Public Involvement
5- Task Objective	This task will involve working to ensure Title VI of the Civil Rights Act of 1964 compliance in all MPO transit planning programs and activities and members of the public are properly notified of transit activities and transit funding expenditures to include the Program of Projects, Public Transportation Safety Agency Plans, etc.
6- Tangible Product Expected	Public notices, Title VI Plan updates
7- Expected Completion	Public notices On-going
Date of Products	Title VI Plan updates On-going
8- Previous Work	Public notices, Title VI Plan updates
9- Prior FTA Funds	None
10- Relationship	The Burlington -Graham MPO will coordinate with NCDOT - PTD and regional transit providers.
11- Agency	Burlington - Graham MPO
12 - Section 5307 - Local 20%	\$2,000
13 - Section 5307 - FTA 80%	\$8,000

Programmed Funds Section 5307 6.7% of Section 5307 Budget

I- MPO	Burlington Graham MPO
2- FTA Code	44.26.13
3- Task Code	III - D
4- Title	Statewide and Extra-regional planning
5- Task Objective	This task will involve coordination and cooperation between the NCDOT-PTD, MPO and transit agencies; coordination with NCDOT- TPD in the selection of state and MPO safety performance targets for each of the National Safety Plan safety performance measures; attending NCDOT-PTD training workshops
6- Tangible Product Expected	Regional TAM and safety performance targets updates, suballocation of regional Section 5307 funding
7- Expected Completion Date of Products	Mar-23
8- Previous Work	Regional TAM and safety performance targets
9- Prior FTA Funds	\$25,000 over past 3 fiscal years in 5303 and 5307
10- Relationship	The Burlington - Graham MPO will coordinate NCDOT- PTD and regional transit agencies.
11- Agency	Burlington - Graham MPO
12 - Section 5307 - Local 20%	\$2,000
13 - Section 5307 - FTA 80%	\$8,000

Programmed Funds Section 5307 6.7% of Section 5307 Budget

I- MPO	Burlington - Graham MPO
2- FTA Code	44.26.14
3- Task Code	III - E
4- Title	Management Ops, Program Suppt Admin
5- Task Objective	This task involves Section 5303 and 5307 grant application and invoice reimbursement; hosting and preparation of regularly scheduled coordination meetings between MPO and transit agency staff; updating and maintenance of MPO and transit agency agreements; document current federal and state requirements for planning coordination between MPOs and transit agencies; Transit agency involvement in the MPO planning process; working collaboratively with transit agencies on various occasions, such as evaluating transit quality of service. Land use and demographic data analyses will be undertaken to describe current transit service areas. Demographic analyses (Remix, etc.) will be used to analyze, evaluate, and forecast service delivery. The data can be employed in scenario building and alternatives analysis, together with ridership data to augment the travel demand forecasting model.
6- Tangible Product Expected	Section 5303 and 5307 grant, meeting agendas, powerpoint presentations, GIS maps

FTA TASK NARRATIVE TABLE

7- Expected Completion Date of Products	Management Ops, Program Suppt Admin Ongoing
8- Previous Work	Operations and management issues are performed on a continual basis.
9- Prior FTA Funds	\$100,000 over past 3 fiscal years in 5307
10- Relationship	Burlington - Graham MPO, transit agencies, NCDOT - PTD
11- Agency	Burlington - Graham MPO
12 - Section 5307 - Local 20%	\$3,000
13 - Section 5307 - FTA 80%	\$12,000
14 - Section 5303 - Local 10%	\$588
15 - Section 5303 - State 10%	\$588
16 - Section 5303 - FTA 80%	\$4,705

Programmed Funds Section 5307 10.0% of Section 5307 Budget

Programmed Funds Section 5303 5.6% of Section 5303 Budget

<div> <div>Burlington - Graham MPO</div> <div>FY2022-2023 Planning Work Program Transit Task Narrative</div> </div>										
1-	MPO									
2-	FTA Code	44.24.00	44.25.00	44.27.00	44.26.13	44.26.14	44.24.00	44.26.14	44.21.00	44.21.00
3-	Task Code	III.B.3	III.B.1/III.B.2	III.C.1/III.C.6	III.D	III.E	II.A.1	II.A.2	III.A.1	III.A.2
4-	Title of Planning Task	Special Studies	Prioritization/TIP	Title VI/Public Involvement	Statewide and Extra-Regional Planning	Management Operations / Program Support Admin.	Networks and Support Systems	Transportation Demand Management	Planning Work Program	Performance Measures
5-	Task Objective	The BGMPO proposes to develop a regional transit feasibility study to assess existing transit conditions and recommend systemwide improvements and sustainable funding options.	Activities associated with prioritization and development of TIP. In addition, as projects in the TIP must reflect projects in the STIP, the MPO will coordinate with the transit agencies and NCDOT-PTD with the development of TIP amendments for TCC/TAC action approval.	This task will involve working to ensure Title VI of the Civil Rights Act of 1964 compliance in all MPO transit planning programs and activities and members of the public are properly notified of transit activities and transit funding expenditures to include the Program of Projects, Public Transportation Safety Agency Plans, etc.	This task will involve coordination and cooperation between the NCDOT-PTD, MPO and transit agencies; coordination with NCDOT- TPD in the selection of state and MPO safety performance targets for each of the National Safety Plan safety performance measures; attending NCDOT-PTD training workshops	This task involves Section 5303 and 5307 grant application and invoice reimbursement; hosting and preparation of regularly scheduled coordination meetings between MPO and transit agency staff; updating and maintenance of MPO and transit agency agreements; document current federal and state requirements for planning coordination between MPOs and transit agencies; Transit agency involvement in the MPO planning process; working collaboratively with transit agencies on various occasions, such as evaluating transit quality of service. Land use and demographic data analyses will be undertaken to describe current transit service areas.	This task involves monitoring transit route and ridership data for on-going transit system analysis and assessments. Staff will review National Transit Database and NCDOT - IMD information.	This task involves the short-range transit planning efforts conducted by the MPO in cooperation with its regional transit providers. Data will continue to be collected to inform various transit planning efforts in the region, including the MPO Transportation Safety Plan, transit agency safety plans, MTP, TIP, and TDM local implementation planning efforts.	Monthly and quarterly reporting systems for NCDOT for reimbursement of transit planning funds. Develop draft UPWP, amendments, resolutions, and presentations to TCC and TAC for review and adoption as needed.	This task involves reviewing annual and five-year average crash statistics, transit safety plans, traffic forecast and current traffic counts to evaluate LOS and safety performance measures and targets. This data will assist in the prioritization of transit capital and operational improvements.
6-	Tangible Product Expected	Section 5303 grant, meeting agendas, powerpoint presentations, GIS maps	Development of TIP based on NCDOT's STIP schedule, TIP amendments and MTP updates to reflect amendment updates.	Public notices, Title VI Plan updates	Regional TAM and safety performance targets updates, suballocation of regional Section 5307 funding	Section 5303 and 5307 grant, meeting agendas, powerpoint presentations, GIS maps	GIS shapefiles, Excel spreadsheets, Suballocation formulas, etc.	TDM program; website/social media articles; Highway Safety Program to spread awareness of traffic safety and change public attitudes and behaviors to reduce accident rates in the region; development of the Transportation Safety Plan	Development of TIP based on NCDOT's STIP schedule, TIP amendments and MTP updates to reflect amendment updates.	Regional TAM and safety performance targets updates
7-	Expected Completion Date of Product(s)	Regional Transit Feasibility Study March 2023 Transit Safety Plans Review and establishment of Performance Measures Annually Maintenance and update of route system data and mapping Ongoing Transit Subcommittee Meetings Quarterly	Data Processing On-going TIP development On-going	Public notices On-going Title VI Plan updates On-going	Mar-23	Management Ops, Program Suppt Admin Ongoing	Data Analysis On-going GIS Shapefiles On-going	Data Processing On-going TDM Initiative Implementation On-going Transportation Safety Plan October 2022	Draft UPWP January 2023 Final UPWP March 2023 Amendments, resolutions As needed Invoicing reports Quarterly	Transit Performance Targets Annually

8-	Previous Work	Regional Transit Subcommittee Meetings, Safety Plans, Service Evaluation via Remix, EJ Screening Tool	2020-2025 TIP, STIP and TIP amendments	Public notices, Title VI and Public Involvement Plan updates	Regional TAM and safety performance targets	Operations and management issues are performed on a continual basis.	GIS Shapefiles, Excel spreadsheets, Suballocation formulas, etc.	GIS mapping, census data review and analysis, BGMPO TDM Initiative	Prepared, published and submitted all quarterly statistical and financial reports required by state and federal governments.	Regional TAM and Safety Performance Targets	
9-	Relationship To Other Activities	Transit Safety Plans, TAM Plans, Transportation Safety Plan, MTP	TIP, MTP, CTP	Title VI Plan/Public Involvement Plan	The Burlington - Graham MPO will coordinate NCDOT-PTD and regional transit agencies.	MPO Administration and Operations	TIP, MTP	TDM Plan, TIP, Performance Measures and Targets, Transportation Safety Plan	UPWP, Section 5303 & 5307 Grants	Transit Safety Plans, TAM Plans, Transportation Safety Plan, MTP	
10-	Agency Responsible for Task Completion	Burlington - Graham MPO	Burlington - Graham MPO	Burlington - Graham MPO	Burlington - Graham MPO	Burlington - Graham MPO	Burlington - Graham MPO	Burlington - Graham MPO	Burlington - Graham MPO	Burlington - Graham MPO	
11-	Section 5303 Local 10%	\$10,000				\$588					\$10,588
13-	Section 5303 NCDOT 10%	\$10,000				\$588					\$10,588
14-	Section 5303 FTA 80%	\$80,000				\$4,705					\$84,705
15-	<i>Subtotal</i>	\$100,000	\$0	\$0	\$0	\$5,881	\$0	\$0	\$0	\$0	\$105,881
16-	Section 5307 NCDOT 20%	\$5,000	\$8,000	\$2,000	\$2,000	\$3,000	\$4,000	\$4,000	\$1,000	\$1,000	\$30,000
17-	Section 5307 FTA 80%	\$20,000	\$32,000	\$8,000	\$8,000	\$12,000	\$16,000	\$16,000	\$4,000	\$4,000	\$120,000
	<i>Subtotal</i>	\$25,000	\$40,000	\$10,000	\$10,000	\$15,000	\$20,000	\$20,000	\$5,000	\$5,000	\$150,000
	<i>Grand Total</i>	\$125,000	\$40,000	\$10,000	\$10,000	\$20,881	\$20,000	\$20,000	\$5,000	\$5,000	\$255,881

Name of MPO: Burlington - Graham Metropolitan Planning Organization

Person Completing Form: Wannetta Mallette

Telephone Number: (336) 513-5418

wmallette@burlingtonnc.gov

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal PL funds contracted out	Total federal funds to be contracted out
410,411,412,413,414,426	Regional Transit Feasibility Study	BGMPO	Consultant	\$100,000	\$125,000
Total				\$100,000	\$125,000

Burlington - Graham Urban Area Metropolitan Planning Organization

UNIFIED PLANNING WORK PROGRAM (UPWP) - FY22

July 1, 2022 to June 30, 2023

Introduction

The Unified Planning Work Program (UPWP) outlines transportation planning tasks to be conducted during the fiscal year. The UPWP sets the budget for these items and identifies the funding sources. MPO staff is responsible for ensuring completion of the planning tasks identified in the UPWP. The MPO Staff and the North Carolina Department of Transportation are the responsible agencies for many of the tasks in the UPWP. Some planning tasks are carried out by outside consultants.

The categories for planning tasks in the UPWP are based on planning requirements contained in Federal legislation that authorizes transportation funding. The adopted Prospectus for Continuing Transportation Planning provides detailed descriptions for these tasks. The UPWP must be programmed according to the Prospectus.

Funding Summary FY 2022-2023 (Total funds programmed in PWP including Transit funds)

Federal		\$460,005
Local Contribution		\$104,413
State Contribution		\$10,588
Total		\$575,006

Program Summary for MPO Planning and Administration (PL Funds)

Task Code	Task Code Group	Amount	%
II-A	Data and Planning Support	\$95,000	22.7%
II-B	Planning Process	\$33,000	7.9%
	<i>Special Studies</i>	\$100,000	23.86%
III-A	Planning Work Program	\$32,000	7.6%
III-B	Transportation Improvement Plan	\$45,259	10.8%
III-C	Civil Right Comp./ Other Reg. Requirements	\$22,500	5.4%
III-D	Statewide and Extra-Regional Planning	\$10,000	2.4%
III-E	Management Ops, Program Support Administration	\$81,366	19.4%
TOTAL PL Funds		\$419,125	100.0%

Burlington - Graham Urban Area 2022-2023 PWP Narrative

UPWP Overview

Burlington - Graham Urban Area Metropolitan Planning Organization

UNIFIED PLANNING WORK PROGRAM (PWP) for FY23

July 1, 2022 to June 30, 2023

Introduction

The Unified Planning Work Program (UPWP) outlines transportation planning tasks to be conducted during the fiscal year. The UPWP sets the budget for these items and identifies the funding sources. MPO staff is responsible for ensuring completion of the planning tasks identified in the UPWP. The MPO Staff and the North Carolina Department of Transportation are the responsible agencies for many of the tasks in the UPWP. Some planning tasks are carried out by outside consultants.

The categories for planning tasks in the UPWP are based on planning requirements contained in Federal legislation that authorizes transportation funding. The adopted Prospectus for Continuing Transportation Planning provides detailed descriptions for these tasks. The UPWP must be programmed according to the Prospectus.

This UPWP for the Burlington - Graham Urban Area Metropolitan Planning Organization (MPO) documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2022-2023 (from July 1, 2022 through June 30, 2023). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C") approach for transportation planning for the metropolitan area, both short and long-range, with proper coordination among:

- Local and regional MPO member governments and agencies
- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA), and
- Federal Transit Administration (FTA)

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2022-2023

Federal Requirements

The FAST ACT in concert with the Clean Air Act as Amended, envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

A metropolitan planning organization is required to develop a long-range plan and a short-range transportation improvement program that provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the planning area and as an integral part of the intermodal transportation system for North Carolina. The federally-required major components that feed into the development of the long range plan and short range program are listed below.

Metropolitan Planning Factors & Federal Requirements

The Moving Ahead for Progress in the 21st Century (MAP-21), federal transportation legislation passed by U.S. Congress and signed by the President in 2012, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

- Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increases the safety of the transportation system for motorized and non-motorized users
- Increases the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and for freight
- Protects and enhances the environment, promotes energy conservation, and improves quality of life, and promotes consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promotes efficient system management and operation
- Emphasizes the preservation of the existing transportation system

These factors are addressed through various work program tasks selected for fiscal year 2022-2023

Public Participation and Title VI

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the Metropolitan Transportation Plan, the short-term Transportation Improvement Program, and the annual Unified Planning Work Program. Effective public involvement will result in opportunities for the public to participate in the planning process.

The Burlington - Graham Urban Area MPO's Public Involvement Plan (PIP) requires that the draft Planning Work Program (PWP) is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public and public comments can be provided. The TCC then endorses a draft PWP and forwards the document to the TAC. The draft PWP is then reviewed by the TAC and, if in agreement, a motion for adoption is considered. TAC for approval. Upon TAC approval, the PWP is then forwarded on to the State and FHWA/FTA.

All MPO plans and programs comply with the public involvement provisions of Title VI: "No person in the United States shall, on the grounds 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 under any program or activity receiving federal financial assistance." The MPO has an adopted Title VI plan that provides further analysis.

Metropolitan Transportation Plan

The Burlington - Graham Urban Area MPO is responsible for developing the Metropolitan Transportation Plan (MTP) for a minimum 20-year time horizon and a Transportation Improvement Program (TIP) for a 7 year time horizon in cooperation with the State and with local transit operators. The MTP and TIP are produced through a planning process which involves the region's local governments, the North Carolina Department of Transportation (NCDOT), local jurisdictions and residents of the region. Additionally, representatives from the local offices of the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and the U.S. Environmental Protection Agency (US EPA) provide guidance and participate in the planning process.

The Metropolitan Transportation Plan (MTP) includes the following:

- Identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities
- A financial plan that demonstrates how the adopted transportation plan can be implemented
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.

Transportation Improvement Program (TIP)

The Metropolitan Transportation Improvement Program (TIP) must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period
- A financial plan that demonstrates how the TIP can be implemented
- Descriptions of each project in the TIP

Air Quality Conformity Process

Currently, the Burlington - Graham MPO area is considered in attainment of the National Ambient Air Quality Standards. Should the Burlington - Graham Urban Area Metropolitan Planning Organization (BGMPO) become designated as non-attainment for air quality, and become required to make conformity determination on its Transportation Plan, the following shall apply: the North Carolina Department of Transportation (NCDOT) would assist the MPO in making a conformity determination by performing a systems level conformity analysis on the highway portion of the fiscally constrained long range transportation plan (LRTP). The Metropolitan Transportation Improvement Program is a subset of the Transportation Plan and is therefore covered by the conformity analysis.

II-A Data and Planning Support

This section covers data and processes used to support transportation planning related to transportation infrastructure.

II-A-1 Networks and Support Systems

- **Traffic Volume Counts**
 - **Vehicle Miles of Travel (VMT)**
 - **Street System Changes**
 - **Traffic Crashes**
 - **Transit System Data**
 - **Air Travel**
 - **Central Area Parking Inventory**
 - **Bike/Ped Facilities Inventory**
 - **Collection of Network Data**
 - **Capacity Deficiency Analysis**
 - **Mapping**
-
- The Burlington - Graham Urban Area MPO will create and maintain spatial data, metadata, and data catalog created from Python script (inclusive of member governments municipal boundaries, zoning, facilities, physical and environmental features, orthophotography, etc.) for the MPO planning area and immediately adjacent areas.
 - AADT mapping and analysis in support of planning needs. Update the GIS Street Database as needed.
 - Perform both tube and turning movement counts using in-house and contracted resources throughout the urban area for ongoing transportation planning purposes. Purchase of transportation data-collection equipment, including those devices using radar, magnetic detection, motion sensor technology, and/or greenway/pedestrian/bicycle counters.
 - Conduct parking inventory, establish count areas, Prepare field procedures / personnel as necessary. On and off street parking data collection may include parking policies, ownership and rates.
 - Review VMT data provided by NCDOT as needed. Receive countywide estimates and review as needed.
 - Update local street centerline GIS data. MPO geographical area will be updated as needed, with metadata verified or created.
 - Update GIS data for fixed routes, deviated fixed routes, service areas, and ridership for transit providers in the region.
 - Maintain the project inventory geospatial and tabular data related to transit, bike, pedestrian, and other travel modes' changes in CTP projects, Priority Needs List projects, LRTP, and STIP/MTIP projects.

- Maintain a GIS inventory of existing data from local, state, and federal partners related to bicycle and pedestrian transportation facilities. Obtain updated sidewalk, bike facility, and greenways data from local partners. Continue collection of missing attributes or data for those data sets in need of updating or creation.

II-A-2 Travelers and Behaviour

- **Dwelling Unit, Population and Employment Changes**
 - **Collection of Base Year Data**
 - **Travel Surveys**
 - **Vehicle Occupancy Rates (Counts)**
 - **Travel Time Studies**
- Updates of baseline data or census information that may be used in various transportation plans or planning activities. Identify and evaluate changes in population and development throughout the MPO. Obtain, identify, and analysis of Census data, local parcel, zoning, and tax data records.
 - Collection of the following variables, by traffic zone: 1) population, 2) housing units, and 3) employment. Update GIS database used to maintain housing and land use information.
 - Updates to the 2010 Census baseline population and dwelling unit data with pertinent American Community Survey variables as they become available. Including those related to Title VI issues and include data formerly in the Census Summary File 3 taken from the long form sample in 2000.
 - Assist NCDOT TPD and Piedmont Authority for Regional Transportation (PART) as needed with follow up or clarifications about travel behavior related to the survey.
 - Vehicle occupancy rate and travel time studies, as needed.
 - Conduct surveys to attain information such as origins and destinations, travel behavior, transit ridership, workplace commuting, etc Purchase of wireless signaling/digital mobility data from consultants who can collect mobile device signals and develop meaningful location data, travel patterns, and transportation trends.

II-A-3 Transportation Modeling

- **Travel Model Update**
 - **Forecast of Data to Horizon Year**
 - **Forecast of Future Travel Patterns**
 - **Financial Planning**
- Assist PART with model updates as needed. Update socioeconomic, roadway, and travel data. review the model for any network and coding inconsistencies. Database update and/or any other travel demand modeling work associated with keeping the model up-to-date. Some of this work to be performed by PART along with use of consultant effort. A consultant may purchase mobile device signal data to develop origin and destination data, along with identifying other travel patterns.
 - Assist with model updates and scenario runs by coordinating and supplying data about the network as needed. Test alternative roadway network scenarios.
 - Review major land use changes and modify the travel demand model's TAZ files accordingly.
 - Assist PART and the model team as needed with follow up or clarifications about SE Data forecasts or travel patterns. Drafting of any required documentation.
 - Maintain fiscal model and interactive mapping of the 2045 MTP. Develop project cost estimates and identify funding sources available throughout the forecast years for the LRTP. Identify new and alternative funding sources.
 - Update ongoing research about funding sources and refinement of long-range financial plan as needed.
 - Create project-level cost estimates where SPOT, TIP, or other NCDOT-sanctioned estimates are not available.

Tasks within this category are related to the development of the MPO Long Range Transportation Plan and Comprehensive Transportation Plan. Federal regulations require each MPO to have a fiscally-constrained long range transportation plan looking out at least 20 years. The plan must be updated every five years. The MPO also participates in the development of Comprehensive Transportation Plan (CTP) for the region. The plan is developed jointly with NCDOT and reflects the vision and long term needs of the transportation system. In addition, the MPO is responsible for a number of ongoing long-range planning activities such as corridor studies, congestion management monitoring and air quality planning.

II-B Planning Process

II-B-1 Targeted Planning

- **Air Quality Planning/Conformity Analysis**
 - **Alternative Fuels/Vehicles**
 - **Hazard Mitigation and Disaster Planning**
 - **Congestion Management Strategies**
 - **Freight Movement/Mobility Planning**
-
- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions and transportation system management strategies. Provide documentation of the process to be used in updating the MTP. Tasks also include planning strategies associated with Transportation Demand Management, Access Control and Management, Traffic Operations Improvements, Incident Management and Growth Management.
 - Coordinate with private freight carriers in the region to identify major shipping lanes in and out of the region and potential projects where NCDOT/BGMPO can facilitate cooperation; incorporate applicable projects into the MTP and prepare update of the freight element of the MTP. Identify freight movement deficiencies, priorities, and proposed improvement solutions and strategies.
 - Participate in MAP-21 related training and workshops.
 - Research/investigate/analyze/report on alternative fuel vehicles, advanced transportation technologies, infrastructure, fueling/recharging stations, related equipment, and alt fuels technology, including public transit and transportation corridors.
 - Assist with conformity determination analysis, interagency consultation process, and coordination with State and Federal agencies in developing and maintaining mobile source emission inventories. Attending air quality-related trainings/briefings/coordination meetings.

II-B-2 Regional Planning

- **Community Goals and Objectives**
 - **Highway Element of the CTP/MTP**
 - **Transit Element of the CTP/MTP**
 - **Bicycle and Pedestrian Element of CTP/MTP**
 - **Airport/Air Travel Element of CTP/MTP**
 - **Collector Street Element of CTP/MTP**
 - **Rail, Waterway, or other Mode of the CTP/MTP**
-
- Assist PART and Division 7 as needed with follow up or clarifications about travel patterns.
 - Establish regional goals, objectives, and policies.
 - Work with stakeholders, NCDOT, etc to develop system plans, MTP/CTP updates.
 - Work with NCDOT PTD to update 5-year capital plans (as needed) for MPO transit providers in the region and assist providers with any changes in federal or state funding programs.

- Coordinate Bike/Ped projects. MPO staff will also provide coordination with "Safe Route to Schools" programs. Coordinate with Bicycle and Pedestrian Commissions, sub-committees and other community organizations interested in non-motorized travel, develop agendas and presentations, respond to commission and community requests, research best practices for related policies, and perform related work. Coordinate updates and/or implementation of the bicycle/pedestrian/greenway master plan.
- Coordinate with the Burlington - Alamance Airport and Federal Aviation Administration on future airport needs and travel patterns; incorporate connections for passenger and freight needs coming to/leaving the airport into the MTP update.
- Mapping in support of TIP, Merger, MTP, Prioritization, and Complete Streets Subcommittee including project packet maps detailing existing and future land use, zoning, EJ demographics, planning context, and natural environment.
- Coordinate with private rail companies and ports in the region and potential projects where NCDOT/BGMPO can facilitate cooperation.

II-B-3 Special Studies

The BGMPO annually designates a portion of planning funding for Special Studies. Special Studies include staff time for project management activities to ensure consistency with FHWA, FTA and NCDOT procurement requirements and intergovernmental project coordination. The MPO anticipates soliciting consultants to assist MPO staff and member jurisdictions with project implementation on an as-needed basis (on-going throughout the fiscal year). BGMPO staff will assist subgrantee members with reporting requirements and maintaining budgets for Special Studies projects funded through this UPWP category. Projects may be developed and/or amended as the year progresses. The MPO generally funds two Special Studies each fiscal year as a result of its annual Call for Projects. At least one new Special Study and two carry-over Special Studies are anticipated in FY 2022 - 2023.

Regional Transit Feasibility Study

The BGMPO is served by four regional and one fixed route transit systems: Orange County Public Transportation (OPT) serves all of Orange County and parts of Alamance County. Go Triangle operates a regional bus service connecting Durham to Raleigh, Chapel Hill, Apex, Hillsborough, and Wake Forest. The Alamance County Transportation Authority serves the transportation needs of the elderly, disabled, and general public in Alamance County. The Authority utilizes vans and buses which are ADA equipped, including wheelchair lifts, to assist persons with specialized needs. The Piedmont Authority for Regional Transportation (PART) Alamance Burlington Express connects Greensboro, Burlington, Graham, Mebane, and Chapel Hill and the Burlington Link Transit serves Burlington, Gibsonville, and Alamance Community College. The BGMPO proposes to develop a regional transit feasibility study to assess existing transit conditions and recommend systemwide improvements and sustainable funding options. The study will include an identification of cost-effective service enhancements, evaluation of safety performance measures and target-setting and development of funding suballocation recommendations. The plan will also help distinguish service areas to reduce service duplication and determine operators of future service expansions. A consultant will be retained to develop the feasibility study. The proposed project schedule is July 2022 - March 2023.

This category relates to the preparation and monitoring of the MPO Unified Planning Work Program, and preparation of quarterly reports, the annual report, and requests for reimbursement. MAP-21 mandated performance measure reporting requirements are also a part of this work task-group.

III-A-1 Planning Work Program

- The Burlington - Graham Urban Area MPO will develop a Planning Work Program (PWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board; Present the PWP for approval to the Transportation Advisory Committee and submit to the NCDOT Transportation Planning Branch.
- Actively manage the progress of consultants engaged in completing UPWP tasks.
- Develop the FY 5-year Planning Work Program Calendar.

III-A-2 Metrics and Performance Management

- Update the UPWP, MTP, etc to address MAP-21 Performance Measure tracking and reporting.
- Prepare quarterly reports, the annual report, and requests for reimbursement.
- Work on establishing/developing/refinement/updating of performance measures/targets.
- Update plans (CTP/MTP/TIP), as required, to meet MAP-21 performance measure requirements.

III-B Transportation Improvement Program

This category relates directly to the identification and prioritization of transportation improvement projects within the MPO area on an on-going basis, coordination of the MTIP with the STIP and SPOT processes, the development of the MTIP, and processing of MTIP amendments.

III-B-1 Prioritization

- Maintenance of a prioritized needs list (the SPOT list) of potential STIP projects across modes. Develop purposed and needs statements, as appropriate/needed.
- Work to update and improve local prioritization process for SPOT projects.
- Data, Maps and Resolutions for STIP Project Recommendations as needed.
- Attendance of any STIP- or SPOT-related meetings.
- Gathering and entry of data required for SPOT ranking of projects.
- Evaluate transportation projects. Review scoring methodology and score transportation projects, as requested by NCDOT.
- Attend SPOT-related workgroup/policy-development/planning workgroups or related meetings at a local, regional, or Statewide level.
- Meet/work with local government entities to assist with prioritization or project development/refinement.

III-B-2 Metropolitan TIP

- Work cooperatively with NCDOT and other partner agencies to review, comment, adopt and amend TIP and MTP cooperatively with NCDOT and other partner agencies.
- Review and refine schedules and descriptions for TIP projects in the Draft TIP.
- Coordinate meaningful public involvement in the TIP process and in review of the TIP.
- Review design issues for TIP Projects and provide comments to appropriate agencies.
- Participate in the environmental study process for TIP projects and provide an MPO representative on NEPA/404 Merger Teams.
- Monitor the public involvement process for TIP projects and ensure adequate community input.
- Continue participation in project-specific workgroup meetings, as needed.
- Continue to facilitate dialogue between NCDOT and MPO-member communities.
- Continue to participate on scoping meetings, public input, and merger meetings
- Work associated with development or amendments to the TIP.

III-C. Civil Rights Compliance (Title VI) and Other Regulatory Requirements

Tasks within this category relate to the goal of integrating public involvement and context sensitivity into every aspect of the MPO transportation planning process.

III-C-1 Title VI Compliance

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21.
- Development and updates to Title VI and Limited English Proficiency Plans, and related tasks needed for compliance with associated Federal regulations.

III-C-2 Environmental Justice

- On a continuing basis, update maps used for transit planning with ACS data from the US Census, as available, to include Low-Mod Income, English as second language, elderly, young, and no-car populations.
- Program and/or specific project-related work regarding compliance with environmental justice goals and regulations.
- Development and updates to Title VI and Limited English Proficiency Plans, and related tasks needed for compliance with associated Federal regulations.

III-C-3 Minority Business Enterprise Planning

- Activities to encourage the participation of minority-owned business enterprises in contractual and supply opportunities on an ongoing basis.

III-C-4 Planning for the Elderly

- Provide efforts focusing on complying with the key provisions of the ADA. Plan transportation facilities and services that can be utilized by persons with limited mobility.
- Coordinate with community stakeholders to identify relevant aging issues.

III-C-5 Safety and Drug Control Planning

- Performing safety audits, developing safety/security improvements, and developing policies and planning for safety, security, and emergency preparedness issues.

III-C-6 Public Involvement

- Develop outreach efforts for effectively communicating with the community about transportation planning and projects including all MTP/CTP/TIP-related outreach.
- Update website, social media, and outreach materials to make them more useful, including translation of documents and materials as needed.
- Place advertisements in media outlets as required by Public Involvement Plan.
- Respond to interview and data requests from the media & public.
- Ensure compliance with North Carolina general statutes regarding open meetings and public records.
- Expand ability to provide data to member governments and the public.
- Update the Public Involvement Plan, as needed.

III-C-7 Private Sector Participation

- Activities to encourage private sector participation in planning and project activities.

III-D Statewide and Extra-Regional Planning

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.
 - Coordinate with neighboring MPOs and RPOs, transit-providers, and other agencies.
 - Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.
 - Participate in working groups, subcommittees, or task forces associated with NCDOT or other government agencies or statewide or regional professional associations such as the North Carolina Geographic Information Coordinating Council (NCGICC), NCSITE, NCURISA, NCAPA, et cetera.
- Attend regional, statewide, national, and/or other planning initiatives, meetings, or conferences.

III-E. Management and Operations

This category relates to the on-going administrative responsibilities related to the MPO, including support of both the Transportation Coordinating Committee and the Transportation Advisory Committee.

III-E Management Operations and Program Support Administration

- Provide direct support to the MPO Governing Board and Technical Coordinating Committee (TCC), including agenda preparation and circulation, preparation of minutes, and scheduling, notification, venue setup and breakdown, and facilitation of meetings.
- Procure supplies related to transportation planning activities.
- Support staff training and development.
- Cover direct costs associated with MPO administration.
- Maintain adequate files and records for the MPO.
- Tracking the status of transportation projects, status reports to the TCC, TAC, and interested persons.
- Staying up to date with transportation issues (regional, statewide, air quality, census, environmental justice, 'smart growth', etc.). Finding, researching, and disseminating relevant transportation information for local officials, public, and MPO members.
- Staying up to date on transportation-related bills and regulations.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- Consistent public/media information. Examples include press releases, web page updates etc.
- Innovative and successful public involvement (two-way communication).
- Grant writing.
- Preparing press releases, web page updates, etc.
- Presentations at local association meetings, regular briefings of legislators and local officials.

This task provides for the MPO to perform necessary activities in order to continue a cooperative, comprehensive, and continuing transportation planning process for the urbanized area. Funds will allow for performance of required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

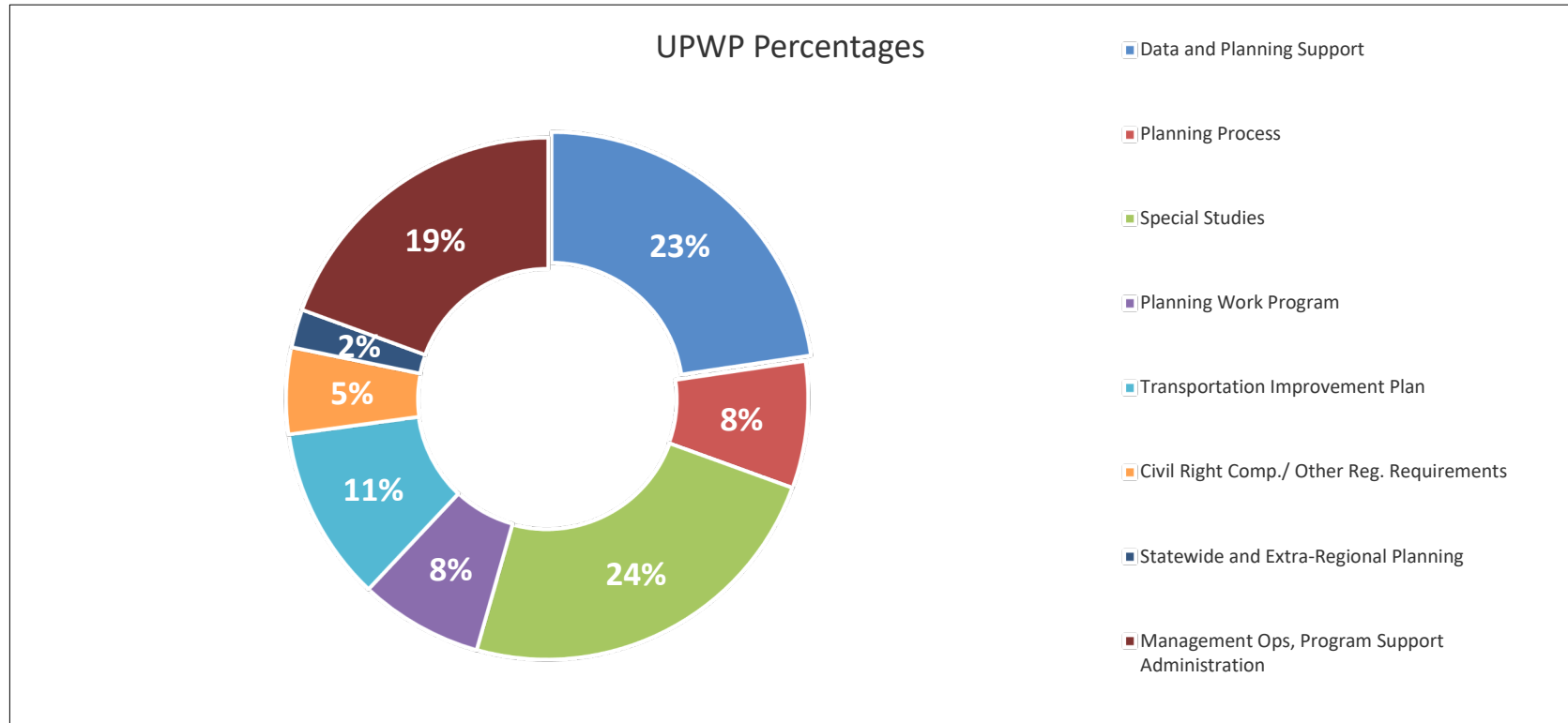
FTA Code	PL Task Code	Task Description	MPO Planning and Admin - PL104				Transit - Section 5303					Transit - Section 5307				Subtotal			Total Funding
			Local (20%)	FHWA (80%)	TOTAL 100%	STATE 100%	Local (10%)	State (10%)	FTA (80%)	Total	Local (20%)	State	FTA (80%)	Total	Local	State	Federal		
	II-A	Data and Planning Support	\$19,000	\$76,000	\$95,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000.00	\$ -	\$ 32,000.00	\$ 40,000.00	\$ 27,000	\$0	\$ 108,000	\$ 135,000	
44.24.00	II-A-1	Networks and Support Systems	\$10,000	\$40,000	\$50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000.00	\$ -	\$ 16,000.00	\$ 20,000.00					
44.26.14	II-A-2	Travelers and Behavior	\$4,000	\$16,000	\$20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000.00	\$ -	\$ 16,000.00	\$ 20,000.00					
	II-A-3	Transportation Modeling	\$5,000	\$20,000	\$25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	II-B	Planning Process	\$6,600	\$26,400	\$33,000	\$ -	\$ 10,000.00	\$10,000.00	\$80,000.00	\$ 100,000.00	\$ 5,000	\$ -	\$ 20,000	\$ 25,000	\$ 21,600	\$10,000	\$ 126,400	\$ 158,000	
	II-B-1	Targeted Planning	\$1,600	\$6,400	\$8,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -							
	II-B-2	Regional Planning (CTP, MTP, etc)	\$5,000	\$20,000	\$25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	II-B-3	Special Studies				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
44.24.00		BGMPO Regional Transit Feasiblity Study				\$ -	\$ 10,000.00	\$10,000.00	\$80,000.00	\$ 100,000.00	\$ 5,000.00	\$ -	\$ 20,000.00	\$ 25,000.00					
	III-A	Planning Work Program	\$6,400	\$25,600	\$32,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000.00	\$ -	\$ 8,000.00	\$ 10,000.00	\$ 8,400	\$0	\$ 33,600	\$ 42,000	
44.21.00	III-A-1	Planning Work Program	\$4,000	\$16,000	\$20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000.00	\$ -	\$ 4,000.00	\$ 5,000.00					
44.24.00	III-A-2	Metrics and Performance Measures	\$2,400	\$9,600	\$12,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000.00	\$ -	\$ 4,000.00	\$ 5,000.00					
	III-B	Transp. Improvement Plan	\$9,052	\$36,207	\$45,259	\$ -					\$ 8,000	\$ -	\$ 32,000	\$ 40,000	\$ 17,052	\$0	\$ 68,207	\$ 85,259	
44.25.00	III-B-1	Prioritization	\$5,000	\$20,000	\$25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ 16,000	\$ 20,000					
44.25.00	III-B-2	Metropolitan TIP	\$3,052	\$12,207	\$15,259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ 16,000	\$ 20,000					
	III-B-3	Merger/Project Development	\$1,000	\$4,000	\$5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$4,500	\$18,000	\$22,500	\$ -		\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 8,000	\$ 10,000	\$ 6,500	\$ -	\$ 26,000	\$ 32,500	
44.27.00	III-C-1	Title VI Compliance	\$2,000	\$8,000	\$10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 4,000	\$ 5,000					
	III-C-2	Environmental Justice	\$700	\$2,800	\$3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-C-3	Minority Business Enterprise Planning	\$500	\$2,000	\$2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-C-4	Planning for the Elderly	\$0	\$0	\$0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
	III-C-5	Safety/Drug Control Planning	\$0	\$0	\$0	\$ -					\$ -	\$ -	\$ -	\$ -					
44.27.00	III-C-6	Public Involvement	\$1,000	\$4,000	\$5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 4,000	\$ 5,000.00					
	III-C-7	Private Sector Participation	\$300	\$1,200	\$1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
44.26.13	III-D	Statewide & Extra-Regional Planning	\$2,000	\$8,000	\$10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 8,000	\$ 10,000	\$ 4,000	\$0	\$ 16,000	\$ 20,000	
44.26.14	III-E	Management Ops, Program Suppt Admin	\$16,273	\$65,093	\$81,366	\$ -	\$588	\$588	\$4,705	\$5,881	\$3,000	\$0	\$12,000	\$15,000	\$19,861	\$588	\$81,798	\$102,247	
	TOTALS		\$63,825	\$255,300	\$319,125	\$ -	\$10,588	\$10,588	\$84,705	\$105,881	\$30,000	\$0	\$120,000	\$150,000	\$104,413	\$10,588	\$460,005	\$575,006	
	II-B-3	Special Studies																	
		Funded FY22 Special Studies continuing in FY23 using remaining FY22 funds																	
		Transportation Safety Plan				\$125,000													
		Regional Traffic Data Collection Program	\$16,000	\$64,000	\$80,000														

Metropolitan Planning (PL) 23 U.S.C. 104(f) Funding Summary

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL			
			Highway / Transit			TOTAL
			Local	State	Federal	
	II-A	Data and Planning Support	\$ 27,000	\$ -	\$ 108,000	\$ 135,000
44.24.00	II-A-1	Networks and Support Systems <ul style="list-style-type: none"> • Traffic Volume Counts • Vehicle Miles of Travel (VMT) • Street System Changes • Traffic Crashes • Transit System Data • Air Travel • Central Area Parking Inventory • Bike/Ped Facilities Inventory • Collection of Network Data • Capacity Deficiency Analysis • Mapping 	\$ 14,000		\$ 56,000	\$ 70,000
44.26.14	II-A-2	Travelers and Behavior <ul style="list-style-type: none"> • Dwelling Unit, Population and Employment Changes • Collection of Base Year Data • Travel Surveys • Vehicle Occupancy Rates (Counts) • Travel Time Studies 	\$ 8,000		\$ 32,000	\$ 40,000
	II-A-3	Transportation Modeling <ul style="list-style-type: none"> • Travel Model Update • Forecast of Data to Horizon Year • Forecast of Future Travel Patterns • Financial Planning 	\$ 5,000		\$ 20,000	\$ 25,000
	II-B	Planning Process	\$ 21,600	\$ 10,000	\$ 126,400	\$ 158,000
	II-B-1	Targeted Planning <ul style="list-style-type: none"> • Air Quality Planning/Conformity Analysis • Alternative Fuels/Vehicles • Hazard Mitigation and Disaster Planning • Congestion Management Strategies • Freight Movement/Mobility Planning 	\$ 1,600		\$ 6,400	\$ 8,000
	II-B-2	Regional Planning <ul style="list-style-type: none"> • Community Goals and Objectives • Highway Element of the CTP/MTP • Transit Element of the CTP/MTP • Bicycle and Pedestrian Element of CTP/MTP • Airport/Air Travel Element of CTP/MTP • Collector Street Element of CTP/MTP • Rail, Waterway, or other Mode of the CTP/MTP 	\$ 5,000		\$ 20,000	\$ 25,000
44.24.00	II-B-3	Special Studies				
		BGMPO Regional Transit Feasibility Study	\$ 15,000	\$ 10,000	\$ 100,000	\$ 125,000
	III-A	Planning Work Program	\$ 8,400	\$ -	\$ 33,600	\$ 42,000
44.21.00	III-A-1	Planning Work Program	\$ 5,000		\$ 20,000	\$ 25,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 3,400		\$ 13,600	\$ 17,000
	III-B	Transp. Improvement Plan	\$ 17,052	\$ -	\$ 68,207	\$ 85,259
44.25.00	III-B-1	Prioritization	\$ 9,000		\$ 36,000	\$ 45,000
44.25.00	III-B-2	Metropolitan TIP	\$ 7,052		\$ 28,207	\$ 35,259
	III-B-3	Merger/Project Development	\$ 1,000		\$ 4,000	\$ 5,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 6,500	\$ -	\$ 26,000	\$ 32,500
44.27.00	III-C-1	Title VI Compliance	\$ 3,000		\$ 12,000	\$ 15,000
	III-C-2	Environmental Justice	\$ 700		\$ 2,800	\$ 3,500
	III-C-3	Minority Business Enterprise Planning	\$ 500		\$ 2,000	\$ 2,500
	III-C-4	Planning for the Elderly	\$ -		\$ -	\$ -
	III-C-5	Safety/Drug Control Planning	\$ -		\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 2,000		\$ 8,000	\$ 10,000
	III-C-7	Private Sector Participation	\$ 300		\$ 1,200	\$ 1,500
44.26.13	III-D	Statewide and Extra-Regional Planning	\$ 4,000		\$ 16,000	\$ 20,000
44.26.14	III-E	Management Ops, Program Support Admin	\$ 19,861	\$ 588	\$ 81,798	\$ 102,247
		TOTALS	\$ 104,413	\$ 10,588	\$ 460,005	\$ 575,006

Burlington - Graham Urban Area MPO Five Year Planning Program

FISCAL YEAR	PLANNING PROCESS ACTION		PRODUCTS OF THE PLANNING PROCESS			
	CERTIFICATION OF PLANNING PROCESS	PWP	METROPOLITAN TRANSPORTATION PLAN (5 Year Cycle)		METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	SPECIAL STUDIES
			MTP Activities	Major Update		
2023	Yes	Yes	Amendments as needed	No	Adopt TIP	BGMPO Highway Safety Plan BGMPO Traffic Data Collection BGMPO Regional Transit Feasibility Study
			Tour Based Freight Model Adoption			
			Household Travel Survey Adoption			
			S/E Data/Parcel Data Collection			
2024	Yes	Yes	Travel Demand Model Calibration	Yes	Amendments as needed/Priorization	BGMPO MTP Update
2025	Yes	Yes	Adopt 2050 MTP (Aug, 2025)	Yes	Adopt TIP	Regional Bicycle and Pedestrian Plan
2026	Yes	Yes	Amendments as needed	No	Amendments as needed/Priorization	Regional Resiliency Plan - Transition to Clean Energy
2027	Yes	Yes	S/E Parcel Updates		Adopt TIP	Regional Transportation Demand Management Plan



Explanation of Funding Sources in the UPWP

Overview

There are three major funding sources that make up the UPWP. All three of these sources come from the federal government and involve either local or state matching funds. The disbursement of all the funds is managed by the North Carolina Department of Transportation. All three of the funding sources are displayed in the UPWP that is approved by the Burlington - Graham Urban Area MPO.

Metropolitan Planning Funds

Commonly known as "PL" (short for Public Law) funds, these funds are the primary source of funding for MPO Planning and Administration. The MPO Lead Planning Agency and MPO staff administer the funds. The Federal Highway Administration provides 80% of the funding, and local governments of the Burlington - Graham Urban Area MPO provide the 20% local match. In some cases, funds are sub-allocated to other agencies to perform special studies. This is not a grant program, but rather a reimbursement program. In other words, valid expenditures for transportation planning are reimbursed at a rate of 80%. The MPO Staff submits quarterly invoices to the NCDOT for reimbursement.

The MPO uses the PL funds to carry out tasks identified in the Planning Work Program. Some of the funds are used to pay staff salaries for time spent on transportation planning activities and for administration of the MPO. Some of the funds are used to pay outside consultants for special planning studies. All planning activities and special studies conducted during the year must be a part of the approved Planning Work Program. Occasionally funds are reimbursed to other local agencies that complete tasks identified in the PWP.

Section 5303 Funds

These are funds from the Federal Transit Administration (FTA) that are designated exclusively for transit planning. The funds are currently administered by the City of Burlington as a Direct Recipient of federal transit funds. The funds are primarily used to pay staff salaries for time spent on transit planning. The FTA provides 80% of the funds. The state provides 10% and the City of Burlington provides 10%.

Section 5307 Funds

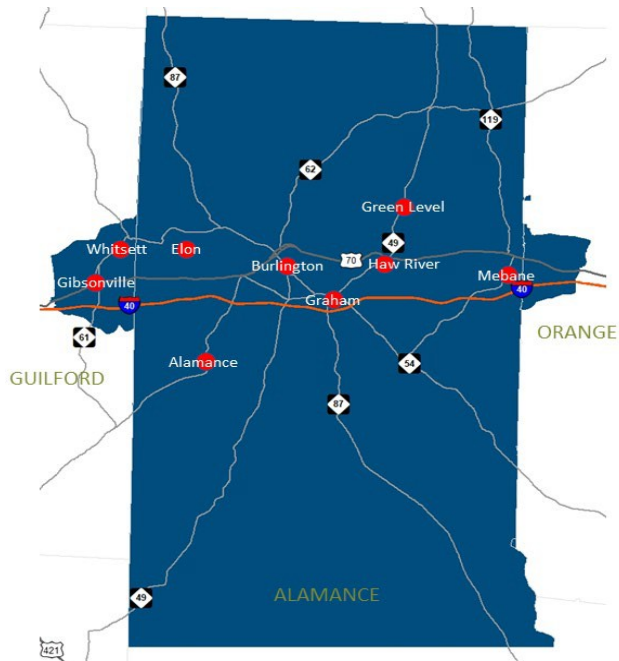
Section 5307 funds can be used for transit planning as well as other related purposes, and are distributed by formula by FTA. The MPO is eligible to use Section 5307 funds from the FTA for assistance on a wide range of planning activities and will utilize funding for administration activities associated with regional transit planning, safety target setting and monitoring, prioritization, etc. Activities include implementation of the Regional Transit Operators MOU, facilitation of Transit Safety Subcommittee. These planning funds require a 20% local match.



BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION

2020-2025 Transportation Improvement Program As Amended January 2022

Village of Alamance
City of Burlington
Town of Elon
Town of Gibsonville
City of Graham
Town of Green Level
Town of Haw River
City of Mebane
Town of Whitsett
Alamance County
Guilford County
Orange County



**RESOLUTION ADOPTING THE AMENDED 2020 – 2025 METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM AND AMENDED 2045
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 ____ day of _____, 2022.

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 2045 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 2045 MTP; and,

WHEREAS, the 2045 MTP was developed through a strategic, proactive, comprehensive public outreach and involvement program and local, regional and federal interagency coordination and involvement; and,

WHEREAS, the 2045 MTP contains an integrated set of strategies and investments to maintain, manage and improve the transportation system in the planning region through the year 2045 and calls for development of an integrated intermodal transportation system that facilitates the based reasonable available funding provisions; and,

WHEREAS, the 2045 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 2045 MTP meets federal air quality standards and is in attainment status for these standards; and,

WHEREAS, the 2045 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 2045 MTP includes a financial plan that demonstrates how the adopted transportation plan can be implemented; and,

WHEREAS, the BGMPO shall review and update the 2045 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 projects listed in the FY 2020 – 2025 MTIP as amended are included in the State Transportation Improvement Program and balanced against anticipated revenues; and

WHEREAS, the BGMPO 2020 – 2025 MTIP as amended is a direct subset of the 2045 MTP; and,

WHEREAS, the public has had the opportunity to review and comment on the Amended 2020 – 2025 MTIP through public meetings and document sharing; and

NOW, THEREFORE, BE IT RESOLVED, that the Burlington - Graham Metropolitan Planning Organization Transportation Advisory Board hereby approves the amended 2020 – 2025 Metropolitan Transportation Improvement Program and 2045 Metropolitan Transportation Plan.

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 _____, 2022.

Chair
Transportation Advisory Committee

STATE of: North Carolina
COUNTY of Alamance

I, _____, Notary Public of _____ County, North Carolina do hereby certify that Leonard Williams personally appeared before me on the ____ day of _____ 2022 to affix his signature to the foregoing document.

Notary Public
My Commission expires: _____

Burlington – Graham Metropolitan Planning Organization (BGMPO)

The Burlington-Graham area was designated an “Urbanized Area” by the U.S. Bureau of Census in 1974. As a result of this designation, the Burlington-Alamance area formed the Burlington Graham Metropolitan Planning Organization (BGMPO) in 1975. MPOs represent areas greater than 50,000 in population, and North Carolina has 19 MPOs throughout the state. With this new designation came the responsibility of adhering to federal continuing planning requirements. Furthermore, a Memorandum of Understanding (MOU) was executed between the Cities of Burlington, Graham, and Mebane; the Towns of Elon, Gibsonville, Whitsett, Green Level and Haw River; the Village of Alamance; Guilford County, Orange County and Alamance County; and the North Carolina Department of Transportation (NCDOT) in 2012. The memorandum delineated responsibilities in maintaining and continuing planning process and established a Technical Coordinating Committee (TCC) with the responsibility for general review, guidance, and coordination of the continuing planning process. A Transportation Advisory Committee (TAC), comprised of representatives of the elected policy boards in the urban area, was also established to assure coordination between the elected officials, policy boards and the transportation planning process.

2020-2029 State Transportation Improvement Program

The N.C. Board of Transportation adopted the 2020-2029 State Transportation Improvement Program (STIP), December 2020. The STIP identifies transportation projects that will receive funding developed under the 2013 Strategic Transportation Investments (STI) law.

Work on the 2020-2029 State Transportation Improvement Program began in April 2018, when the N.C. Department of Transportation released data for over 2,100 projects for highway and non-highway modes (aviation, rail, bicycle and pedestrian, ferry and public transportation) across North Carolina. Projects scheduled in the first six years of the plan are considered committed and are not re-evaluated when a new plan is developed. Projects in the final four years of each plan are prioritized again based on technical data, as well as input from local officials and residents. These projects were scored through the data-driven scoring approach called Strategic Prioritization. Division engineers, along with metropolitan and rural planning organizations, collected public input and ranked potential projects, as required by the STI.

After the release of the Draft STIP in January 2019, NCDOT hosted regional information sessions in the spring to gather public input on the process that produced the Draft STIP. Feedback was also collected online. In August 2019, NCDOT released the final draft of the 2020-2029 STIP, which included both new projects and schedule adjustments. More than 1,700 projects are included in the N.C. Department of Transportation’s 2020-2029 State Transportation Improvement Plan, or STIP; 1,319 highway projects, 86 aviation, 234 bicycle and pedestrian, 6 ferry, 23 public transit, and 50 rail projects were funded at the statewide, regional and division levels. NCDOT then accepted further public comment, before the NC Board of Transportation and the Federal Highway Administration approved the draft STIP in September 2019. The September 2019 STIP pended federal approval and received final approval, March 2020. In light of the COVID-19 pandemic and resulting impact on revenues, the passage of House Bill 77 into law, and project cost increases occurring over the past year, NCDOT conducted a reprogramming exercise to ensure the STIP remains fiscally constrained, August 2020.

2020 – 2025 Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (TIP) is based on federal requirements established and documented in the Code of Federal Regulations, Title 23. The primary goal of the federal requirements is to ensure that tax dollars are spent on useful, meaningful projects that are supported by the residents/taxpayers of the Burlington- Graham Urban Area (BGUA). The TIP is a subset of the STIP and lists regional transportation project schedules and estimated project costs. The MPO's adoption of the TIP typically follows the NCDOT Board of Transportation adoption of the STIP.

The BGMPO is responsible for maintaining a long-range Metropolitan Transportation Plan (MTP) for the MPO planning area. The MTP outlines the BGMPO's transportation-related goals and objectives and addresses transportation related issues and impacts over a minimum 20-year horizon. The TIP is the "short-range" component of the BGMPO's 2045 Metropolitan Transportation Plan (MTP). As NCDOT has demonstrated fiscal constraint in the 2020-2029 STIP adopted on December 4, 2020, the TIP is a subset of the STIP and by extension demonstrates fiscal constraint. The development of the TIP is a continuous process and is updated every two to three years and amended as needed to provide a platform for sharing updated information and to ensure compliance with federal regulations and established air quality requirements. Development of the TIP is conducted in accordance with the BGMPO Public Involvement Plan and adoption and associated actions are taken during an advertised public meeting with opportunity for public comment.

										TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
COUNTY	ROUTE/CITY	ID NUMBERS	LOCATION / DESCRIPTION	LENGTH (MILES)	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	DELIVERABLE PROGRAM						DEVELOPMENTAL PROGRAM				UNFUNDED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
								FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
WAKE	NC 00	R-0000 H090010	I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.	7.3	63,450	250	NHP R 4000 A																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											</

(1) IDENTIFICATION NUMBER	
I	- Interstate
R, A, X	- Rural
M	- Special
U	- Urban
B	- Bridge Replacement
AV	- Aviation
E	- Enhancements, Call, Bicycle & Pedestrian
EL	- Local
ER	- Roadside
S	
EE	- Mitigation
K	- Rest Area
L	- Landscape
P, SB	- Passenger Rail
SR	- Safe Routes to School
W, SI, SF	- Highway Safety
Y, Z	- Railroad-Highway Crossings
F	- Ferry
FS	- Feasibility Study
T	- Public Transportation

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES	
APD	- Appalachian Development
BA	- Bonus Allocation
BG	- Surface Transportation Block Grant Program (Uncategorized)
BG5200	- Surface Transportation Block Grant Program (5K - 200K)
BGANY	- Surface Transportation Block Grant Program (Any Area)
BGBA	- Surface Transportation Block Grant Program (Bonus Allocation)
BGDA	- Surface Transportation Block Grant Program (Direct Attributable)
BGIM	- Surface Transportation Block Grant Program (Interstate Maintenance)
BGLT5	- Surface Transportation Block Grant Program (Less than 5K)
BGOFF	-Surface Transportation Block Grant Program (Off System Bridge)
BOND (R)	- Revenue Bond
CMAQ	- Congestion Mitigation
DP	- Discretionary
ER	- Emergency Relief Funds
FLAP	- Federal Lands Access Program
FLTP	- Federal Lands Transportation Program
HFB	- Highway Fund Bridge
HP	- Federal-Aid High Priority
HSIP	- Highway Safety Improvement Program
L	- Local
NHFP	- National Highway Freight Program
NHP	- National Highway Performance Program
NHPB	- National Highway Performance Program (Bridge)
NHPBA	- National Highway Performance Program (Bonus Allocation)
NHPIM	- National Highway Performance Program (Interstate Maintenance)
O	- Other
S	- State
S (M)	- State Match
T	- State Highway Trust Funds
TA	- Transportation Alternatives Program (Uncategorized)
TA5200	- Transportation Alternatives Program (5K - 200K)
TAANY	- Transportation Alternatives Program (Any Area)
TADA	- Transportation Alternatives Program (Direct Attributable)
TALT5	-Transportation Alternatives Program (Less than 5K)

(3) FUNDING CATEGORY	
DIV	- Division Need
EX	- Exempt
HF	- State Dollars (Non-STI)
REG	- Regional Impact
SW	- Statewide Mobility
TRN	-Transition Project

(4) WORK TYPE (ACTIVITY)	
A	- Acquisition
C	- Construction
CB	- Construction (BUILD NC)
CG	- Construction (GARVEE)
F	- Feasibility Study
G	- Grading and Structures
I	- Implementation
L	- Landscaping
M	- Mitigation
O	- Operations
P	- Paving
PE	- Preliminary Engineering
R	- Right of Way
RB	- Right of Way (BUILD NC)
RG	- Right of Way (GARVEE)
S	- Structure
U	- Utilities

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-5885 ALAMANCE PROJ.CATEGORY DIVISION	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 70 (NORTH CHURCH STREET), BEAUMONT AVENUE TO SR 1716 (GRAHAM-HOPEDALE ROAD) IN BURLINGTON. CONSTRUCT SIDEWALK. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 -	\$96,000	(TA5200)
				FY 2022 -	\$24,000	(L)
					\$120,000	
EB-5887 ALAMANCE PROJ.CATEGORY DIVISION	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 49 / NC 54 (HARDEN STREET), WEST PINE STREET TO NORTH MARSHALL STREET IN GRAHAM. CONSTRUCT SIDEWALK. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22 AND CONSTRUCTION FROM FY 22 TO FY 23.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 -	\$35,000	(TA5200)
				FY 2022 -	\$9,000	(L)
				FY 2023 -	\$84,000	(TA5200)
				FY 2023 -	\$21,000	(L)
					\$149,000	
* TO-6170 ALAMANCE PROJ.CATEGORY PUBLIC TRANS	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	OPERATING ASSISTANCE TO MAINTAIN CURRENT LEVEL OF SERVICE IN ADDITION TO SERVICE EXPANSION FOR WEEKEND SERVICE. <u>MOVE FUNDING FROM PREVIOUS YEARS TO FY 22 AT THE REQUEST OF MPO.</u>	OPERATIONS	FY 2022 -	\$792,000	(L)
				FY 2022 -	\$1,088,000	(5307)
					\$1,880,000	

* INDICATES FEDERAL AMENDMENT

Wednesday, December 8, 2021

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-6014	- BURLINGTON-GRAHAM URBAN AREA	SR 1716 (GRAHAM- HOPEDALE ROAD), SR 1720 (WEST	RIGHT-OF-WAY	FY 2023 -	\$4,700,000	(T)
ALAMANCE	METROPOLITAN PLANNING ORGANIZATION	HANOVER ROAD) TO MORNINGSIDE DRIVE IN	UTILITIES	FY 2023 -	\$1,200,000	(T)
PROJ.CATEGORY		BURLINGTON. WIDEN TO MULTILANES WITH BICYCLE /	CONSTRUCTION	FY 2025 -	\$132,000	(T)
DIVISION		PEDESTRIAN ACCOMMODATIONS.		FY 2026 -	\$7,399,000	(T)
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u>		FY 2027 -	\$4,434,000	(T)
		<u>DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>		FY 2028 -	\$1,235,000	(T)
					\$19,100,000	

* INDICATES FEDERAL AMENDMENT

Thursday, November 4, 2021

BGMPO 2020 - 2025 Transportation Improvement Program (TIP) Amendments



0 0.25 0.5 Miles

- STIP Project Line
- Road
- Graham
- Burlington

Source: NCDOT, NC OneMap, NCDEQ, Burlington GIS Department



EB-5885
CONST: FY 2022
Cost: \$120,000

U-6014
ROW: FY 2023
CONST: FY 2025
Cost: \$19,100,000

EB-5887
ROW: 2022
CONST: FY 2023
Cost: \$149,000

**PROPOSED AMENDMENTS AND MODIFICATIONS
TO TRANSPORTATION PROJECTS IN THE
BURLINGTON - GRAHAM MPO (BGMPO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

18-Jan-22

(COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE)

ID Number	Facility	City/County	Location	Project Description	TIP As Amended December 8, 2021				
					Committed (FY 2020-2025)		Developmental STIP (FY 2026-2029)		Cost/Funding
					PE/ROW	Construction	PE/ROW	Construction	
INTERSTATE									
I-5954	I-40/85	Alamance/Orange	East of N 54 In Graham to West of Buckhorn Road	Pavement Rehabilitation	Under Construction				\$ 11,179,000
I-5836	I-40/85	Graham	NC 49 to NC 54	Pavement Rehabilitation	Under Construction				\$ 100,000
I-5956	I-40/85	Alamance/Guilford	East of Rock Creek Dairy Road to West of University Drive	Pavement Rehabilitation	Under Construction				\$ 4,702,000
I-6009	I-40/85	Burlington	Huffman Mill Road	Construct left turn lane and improve Garden Road Operations			FY 2028	FY 2029	\$ 1,587,000
I-5711	I-40/85	Mebane	Mebane Oaks Road	Interchange Improvements	FY 2021/2023				\$ 14,443,000
I-5309	I-40/85	Alamance	Guilford County Line to East of NC 49	Pavement Rehabilitation	Under Construction				\$ 14,411,000
I-6059	I-40/85	Mebane	Trollingwood-Hawfields Road	Interchange Improvements			FY 2028	Post STIP	\$ 12,400,000
I-5958	I-40/85	Mebane	Buckhorn Road to Orange Grove Road	Pavement Rehabilitation			FY 2027	FY 2028	\$ 8,840,000
HIGHWAY									
R-5787	Various	Division 7	Division wide	ADA Intersection Upgrades	In Progress				\$ 2,500,000
U-3110 A/B	New Route	Elon	US 70 to Westbrook	Construct Multilane Facility Part on New Location	Complete				\$ 30,477,000
U-6011	US 70	Burlington	Huffman Mill Road	Intersection Improvements	FY 2022	FY 2025		FY 2026	\$ 6,000,000
U-5752	US 70	Burlington	St. Marks Church Road	Intersection Improvements	Under Construction				\$ 4,278,000
U-6009	US 70	Burlington	Tarleton Avenue to Fifth Street	Widen and Construct Center Turn Lane			FY 2027	Post STIP	\$ 11,319,000
U-6183	NC 49	Haw River	Wilkins Road and Bason Road	Intersection Improvements			FY 2027	Post STIP	\$ 2,700,000
U-6115A	NC 54	Graham	Riverbend Road and Johnson Street	Intersection Improvements			FY 2028	Post STIP	\$ 2,700,000
U-6115B	NC 54	Graham	I-40/85 Interchange	Upgrade Ramp Intersections			FY 2028	Post STIP	\$ 6,300,000
U-6115C	NC 54	Graham	Woody Drive	Intersection Improvements			FY 2028	Post STIP	\$ 2,900,000
U-6115D	NC 54	Graham	Woody Drive and Whittemore Road	Upgrade Pipe Culverts			FY 2028	Post STIP	\$ 1,900,000
U-6184	NC 54	Burlington	South O'Neal Street	Intersection Improvements			FY 2027	Post STIP	\$ 14,600,000
U-6010	US 70	Burlington	University Drive	Intersection Improvements and Widening of US 70		FY 2022			\$ 8,400,000
U-5844	NC 62	Burlington	Ramada Road to Church Street	Widen to Multilanes	FY 2024	FY 2025		FY 2027	\$ 23,100,000
U-6182	NC 87	Burlington	Flora Avenue	New Traffic Signal/Turn Lanes			FY 2027	Post STIP	\$ 1,300,000
U-3109A	NC 119	Mebane	I-85 to North to Mrs. White Road	Relocation	Under Construction				\$ 18,195,000
U-3109B	NC 119	Mebane	North of Mebane Rogers Rd to S. of Mrs. White Road	Relocation	Under Construction				\$ 6,435,000
U-6013	NC 119	Mebane	Trollingwood-Hawfields Road to Lowes Boulevard	Widen to Multilanes	FY 2022	FY 2024		FY 2025	\$ 8,700,000
U-6214	E. Haggard	Elon	W. Webb at University Drive	Improve Intersection			FY 2027	Post STIP	\$ 13,000,000
U-5538	New Route	Mebane	Trollingwood-Hawfields Road to Industrial Site	Construct Two-Lane Road	Under Construction				\$ 3,740,000
U-6114	NC 62	Burlington	Hatchery Road at Bonnie Lane	New Traffic Signal/Turn Lanes	FY 2025			FY 2027	\$ 15,210,000
U-6014	Graham-Hopedale Road	Burlington	W. Hanover Road to Morningside Drive	Widen to Multilanes with Bike/Ped Lanes	FY 2023	FY 2025			\$ 19,100,000
U-6132	N. Main Street	Graham	W. Parker Street	Intersection Improvements			FY 2028	Post STIP	\$ 3,000,000
U-6131	NC 54	Burlington	Maple Avenue	Intersection Improvements	FY 2025			FY 2026	\$ 1,610,000
U-6017	NC 54	Graham	East Elm Street	Intersection Improvements	FY 2022	FY 2023			\$ 2,780,000
U-5843	US 70	Burlington	Graham-Hopedale Road	Intersection Improvements	Under Construction				\$ 7,160,000
R-5966	Various	Statewide		FTTP Road and Bridge Improvements		FY 2020-24			\$ 18,990,000
SIGNAL SYSTEM									
U-6015	Burlington	Burlington/Graham	Upgrade	Upgrade Signal System	Under Construction				\$ 9,266,000
BRIDGE REPLACEMENT									
B-4960	Judge Adams Road	Guilford	Little Alamance Creek	Bridge Replacement	Under Construction				\$ 3,514,000
B-6052	Trollingwood Road	Alamance	NCRR/Norfolk Southern Railroad	Bridge Replacement	FY 2024			FY 2026	\$ 3,000,000
B-5347	Pond Road	Alamance	Alamance Creek	Bridge Replacement	Under Construction				\$ 1,560,000
HB-9999	Statewide			Bridge Inspection Program	FY 2020-29				\$ 234,000,000
ID Number	Facility	City/County	Location	Project Description	TIP As Amended October 1, 2021				
					Committed (FY 2020-2025)		Developmental STIP (FY 2026-2029)		Cost/Funding
					PE/ROW	Construction	PE/ROW	Construction	
SAFETY									
HS-2007C	Various	Division 7	Division wide	Safety improvements at various locations in Division 7	FY 2021				\$3,455,000
W-5207	Various	Division 7	Division wide	Safety improvements at various locations in Division 7	Under				\$ 5,636,000
W-5707	Various	Division 7	Division wide	Safety improvements at various locations in Division 7	In Progress				\$ 4,757,000
W-5807B	Bonne Station Drive	Burlington	St. Marks Church Road/Java	Install Ped Signals and Curb Ramps		FY 2021			\$ 75,000
R-5787	Various	Division 7	Division wide	Intersection Upgrades for ADA Compliance		FY 21 and FY 22			\$ 2,500,000

CONGESTION MANAGEMENT									
C-5600	Various	CMAQ		Air Quality and Congestion Improvements	FY20,21,22	FY20,21,22			\$ 30,633,000
C-5601	Various	CMAQ		Air Quality and Congestion Improvements	FY20,21,22	FY20,21,22			\$ 4,404,000
C-5602	Various	CMAQ		Air Quality and Congestion Improvements	FY20 and 22	FY20 and 22			\$ 171,000
C-5702D	Statewide	CMAQ		Air Quality and Congestion Improvements		FY 2022			\$ 1,513,000
C-5702E	Statewide	CMAQ		Air Quality and Congestion Improvements		FY 2022			\$ 1,528,000
HO-0009	Statewide			Air Quality Awareness Outreach Program		FY 2022			\$ 860,000
MITIGATION PROJECTS									
EE-4907	Various	Division 7	Division wide	Project Mitigation		In Progress			\$ 18,169,000
HS-2007C	Various	Division 7	Division wide	Long-Life Pavement Markings		FY 2021			\$ 3,455,000
AVIATION									
AV-5851	Burlington/Alamance Airport	Burlington	Runway	Construct Paved Overrun/Safety Improvements		FY 2024			\$ 2,080,000
AV-5737	Burlington/Alamance Airport	Burlington	Runway 24 Approach Improvements	Easements and Construction Clearance	FY 2022				\$ 1,200,000
BICYCLE AND PEDESTRIAN									
EB-5879	US 70	Burlington	Graham-Hopedale Road to Sellars Mill Road	Construct Sidewalk	FY 2022	FY 2022			\$ 94,000
EB-5885	US 70	Burlington	Beaumont Avenue to Graham-Hopedale Road	Construct Sidewalk		FY 2022			\$ 120,000
EB-5887	NC 49/ NC 54	Graham	W. Pine Street to N. Marshall Street	Construct Sidewalk	FY 2022	FY 2023			\$ 149,000
EB-5988	Lee Avenue	Elon	W. Lebanon Avenue to W. Haggard Avenue	Construct Sidewalk	FY 2024/25			FY 2026	\$ 307,000
TRANSIT									
TU-0008	Statewide			NCDOT/ITRE Technical Assistance		FY 2022			\$ 588,000
TU-0009	Statewide			NCDOT/ITRE ADA Training		FY 2022			\$ 765,000
TU-0005	Statewide			Administrative		FY 2022			\$ 3,309,000
TU-0003	Statewide			HOPE Grant		FY 2021			\$ 122,000
TO-0003	Statewide			Human Trafficking Awareness Grant		FY 2021			\$ 150,000
TO-0004	Statewide			System Safety Oversight Grant		FY 2021			\$ 440,000
TI-6109	Statewide			Intercity Bus Funds		FY 2021			\$ 2,608,000
TM-0024	Statewide			FTA Grant		FY 2021			\$ 313,000
TG-6187	Statewide			Formula Funding		FY 2020/22			\$ 3,751,000
TC-0005	Statewide			5339 Facility Construction Grant		FY 2021			\$ 2,085,000
TC-0006	Statewide			5339 Facility Construction Grant		FY 2021			\$ 419,000
TC-0007	Statewide			5339 Facility Construction Grant		FY 2021			\$ 1,486,000
TC-0008	Statewide			5339 Facility Construction Grant		FY 2021			\$ 5,000,000
TC-0010	Statewide			5339 Facility Construction Grant		FY 2021			\$ 1,419,000
TC-0011	Statewide			5339 Facility Construction Grant		FY 2021			\$ 2,989,000
TC-0012	Statewide			5339 Facility Construction Grant		FY 2021			\$ 1,117,000
TC-0013	Statewide			5339 Facility Construction Grant		FY 2021			\$ 420,000
TC-0018	Statewide			5310 Funds for Rural Non Transit Projects		FY 2022			\$ 980,000
TC-0019	Statewide			5311 Capital Funds for FTA Grants		FY 2022			\$ 17,147,000
TC-0020	Statewide			5339 Small Urban Grants		FY 2022			\$ 2,185,000
TC-0021	Statewide			5339 Statewide Rural Grants		FY 2022			\$ 5,670,000
TC-0022	Statewide			5311 ADTAP Capital Fund for FTA Grants		FY 2022			\$ 1,880,000
TG-0002	Statewide			5307 Bus Capital		FY 2021			\$ 21,000
TG-0004	Statewide			5307 Bus Capital		FY 2021			\$ 168,000
TG-0005	Statewide			5307 Bus Capital		FY 2021			\$ 168,000
TM-0010	Statewide			5307 Operating Funds		FY 2021			\$ 142,000
TM-0012	Statewide			5307 Operating Funds		FY 2021			\$ 129,000
TM-0014	Statewide			5307 Operating Funds		FY 2021			\$ 75,000
TM-0015	Statewide			5307 Operating Funds		FY 2021			\$ 145,000
TM-0020	Statewide			5307 Operating Funds		FY 2021			\$ 45,000
TM-0022	Statewide			5307 Operating Funds		FY 2021			\$ 18,000
TM-0025	Statewide			5310 Operating Funds		FY 2022			\$ 4,212,000
TM-0027	Statewide			5311 Funds for FTA Grants		FY 2022			\$ 22,906,000
TM-0028	Statewide			5311 Funds for FTA Grants		FY 2022			\$ 1,634,000
TM-0029	Statewide			5311 Funds for FTA Grants		FY 2022			\$ 3,361,000
TM-0030	Statewide			5311 Funds for FTA Grants		FY 2022			\$ 177,000
TM-0031	Statewide			RTAP Funds for FTA Grants		FY 2022			\$ 280,000
TM-0032	Statewide			5311 Intercity Bus Funds for FTA Grants		FY 2022			\$ 4,227,000
TM-0033	Statewide			5311 Intercity Bus Funds		FY 2022			\$ 2,698,000
TM-0036	Statewide			5310 Administrative Funds		FY 2022			\$ 567,000
TG-6811B	ACTA	Alamance		Funding for Preventive Maintenance		FY 2020			\$ 46,000
	LinkTransit	Alamance		Operating Assistance		FY 2020/21			\$ 1,538,000
	LinkTransit	Alamance		Paratransit Funding		FY 2020/21			\$ 244,000
	LinkTransit	Alamance		Capital Assistance		FY 2020/21			\$ 655,000
TA-6733	LinkTransit	Alamance		Capital Assistance		FY 2020			\$ 1,235,000
TD-6322	LinkTransit	Alamance		Capital Assistance		FY2020			\$ 60,000
TG-6812A	LinkTransit	Alamance		ADA Services		FY 2020			\$ 211,000
TO-6170	LinkTransit	Alamance		Operating Assistance		FY 2022			\$ 1,880,000
TP-5162	LinkTransit	Alamance		Planning for Facility Feasibility Study		FY 2020			\$ 95,000

TP-5161	LinkTransit	Alamance		Planning for Fixed Route Service Expansion	FY 2020	\$ 5,000
TO-5220	BGMPO	Orange		Operating Assistance	FY 2020	\$ 282,000
TO-5151	LinkTransit	Guilford		Operating Assistance	FY 2020/21	\$ 4,032,000
TO-5142	Statewide	Statewide		Formula Funding	FY 2020/22	\$ 18,778,000
TO-5214	ACTA	Alamance		Operating Assistance	FY 2020/27	\$ 10,060,000
TK-6103	ACTA	Alamance		Administration	FY 2020/23	\$ 4,882,000
TG-6137B	PART	Alamance		Capital	FY 2020/25	\$ 1,000,000
TO-5136	PART	Alamance/Guilford		Operating Assistance	FY 2020/23	\$ 11,817,000
TO-5134	PART	Alamance		Operating Assistance	FY 2020/25	\$ 3,806,000
MISCELLANEOUS						
M-0414	Statewide			Municipal Bridge Inspection Program	FY 2020-29	\$ 10,000,000
PASSENGER RAIL						
P-4405	Various	Division 7		Private Crossings Safety	In Progress	\$ 10,291,000
RC-2007	Various	Division 7		Traffic Separation Study	To Be Requested	
RX-2007	Various	Division 7		Highway-Rail Grade Crossing Safety Improvements	To Be Requested	
RX-2100	Statewide			Passenger Rail Crossing Safety	FY 2021-25	\$ 2,500,000
R-5753	Statewide			FLTP and ERFO Funds	FY 2020-23	\$ 81,955,000
Y-5807	Various	Division 7		Traffic Separation Study	To Be Requested	
Z-5807	Various	Division 7		Highway-Rail Grade Crossing Safety Improvements	To Be Requested	
P-5719	Piedmont Corridor	Division 7		Purchase and Refurbish Rail Cars	FY 2022, 24 and 25	\$ 212,528,000
P-5205	Piedmont Corridor	Alamance	Graham to Haw River	Siding and Curve Realignment	Under Construction	\$ 11,605,000
P-2918	Piedmont Corridor	Division 7	Piedmont Corridor Train 74/75, Operations added FY21	Equipment and Capital Yard Maintenance	In Progress	\$ 8,211,000

RESURFACING

2022

WBS	Plan Year	Route Name	County	From Description	To Description	Length
	2022	US 70	001-Alamance	GCL	SR 1158	3.43
	2022	NC 100	001-Alamance	SR 1311 Ramp	NC 87	2.67
	2022	Lindley Mill Rd	001-Alamance	CCL	SR 1005	4.31
	2022	Snow Camp Rd	001-Alamance	SR 1005	NC 87	6.25
	2022	Greensboro Chapel Hill Rd	001-Alamance	SR 1003	NC 49	9.28
	2022	Bellemont-Mt. Hermon Rd	001-Alamance	SR 2321	NC 62	5.99
	2022	Tucker St	001-Alamance	SR 1148	NC 54	2.12
	2022	Silk Hope Rd	001-Alamance	RCL	CCL	0.3
	2022	York Rd	001-Orange	SR 1306	SR 1306	0.6
	2022	Konica Dr	001-Guilford	NC 61	END MAINT	0.6
	2022	Springwood Church Rd	001-Guilford	SR 3066	US 70	1.34



RESOLUTION

BURLINGTON - GRAHAM METROPOLITAN PLANNING ORGANIZATION Endorsement of 2022 Targets for Safety Performance Measures Established By NCDOT

The motion to approve the following resolution was offered by _____ and seconded by _____ and upon being put to a vote was duly adopted.

WHEREAS, the Burlington – Graham Metropolitan Planning Organization 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 MPO's metropolitan planning area; and;

WHEREAS, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries, and;

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group and;

WHEREAS, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year and;

WHEREAS, the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW THEREFORE, BE IT RESOLVED, that the Burlington – Graham MPO agrees to plan and program projects that contribute toward the accomplishment of the State's targets as *noted below for each of the aforementioned performance measures*:



1. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 12.17 percent from 1,428.8 (2016-2020 average) to 1,254.9 (2018-2022 average) by December 31, 2022.
2. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 13.78 percent from 1.226 (2016-2020 average) to 1.057 (2018-2022 average) by December 31, 2022.
3. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 19.79 percent from 4,410.2 (2016-2020 average) to 3,537.6 (2018-2022 average) by December 31, 2022.
4. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 21.68 percent from 3.782 (2016-2020 average) to 2.962 (2018-2022 average) by December 31, 2022.
5. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 17.93 percent from 592.2 (2016-2020 average) to 486.0 (2018-2022 average) by December 31, 2022.

Date: _____

By: _____

TAC Chair

STATE of: North Carolina

COUNTY of: Alamance

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

Notary Public

My Commission Expires: _____

Triangle Region

Capital Area Metropolitan Planning Organization (CAMPO)

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

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

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

Burlington-Graham Metropolitan Planning Organization (BG MPO)

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

NC DOT (for projects outside of MPO boundaries)

- *2020-2029 Transportation Improvement Program*

Adoption Dates: February 9, 2022 (DCHC MPO)
February 16, 2022 (CAMPO)
January 18, 2022 (BG MPO)

Table of Contents

ACKNOWLEDGEMENTS3

EXECUTIVE SUMMARY4

1.0 BACKGROUND.....5

2.0 METROPOLITAN TRANSPORTATION PLAN (MTP)7

3.0 2020-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).....8

4.0 TRANSPORTATION CONFORMITY DETERMINATION: GENERAL PROCESS8

5.0 REQUIREMENTS9

CONCLUSION11

APPENDIX

- A. Proposed Projects in MTP
- B. Conformity Process Schedule
- C. Interagency Consultation (40 CFR 93.112 & 93.115)
- D. Public Participation
- E. Public/Agency Comments and Responses
- F. Adoption, Endorsement Resolutions and Agency Determinations

Project and Document Web Sites:

This conformity determination report references MPO Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs). This CDR report can be located on the Triangle J Council of Governments website [here](#).

The TIPs are mutually adopted by each MPO and the NC Department of Transportation. The most recent version of the 2020-29 TIP can be found [here](#).

The MPO Metropolitan Transportation Plans (MTPs) covered by this report can be accessed as follows:

- 1. CAMPO [2050 MTP](#)
- 2. DCHC MPO [2050 MTP](#)
- 3. Burlington-Graham MPO [2045 MTP](#)

Date of this version of the document: January 5, 2022

Acknowledgements

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

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

Executive Summary

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

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

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

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

1.0 Background

1.1 Transportation Conformity Process

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

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

U. S. EPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O₃) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) mix together in the atmosphere with sunlight. NO_x and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by U. S. EPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by U. S. EPA to attainment with a maintenance plan for CO on September 18, 1995. The 20-year CO maintenance requirements for the Triangle expired in 2015.

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

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

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

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

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

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

■ 2.0 Metropolitan Transportation Plans

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

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

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

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

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

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



3.0 2020-2029 Transportation Improvement Program (TIP)

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

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

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

4.0 Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once U.S. DOT makes its 1997 ozone NAAQS conformity determination for the MTP and 2020-2029 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the CAMPO and DCHC 2050 MTP, the BGMPO 2045 MTP and the 2020-2029 TIP for DCHC MPO, CAMPO, BG MPO and NCDOT in the portion of the Triangle maintenance area outside of the MPO boundaries.

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

50 Transportation Conformity Requirements

51 Overview

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the DCHC MPO 2045 MTP Amendment and 2020-2029 TIP for DCHC MPO, CAMPO, BG MPO and NCDOT for the portion of the maintenance area outside of MPO boundaries can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

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

52 Latest Planning Assumptions

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

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

53 Consultation Requirements

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

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

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

January 12, 2022 (DCHC MPO)

January 19, 2022 (CAMPO)

January 18, 2022 (BG MPO)

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

54 Timely Implementation of TCMs

The North Carolina SIP does not include any TCMs.

55 Fiscal Constraint

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

Conclusion

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

APPENDIX A: 2050 MTP Projects

Roadway Project List – Durham-Chapel Hill-Carrboro MPO

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
2030 Horizon Year												
700	Cornwallis Rd/Miami Blvd/NCRR bridge and interchange	Miami Blvd	Cornwallis Rd	N/A	N/A	New Interchange	N/A	\$27,478,000	Reg	No	Yes 93.126	P-5717
15	East End Connector (EEC)	NC 147	north of NC 98 in Durham	0	4	New Location	3.2	(funded prior to 2021)	St	Yes	No	U-0071
23	Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	1.0	(funded prior to 2021)	Div	Yes	No	N/A
701	Glover Rd/ rail bridge	Glover Rd	NCRR rail line	N/A	N/A	Grade separation	N/A	\$47,428,000	Div	No	Yes 93.126	P-5706
407	Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	0	2	New Location	0.6	(funded prior to 2021)	Div	No	No	N/A
75.2	NC 55 (Alston Ave)	Main St	NC 98	2	2	Modernization	0.5	(funded prior to 2021)	Reg	No	No	U-3308
75.1	NC 55 (Alston Ave)	NC 147	Main St	2	4	Widening	0.4	(funded prior to 2021)	Reg	No	No	U-3308
77.3	NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	Widening	2.7	\$30,375,800	Reg	No	No	N/A
43	I-40	Durham County line	NC 86	4	6	Widening	3.9	\$85,617,000	St	Yes	No	I-3306A
44	I-40	NC 86	I-85	4	6	Widening	7.8	\$133,914,000	St	Yes	No	I-3306A
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	New Location	0.0	\$ 3,793,000	Div	No	No	U-5823
201	Falconbridge Rd Extension	Farrington Rd	NC 54	0	4	New Location	0.9	\$ 23,359,000	Div	No	No	N/A
379	Freeland Memorial Extension	S Churton St	New Collector Rd	0	2	New Location	0.5	\$ 4,484,200	Div	No	No	N/A
202	Hopson Rd	Davis Dr	S Miami Blvd (NC 54)	2	4	Widening	0.7	\$ 7,280,000	Div	No	No	N/A

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
223	Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	New Location	0.1	\$ 2,100,000	Div	No	No	N/A
437	New Collector Rd	Orange Grove Rd Ext	Becketts Ridge Rd	0	2	New Location	0.8	\$10,124,800	Div	No	No	N/A
220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	New Location	0.6	\$ 5,287,800	Div	No	No	N/A
221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	New Location	0.3	\$ 5,922,000	Div	No	No	N/A
113.0	US 15-501/Garrett Rd Interchange	US 15-501	Garrett Rd	N/A	N/A	New Interchange	N/A	\$32,000,000	St	Yes	No	U-5717
690	US 70/Northern Durham Parkway	US 70	Northern Durham Parkway	N/A	N/A	New Interchange	N/A	(part of US70 project)	St	Yes	No	U-5518
2040 Horizon Year												
346	Danziger Dr Extension	Mt Moriah Rd	E Lakewood Dr	0	2	New Location	0.4	\$ 7,177,800	Div	No	No	N/A
124	Duke St	I-85	W Lakewood Av	2	2	Two-way conversion	0.0	\$ 4,435,000	Reg	No	No	N/A
23.2	Fayetteville Rd	Woodcroft Pkwy	Barbee Rd	2	2	Modernization	1.4	\$ 10,495,190	Div	Yes	No	U-6021
111	Fordham Blvd (US 15-501)	I-40	Ephesus Ch Rd	4	4	Modernization	1.6	\$ 46,586,400	St	Yes	No	U-5304F
240	Fordham Blvd (US 15-501)	NC 54	Ephesus Ch Rd	4	4	Modernization	2.1	\$ 49,481,600	St	Yes	No	U-5304D
73	Fordham Blvd (US 15-501)	NC 54	NC 86 (S Columbia St)	4	4	Modernization	2.3	\$ 39,600,000	St	Yes	No	U-5304B
36	Homestead Rd	Old NC 86	Rogers Rd	2	2	Modernization	2.1	\$ 14,327,600	Div	No	No	N/A
35	Homestead Rd	Rogers Rd	NC 86	2	2	Modernization	1.3	\$ 9,597,000	Div	No	No	N/A
636	I-40/NC 54 Interchange	I-40	NC 54	N/A	N/A	Interchange Upgrade	N/A	\$130,620,000	St	Yes	No	U-5774F
45.1	I-40 Managed Roadway	Wake County Line	NC 54	8	8	Modernization	9.8	\$ 34,000,000	St	Yes	No	I-6006
48	I-85	Orange Grove Rd	Sparger Rd	4	6	Widening	7.8	\$186,760,000	St	Yes	No	I-0305
650	I-85/S Churton St	I-85	S Churton St	N/A	N/A	Interchange Upgrade	N/A	\$ 28,980,000	St	No	No	I-5967

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
646	I-85/NC 86	I-85	NC 86	N/A	N/A	Interchange Upgrade	N/A	\$ 35,140,000	St	No	No	I-5984
50.11	Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point Rd	2	2	Modernization	4.1	\$ 28,793,800	Div	No	No	N/A
51	Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	New Location	0.7	\$ 6,169,800	Div	No	No	N/A
121	Mangum St	W Lakewood Av	N Roxboro St	2	2	Two-way conversion	0.0	\$ 2,870,000	Reg	Yes	No	N/A
410	Marriott Way	Friday Center Dr	Barbree Chapel Rd	0	2	New Location	0.2	\$ 954,800	Div	No	No	N/A
123	N Gregson St/Vickers Av	W Club Blvd	University Dr	2	2	Two-way conversion	0.0	\$ 4,435,000	Reg	No	No	N/A
64	NC 147 (modernization)	Swift Av	Future I-885	4	4	Modernization	3.0	\$ 69,896,559	St	No	No	N/A
	NC 147 (modernization)	Future I-885	I-40	4	4	Modernization	3.9	\$ 58,473,199	St	Yes	No	N/A
69.41	NC 54	Barbee	NC 55	2	2	Modernization	1.3	\$ 9,745,533	Reg	No	No	U-5774J
69.31	NC 54	Fayetteville	Barbee	2	2	Modernization	1.0	\$ 7,496,564	Reg	No	No	U-5774I
70.3	NC 54	Fordham Blvd (US 15-501)	Barbee Chapel Rd	6	6	Modernization	1.2	\$ 59,234,000	Reg	Yes	No	U-5774B
69.21	NC 54	Highgate Dr	Fayetteville Rd	4	4	Modernization	0.4	\$ 2,998,626	Reg	No	No	U-5774H
69.11	NC 54	I-40 Interchange	NC 751	2	2	Modernization	1.2	\$ 8,995,877	Reg	No	No	U-5774G
69.22	NC 54	NC 751	Highgate Dr	2	2	Modernization	1.5	\$ 11,244,846	Reg	No	No	U-5774H
428	NC 54	Old Fayetteville Rd	Orange Grove Rd	2	2	Modernization	2.9	\$ 50,040,000	Reg	Yes	No	R-5821A
70	NC 54	I-40	Barbee Chapel Rd	4	4	Modernization	1.6	\$ 11,994,502	Reg	Yes	No	U-5774C
70.2	NC 54/Farrington Rd	NC 54	Farrington Rd	N/A	N/A	New Grade Separation	N/A	(cost part of U-5774F)	Reg	Yes	No	U-5774E
75.3	NC 55 (Alston Ave)	Main St	NC 98	2	4	Modernization	0.6	\$ 1,400	Reg	No	No	N/A
440	New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons Dr	0	2	New Location	0.4	\$ 6,423,200	Div	No	No	N/A
89.3	Orange Grove Connector	Orange Grove Rd	NC 86	0	2	New Location	0.4	\$ 7,418,600	Div	No	No	N/A

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
122	Roxboro St	W Lakewood Av	W Markham Av	2	2	Two-way conversion	0.0	\$ 2,870,000	Reg	Yes	No	N/A
87	S Churton St	Eno River in Hillsborough	I-40	2	4	Widening	2.2	\$ 79,178,000	Div	No	No	U-5845
230	Southwest Durham Dr	NC 54	I-40	0	2	New Location	2.0	\$ 17,362,800	Div	No	No	N/A
479	US 15-501	Smith Level Rd	US 64	4	4	Synchronized Street	10.5	\$117,700,000	St	Yes	No	U-6192
113.1	US 15-501 (possible boulevard conversion)	US 15-501 Bypass	I-40	6	6	Modernization	2.0	\$ 46,597,706	St	Yes	No	U-6067
130	US 15-501 Business (modernization)	US 15-501 Bypass	Chapel Hill Rd	4	4	Modernization	1.6	\$ 11,994,502	Reg	No	No	N/A
131	US 15-501 Business (modernization)	Chapel Hill Rd	University Dr	2	2	Modernization	0.8	\$ 5,997,251	Reg	No	No	N/A
485.1	US 70	Lynn Rd	S Miami Blvd	4	4	Modernization	1.6	\$ 37,278,165	St	Yes	No	U-5720A
116.1	US 70	S Miami Blvd	MPO Boundary	4	4	Modernization	2.5	\$ 58,247,133	St	Yes	No	U-5720B
120	W Morgan/W Ramseur/	N Roxboro St	W Main St	4	4	Two-way conversation	0.0	\$ 16,500,000	Div	No	No	N/A
2050 Horizon Year												
304.1	Angier Av Ext	US 70	Northern Durham Pkwy	0	2	New Location	0.8	\$ 7,050,100	Div	No	No	N/A
343	Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	0	2	New Location	2.7	\$ 15,457,400	Div	No	No	N/A
364	Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	2	2	New Location	0.3	\$ 5,800,000	Div	No	Yes 93.126	N/A
28.11	Glover Rd	Angier	US 70	0	2	New Location	0.6	\$ 5,199,600	Div	No	No	N/A
382	Hebron Rd Extension	Hebron Rd	Roxboro Rd (501 N)	0	2	New Location	0.5	\$ 5,056,800	Div	No	No	N/A
434	Holloway St (NC 98)	Miami Blvd	Nichols Farm Dr	4	4	Modernization	3.3	\$ 85,800,000	Reg	No	No	N/A
77.11	Hope Valley Rd (NC 751)	NC 54	Woodcroft Pkwy	4	4	Modernization	0.4	\$ 2,998,626	Reg	No	No	N/A
53	Leesville Rd Ext	US 70/Page Rd Ext	Leesville Rd	0	2	New Location	0.4	\$ 3,701,600	Div	No	No	N/A

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
57	Lynn Rd Extension	US 70	Existing Lynn Rd	0	2	New Location	1.1	\$ 9,606,800	Div	No	No	N/A
242	Mt Carmel Ch Rd	US 15-501	Bennett Rd	2	2	Modernization	0.4	\$ 2,795,800	Div	No	No	N/A
14.1	N Duke St (501 N)	I-85	N Roxboro split	5	4	Modernization	2.5	\$ 18,590,600	Reg	Yes	No	N/A
80	NC 86	Old NC 10	US 70 Business	2	4	Widening	0.9	\$ 10,162,600	Reg	No	No	N/A
81	NC 86 (and US 70 intersection)	US 70 Bypass	North of NC 57	2	4	Widening	0.3	\$ 21,300,000	Reg	No	No	N/A
83.1	Northern Durham Pkwy	Sherron Rd	NC 98	2	2	Modernization	4.3	\$ 19,040,000	Div	No	No	N/A
83.11	Northern Durham Pkwy	US 70 E	Sherron Rd	2	2	Modernization	2.7	\$ 32,900,000	Div	No	No	N/A
502	Patriot Dr Extension	S Miami Blvd	Page Rd	0	2	New Location	1.9	\$ 18,320,400	Div	No	No	N/A
92	Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	4	Modernization	2.7	\$ 20,403,600	Reg	Yes	No	N/A
106.1	Southwest Durham Dr	US 15-501 Business	Mt Moriah Rd	0	4	New Location	0.4	\$ 5,133,800	Div	No	No	N/A
114	US 15-501 Bypass (modernization)	MLK Parkway	Cameron Blvd	4	6	Modernization	2.7	\$ 40,481,445	St	Yes	No	N/A
501	Yates Store Rd Extension	Yates Store Rd	Wake Rd	0	2	New Location	1.4	\$ 16,126,600	Div	No	No	N/A

These footnotes clarify the table data.

(a) Reg. Sig. means Regionally Significant.

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

Roadway Project List – Burlington-Graham MPO portion of Orange County

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
2030 Horizon Year												
Hwy 169	Lebanon Road	@N. Frazier Road	@Stagecoach Road		Intersection Improvements Stagecoach Road to N. Frazier Rd	Intersection Improvements		\$4,428,000		N	N	
2040 Horizon Year												
Int-02	Mattress Factory Road Interchange	@1-40/85			Diamond Interchange	New Interchange		\$16,200,000		Y	N	
Hwy-107	Buckhorn Road	W. Ten Road	North of I40/85 Interchange	2	Widen roadway to 4 lanes, median, Sidepath, Sidewalk	Widening to multi-lane divided facility including I-40/I-85 Interchange Improvements	1.2 miles	\$12,604,992		N	N	
Hwy 113	Buckhorn Road	Frazier Road/US 70	North of I40/85 Interchange	2	Widen roadway to 4 lanes (part new location), median, Sidepath, Sidewalk	Buckhorn Road widening and roadway on new location with above-grade crossing of RR to connect to US 70	0.5 miles	\$8,056,673		N	N	
2050 Horizon Year												

These footnotes clarify the table data.

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

Project List – Areas outside of MPO boundaries (Donut Area)

Outside of the MPO boundaries in Johnston, Chatham (part), Franklin, Granville and Person Counties within the Triangle Air Quality Region, the transportation projects consist of the projects in the first four years of the most recently adopted 2020-29 STIP, and are incorporated by reference. These STIP projects can be accessed at:

<https://connect.ncdot.gov/projects/planning/STIPDocuments1/NCDOT%20Current%20STIP.pdf>

For ease of review, since only part of Chatham County is in the Triangle Air Quality Region, the following projects, listed by TIP number and STIP year, are within the area covered by this Conformity Determination Report within Chatham County:

- BL-0035 – sidewalk on Chatham Business Drive in Pittsboro (FY 22) – CMAQ funded project
- R-5724A – Pittsboro Traffic Circle improvements (FY 21)
- R-5724B – mill/resurface US 15-501 from Pittsboro Traffic Circle to Launis Street, and widen US 15-501 from Launis St to Powell Place Lane (ROW/Util FY 22, Con FY 25)
- R-5821A – NC 54 operational improvements and bike/ped accommodations from Old Fayetteville Rd to Orange Grove Rd (ROW/Util FY 26, Con FY 28) [note: partly in TARPO/partly in DCHC MPO]
- R-5821B – NC 54 and Orange Grove Rd intersection improvements [note: already complete]
- R-5887 – US 64/NC 751 interchange (ROW/Util FY 29, Con unfunded) [note: partly in TARPO/partly in CAMPO—this is beyond the first four years but included for informational purposes]
- R-5930 – Chatham Park Way North, from Country Routt Brown Rd to US 15-501 north (ROW/Util FY 23, Con FY 24)
- R-5961 – NC 87 modernization from NC 902 to US 64 Bypass (ROW/Util FY 27, Con unfunded—this is beyond the first four years but included for informational purposes)
- R-5963 – Chatham Park Way South, from US 64 Business to US 15-501 south (ROW/Util FY 24, Con FY 27)
- U-6192 – US 15-501 superstreet/RCI improvements from US 64 Bypass to Smith Level Rd (ROW/Util FY 26, Con unfunded) [note: partly in TARPO/partly in DCHC MPO]
- U-6245 – West Ten Rd improvements from Buckhorn Rd to Bushy Cook Rd (FY 21) [note: mostly in MPO, but barely crosses into TARPO]
- W-5142 – Efland Cedar Grove Rd curve improvements north of Highland Farm Rd [note: already completed]

Major Transit Capital Projects

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

Project Title	Status	Programming Description	MTP Horizon Year and TIP #	MPO
Bus Rapid Transit - Wake	Regionally Significant	BRT - New Bern East - Stonybrook Rd to New Hope Rd - Mixed Traffic	2030	CAMPO
Bus Rapid Transit - Wake	Regionally Significant	BRT - RTP to Morrisville - Mixed Traffic	2030	CAMPO
Bus Rapid Transit - Wake	Regionally Significant	BRT - Morrisville to Downtown Cary - Mixed Traffic	2030	CAMPO
Bus Rapid Transit - Wake	Regionally Significant	BRT - Downtown Cary to Downtown Raleigh - Fixed Guideway	2030	CAMPO
Bus Rapid Transit - Wake	Regionally Significant	BRT - Downtown Raleigh to Midtown Raleigh/North Hills - Fixed Guideway	2040	CAMPO
Bus Rapid Transit - Wake	Regionally Significant	BRT – Harrison/Kildaire Farm, SAS Campus Dr. to and Regency Park, via Harrison Ave., Kildaire Farm Rd., and Regency Dr. - Fixed Guideway	2050	CAMPO
Commuter Rail – S-Line	Regionally Significant	CRT using the existing CSX S-Line corridor. Apex to Franklinton by 2040.	Apex to Franklinton, 2040	CAMPO

APPENDIX B: Conformity Process Schedule

Initial conformity partner consultation - request comment on schedule & report format:	October 21, 2021
MPOs provide tables of MTP and TIP projects:	December 6, 2021
Draft CDR complete and sent to MPOs and agency partners for review and comment:	December 7, 2021
MPOs release draft conformity report for public comment:	December 14, 2021 (BG MPO) December 8, 2021 (DCHC) December 15, 2021 (CAMPO)
Target date for receipt of all FHWA, FTA, EPA and DAQ comments:	January 4, 2021
Updated Draft of CDR with agency comments and responses:	January 5, 2022
Target date for NCDOT Conformity Finding for the donut areas:	January 24, 2022
Public Hearing and Action on Conformity Determination:	January 18, 2022 (BG MPO) Jan 12/Feb 9, 2022 (DCHC) Jan 19/Feb 16, 2022 (CAMPO)
Federal Action (USDOT determination and letter to State/MPO):	February 18, 2022
Conformity Process complete:	February 18, 2022

MOA's specify a 30-day period for EPA review; but an expedited review of the final document was agreed to at the October 21, 2021 Inter-Agency Consultation meeting. If the completed report is provided by the beginning of February, the February 18 target date is achievable. If significant changes occur arising from public and agency comment, as outlined in 23 CFR 450.316 (a)(1)(viii), the revised report may need to engage in a second round of review and comment.

APPENDIX C: Interagency Consultation

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

1. The MPOs, NCDOT, Triangle J COG and FHWA staff 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 by FHWA, 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 Triangle J COG 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 via video-conference on October 21, 2021. A meeting summary follows:

TRIANGLE OZONE MAINTENANCE REGION

Chatham Co. – part (rural), Durham Co., Franklin Co. (rural), Granville Co. (rural), Johnston Co. (rural), Orange Co., Person Co. (rural), Wake Co.

Interagency Consultation Meeting – 2050 MTP

Thursday, October 21, 2021

Via MS Teams

Meeting Summary

1. Participants:

FHWA (Loretta Barren, Joe Geigle)
FTA-Region IV (Ronald Smith)
USEPA (Josue Ortiz Borrero, Dianna Myers, Sarah Larocca)
NC DEQ (Sheila Blanchard, Todd Paisley, Brian Phillips, Jill Vitas, Tammy Manning)
DCHC MPO (Yanping Zhang, Andy Henry, Aaron Cain)
CAMPO (Alex Rickard, Gretchen Vetter, Chris Lukasina)
BG MPO (Wannetta Mallette)
TARPO (Matt Day)
NCDOT (Phyllis Jones, Heather Hildebrandt, Scott Walston, Julie Bogle, Phil Geary)
TJCOG (John Hodges-Copple)
Orange County (Nick Trivedi)

2. **Meeting Purpose** – John Hodges-Copple outlined the purpose of the meeting: i) to review the draft Conformity Determination Report template, clarify any issues and make any adjustments; ii) review the conformity process schedule and make any needed adjustments; and iii) outline follow-up steps that need to be addressed.
3. **Draft Conformity Determination Template** – John Hodges-Copple reviewed each item in the draft template. He noted that the pollutant of concern is ozone and that the Triangle is NOx-limited. He confirmed that the “short form” report used in recent CDRs is appropriate and that no emissions analysis is required. He also confirmed that for areas outside of MPO jurisdiction, the first four years of the STIP (2020-23) serve as the plan.

4. **2050 MTP/Conformity Process Schedule** – The steps in the Conformity Process Schedule were reviewed and discussed. It was noted that some of the names of participants need to be updated.

The draft presented indicated that Burlington-Graham MPO would make the determination in November, but the BG MPO board typically would not meet in November. John Hodges-Copple will follow up with BG MPO staff to discuss an appropriate schedule and actions. One option may be for the BG MPO board to vote at its October meeting to approve the conformity report subject to final edits and authorize the board chair to sign the resolution at the appropriate time.

Loretta Barren of FHWA noted that the public comment period is determined by each MPOs' adopted Public Participation Plan. She cautioned that if projects are changed between the release of the initial draft CDR and the version proposed for adoption, it would likely need to go back out again for public engagement, citing 23 CFR 450.316 (a)(1)(viii): Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.

Loretta Barren reminded the participants that the Memoranda of Agreements (MOAs) that were recently adopted permit EPA 30 days to review the report and provide the letter to FHWA authorizing conformity. There is no ding on FHWA review, but as noted if not currently in your TIP and moving, but nothing new can receive a federal approval.

Dianna Myer of EPA noted that if approved through this inter-agency consultation, EPA can do an expedited review; she believes that expedited review through this process should be achievable. If everything is finalized by the beginning of February, the letter should be able to be in place prior to the lapse date. The IAC members agreed they are all comfortable with an EPA expedited review as long as the conditions for an expedited review are met.

Jill Vitas of DAQ noted that staff schedules may hinder review and comment after mid-December.

5. **Other Business/Next Steps** – John Hodges-Copple summarized the following follow-up items:
- a. John Hodges-Copple will update the Conformity Determination Report template based on the discussion for the version sent out for public and agency comment.
 - b. John Hodges-Copple will follow up with Wannetta Mallette and Nish Trevedi on any Burlington-Graham MPO projects and horizon years, and with Matt Day on STIP projects
 - c. John will follow up with Wanetta Mallette on the treatment of the CDR release under Burlington-Graham MPO's Public Participation Process.
 - d. A revised schedule will be included in the CDR for public and agency engagement and will included an expedited EPA review.
 - e. John Hodges-Copple will work with the MPOs and NCDOT on project lists, with an emphasis on any projects that are not currently in the first 4 years of the TIP and moving forward, that could be impacted by a conformity lapse during late February or March.

The meeting was adjourned at 11:33.

APPENDIX D:

Public Participation and Notification

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

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

<https://www.dchcmpo.org/home/showpublisheddocument/3716/637692017593230000>

<http://bgmpo.org/Projects-Plans/MPO-Plans/Public-Involvement-Plan>

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

The dates of the public hearings for this CDR for each MPO are listed below:

January 12, 2022 (DCHC MPO)

January 19, 2022 (CAMPO)

January 18, 2022 (BG MPO)

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

CAMPO notice of public comment on Conformity Determination Report:

NOTICE OF PUBLIC COMMENT PERIOD AND PUBLIC HEARING

The Air Quality Conformity Determination Report along with the Final Report for the 2050 Metropolitan Transportation Plan (MTP) have both been released for public review and comment by the N.C. Capital Area Metropolitan Planning Organization (CAMPO). The Public Comment period for the Air Quality Report closes on January 18, 2022. The 42-day Public Comment period for the Final Report for the 2050 MTP is open from Wednesday, January 5, 2022 until Tuesday, February 15, 2022.

Copies of both reports are available at the CAMPO office (address below) and on the website (www.campo-nc.us).

The CAMPO Executive Board will conduct Public Hearings on both reports for the 2050 MTP as part of its virtual (online/call-in) meeting on Wednesday, January 19, 2022 at 4:00 p.m. Speaker signups and meeting login details can be found at www.campo-nc.us or by calling (919) 996-4403.

Written comments may be submitted either: by hand delivery or mail to Capital Area MPO, 421 Fayetteville St., Suite 203, Raleigh, NC 27601; by calling 919-996-4403, or by email to comments@campo-nc.us.

In compliance with the Americans with Disabilities Act (ADA), persons requiring assistance to participate in the NC Capital Area MPO meetings or to request this document in an alternative format, please contact the MPO's office at 919-996-4403 (voice) or 800-736-2962 (TTY located at City of Raleigh Public Affairs Dept.) at least 72 hours in advance of the meeting.

It is the policy of CAMPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Orders 12898 and 13166, and related nondiscrimination statutes and regulations in all programs and services. It is the MPO's policy that no person in the United States shall, on the grounds of race, color, sex, age, income status, national origin, or disabilities, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program, activity, or service for which CAMPO receives Federal financial assistance.

Burlington-Graham MPO confirmation of notification:



Order Confirmation

Not an Invoice

Account Number:	514184
Customer Name:	City Of Burlington
Customer Address:	City Of Burlington P.O. BOX 1358 Burlington NC 27216
Contact Name:	City Of Burlington
Contact Phone:	3362225010
Contact Email:	
PO Number:	

Date:	12/20/2021
Order Number:	6666944
Prepayment Amount:	\$ 0.00

Column Count:	1
Line Count:	71.0000
Height in Inches:	0.0000

Print

Product	#Insertions	Start - End	Category
BTN Times News	1	12/18/2021 - 12/18/2021	Govt Public Notices
BTN thetimesnews.com	1	12/18/2021 - 12/18/2021	Govt Public Notices

Total Order Confirmation	\$156.78
--------------------------	----------

APPENDIX E:

Public & Agency Comments and Responses

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

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

A. US EPA. Dianna Myers. Via email on January 3, 2022

USEPA1: Thanks for providing the Draft CDR. The only comment I have is to provide a link to access the documents on the website(e.g. 2050 MTP, 2020-2029 TIP, and CDR) for each of the MPOs.

Response: links to the CDR document, the MTPs and the TIPs have been added to the front cover of this report.

B. NC DEQ – Division of Air Quality: Jill Vitas. Via email on December 17, 2021

Below are NCDEQ-DAQ's comments on the draft conformity report for CAMPO. None of these comments impact NCDEQ-DAQ's support of the finding. I will prepare a letter of support and send that to you via a separate email.

NCDEQ1. The year for the Burlington-Graham MPO MTP, the title and report says 2045, all of the other MPOs are 2050, is 2045 correct?

Response: Yes. The DCHC MPO and CAMPO have prepared a joint 2050 MTP, titled *Connect2050*. Burlington-Graham MPO has a 2045 MTP, titled *Getting There 2045*.

NCDEQ2. Appendix C – date of interagency meeting is missing: The initial Interagency Consultation Meeting was held via video-conference on , 2021. [should be October 21, 2021]

Response: the missing date has been added.

NCDEQ3. [In the meeting summary] Participants -- some have affiliation some do not, be consistent, Brian Phillips listed twice. Suggest listing the Organization first and then the participants for that organization.

Response: the participant list has been corrected and reformatted as suggested: listing the organization first and then which people from the organization participated.

NCDEQ4. [in the meeting summary] 2050 MTP/Conformity Process Schedule – indicates that Eddie Dancausse will follow up with BG MPO, is that correct?

Response: the summary has been corrected to show that John Hodges-Copple will undertake the follow-up.

NCDEQ5. [In the meeting summary] Is it a Memorandum of Understanding or Agreement (MOU or MOA)? Suggest being consistent throughout document.

Response: the term Memorandum of Agreement is now used consistently throughout the document.

NCDEQ6. [In the meeting summary] Sheila Blanchard did not note staff schedules – Jill Vitas made the

comments on schedule.

Response: The meeting summary had been corrected to show that Jill Vitas made the comment.

NCDEQZ: Tentative dates for Public Hearings were not included in Section 5.3 but were in Appendix B and not in Appendix D – suggest having them as tentative throughout document.

Response: The dates for the public hearings have now been set and are indicated in the document.

C. DCHC MPO. Andy Henry. Via email on January 5, 2022.

DCHC1: In reviewing the roadway project list in the Conformity Determination Report appendix, DCHC staff noted that the NC147 project between Swift Avenue and future I-885 (the East End Connector) is correctly described as a modernization project (which is defined in the 2050 MTP as a project that does not involve widening to add general purpose travel lanes), but that the table implies the cross-section would go from a current 4 lanes to a future 6 lanes. To be consistent with how the 2050 MTP treats this project, please correct the table to show both an existing and future 4-lane cross-section for this project. We will further review the AQ CDR to see if there are any other appropriate changes.

Response: The Appendix A table has been corrected to show the NC147 project as a modernization project without the addition of general purpose travel lanes to match the project description and modeling in the 2050 MTP.

D. Zach Calhoun. Public comment made to DCHC MPO during public comment period.

ZCalhoun1: I just reviewed the air quality conformity plan, and I have one comment. There appears to be a lack of bike/ped infrastructure improvements in this document. The number one action we should prioritize is enabling citizens to bike. Bike commuting promotes a healthy population with no air quality impact, and as the cost of gasoline increases over the next few decades, a more bikeable city will promote a more equitable and healthier environment for all. What improvements is the city going to make to ensure more people bike? Where are we adding bike lanes, and how many are we going to add? Where can we take a cyclists first, drivers second approach to improving infrastructure? By taking this approach, how would we improve air quality? I imagine the air quality gains would be significant. Thank you for your hard work -- and I do appreciate the public transportation infrastructure included in this document -- that is important, too!

Response: The commenter correctly notes that individual pedestrian and bicycle projects are not listed in the CDR the way that roadway and transit projects are. That is because under 40 CFR § 93.126, bicycle and pedestrian projects in the MTPs are exempt projects under air quality regulations. Bicycle and Pedestrian investments are included in the DCHC MPO and CAMPO Connect2050 MTP in Section 7.6.

E. Austin Guimond. Public comment made to DCHC MPO during public comment period.

AGuimond1: I have just finished reviewing the Triangle Region Air Quality conformity report. After reviewing the infrastructure proposals, there seems to be a lack of emphasis on bike commuting improvements and additional pedestrian walkways. As a bike commuter in Durham, I find travel difficult with the current infrastructure in place. Friends have also told me they are resistant to bike commuting due to the lack of safe routes in The Triangle. Portions of Durham are also very limited for pedestrians who walk due to the lack of sidewalks and narrow unsafe roads. I am surprised by the lack of emphasis in the report because bike commuting, and safer pedestrian walking routes seem to be the two easiest ways to reduce cars on the road and limit air pollution. Without a greater emphasis on safe routes for alternative modes of transportation, it will be extremely difficult to reduce air quality in The Triangle to desired levels. Thank you for reviewing my comments.

Response: The commenter correctly notes that individual pedestrian and bicycle projects are not listed in the

CDR the way that roadway and transit projects are. That is because under 40 CFR § 93.126, bicycle and pedestrian projects in the MTPs are exempt projects under air quality regulations. Bicycle and Pedestrian investments are included in the DCHC MPO and CAMPO Connect2050 MTP in Section 7.6.

- F. John Faulconer. Public comment made to DCHC MPO during comment period.

IFaulconer1: I have noticed that the vast majority of the infrastructure projects are road-widenings. Widening a road incentivizes more people to drive cars, which are the largest contributor to air and noise pollution in cities. Living in a city that prioritizes cars is not a great city to live in. Houston is a great example of a city that prioritizes cars - and I don't desire to live in a city like that. Instead of road-widening projects, Durham should consider more road-narrowing projects to take back that valuable land for other uses. Consider bus lanes, bike paths (safely separated from traffic), pedestrian sidewalks, etc. What Durham already did to S Roxboro St. is a great example of what should be done more - Durham took away 2 lanes of car traffic. S Roxboro St. is now a place where you frequently see people walking, running, biking - specifically because there is a comfortable space from passing cars and car speed is lower. Please consider not following what other American cities are doing - wiping away low-income houses for wide roads that produce ugly and loud neighborhoods.

Response: The commenter is noting project preferences related to the selection of projects within the MTP. Since these comments are not addressed to the content of the air quality Conformity Determination Report, they are noted.

APPENDIX *F*:

Adoption, Endorsement Resolution and Agency Determinations

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

NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907BQ 44757.1.1 44757.2.1 44757.3.1	Intersection improvements (All Way Stop) at SR 1005 (Greensboro-Chapel Hill Road) at SR 2369 (Sylvan School Road) and SR 2371 (Pleasant Hill Road) in Snow Camp .	5/1/21	Jun. 2021	\$22,500 R/W \$153,000 CON	4-way stop installation and flasher completed 4/17/18, utility relocations complete, widening delayed to Spring 2022	Derek Dixon
48798	Installation of crosswalks and pedestrian signals and update curb ramps at the intersection of US 70 (South Church Street) and Edgewood Avenue (non-system) in Burlington .	8/4/21	Jul. 2022	\$150,394	Construction Underway - Signal upgrade completed, pavement markings remain to be completed	Dawn McPherson Derek Dixon
47786 SM-5707B 47903.2.1	Intersection improvements on SR 1007 (Mebane Oaks Rd) at SR 2126/2128 (Old Hillsborough Rd) south of Mebane . Improvements include addition of left and right turn lanes, radii widening, signal installation, resurfacing, and pavement markings.	4/27/2022	Aug. 2022	\$898,500	Design complete, ROW acquisition underway - 100% complete with right of entry, Utility relocations underway	Chad Reimakoski Derek Dixon
U-6010 47145.1.1 47145.2.1 47145.3.1	Intersection improvements at US 70 (South Church Street) and SR 1226/SR 1311 (University Drive) in Burlington	4/19/22	FY 2024	\$8,400,000	Planning and design activities underway, ROW acquisition complete, Utility relocations underway	Brian Ketner
B-5728 45684.1.1 45684.2.1 45684.3.1	Replace Bridge #112 over Reedy Fork Creek on NC87 in Ossipee	4/19/2022 2/15/2022	FY2025	\$6,200,000	Planning and design activities complete - ROW underway	Kevin Fischer
SS-6007AE 49822.1.1 49822.3.1	Convert intersection from two way stop to all way stop at SR 1005 (E. Greensboro Chapel Hill Road) at SR 2351 (Bethel South Fork Road) in Snow Camp.	Jun. 2022	FY2023	\$30,000	Planning and design activities underway	Dawn McPherson
W-5707D 44853.1.4 44853.2.4 44853.3.4	Safety Improvements to curve on NC 49 located between Buckingham Mountain Road and SR 2363 (Beale Road) in Snow Camp	6/16/22	Nov. 2022	\$450,000	Planning and design activities underway; ROW acquisition underway	Chad Reimakoski

NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
W-5807B 48952.1.3 48952.2.3 48952.3.3	Installation of ADA curb ramps and pedestrian accessible signals on SR 1301 (Boone Station Drive) at SR 1301 (St. Marks Church Road) and Boone Station Drive (non-system) at Glidewell Road/Tiki Lane (non-system) in Burlington	Aug. 2022	FY2022	\$75,000	PE funds scheduled to be released 2/2/21 - Construction Underway - Signal update completed, audible pedestrian button and pavement markings remain to be completed	Dawn McPherson Chad Reimakoski
U-6017 47162.1.1 47162.2.1 47162.3.1	Intersection improvements at NC 54 (East Harden St.) and NC 49 (East Elm St.) in Graham	6/15/23	FY2025	\$2,100,000	Planning and design activities underway	Rob Weisz
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	3/18/25	FY2028	\$10,000,000	Planning and design activities underway	Rob Weisz
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 .	12/19/23	FY2026	\$6,200,000	Planning and design activities underway	Rob Weisz
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	3/18/25	FY2027	\$13,200,000	Planning and design activities underway, Includes EB-5882	Rob Weisz
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	8/20/24	FY2026	\$2,400,000	Planning and design activities underway	Brian Ketner
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	1/20/26	FY2027	\$2,500,000	PE funding approved 5/6/19	Kevin Fischer
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	6/27/29	FY2031	\$936,000	PE funding approved 6/5/18	Brian Ketner

NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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	1/1/40	FY2040	\$6,337,000	Planning and design activities on hold	Rob Weisz
I-6059 48689.1.1 48689.2.1 48689.3.1	Interchange improvements at I-40/I-85 and SR 1981 (Trollingwood-Hawfields Road) in Mebane	1/1/40	FY2040	\$12,400,000	PE funding scheduled for 12/4/24	Laura Sutton

North Carolina Department of Transportation

Active Projects Under Construction - Alamance Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C203844	U-3109A	NC-119 RELOCATION FROM I-40/85 TO SR-1921 (MEBANE ROGERS RD/ STAGE COACH RD).	THALLE CONSTRUCTION CO., INC.	Howell, Bobby J	\$45,389,069.36	6/26/2017	1/28/2021	8/3/2017	1/31/2022	100.00	92.87
C204106	U-3109B	NC-119 RELOCATION NORTH OF SR-1921 (MEBANE ROGERS RD) TO SOUTH OF SR-1918 (MRS WHITE RD).	THALLE CONSTRUCTION CO., INC.	Howell, Bobby J	\$8,151,660.80	8/27/2018	11/28/2020	10/4/2018	5/15/2022	100.00	86.68
C204111	U-6015	BURLINGTON - GRAHAM SIGNAL SYSTEM	ALS OF NORTH CAROLINA LLC	Howell, Bobby J	\$7,938,392.20	10/29/2018	8/15/2021	2/11/2019	1/31/2022	100.00	85.77
C204603	I-5711	I-40/I-85 AND SR 1007 (MEBANE OAKS ROAD) IN MEBANE INTERCHANGE IMPROVEMENTS	ZACHRY CONSTRUCTION CORPORATION	Howell, Bobby J	\$12,865,732.71	4/26/2021	1/11/2024	4/26/2021	1/11/2024	16.00	17.75
C204626		RESURFACE 1 SECTION OF NC 87, 1 SECTION OF NC 49 AND 21 SECTIONS OF SECONDARY ROADS	FSC II LLC DBA FRED SMITH COMPANY	Lorenz, PE, Kris	\$4,639,570.37	6/3/2021	11/1/2022	6/28/2021	11/1/2022	23.50	15.23
DG00407		REPLACE BRIDGE #444 ON SR 1768 (HUGHES MILL ROAD) OVER JORDAN CREEK	SMITH-ROWE, LLC	Howell, Bobby J	\$620,550.15	6/3/2021	8/31/2022	9/23/2021	7/31/2022	42.00	74.05
DG00511		REPLACE BRIDGE #173 ON SR 1149 (HUFFMAN MILL ROAD) OVER BACK CREEK	R.E. BURNS & SONS CO., INC.	Snell, PE, William H	\$2,106,851.45	5/3/2021	10/25/2022	5/3/2021	10/25/2022	60.00	58.11
DG00521		REPLACE BRIDGE #164 ON SR 1113 (KIMESVILLE ROAD) OVER NORTH PRONG STINKING QUARTER CREEK	FSC II LLC DBA FRED SMITH COMPANY	Hayes, PE, Meredith D	\$1,418,242.53	6/21/2021	11/18/2021	6/21/2018	2/25/2022	100.00	42.64
DG00523		REPLACE BRIDGE #128 ON SR 2369 (SYLVAN ROAD) OVER CANE CREEK	FSC II LLC DBA FRED SMITH COMPANY	Hayes, PE, Meredith D	\$963,820.60	5/24/2021	8/22/2021	6/10/2021	11/3/2021	100.00	100.00
DG00527	HS-2007C	PLACEMENT OF THERMOPLASTIC PAVEMENT MARKING LINES ON VARIOUS SECONDARY ROADS THROUGHOUT THE DIVISION	TMI SERVICES INC.	Cvijetic, PE, Bojan	\$1,358,289.72	8/16/2021	12/31/2022				

We Make It Our Business to Connect Communities

Every day people in the Triad need to get to work, make appointments and access the many opportunities that each city individually and uniquely offers our citizens.

PART not only helps keep our communities connected, but we also play an important role in keeping 'a sense of adventure' going! Each of the cities in our 10-county network have wonderful and special features to enjoy. PART can make connecting easy and affordable.

As part of our new *Explore with Express* series, each month we will focus on different PART routes and share something interesting and fun about the communities these routes connect! This month's focus will be on our Route 1 Winston-Salem Express. The historic and beautiful City of Winston-Salem features many wonderful areas to explore that can be taken advantage of by using the PART system. Visitors can participate in Winston-Salem's *Cityside Treks*, a fun way to stroll the city utilizing the urban park trails and greenway system. PART's Route 1 makes getting to the downtown area easy for visitors interested in walking or biking adventures throughout the city.

Our buses are climate controlled, bike friendly, handicap accessible, have high back reclining seats and high ceilings. So ... sit back and enjoy the ride as you get out and enjoy what our neighboring communities have to offer.

Go to visitwinstonsalem.com to find your next adventure and utilize PART's Trip Planner at partnc.org/tripplanner, to make it an easy to get to adventure.

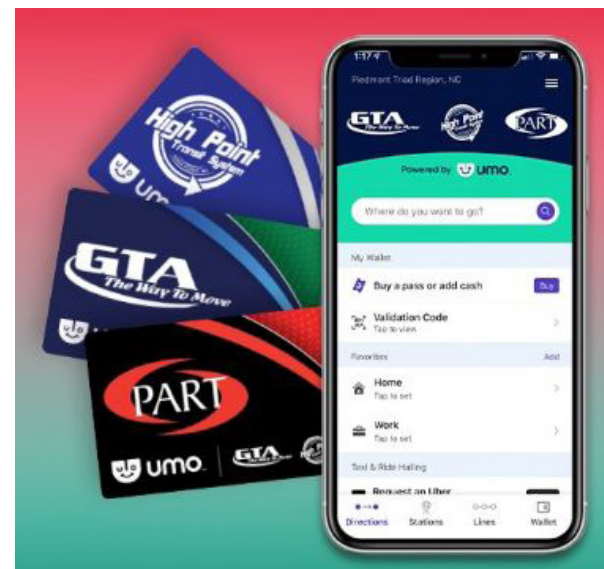


On The Go ... With Umo

As we travel into 2022, PART's TouchPass is not only changing the name, but adding new and exciting features, starting with the mobile app. We encourage you to download the new Umo Mobility App today. There are so many new features we don't want you to miss out! To get the new App visit the Apple Store or Google Play Store. The Umo Mobility App will keep PART riders moving efficiently by offering multi-modal journey planning, contactless payments and real-time travel information.

Umo is a simple and easy way for our customers to ride. There are two options, download the app on a smartphone, load funds directly through the app to your account and scan your QR code to pay when boarding. Or purchase a Umo Smartcard, load funds to the card and scan your card when boarding. If you use the Umo app, you will also be able to load passes and Umo cash for Greensboro Transit Agency (GTA) and High Point Transit System (HPTS).

Visit partnc.org/umo, contact our PART Call Center at 336-883-7278 or email umo@partnc.org for more information. Be sure to fully register your Umo account and ... we will load a free ride. **The TouchPass system will soon be gone ... so make the switch TODAY!**





No Need to Ride Alone!

With current concerns about our individual and collective impact on the environment, coupled with the fact that everyone likes to save money, community members often search for readily available, sustainable and relaxing transportation alternatives. That is where Vanpooling with PART can help.

The PART Vanpool Program provides eligible groups of five or more commuters with a 7 or 15 passenger van to use to commute to and from work. A month-to-month lease includes the vehicle, insurance, maintenance and gas.

At-A-Glance:

- Most economical for groups traveling 15+ miles one way to work.
- Monthly fares are based on the average daily round-trip miles the van travels each day.
- Monthly cost is divided among the riders. The more riders, the lower the cost!
- At least two members of the group need to qualify to be the primary driver and back-up driver.
- Most vans meet at a central location like a Park & Ride lot.

Not only are there personal benefits to participating in PART's Vanpool Program, but there are also positive environmental impacts associated with this form of ride sharing, such as reducing our carbon footprint and less traffic congestion.

For more information about our Vanpool Program go to partnc.org/vanpool.

Sharing Has Never Been So Easy

PART participates in a unique statewide rideshare system, known as Share the Ride NC (STRNC). This is a web-based tool that helps people quickly and securely find others to "share the ride" anywhere in North Carolina. Participants can utilize this innovative tool for daily commuting, single trips to local businesses, a ride to the airport, or to visit friends and family out of town. Whether you are offering to drive, or need a ride, sharing miles and expenses is a win for everyone.

Share the Ride NC is simple to use. An interested participant simply creates an account. We recommend you plan-ahead by setting up your profile before you need to connect. Once you are registered, you can check for matches. If a match doesn't come up right away ... you may find the perfect match the next time you check in. The more participants in the pool, the more options with similar schedules and destinations become available to match.

Your address and personal information will never be shared with others. Participants sign-up by using their email address, create a trip profile and then receive a list of potential trip partners. It is up to you to choose who to contact. You will communicate with your matches directly through your STRNC profile. There are no obligations or requirements, only opportunities to share the ride, save money, and reduce your carbon footprint.



TRANSIT

The average walk to and from most bus stops is less than 25 minutes



BIKE/WALK

Using mixed modes of transportation, like biking, reduces the walk to an average of 8 minutes

source: U.S. National Household Travel Survey