



**BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE MEETING**

TUESDAY DECEMBER 14, 2021 9AM

The meeting will be held remotely via Microsoft Teams

Any member of the general public who wishes to make public comment should send an email to wmallette@burlingtonnc.gov or (336) 513-5418 by Friday, December 10, 2021, 3:00 p.m. to receive the meeting login information or to have their comments read during the public comment portion of the meeting.

DRAFT AGENDA

1) Call to Order & Determination of Quorum Chairman

- Welcome and Introductions
- Membership Rollcall
- Changes to Agenda / Add On Items
- Speakers from the Floor – 3 minutes per speaker
- Approval of October 19, 2021 meeting minutes

2) Transportation Safety Plan Update Eric Tang, VHB

INFORMATION: VHB, Inc was contracted by NCDOT to develop the BGMPO Transportation Safety Plan and is tasked with providing TCC and TAC quarterly project updates. VHB will present an overview of the project scope, schedule, BGMPO 2022 performance targets, and public engagement strategies.

RECOMMENDATION/ACTION: 1) Receive information and discuss.

3) Complete Streets Implementation Update Ryan Brumfield, NCDOT

INFORMATION: NCDOT developed new Complete Streets project evaluation and implementation methodologies to identify multimodal needs, select appropriate facility types, and assess funding impacts. The proposed changes are expected to lead to more roadway projects receiving appropriate consideration of bicycle and pedestrian needs. FHWA recently approved bicycle lanes and walkways as proven safety countermeasures effective in reducing roadway fatalities and serious injuries.

RECOMMENDATION/ACTION: 1) Receive information and discuss.

4) 2024 – 2033 STIP Development Update Stephen Robinson, NCDOT

INFORMATION: NCDOT recently released the final P6.0 project quantitative scores for project submittals and concluded the P6 Prioritization cycle. As a result, NCDOT will have to adjust the STIP programming schedule and/or eliminate projects until such time funding becomes available. The Prioritization Workgroup and the NC Board of Transportation are meeting monthly through the end of 2021 to determine the process for programming the 2024-2033 STIP.

RECOMMENDATION/ACTION: 1) Receive information and discuss.

- 5) **FHWA Update** **Suzette Morales**
- 6) **NCDOT TPD Update** **Andy Bailey**
- 7) **NCDOT Division Engineer Report** **Stephen Robinson**
- 8) **Other Business** **Wannetta Mallette**
- MPO staff updates
 - Special Studies Planning Requests
 - CommunityViz
 - Landuse Subcommittee Meeting
 - Announcements from TCC Members
 - **Next Meeting Scheduled January 18, 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.

**BURLINGTON-GRAHAM URBAN AREA
TECHNICAL COORDINATING COMMITTEE
TUESDAY, OCTOBER 19, 2021
VIA MICROSOFT TEAMS
9 AM**

DRAFT MINUTES

MEMBERS PRESENT

Nishith Trivedi, Orange County (Chair)
Mike Nunn, Burlington (Vice Chair)
Justin Snyder, Graham
Nolan Kirkman, Burlington
Brandon Parker, Gibsonville
Taylor Perschau, Alamance County
Cy Stober, Mebane
Mark Kirstner, PART
Pamela DeSoto, Elon
Bonnie Guo, GoTriangle
John Andoh, Link Transit

NCDOT STAFF

Stephen Robinson, NCDOT Division 7
Daryl Vreeland, NCDOT-TPD
Tamara Njegovan, NCDOT Division 7

FHWA STAFF

Suzette Morales

BGMPO STAFF PRESENT

Wannetta Mallette
Blake Cashmore

Call to Order

Chair Nishith Trivedi welcomed all members and guests and called the October 19, 2021 TCC meeting to order at 9:02 a.m. Ms. Wannetta Mallette conducted the membership roll call and established a quorum. Chair Trivedi requested a motion to move agenda item #3 to agenda item #2. Mr. John Andoh made a motion to approve the revised agenda and Mr. Cy Stober seconded the motion. The motion passed unanimously by voice vote. Chair Trivedi made a request for public comments or speakers from the floor. There were no speakers from the floor and no public comments were made. Chair Trivedi then requested a motion to approve the minutes from the August 17, 2021 TCC meeting. Ms. Pam DeSoto made a motion to approve the August TCC meeting minutes and Mr. Stober seconded the motion. The motion passed unanimously by voice vote.

STIP Amendments – Link Transit

Mr. Andoh introduced himself as the Transit Manager of Link Transit for the City of Burlington. Mr. Andoh requested a TIP amendment for FTA 5307 operational, capital and paratransit grant funds. Mr. Daryl Vreeland clarified this was an amendment to the TIP that would trigger a request for inclusion in the STIP. Chair Trivedi requested a motion to recommend TAC approval of the Link Transit TIP amendment. Mr. Mike Nunn made the motion to approve and Mr. Mark Kirstner seconded the motion. The motion passed by unanimous voice vote.

FY 2020-2025 TIP Amendments

Mr. Blake Cashmore presented the STIP amendments adopted by the Board of Transportation in September and October 2021. Four project amendments to the BGMPO TIP were presented for approval. The first, HO-0009, was the addition of a statewide project that allocated funding toward an air quality awareness outreach program. The other amendments were modifications to existing local projects: U-6011, U-5844, and AV-5851. U-6011 is an intersection improvement project at US 70 and Huffman Mill Road. The proposed changes included delaying the ROW and construction schedule and a project cost increase to \$6 million. U-5844 is a road widening project along NC 62 that extends from Ramada Road to Church Street. The proposed changes included delaying ROW and construction and increasing the project cost to \$23.1 million. AV-5851 is a runway improvement project for the Burlington-Alamance Regional Airport. The proposed change is to delay construction to 2024. There being no questions, Chair Trivedi requested a motion to approve the September and October 2021 TIP amendments. Mr. Stephen Robinson made a motion to approve the amendments and Mr. Justin Snyder seconded the motion. The motion passed unanimously by voice vote.

Transportation Demand Management (TDM) Initiatives

Mr. Blake Cashmore presented the BGMPO TDM Initiative and its summary document. Mr. Cashmore defined TDM as a host of policies, programs and projects to reduce travel demand, or to redistribute demand. Mr. Cashmore stated that PART has expanded its TDM efforts to be more inclusive of Triad MPOs. Over this past summer, the BGMPO was invited to participate in TDM workshops hosted by PART in an effort to develop a regional program structure and identify TDM opportunities. Mr. Cashmore stated that BGMPO staff decided to expand upon these recommendations and build a local MPO TDM Program that could operate under PART's regional TDM umbrella. Mr. Cashmore stated that a robust and effective TDM program was necessary to counter the rising growth pressures faced by municipalities across the MPO. Mr. Cashmore transitioned to the summary document and explained that while it was not a traditional plan, it would allow the MPO to identify strategies and opportunities for evaluation. The primary focus

of the document was the TDM strategies or initiatives that will help increase transportation alternatives and TDM funding in the BGMPO region. Since the MPO does not have the capacity to pursue all strategies concurrently, BGMPO staff identified a few prioritized initiatives that could be practically achieved over the next 5 years.

Mr. Stober asked about interregional travel demand modeling data-sharing and wanted to ensure there is collaboration between jurisdictions. He added that with the emergence of crescent-based economies, there is an increased need for interregional travel and transportation options. Mr. Kirstner responded that PART is coordinating with regional travel demand modelers. He further explained that PART's TDM program primarily consists of its vanpool program and is looking to expand the pool of TDM programs and funding opportunities throughout the region. There being no further discussion, Mr. Kirstner made the motion to recommend approval of the BGMPO TDM Initiative. Mr. Snyder seconded the motion and the motion carried by unanimous voice vote.

2024-2033 STIP Development Update

Mr. Stephen Robinson gave a summary of the 2024-2033 STIP development process. Mr. Robinson reminded the TCC that the Prioritization 6.0 process was halted this past summer. However, NCDOT is federally required to update the STIP at least every 4 years. Mr. Robinson said the Prioritization Work Group is meeting monthly to make recommendations on how the next STIP will be developed and implemented. The Work Group reached consensus on a few items, including having a trustworthy and dependable STIP that includes a list of some committed and carryover projects from the existing STIP selected on a competitive basis. The 2024-2033 STIP will not include any new projects submitted through P6.0 process. Mr. Robinson presented the available statewide, regional and division level funding. Division 7 projects in the Division Needs category were \$9.9 million under budget while statewide mobility and regional impact projects costs were over budget. Mr. Robinson provided an overview of the multiple project selection scenarios for developing the new STIP. Chair Trivedi asked if there was a strong possibility committed STIP projects would be removed from the STIP. Mr. Robinson responded that it was a possibility, or projects may be reevaluated, removed, or transferred to developmental status. Chair Trivedi asked if SPOT 7.0 would allow for new projects. Mr. Robinson the Work Group is leaning toward Scenario 2 which allows for new project submittals during the SPOT 7.0 project cycle. Mr. Robinson stated he would share the Work Group presentation once the meeting minutes from the most recent Work Group are shared. Chair Trivedi cautioned the TCC not to rely on the preliminary recommendations of the Work Group as final as it is still a work in progress, citing the changes in the STIP funding analysis. Mr. Robinson confirmed that they are preliminary, and the Work Group is hoping to conclude their work by the end of 2021. Mr. Stober asked if the projects potentially removed from the STIP would compose a short list of projects that could be funded through the federal infrastructure bills. Mr. Robinson said there was discussions about this possibility but reiterated there are always

stipulations attached to how federal funding can be used. Ms. Mallette asked if there was a revised schedule for the release date of the quantitative scores. Mr. Robinson gave an estimate of early November 2021. Ms. DeSoto thanked Mr. Robinson for his presentation as it was helpful in responding to local stakeholders.

Agency Reports and Updates

FHWA: Ms. Suzette Morales reported any new Census data releases will be delayed until January 2022. Ms. Morales stated FHWA is working under a federal funding extension and awaiting the passage of the federal infrastructure bill. Chair Trivedi asked if the continuing resolutions are extended on a month-to-month basis. Ms. Morales clarified this is not a continuing resolution as those are for appropriations. This funding is granted through the Federal Highways Act and it is fairly common for multiple extensions to be approved before a new funding act is passed by Congress. Ms. Morales had no timeline for its approval as it depends on actions by the United States House and Senate.

NCDOT-TPD: Mr. Vreeland stated that NCDOT recently released the 2022 Safety Performance Targets for the BGMPO. While the MPO can develop their own, NCDOT recommends endorsement of the state targets. The MPO performance target adoption is due by February 27, 2022. Mr. Vreeland stated presentation and adoption of the BGMPO CTP has been temporarily delayed due to technical difficulties in the GIS software.

NCDOT-Division 7: Mr. Robinson gave the Division Engineer status report for projects within the BGMPO. He announced the traffic signal at NC 61 and I-85 NB/I-40 EB has been installed. Mr. Robinson will follow-up with Mr. Stober regarding the Old Hillsborough Road intersection.

BGMPO: Ms. Mallette informed the TCC that the Whitsett TAC representative Ken Jacobs passed away on September 28th and the new TAC representative is Gary Diehl. She announced the BGMPO Highway Safety Plan Project Team will hold its kick-off meeting late October. She will request VHB present to the TCC and TAC in December contingent upon the revised project schedule. The 2022 safety performance measures will be shared first with the Safety Subcommittee then presented to the TCC, and TAC for endorsement by their respective January meetings. Ms. Mallette issued the initial call for the FY 2023 Special Studies Projects grant funding. Mr. Cashmore gave an update on the CommunityViz program. The current step is to update the parcel layer to reflect the anticipated land use and development status in 2050. Mr. Cashmore requested the assistance of local jurisdictions in updating the parcel layers as they are most familiar with local development patterns and trends. He thanked local jurisdictions for their involvement thus far and reminded the TCC of the deadline to complete the update by October 29.

PART: Mr. Kirstner announced PART currently released the Household Travel Survey RFP and the deadline for responses is in the next two weeks. The pilot and full surveys will be conducted in the Spring and Fall of 2022, respectively. Mr. Kirstner stated the household survey will improve the outputs of the regional model and provide useful information to the MPOs about travel behaviors throughout the region. Mr. Kirstner then referenced the tour-based freight model which has been on-going since 2015. The model has been delayed due to the low number of surveys collected from drivers. Mr. Kirstner requested TCC staff to pass along any contacts within the freight industry to see if they would be interested in participating. The incentive for drivers has been increased to \$150.

DCHC: Chair Trivedi stated that DCHC and CAMPO are updating their 2050 Metropolitan Transportation Plan and invited the TCC to provide comments when the draft is released. The MTP is planned to be adopted, February 2022.

GoTriangle: Ms. Bonnie Guo provided an update of the Mebane Park and Ride Relocation Study. Two stakeholder meetings were held, and sites were identified through the initial screening process. GoTriangle plans to meet with the City of Mebane and PART to further discuss site selection criteria. Another coordination meeting is scheduled in December.

Adjournment

A TCC meeting was tentatively scheduled in December. There being no further business, Chair Trivedi adjourned the meeting at 10:05 a.m.



Safety Performance Measures – FHWA Assessment and 2022 Targets

Background

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our Strategic Highway Safety Plan (SHSP) (<https://spatial.vhb.com/ncdotshsp/>) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2019) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

North Carolina Safety Performance Target Achievement Determination

In early 2021, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2019 safety targets, based on the 5-year averages for 2015-2019 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level. Note that these CY 2019 targets were based off the goal outlined in the 2014 SHSP to reduce fatalities and serious injuries by half by 2030.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2019

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	1,214.7	1,410.0	1,363.0	No	No	No
Fatality Rate (5 Year Average)	1.097	1.192	1.214	No	Yes	
Serious Injuries (5 Year Average)	2,490.6	4,078.4	2,860.8	No	No	
Serious Injury Rate (5 Year Average)	2.228	3.422	2.522	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	403.7	515.6	436.2	No	No	

Table 2 below shows what this determination would look like if the state's methodology for establishing the CY 2019 goal (reducing fatalities and serious injuries by half by 2030) was applied to crash data specific to Burlington – Graham MPO.

Table 2: Burlington - Graham MPO Safety Performance Target Achievement Determination Summary for CY 2019

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	17.6	21.0	20.0	No	No	No
Fatality Rate (5 Year Average)	0.928	1.051	1.045	No	No	
Serious Injuries (5 Year Average)	38.9	74.6	44.6	No	No	
Serious Injury Rate (5 Year Average)	2.035	3.694	2.307	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	6.6	9.0	7.6	No	No	

2022 State Safety Performance Targets

2022 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at the following link:

[https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC%20Performance%20Measures%20\(Final%20HSIP%20CY%202022%20Targets\).pdf](https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC%20Performance%20Measures%20(Final%20HSIP%20CY%202022%20Targets).pdf)

Table 3: North Carolina Calendar Year 2022 Safety Performance Targets

Performance Measure	CY 2022
Number of Fatalities	1,254.9
Rate of Fatalities	1.057
Number of Serious Injuries	3,537.6
Rate of Serious Injuries	2.962
Number of Non-Motorized Fatalities & Serious Injuries	486.0

2022 Burlington – Graham MPO Safety Performance Targets

Table 4 below provides BGMPPO crash data and shows the safety performance targets when applied to the state's methodology (reducing fatalities and serious injuries by half by 2035).

Table 4: Burlington – Graham MPO Specific Safety Performance Targets

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	16.4	0.924	36.8	2.076	5.4
2009 - 2013	18.4	1.030	35.8	2.004	6.4
2010 - 2014	17.2	0.957	36.4	2.024	5.2
2011 - 2015	18.0	0.983	35.8	1.959	4.4
2012 - 2016	18.2	0.977	34.6	1.858	5.2
2013 - 2017	20.0	1.045	44.6	2.307	7.6
2014 - 2018	19.8	1.005	57.0	2.869	7.2
2015 - 2019	21.0	1.051	74.6	3.694	9.0
2016 - 2020	23.4	1.205	94.2	4.828	12.2
2022 Target	18.8	0.935	69.1	3.415	7.7

More detailed information can be found at the following link:

https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC_PerformanceMeasuresData_2022Targets_BurlingtonGrahamMPO.pdf

Next Steps

MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. NCDOT encourages additional coordination between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. **As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance.**



BURLINGTON-GRAHAM MPO

Transportation Safety Plan

TCC Update December 14, 2021

Presented by VHB



BURLINGTON - GRAHAM MPO
**TRANSPORTATION
SAFETY PLAN**

December 2021

FAST ACT and Transportation Performance Measures Requirements

- MAP-21 (2012) established the Federal framework for TPM and the FAST Act (2015) codified the process and requirements for USDOT, State DOTs, transit agencies and MPOs
- MPOs
 - Coordinate with state DOT, transit providers in the region
 - Establish targets
 - Support national goals and consider measures and targets in long range plans (MTPs)
 - Report progress to USDOT (States)

What is Transportation Performance Management (TPM)



A strategic approach that uses system information to make investment and policy decisions to achieve transportation system performance goals



TPM Rules for USDOT:

- ☐ Establish measures; identify data sources; define metrics
- ☐ Report to Congress
- ☐ Stewardship and oversight

TPM Rules for States & MPOs:

- ☐ Interagency coordination
- ☐ Establish targets
- ☐ Support national goals and consider measures and targets in long range plans
- ☐ Report progress to USDOT (States)



TPM Specific Areas of Focus

- MAP-21 (2012) established the Federal framework for TPM and the FAST Act (2015) codified the process and requirements for USDOT, State DOTs, transit agencies and MPOs
- MPOs
 - Coordinate with state DOT, transit providers in the region
 - Establish targets
 - Support national goals and consider measures and targets in long range plans (MTPs)
 - Report progress to USDOT (States)

TPM-Related Rules	Regulatory Chapter	
Statewide and Non-Metropolitan Planning; Metropolitan Planning	23 CFR 450 & 771, 49 CFR 613	Establishes goals and TPM framework
Safety Performance Measures (PM1)	23 CFR 490 (Subpart A & B)	Highway Safety: Data collection, reporting, target setting and programming approach
Highway Safety Improvement Program (HSIP)	23 CFR 924	
Highway Asset Management Plans for NHS	23 CFR 515 & 667	Highway Assets: Data collection, reporting, target setting and programming approach
Pavement and Bridge Condition Measures (PM2)	23 CFR 490 (Subpart A, C & D)	
Performance of the NHS, Freight, and CMAQ Measures (PM3)	23 CFR 490 (Sub. A, E, F, G, H)	System Performance: Reporting and target setting for highway mobility, freight, and emissions
Transit Asset Management Rule	49 CFR 625, 630	Transit Assets: Data collection, reporting, target setting and programming for FTA recipients



Transit Safety Performance Measures Targets

- Not part of the current BGMPO Transportation Safety Plan scope
- Transit Agencies coordinate with MPOs
- Additional info at <https://www.transit.dot.gov/PTASP-TAC>

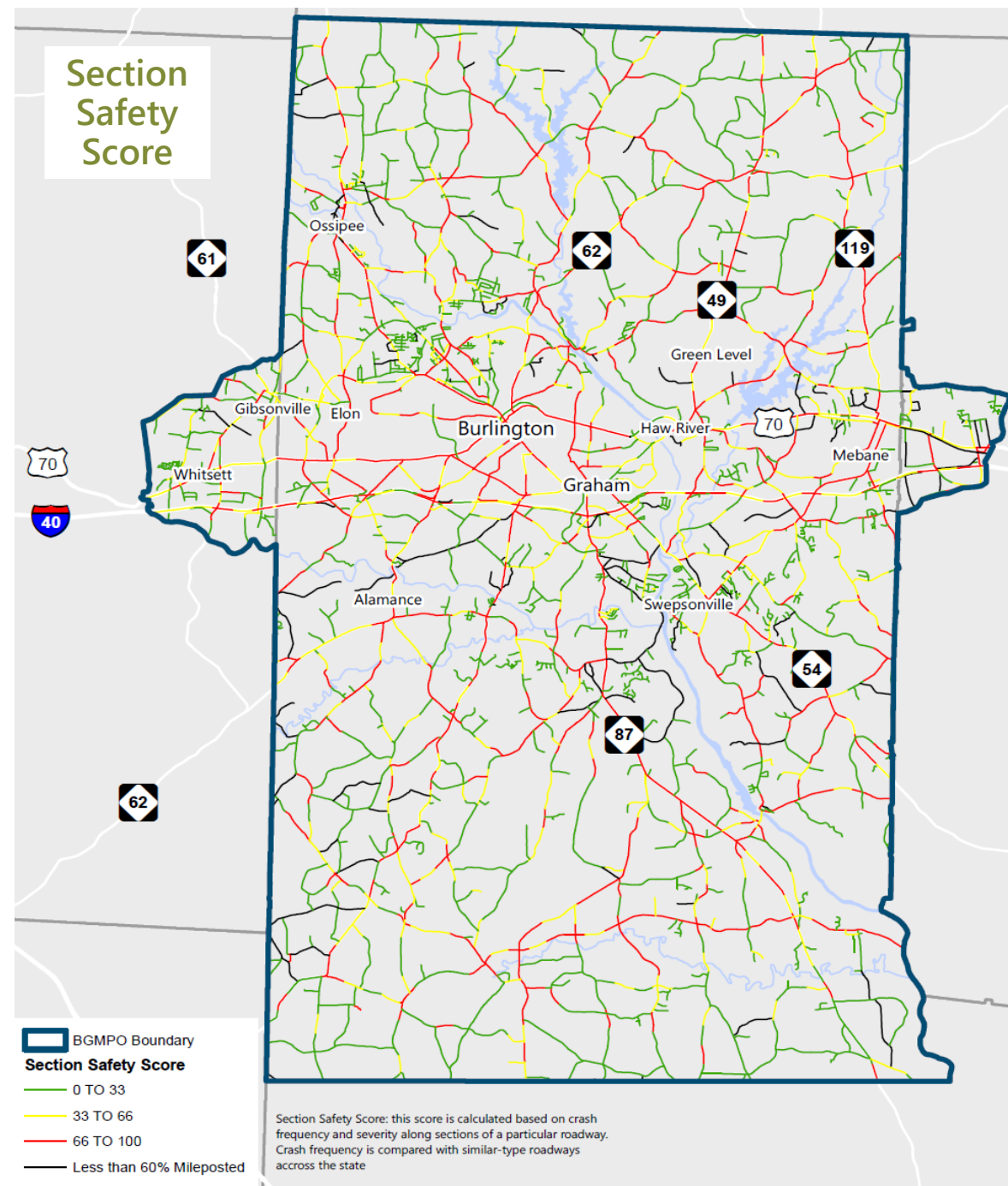
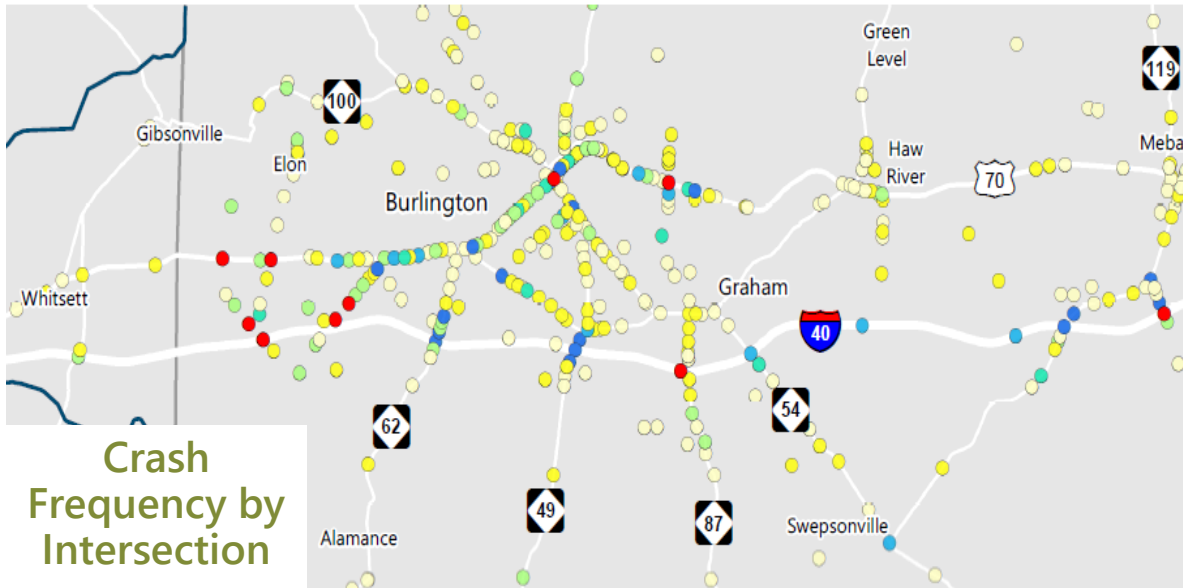
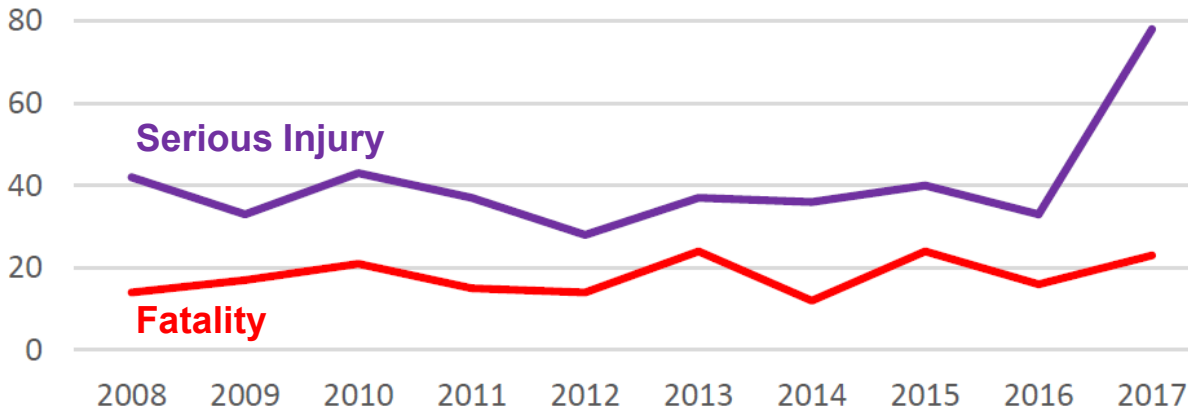
FTA's Four Safety Performance Measures

- FTA establishes four safety performance measures in the National Public Transportation Safety Plan
 1. Fatalities
 2. Injuries
 3. Safety Events
 4. System Reliability



Crashes

BGMPO Fatal & Serious Injury Trends (All vehicle types)



10 Critical Intersections in MTP (2014-2018)

Rank	Intersection	Total Crashes (2014 - 2018)	Fatal & Type A Injury Crashes (2014 - 2018)
1	I 40 at University Dr (SR 1226)	180	0
2	US 70 S Church St at University Dr (SR 1226)	142	2
3	University Dr (SR 1226) at Boone Station Dr (SR 1301)	122	1
4	I 40 at NC 87 S Main St	112	1
5	Huffman Mill Rd (SR 1158) at Garden Rd (SR 1308)	105	0
6	US 70 N Church St at N/S Graham Hopedale Rd (SR 1716)	104	2
7	US 70 N/S Church St at NC 87 E/W Webb Ave	103	3
8	I 40 at Mebane Oaks Rd (SR 1007)	101	1
9	Huffman Mill Rd (SR 1158) at Forestdale Dr	94	0
10	US 70 S Church St at S Williamson Ave/St. Marks Church Rd (SR 1301)	88	1

Safety Performance Measures Data-BGMPO

- Safety targets set every year
- NCDOT calculates the data for each MPO region in NC
- BGMPO can sign on to statewide targets or adopt a separate set of targets
- Can adopt a more aggressive schedule for crash reduction
- Currently not meeting the existing crash reduction targets

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non- Motorized Fatalities and Serious Injuries (5 Year Average)
2012-2016	18.2	0.977	34.6	1.858	5.2
2013-2017	20	1.045	44.6	2.307	7.6
2014-2018	19.8	1.005	57.0	2.869	7.2
2015-2019	21	1.051	74.6	3.694	9.0
2016-2020	23.4	1.205	94.2	4.828	12.2
2022 Target	18.8	0.935	69.1	3.415	7.7



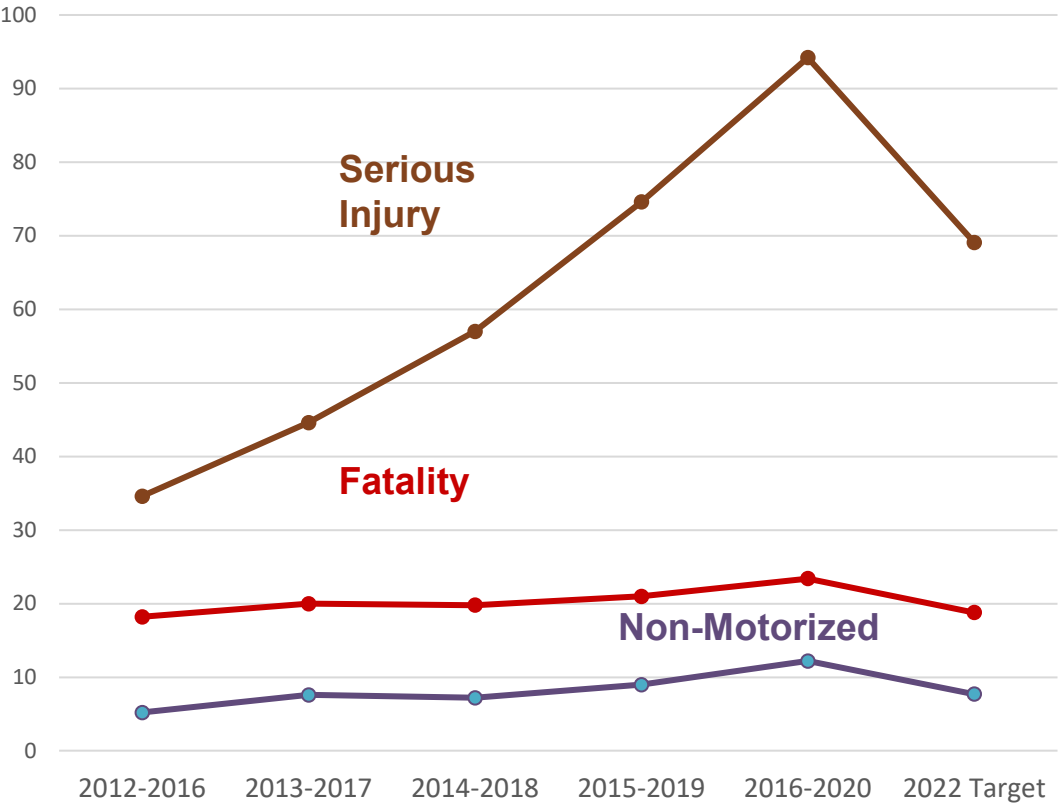
Statewide Targets (CY 2021 by December 31, 2021)

Category	Reduce by (Percentage)	Numbers
Fatalities	-4.20%/year	1,427.2 (2015-2019 avg.) to 1,309.9 (2017-2021 avg.)
Fatality Rate	-4.35%/year	1.208 (2015-2019 avg.) to 1.105 (2017-2021 avg.)
Serious Injuries	-3.24%/year	3,905.0 (2015-2019 avg.) to 3,656.1 (2017-2021 avg.)
Serious Injury Rate	-3.35%/year	3.281 (2015-2019 avg.) to 3.065 (2017-2021 avg.)
Non-Motorized Fatalities & Serious Injuries	-3.65%/year	543.4 (2015-2019 avg.) to 504.4 (2017-2021 avg.)

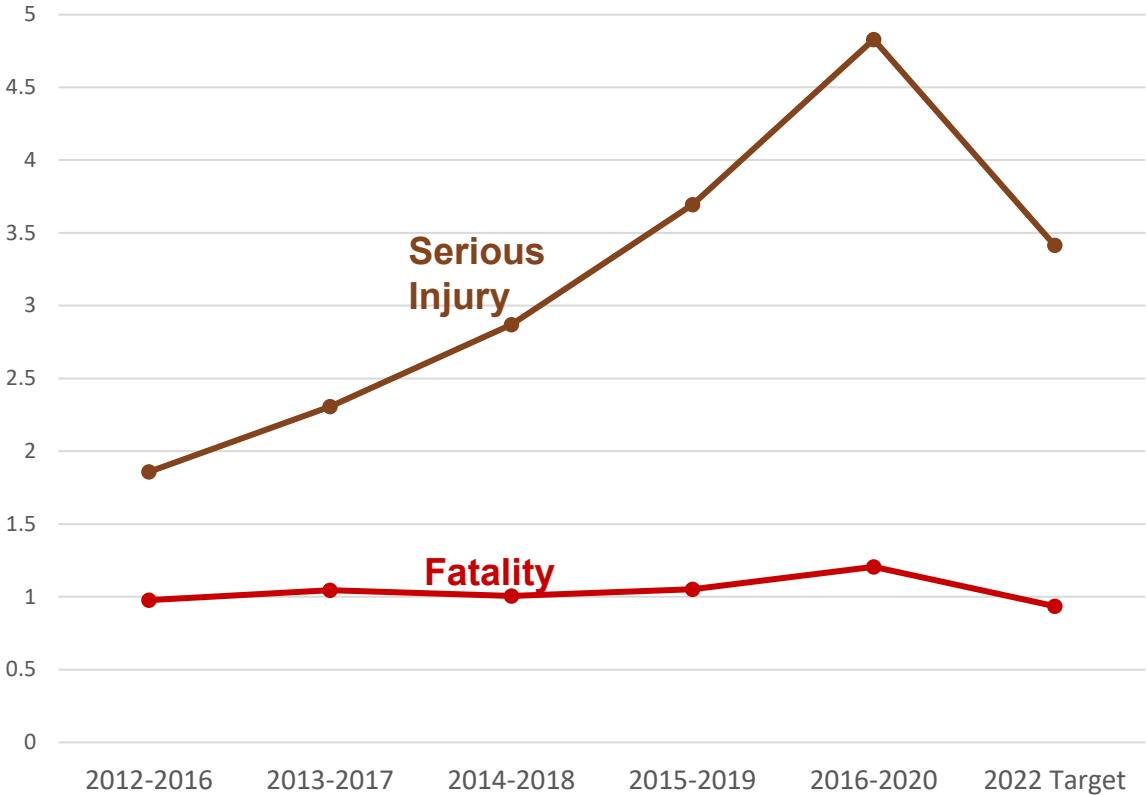


Safety Performance Measures Data-BGMPO

BGMPO Fatal & Serious Injury Trends



BGMPO Fatal & Serious Injury Rate Trends



BGMPO Safety Targets Adoption

- Usually in late fall, every year
- CY 2021 targets adoption example below

NOW THEREFORE, BE IT RESOLVED, that the BGMPO 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*:

North Carolina Calendar Year 2021 Safety Performance Targets	
<i>Performance Measures</i>	<i>CY 2021</i>
Number of Fatalities	1,309.9
Rate of Fatalities	1.105
Number of Serious Injuries	3,656.1
Rate of Serious Injuries	3.065
Number of Non-Motorized Fatalities & Serious Injuries	504.4

Now therefore, be it further resolved, that by approval of this resolution, an amendment is hereby made to the 2045 MTP adopted on June 16, 2020 by the Burlington – Graham MPO.

Date: _____

By: _____

TAC Chair



How are Safety Improvements Funded?

- Programming in the STIP through the SPOT (STI) Prioritization
- HSIP Safety funding category
- Locally-funded transportation improvements
- Routine maintenance for small improvements (restriping)
- High Impact Low-Cost projects (Division-led selection)
- Intersection/modernization improvements and pedestrian improvements can lead to crash reductions



Image courtesy of the Times-News.com





BGMPO

Transportation

Safety Plan Process

and Key Tasks

Transportation Safety Planning and Vision Zero



Safe System Approach



Death/serious injury is unacceptable



Responsibility is shared



Humans make mistakes



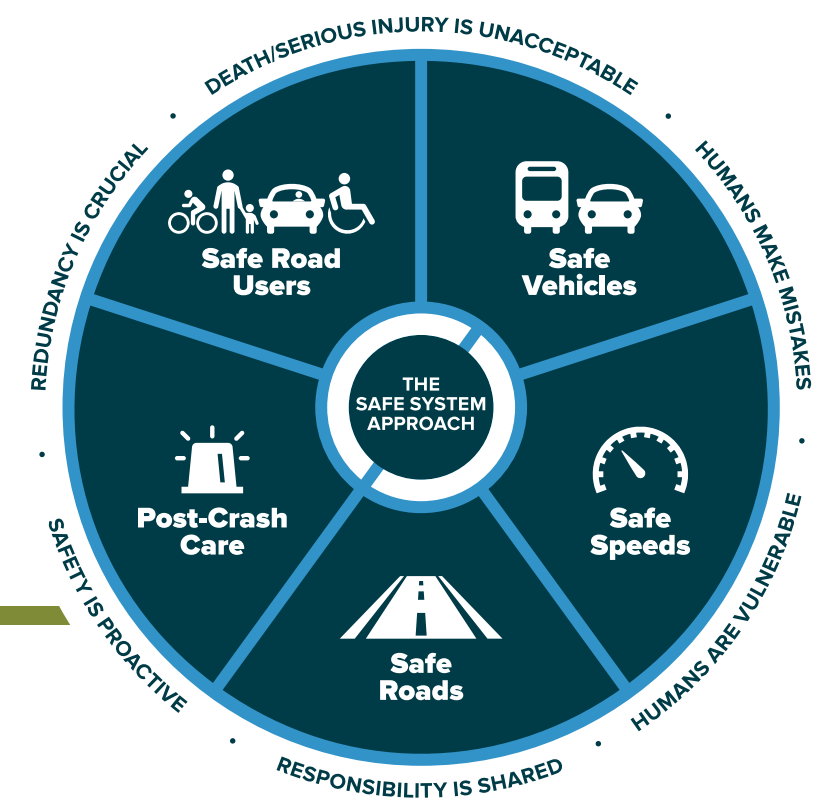
Safety is proactive



Humans are vulnerable



Redundancy is crucial

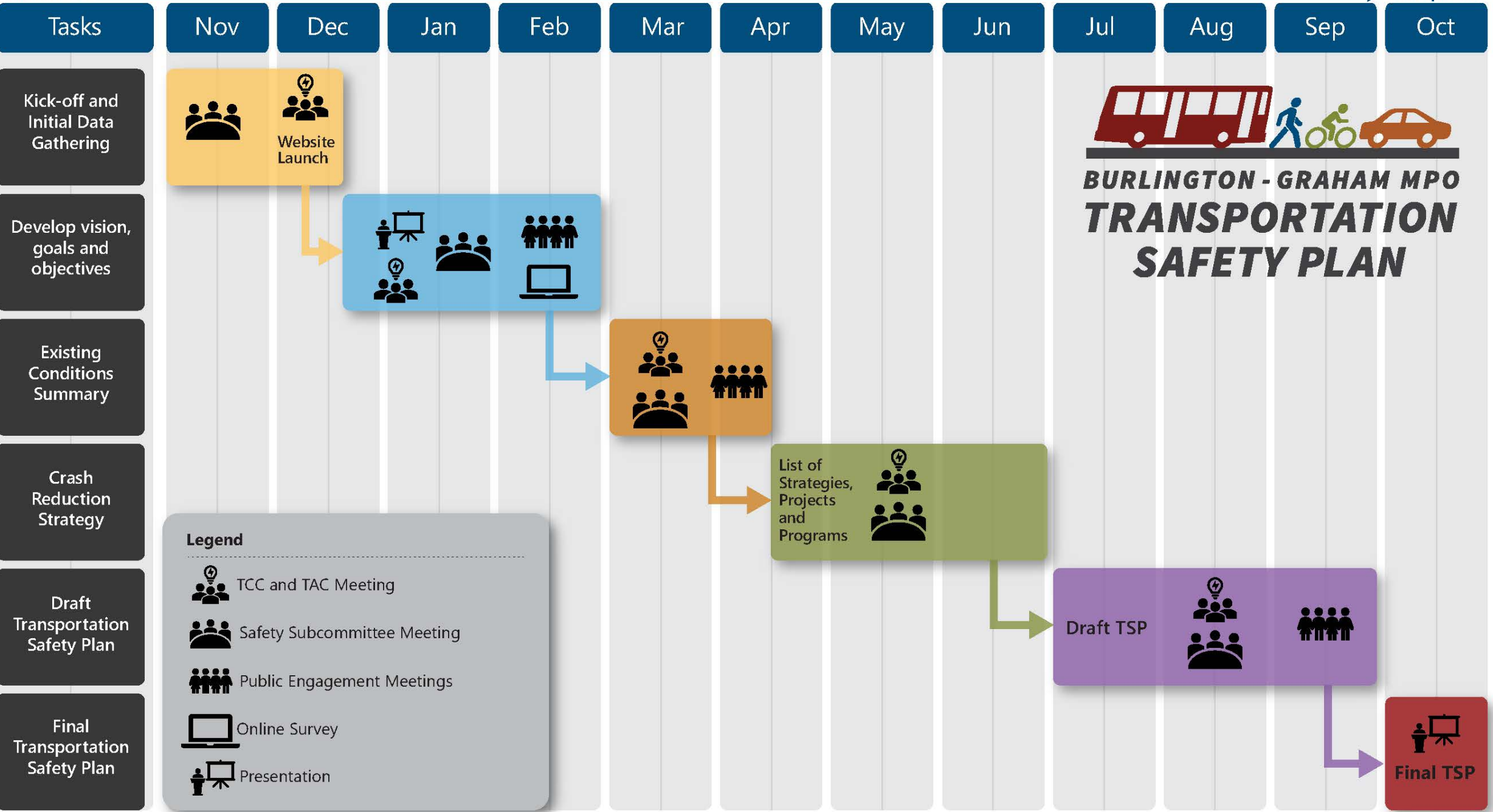


Source: FHWA

BGMPO Transportation Safety Plan

- Data-Driven Safety Planning Process
 - Identify Stakeholders and Public Outreach
 - Collect and Analyze Data
 - Select Goals
 - Identify Focus Areas
 - Determine Strategies
 - Develop Plan Document





Schedule

- Website - December 17, 2021
- Safety Subcommittee Meetings in 2022
 - January, March, May, July, September
- Public Meetings in 2022
 - February, May, September
- Existing Conditions Summary – February 2022
- Strategies – May 2022
- Draft Plan – August 2022
- Plan Completion October 2022



TCC and TAC Expectations

- Help share public engagement materials and links through your local lists/municipal websites and social media
- Provide feedback regarding transportation safety concerns and opportunities
- Review and adopt the Transportation Safety Plan





Public Engagement Recommendations and Opportunities

Public Engagement Opportunities Discussion

- Development of Public Engagement Approach
 - Pop-up outreach at festivals and public events
 - Key stakeholder groups
 - Equity-focused groups
 - Website (BGMPOTransportationSafetyPlan.com)
- Press Release Development and Distribution
 - December 17, 2021, along with website
 - New media groups
 - Active news sources
- Three Public Meetings





Transportation Safety Plan Vision and Goals

MTP Vision Example

Vision

Getting There 2045 will support investment in a multimodal transportation network for a vibrant and prosperous Burlington-Graham region, where:

- Residents of all ages have access to opportunities and a good quality of life
- Businesses can grow and thrive
- Natural and cultural resources of the region are protected



Safety Plan Vision and Goals-Greensboro Example

- *The goal of Vision Zero Greensboro is to make transportation safety a top priority. Stakeholder collaboration and community engagement will be key to moving towards zero fatal and serious injury crashes by 2040*
- Greensboro objectives
 - Prevent crashes resulting in fatalities and serious injuries
 - Promote a safety systems approach to transportation in Greensboro
 - Engage partners and the public to foster a culture of safety



Brainstorming: Vision and Goals

- What is an appropriate goal for the BGMPO plan?
- Aspirational and interim goals?
- How should the region balance future development with safety goals?



Next Steps

- Collect relevant background documentation / crash data
- Develop list of stakeholders
- Schedule Meeting #2 with Safety Subcommittee and TCC/TAC meetings in January
- Finalize Public Engagement Plan
- Website to go live and press release December 17, 2021



Any Additional Questions or Comments?

- **Wannetta Mallette**

BGMPO Administrator

(336) 513-5418

wmallette@burlingtonnc.gov

- **Eric Tang**

VHB Consultant team

etang@vhb.com

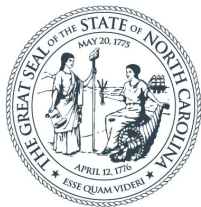
- **Lyuba Zuyeva**

VHB Consultant team

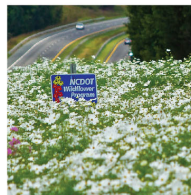
(704) 960-8991

lyuyeva@vhb.com





NORTH CAROLINA Department of Transportation



Complete Streets Updates

Ryan Brumfield, PE
Director, Integrated Mobility Division

November 19, 2021

Agenda

- Complete Streets policy and goals refresher
- Current implementation challenges
- Proposed methodology and approach
- Next Steps



Complete Streets Goals

- Reduce pedestrian and bicycle crashes and eliminate unsafe conditions
- Improve access and mobility for those without a vehicle
- Enhance quality of life by providing transportation choices
- Ensure NCDOT has an equitable transportation system that works for everyone



Complete Streets – Previous Policy

Complete Streets Policy (July 2009)

Complete Streets Planning and Design Guidelines
(July 2012)





Complete Streets 2.0

- An evaluation in 2018 identified obstacles that prevented full implementation of the Complete Streets Policy.
- Recommendations
 - Created an internal Core Technical Team (CTT) to guide development of recommendations
 - Update and strengthen policy language
 - Embed Complete Streets elements in project delivery
 - Examine cost-share requirements within NCDOT internal policy language
 - Examine and update NCDOT Complete Streets policies and processes

Core Technical Team

Integrated Mobility Division

Division of Highways

Chief Deputy Secretary's Office

ADA/Title VI Office

Environmental Policy Unit

Mobility & Safety

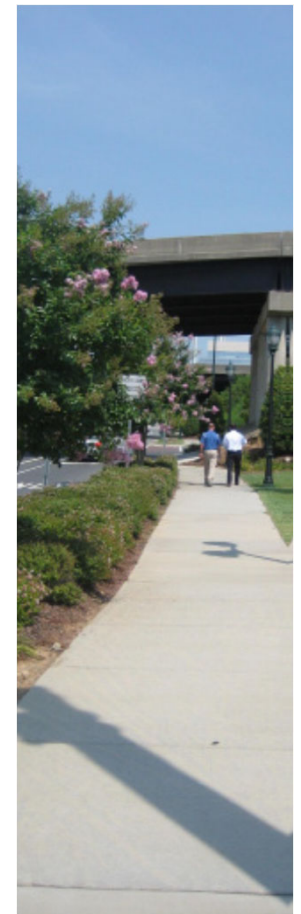
Planning & Programming

Rail Division

Roadway Design Unit

Technical Services

Transportation Planning
Division



NCDOT

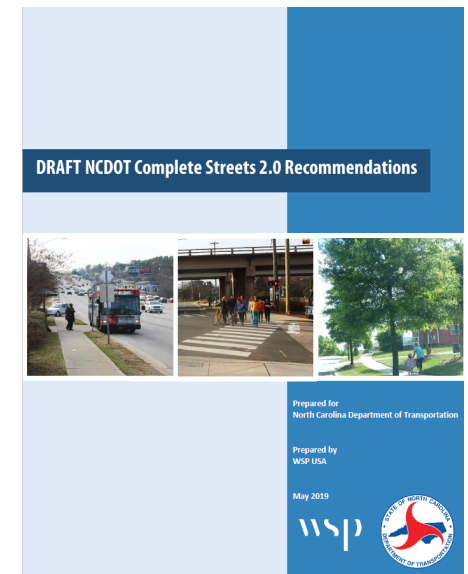
Complete Streets – Updated Approach

NCDOT Complete Streets 2.0 Recommendations – Action Plan

Complete Streets Policy (August 8, 2019)

Complete Streets Implementation Guide

Frequently Asked Questions (FAQs)



Implementation Challenges

Inconsistent implementation

Lack of standards and need to streamline

Policy gaps in key areas (e.g., maintenance)

Unclear integration with other policies, procedures and processes (e.g., PDN, ATLAS)

Limited metrics, data and tracking

Need for enhanced training

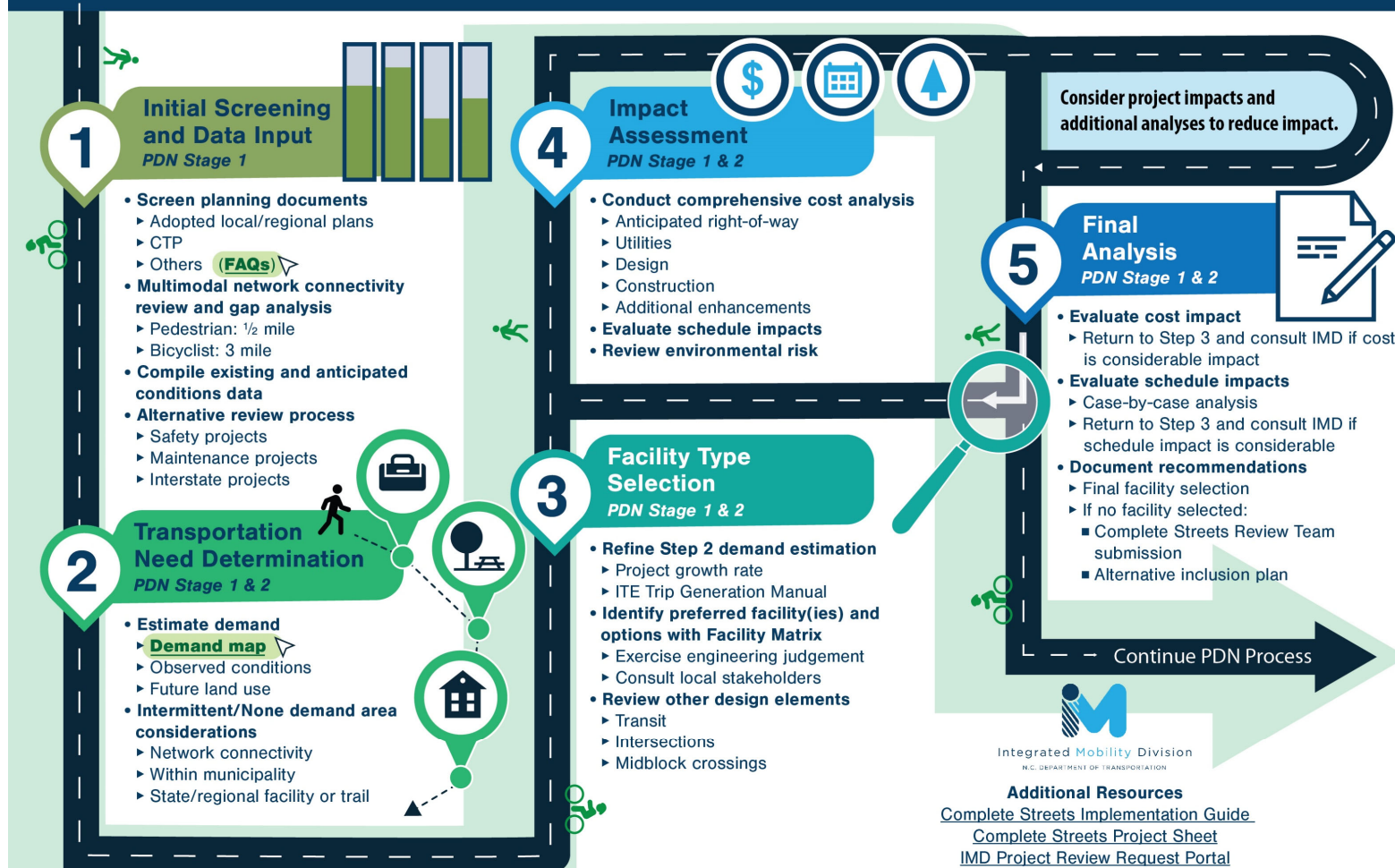
Proposed Implementation Improvements

- New project evaluation methodology to identify multimodal needs, select the appropriate facility type, and assess impacts.
- Modifications to the Implementation Guide to integrate new evaluation methodology and to clarify key guidance areas, including:
 - Clarify that NCDOT pays for complete streets accommodations when a need is identified and the enhancements are in a plan.
 - Clarify that maintenance agreements are needed for all separated facilities, with exceptions in cases of high demand/risk.
- Enhanced training, technical assistance, and program management by IMD.

Notes on New Evaluation Methodology

- No changes to the Policy, only to the implementation approach.
- New project methodology is standardized and streamlined, and will guide project managers through a process of identifying needs, selecting the appropriate facility type, and estimating added impacts to the project.
- New analysis tools will be supplemented by local coordination, site observations, and project-specific data to ensure needs are appropriately identified and addressed.
- New approach better integrates Complete Streets evaluation into project development and will lead to more consistent inclusion of appropriate bicycle and pedestrian facilities on NCDOT projects statewide.

The Complete Streets Evaluation Methodology process serves as guidance to aid in the evaluation of highway projects for Complete Streets incidental improvements. This guidance is intended to support Project Leads and Managers throughout the PDN stages, beginning with all five steps in PDN Stage 1 and select steps revisited in PDN Stage 2. Project Leads and Managers should supplement this process with local conversations, detailed analysis of conditions, and engineering judgement to design the appropriate facility to meet identified needs.

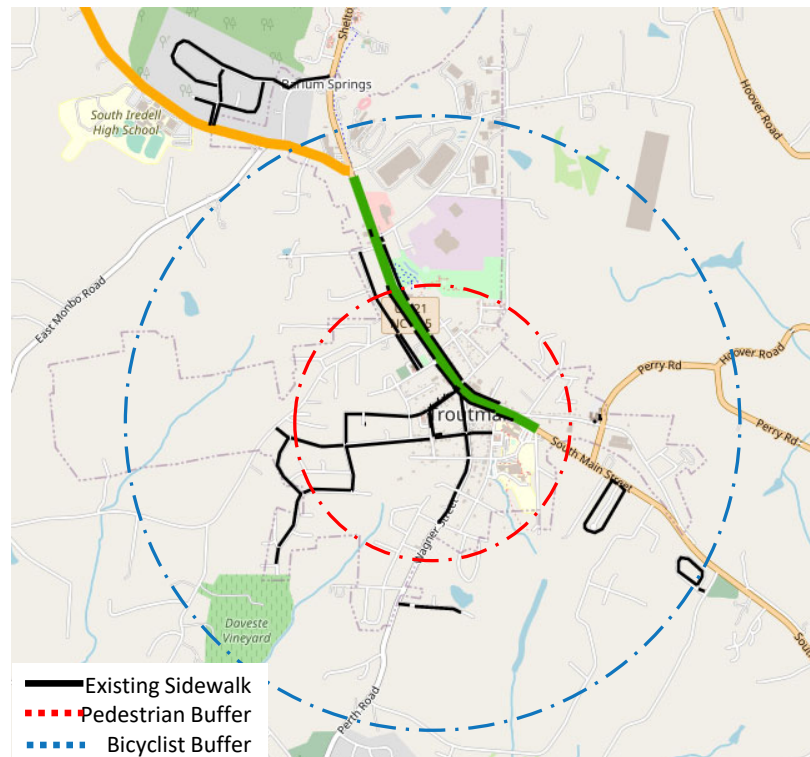




Initial Screening and Data Input

PDN Stage 1

- Screen planning documents
 - Adopted local/regional plans
 - CTP
 - Others (See [FAQs](#))
- Multimodal network connectivity review and gap analysis
 - Pedestrian: ½ mile
 - Bicyclist: 3 miles
- Compile existing and anticipated conditions data (e.g., crash data)
- Alternative review process
 - Safety projects
 - Maintenance projects
 - Interstate projects

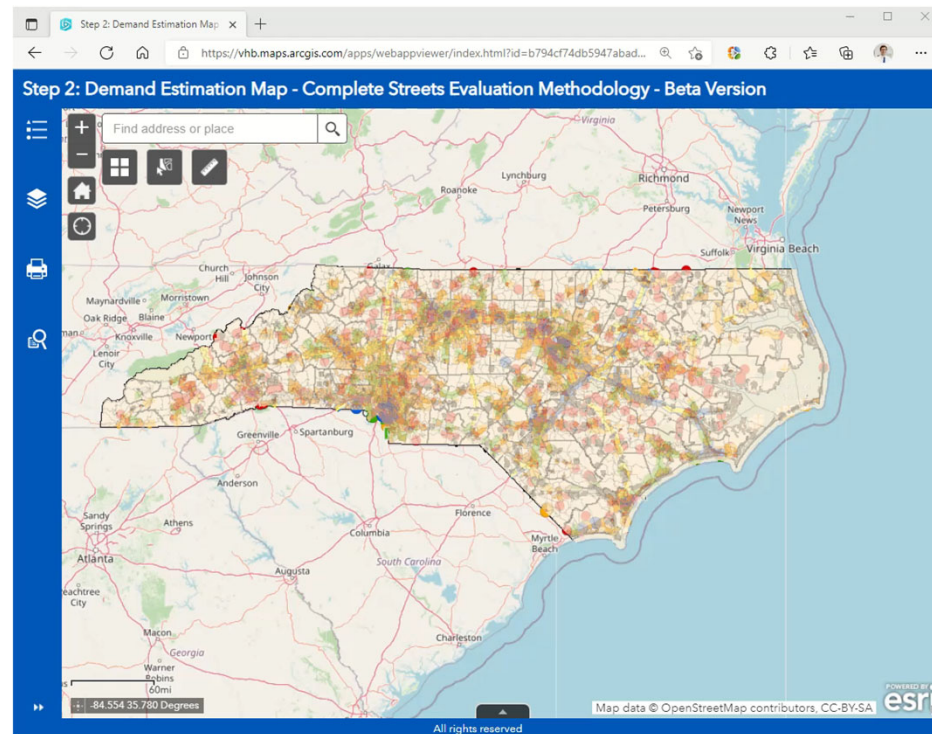




Transportation Need Determination

PDN Stage 1 & 2

- Estimate demand using map tool, supplemented with other information
 - Demand map (see right)
 - Observed conditions
 - Local conversations
 - Future land use
- Estimated demand in mapping tool is based on population density, employment density, and zero vehicle household density.
- Intermittent/None demand area considerations
 - Network connectivity
 - Within municipality
 - State/regional facility or trail

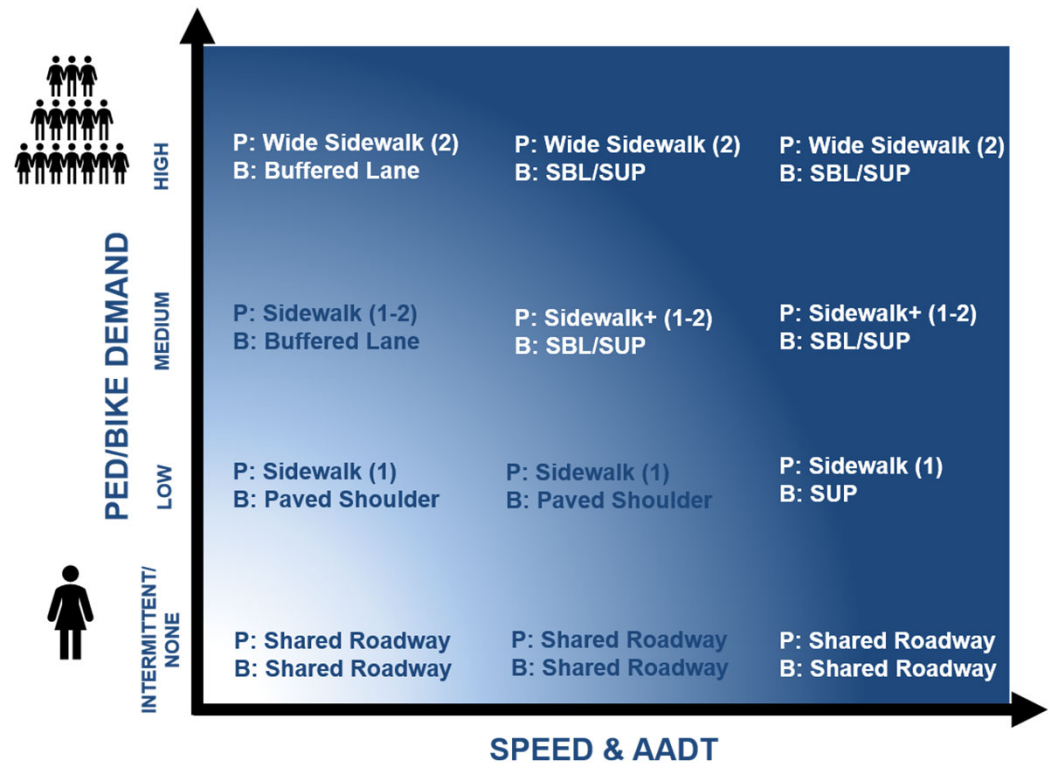




Facility Type Selection

PDN Stage 1 & 2

- Refine Step 2 demand estimation
 - Project growth rate
 - ITE Trip General Manual
 - Local consultation
- Identify preferred and option facility types with Facility Selection guidance
 - Facility Selection Matrix (example application)
 - Exercise engineering judgement
 - Consult local stakeholders
- Review other design elements
 - Transit
 - Intersections
 - Midblock crossings
 - Accommodation of future needs (e.g., future regional trail in ROW)





Facility Selection Matrix Tool

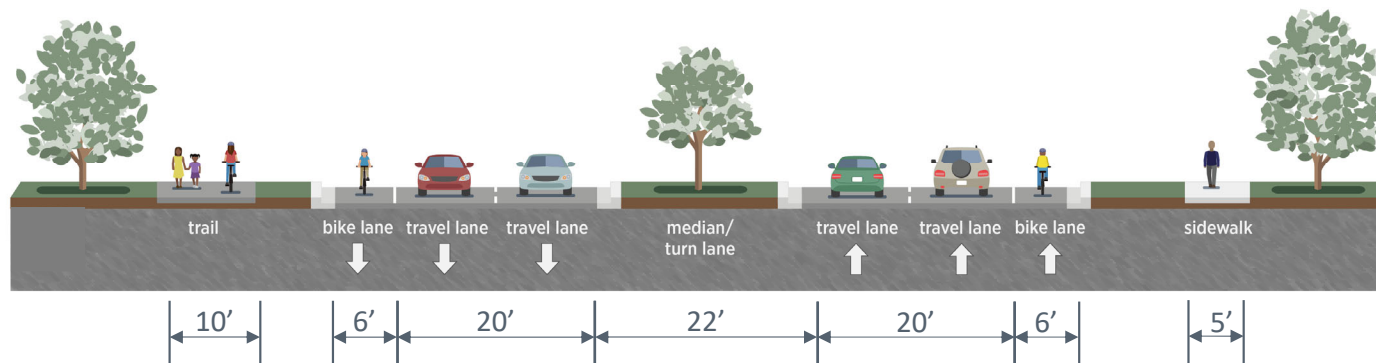
		AADT and Roadway Configuration			
Operating Speed		Operating speed 35 mph or less	Any cross section with designs supporting operating speeds above 35 mph		
Pedestrian and Bicycle Demand		<6,000 AADT (2 or 3 Lanes)	≥6,000 AADT (2 or 3 Lanes)	4 Lane Divided	>4 Lanes
	High	P: Wide Sidewalk (2) O: Sidewalk (2) B: Buffered Bicycle Lane O: Bicycle Lane, Shared Lane	P: Wide Sidewalk (2) O: Sidewalk (2) B: SBL/SUP O: Buffered Bicycle Lane, Bicycle Lane		
	Medium	P: Sidewalk (1-2)* B: Buffered Bicycle Lane O: Bicycle Lane, Shared Lane	P: Sidewalk + Expanded Buffer (1-2)* O: Sidewalk (1-2)* B: SBL/SUP O: Buffered Bicycle Lane, Bicycle Lane		
	Low	P: Sidewalk (1) O: Paved Shoulder (width TBD), No Facility/Shared Roadway B: Paved Shoulder (width TBD) O: Shared Roadway/No Facility	P: Sidewalk (1) O: Paved Shoulder (width TBD) B: Paved Shoulder (width TBD) O: Shared Roadway/No Facility	P: Sidewalk (1) O: Paved Shoulder (width TBD) B: SUP O: Paved Shoulder (width TBD), Shared Roadway/No Facility	
	Intermittent / None	B: Shared Roadway/No Facility			



Impact Assessment

PDN Stage 1 & 2

- Conduct comprehensive cost analysis
 - Anticipated right-of-way
 - Utilities
 - Design
 - Construction
 - Additional enhancements
- Evaluate schedule impact
- Review environmental risk



Conceptual cross section, illustration only



Final Analysis

PDN Stage 1 & 2

- Evaluate cost impact
 - Projects that exceed a 10% cost increase would be subject to greater scrutiny.
 - Review of NCDOT let lists has shown typical Complete Streets increase is 2%-10%.
 - Return to Step 3 and consult IMD if cost impact is considerable.
 - Discuss project modifications with LGA to manage cost.
- Evaluate schedule impact
 - Case-by-case analysis.
 - Return to Step 3 and consult IMD if schedule impacts are considerable.
 - Discuss project modifications with LGA to manage cost.
- Document recommendations
 - Final facility selection.
 - If no facility recommended, submit Complete Streets Review Team report for review and develop alternative inclusion plan.

Summary of Internal Comments

- **Maintenance** – Maintenance agreements, maintenance projects, maintaining on-road facilities.
 - Updated Implementation Guide requires maintenance agreements for separated facilities, with some exceptions.
 - Maintenance workgroup forming.
- **Demand estimation** – Demand estimation map may overestimate demand in some areas. Guidance clarifies that tools are to supplement other information.
- **PDN stages** – Clarity needed on evaluation timing in the PDN process. PDN harmonization workgroup forming.
- **Varying demand** – Guidance needed on projects crossing demand levels. Guidance added.

Summary of Internal Comments

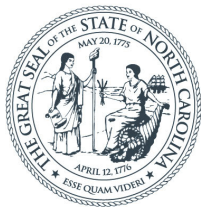
- **Cost impact** – Guidance on appropriate cost impact thresholds needed. Cost impact workgroup forming.
- **Betterments** – What to do when municipality wants more than recommended. Guidance clarifies that facility desires above recommendation are betterments.
- **Alternative inclusion plan** – Guidance needed on alternative inclusion plan when need is not recommended to be addressed on subject project. Guidance added.
- **Paved shoulder policy** – Unclear paved shoulder policy for 3R projects. Guidance clarified.
- **Applicability to unique project types** – How/if to apply methodology to spot safety, maintenance, and MPO/RPO-funded projects on state roads. Ongoing discussions.

Next Steps

- Finalization of methodology and approach, culminating with release of evaluation methodology and updated Implementation Guide.
- Workgroups meet to develop additional guidance around PDN, cost, and maintenance.
- Training and ongoing technical assistance provided by IMD. Emphasis on project evaluation, including supplementing analysis tools with local coordination and observations of project area.
- Data and lessons learned tracked closely, leading to further process refinement.

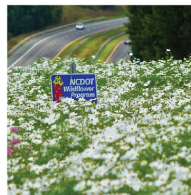
Final Notes

- Proposed changes will lead to more projects receiving appropriate consideration of bicycle and pedestrian needs.
- NCDOT recognizes that local coordination is critical to ensure the Complete Streets Policy is implemented properly, particularly in terms of identifying bicycle and pedestrian needs and facility selection.
- Ongoing discussions and feedback will lead to refinement and continual improvement in how the Complete Streets Policy is implemented.



NORTH CAROLINA

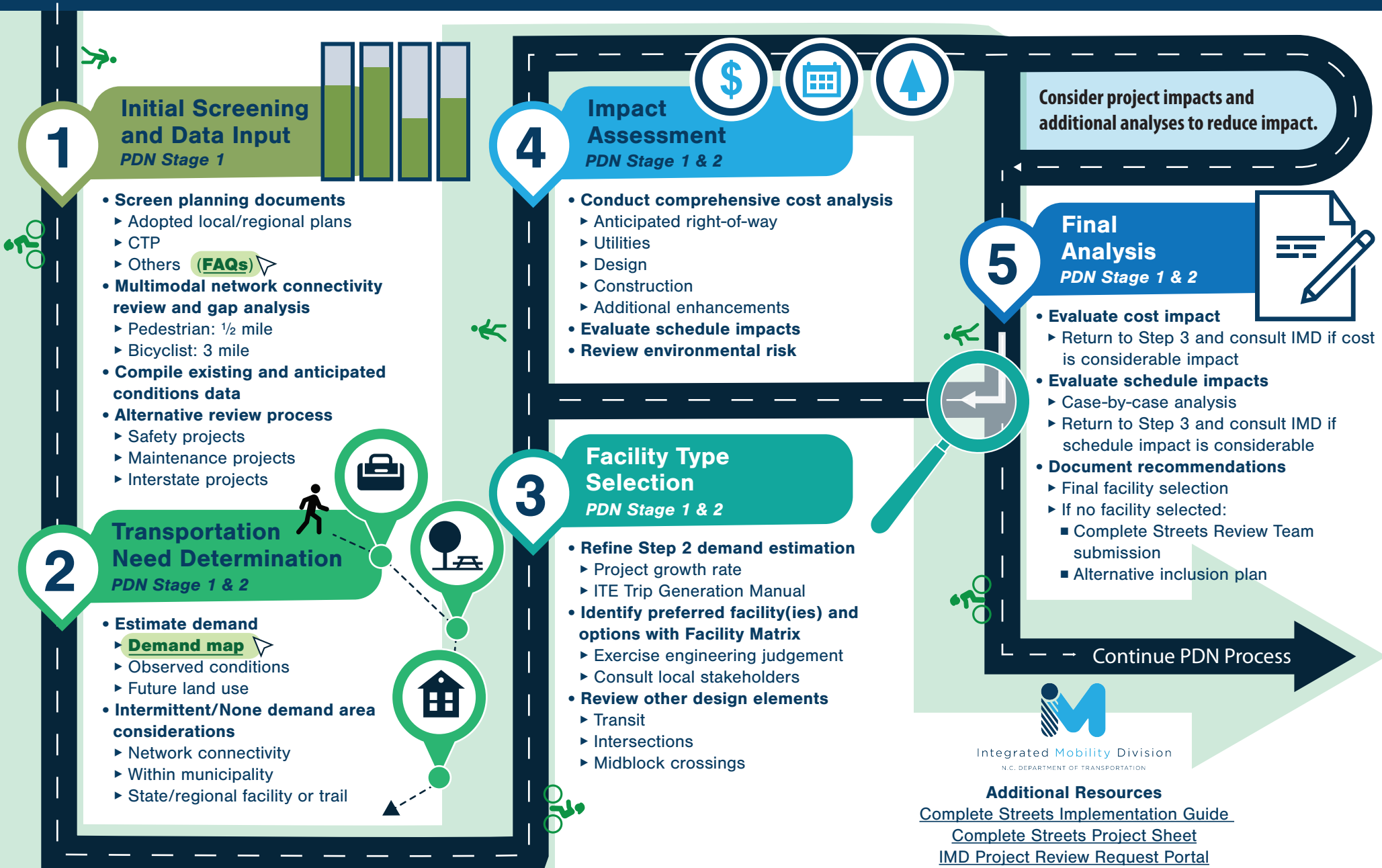
Department of Transportation



Questions/Discussion

Ryan Brumfield, PE
rmbrumfield@ncdot.gov
919-707-2601

The Complete Streets Evaluation Methodology process serves as guidance to aid in the evaluation of highway projects for Complete Streets incidental improvements. This guidance is intended to support Project Leads and Managers throughout the PDN stages, beginning with all five steps in PDN Stage 1 and select steps revisited in PDN Stage 2. Project Leads and Managers should supplement this process with local conversations, detailed analysis of conditions, and engineering judgement to design the appropriate facility to meet identified needs.





NORTH CAROLINA
Department of Transportation

P6 Workgroup Meeting

November 9, 2021

Today's Topics

- Goals, Schedule, Recap
- 2024-2033 STIP Development
 - Applying Normalization
 - Committed Project Eval Method
 - Parking Lot Items
- Discussion



Overall Goals / Task

Overall Goals with the revitalized P6 Workgroup

- Develop trustworthy and dependable STIP (fiscally constrained)
- Produce 24-33 STIP using current STIP project list with transparency
- Have an opportunity to fund new projects in P7 scoring (all 22 categories)
- Ensure process is grounded in state/federal requirements

Accomplishments / Consensus

- Schedule and goals
- Overall Method
- Delivery Project Scenario (formally Held Harmless)

Today's agenda:

- Reach consensus on Committed Project Eval method
- Tackle remaining Parking Lot items

2024-2033 STIP Development / P6 Schedule

ID	Task Name	Start	Finish	2021												2022												2023								
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
1	P6 APPROVAL: BOT approves P6 criteria and weights	7/1/2019	7/31/2019	[completed in 2019]																																
2	FINAL STIP: BOT adopts 2020-2029 STIP (informs P6 submittal)	9/2/2019	9/30/2019	[completed in 2019]																																
3	SUBMITTAL WINDOW: MPOs, RPOs, and Divisions test, enter, and submit projects in SPOT Online	10/1/2019	8/31/2020	[completed in 2019-2020]																																
4	SCORING WINDOW: SPOT reviews and calculates quantitative scores for all projectss	9/1/2020	11/30/2021																																	
5	P6 WORKGROUP: meet monthly to discuss balancing of STIP	8/2/2021	12/31/2021																																	
6	COORDINATION: MPOs/RPOs/ Divisions (includes potential public involvement)	1/3/2022	8/31/2022																																	
7	SPOT OFFICE: Additional time for scoring of projects if needed	1/3/2022	8/31/2022																																	
8	PROGRAMMING: STIP unit programs projects for Draft 2024-2033 STIP	9/1/2022	11/30/2022																																	
9	DRAFT STIP: NCDOT releases Draft 2024-2033 STIP for review and public comment	12/1/2022	12/30/2022																																	
10	MPO ACTION: MPOs approve MTIPs and air quality conformity (if required)	12/1/2022	8/31/2023																																	
11	FINAL STIP: Board of Transportation adopts Final 2024-2033 STIP	6/1/2023	6/30/2023																																	
12	FINAL STIP: FHWA approves Final 2024-2033 STIP	9/1/2023	9/29/2023																																	



Board of Transportation

Board of Transportation
Monthly Updates

NCDOT



MPO, RPO, and Division

STIP Program Update

P6.0 Funding Availability – Committed Projects Only

Statewide Mobility	
Available Funding	Programming Status
\$8.7B	\$4.70B Over

Region	Available Funding	Programming Status
A (D1 & D4)	\$542.0M	\$325.8M Over
B (D2 & D3)	\$787.1M	\$525.9M Over
C (D5 & D6)	\$1.44B	\$627.6M Over
D (D7 & D9)	\$1.08B	\$635.9M Over
E (D8 & D10)	\$1.35B	\$1.05B Over
F (D11 & D12)	\$721.7M	\$578.5M Over
G (D13 & D14)	\$560.8M	\$1.07B Over

REG Total: \$4.81B

Division	Available Funding	Programming Status
1	\$466M	\$188.2M Over
2	\$466M	\$266.9M Over
3	\$466M	\$33.9M Over
4	\$466M	\$88.6M Under
5	\$466M	\$281.0M Over
6	\$466M	\$71.8M Over
7	\$466M	\$42.1M Over
8	\$466M	\$177.1M Over
9	\$466M	\$65.5M Over
10	\$466M	\$146.7M Over
11	\$466M	\$94.5M Over
12	\$466M	\$253.2M Over
13	\$466M	\$368.9M Over
14	\$466M	\$181.6M Over

DIV Total: \$2.18B

Available funding based on 2024-2033 timeframe

As of October 19, 2021. Available Funding reflects accounting for 3% inflation. Programming Status Amounts are compared to 100% of budget.

Recap / Follow-ups

3 Main Decisions for developing 2024-2033 STIP

1. Overall Method

- Option-1 Traditional STI Prioritization Approach: reduce projects to match budget
- ~~Option-2 Two STIP Document Approach: Delivery STIP and Planning STIP~~

2. Delivery Project Scenario (formally Held Harmless)

- Scenario-2 across all STI categories

3. Committed Evaluation Method (for non-delivery-set projects)

- Follow P3, P4, P5 score approach + flexibility (local priority)

TRADITIONAL STIP DEVELOPMENT METHOD



Process for 2024-2033 STIP Development

Step 1 – Remove funding from Non-Committed projects in STIP

- Projects allowed to compete in next prioritization cycle

Step 2 – Determine set of “Delivery Projects”

Step 3 – Determine which of the remaining 2020-2029 Committed projects remain funded in the STIP

- Projects will remain funded in STIP as budget allows per category
- Previously committed projects that don’t remain funded in the STIP are allowed to compete in next prioritization cycle

Workgroup Discussions – Delivery Project Set

	LET FY26 or Before	Grants Awarded	Full ROW Authorization	ROW Schedule FY24	ROW Schedule FY25	ROW Schedule FY26
Scenario-1						
Scenario-2						
Scenario-3						
Scenario-4						
Scenario-5						

- Initial project set used to develop 2024-2033 STIP
- Proper pipeline of construction ready projects
- Lesson learned from start of STI: 2 years of Transition Projects was not long enough and led to significant cash balance
- Creating Industry consistency and meeting public expectations

Delivery Project Scenario 2

(as of 10/19/2021, project totals include those Let pre-2024)

	# Projects Included in 24-33 STIP	% Budget Remaining	Budget Remaining for 24-33 STIP	# Projects Subject to Step-3 Evaluation	Step-3 Evaluation Projects Cost
Statewide	67	19%	\$1.56B	67	\$7.4B
Reg-A (D1 & D4)	12	54%	\$272M	15	\$720M
Reg-B (D2 & D3)	21	21%	\$154M	19	\$996M
Reg-C (D5 & D6)	32	41%	\$668M	23	\$1.5B
Reg-D (D7 & D9)	23	41%	\$442M	20	\$1.2B
Reg-E (D8 & D10)	38	30%	\$507M	21	\$1.8B
Reg-F (D11 & D12)	27	26%	\$218M	11	\$875M
Reg-G (D13 & D14)	8	9%	\$48M	23	\$986M
Division 1	21	8%	\$47M	6	\$234M
Division 2	8	40%	\$215M	16	\$491M
Division 3	17	39%	\$227M	5	\$258M
Division 4	16	42%	\$173M	6	\$84M
Division 5	21	24%	\$102M	14	\$392M
Division 6	16	30%	\$149M	7	\$231M
Division 7	51	20%	\$102M	10	\$127M
Division 8	50	35%	\$207M	10	\$399M
Division 9	31	28%	\$153M	9	\$258M
Division 10	24	11%	\$53M	10	\$214M
Division 11	23	17%	\$98M	6	\$235M
Division 12	29	8%	\$44M	9	\$417M
Division 13	20	31%	\$164M	9	\$538M
Division 14	17	17%	\$88M	12	\$282M
TOTALS	572			328	

Grant Projects

Grant Projects

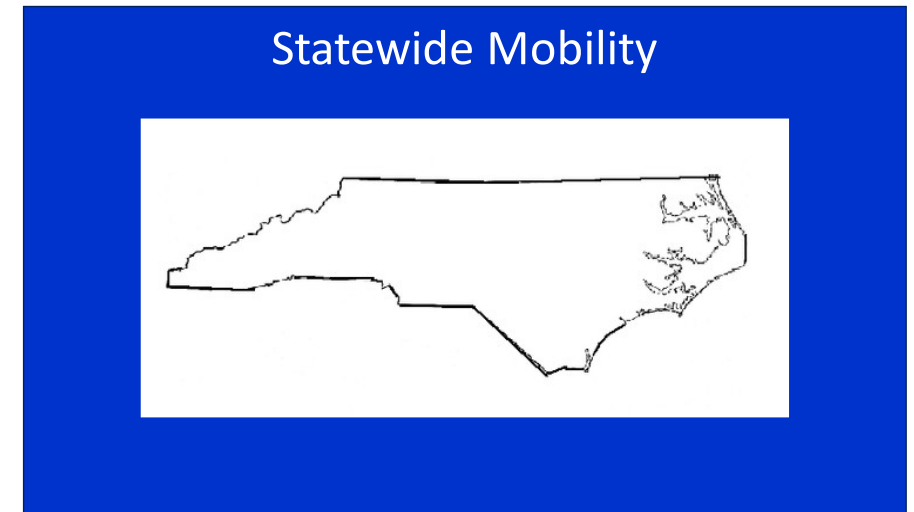
- Projects that have been awarded federal discretionary grant funding (i.e. INFRA, BUILD, RAISE (formerly BUILD), CRISI, etc.)
- Grant applications may include additional projects (leverage projects) being delivered that are funded with STI funds (Highway Trust Funds or other normally apportioned federal funds)
- If awarded a grant, all projects included in the submittal application must adhere to the agreed upon schedule and be delivered on time.
- Since all federally funded projects must be in the STIP, all grant projects, even those awarded to municipalities with no STI funds, must be in the STIP.
- In current STIP:
 - 39 NCDOT projects with grant funds (all but 1 project underway or would make it in scenario 1 anyway)
 - 16 NCDOT leverage projects (all either underway or would make it in scenario 1 anyway)
 - 11 non-NCDOT grant projects (do not have STI funds associated – schedule determined by recipient)

Applying Normalization

Applying Normalization – Statewide Mobility

1. Statewide Competition

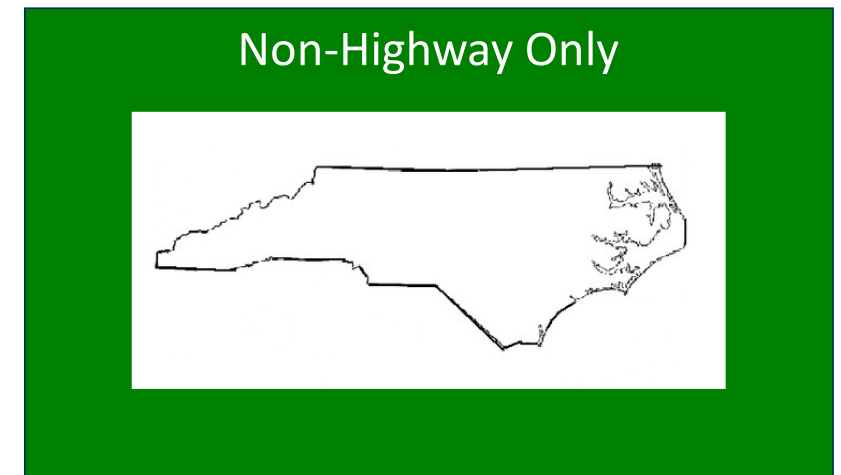
- Determine how much is already spoken for amount remaining is available for projects subject to re-evaluation
- Sort eligible Highway, Rail, and Aviation projects by score in descending order
- Select projects until funding is allocated



Applying Normalization – Regional Impact

1. Non-Highway Only (Statewide Competition)

- Determine 4% of total Regional Impact Budget (10 year, adjusted)
- Determine how much in 4% Non-Highway is already spoken for (includes delivery projects) amount remaining is available for projects subject to re-evaluation
- Sort eligible Non-Highway projects by prioritization cycle and score in descending order
- Select projects until funding is allocated



Applying Normalization – Regional Impact

2. Highway Only (Regional Competition)

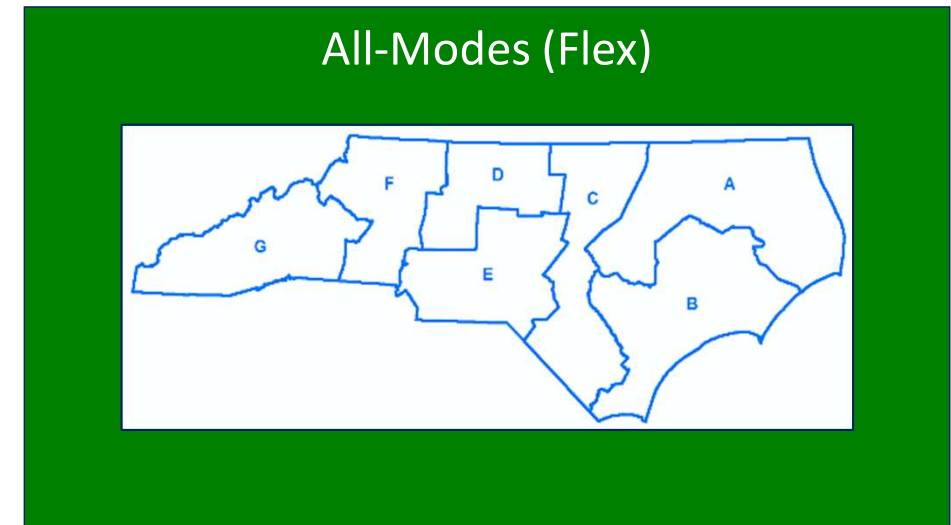
- Set aside 6% of each Region's allocation (10 year, adjusted)
- Within each region, subtract amount of 4% Non-Highway programmed (over 10 years)
- Determine how much of remaining is already spoken for (includes delivery projects) amount remaining is available for projects subject to re-evaluation
- Within each Region, sort eligible Highway projects by prioritization cycle and score in descending order
- Select projects until funding is allocated



Applying Normalization – Regional Impact

3. All-Modes Flex (Regional Competition)

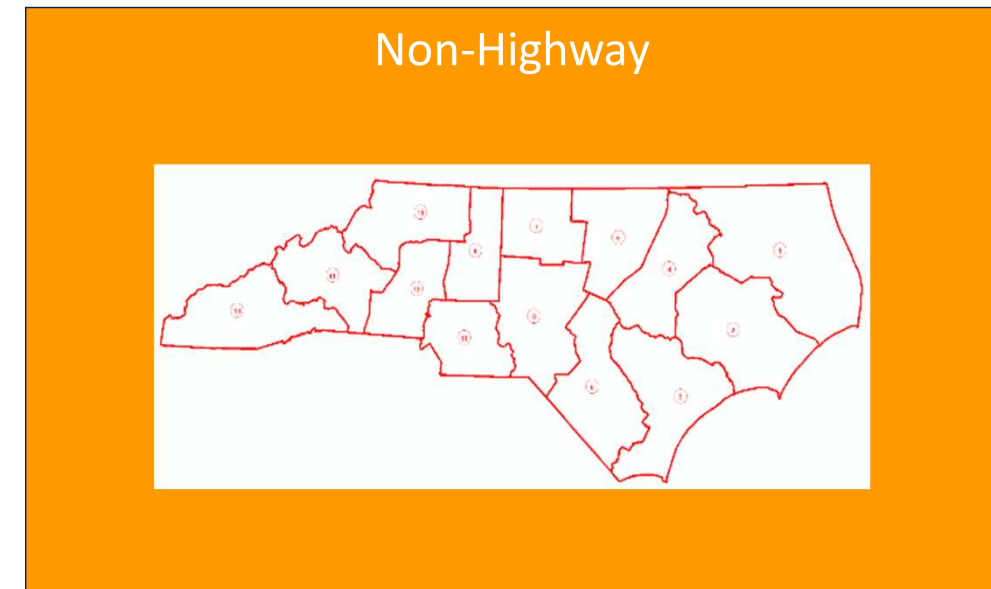
- Determine 6% set aside (10 year, adjusted from step 2)
- Within each Region, sort eligible Highway and Non-Highway projects by prioritization cycle and score in descending order
- Select projects until funding is allocated



Applying Normalization – Division Needs

1. Non-Highway Only (Division Competition)

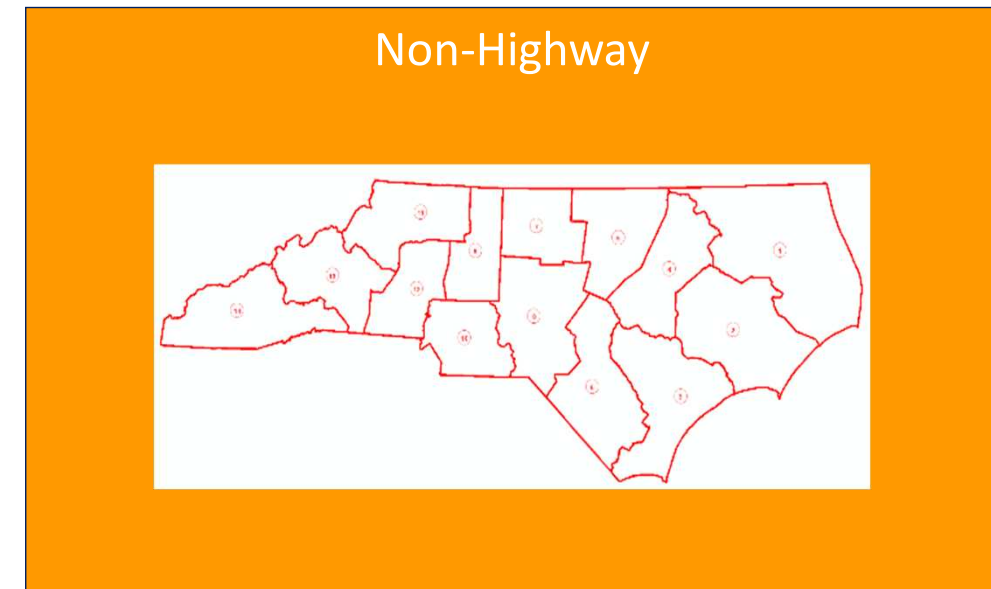
- Determine 4% of total Division Needs Budget (10 year, adjusted), then divide by 14
- Determine how much is already spoken for (includes delivery projects) amount remaining is available for projects subject to re-evaluation
- Within each Division, sort Non-Highway projects by prioritization cycle and score in descending order
- Select projects until funding is allocated



Applying Normalization – Division Needs

2. Highway Only (Division Competition)

- Set aside 6% of each Division's allocation (10 year, adjusted)
- Within each Division, subtract amount of 4% programmed (over 10 years)
- Determine how much of remaining is already spoken for (includes delivery projects) amount remaining is available for projects subject to re-evaluation
- Within each Division, sort Highway projects by prioritization cycle and score in descending order
- Select projects until funding is allocated



Applying Normalization – Division Needs

3. All-Modes Flex (Division Competition)

- Determine 6% set aside (10 yr, adjusted from step 3)
- Within each Division, sort Highway and Non-Highway projects by prioritization cycle and score in descending order
- Select projects until funding is allocated



Committed Project Eval Method P3-P4-P5 Approach

Applying P3-P4-P5 Evaluation Method

Two approaches:

- A. Traditional programming approach (3-4-5)
- B. Un-fund projects until STI bucket reaches target (5-4-3)

Target is to program 100% of 10 Year budget (+/-2%) → applies to either approach

Normalization applied:

- A. Traditional approach – follows process outlined in previous slides
- B. Un-fund projects – once target programmed amount is received, then check to make sure minimum 4% non-highway and minimum 90% highway targets are met. If a target is not met, then additional adjustments need to be made. There is no 6% competition.

Tested both approaches in Divisions 10, 11, 13, and 14 to see if the two approaches yield different results

- Did not test in a Region as normalization is applied across all Regions

Applying P3-P4-P5 Evaluation Method Testing Results

Both approaches yielded similar results:

- Same projects were selected for funding with one exception (see below)
- Resulting project schedules were similar

One notable difference was in Division 10 due to normalization

- Two smaller aviation projects were funded using the traditional approach in the 6% competition
- Using the un-fund projects approach, there is no 6% competition

Other Notes:

D14 was just shy of hitting 4% minimum non-hwy target due to lack of non-hwy projects subject to P3-P4-P5 approach

Did not evaluate 5-year analysis – this will likely result in additional schedule changes in order to meet STI law and yearly fiscal constraint

Recommendation: Traditional Programming Approach (3-4-5)

Discussion

Flexibility Option

(reflects edits during meeting)

NCDOT could allow flexibility in programming once Preliminary Draft 2024-2033 STIP is programmed

- Project schedules can be adjusted (if funding availability and delivery schedules allow)
- Projects can be swapped with previously committed projects from P3.0, P4.0, or P5.0 only
- Schedules of projects swapped into Draft STIP may be different than schedules of projects swapped out due to funding availability, fiscal constraint, 5/10-year analysis, and/or project delivery schedules)

Parameters:

1. All schedule adjustments and swaps must be agreed to by NCDOT and all affected MPO/RPO(s) in which the project is located.
2. Cost of project(s) swapped into Draft STIP must be less than 110% of cost of project(s) being swapped out.
3. Swaps should ~~generally~~ occur within same STI funding category ~~(additional flexibility for those to swap out a Division Needs projects for a Regional Impact project – see handout)~~
4. Justification for any swaps must be documented, which will be made public

**Recommendation:
Traditional Programming Approach (3-4-5)
with Flexibility as documented**

Discussion

Parking Lot Items / Future Topics

Cascading of projects (funded at the next category if unfunded)
Addressed with Flexibility option?

Analysis of TAP “Delivery Projects”

Next Meeting:

How do we treat projects that get unfunded/removed?

- Non-Committed and De-Committed projects
- Shown in the STIP as “Unfunded” or removed all together?

In the 24-33 STIP, how do we determine Committed and Non-Committed status?

- Including Scenario-2 Delivery projects

Communication of path forward

TAP Funding vs Delivery Projects

TAP Funding vs Delivery Projects

- For TAP (5 K population to 200 K population)
 - Balance at end of FY 21 is \$3.3 M + \$2.1 M/year X 5 years = \$13.8 M available between now and FY 2026.
 - \$33 M programmed between now and FY 2026
 - So, we are in good shape in that category.
- For TAP (any area – or flex)
 - Balance at end of FY 21 is \$19 K + \$11.3 M/year X 5 years = \$56.5 M available between now and FY 2026.
 - \$73 M programmed between now and FY 2026
 - So, we are in good shape in that category.
- For TAP (5 K population and under)
 - Balance at end of FY 21 is \$15.5 M + \$4 M/year X 5 years = \$35.5 M available between now and FY 2026.
 - \$2.5 M programmed between now and FY 2026
 - So, as it has been for many years, we don't have enough projects in this category. But this is a function of not having enough candidate projects in this category

General Info / Next Steps

Upcoming Meetings

Meeting Dates

- Tuesday December 14th

Need to find alternate date for currently held Jan 4th meeting date

Virtual meetings

Burlington-Graham Metropolitan Planning Organization

Physical Address: 235 East Summit Avenue
Burlington, NC 27215
Mailing Address: PO Box 1358
Burlington, NC 27216-1358
Attn: Wannetta Mallette
web site: www.bgmpo.org

FY 2023 Unified Planning Work Program Section #104 PL Funding Request

Submission Deadline – December 31, 2022

Thank you for your interest in submitting a request to the Burlington-Graham MPO for Federal Planning Funds. Please provide us with the following information. Use additional paper or attach supporting Information if necessary.

Submitted by: _____

Contact Info: _____

Agency/Municipality/Organization: _____

Telephone: _____

Email: _____

A. TASK TITLE: What is the title of the task?

B. PROJECT LOCATION (name of roadway, intersection, geographic area, etc.):
(Attached maps if necessary)

C. OBJECTIVE/TASK DESCRIPTION (What is the purpose and scope of work for the task)? Please state whether this is a multi-year effort and identify each phase, and for which phase the applicant is requesting funding.

D. ALIGNMENT WITH NATIONAL PLANNING FACTORS AND TRANSPORTATION LONG RANGE PLANS: Describe which National Planning Factor this project aims to address. Is this project identified in the BGMPO 2045 Metropolitan Transportation Plan or Comprehensive Transportation Plan?

E. PARTICIPANTS: Who, besides the BGMPO, will take part in this task (i.e. other agencies, non-profits, consultants, community groups)?

F. BUDGET, SCOPE OF WORK AND PROJECT SCHEDULE: Please describe the tasks and anticipated schedule to complete the project. If you are able to estimate the budget for each task, please include that information. Requested funds should be expended by June 30, 2023. Add more rows if needed. **(BGMPO funds for planning studies are currently limited to \$50,000 for allowable expenses and require a 20% local match.)**

Task	Month/Year	Task Budget (if known)

Requested UPWP Amount	
Non-Federal Cash Match	
Other Funding	
Total Project Cost	

G. EXPECTED DELIVERABLES: If this is a phased project spanning multiple fiscal years, identify deliverables for this specific phase and other phases where applicable.

H. PROJECT MATCH REQUIREMENT: All municipal applications, including match amounts, must be presented to and approved by the governing body at an advertised public meeting (City/County Council, etc.). If matching funds are required, please attach a letter of support from your governing body to document the availability of the local match. Non-municipal partners would provide a letter from their Board or other governing body demonstrating knowledge and support of project request, ability and intent to provide matching funds, etc.

THE PARTiculars

Piedmont Authority for Regional Transportation

PART

NOVEMBER 2021

Triad Regional Vanpool Program

Did you know that PART has run the Regional Vanpool program for over 20 years? But before we took on the program, Greensboro, High Point, and Winston-Salem each managed their own programs. Realizing that most vanpools traveled across city and county lines, leaders in the Triad decided to consolidate the programs to better serve the community.

The PART Vanpool Program provides groups of five or more commuters with a 7 or 15 passenger van to use to commute to and from work. The month-to-month lease includes everything you need! For one low monthly fare PART includes the vehicle, insurance, maintenance, and gas. Vanpools are a great option for people who travel more than 15+ miles one-way to get to work, don't have bus options available, and are looking to save money on their daily commute.



The program 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 qualify to be the primary driver and back-up driver.
- Most vans meet at a central location like a Park and Ride lot or grocery store.
- There must be a minimum of five individuals to start a vanpool.

Whether you have a group in mind or you're looking for others to ride with, we're ready to help get your van on the road.

Visit www.partnc.org/vanpool for more information.

PART Express Holiday Schedule

It's that time of year. The holidays are right around the corner and it's time to start making plans. In observance of the upcoming holidays, PART Express and Call Center will have the following modified schedules:

Thursday, November 25th – Closed

Friday, November 26th – Holiday Service Schedule

Friday, December 24th – Holiday Service Schedule

Saturday, December 25th – Closed

Friday, December 31st – Holiday Service Schedule

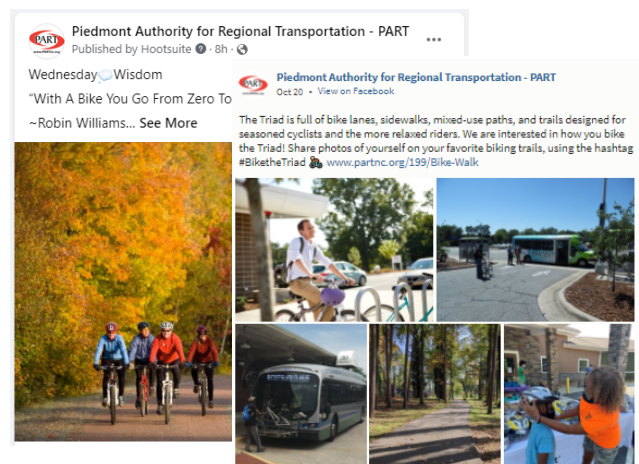
Saturday, January 1st - Closed



Visit www.partnc.org/holidayservice for details on this year's Holiday service schedules.

Facebook Bike Campaign

In many places across the country, October means Biketober! As the weather begins to cool, it's a great opportunity to celebrate biking in your community. Even though we did not have any formal Biketober events in the Triad, we PARTnered with our local agencies and used social media to spread the word about biking. We even asked people to share photos of themselves biking, using #BikeTheTriad.



Biking is a healthy and less stressful way to explore our community. We are fortunate because the Triad is full of bike lanes, mixed-use paths, and trails designed for seasoned cyclists and less experienced riders. Individuals can even combine their bike ride with public transit. Every transit agency across the region has you covered by allowing you to bring your bike on the bus!

Regional Bus Advertising

Do any of these buses look familiar? Bus advertising is like a rolling billboard moving across the Triad. Transit agencies often sell advertising space on buses as a way to earn revenue that goes toward agency operational costs. For the last several years, the transit agencies in the region have worked together to hire a mobile outdoor advertising company to help link companies interested in advertising on our local buses. Advertising comes in all different shapes and sizes. They could be as simple as an ad on the back of a bus or an ad wrapping the entire bus. We're excited to announce that you'll continue to see ads running across the Triad because of our new regional contract with Street Level Media. Contact them today if your company is interested in sharing their message across the Triad!

