



**BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COORDINATING COMMITTEE  
TUESDAY MARCH 15, 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](mailto:wmallette@burlingtonnc.gov) or (336) 513-5418 by 3:00 p.m., Friday, March 11, 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 February 15, 2022 Meeting** **Chairman**

- 3) **BGMPO TIP Amendments** **Wannetta Mallette**

**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 approval by resolution.

- 4) **BGMPO Public Involvement Plan Amendment** **Wannetta Mallette**

**INFORMATION:** The BGMPO Public Involvement Plan was adopted by the TAC on March 20, 2020 and is in need of amendment. The Public Involvement Plan is being updated to meet FHWA and FTA requirements and to include 1) the addition of language describing virtual and hybrid meeting options; 2) addition of an Air Quality and Conformity Determination Report public participation process; 3) process for cancelling TAC meetings due to lack of a quorum; and 4) clarifies TIP minor and major amendments and the public review processes.

**RECOMMENDATIONS/ACTION:** 1) Receive information and discuss; 2) Recommend TAC release the draft BGMPO Public Involvement Plan for a 45-day public review.

**5) FY23 Final Unified Planning Work Program**

**Wannetta Mallette**

**INFORMATION:** The BGMPO is required by federal regulations to prepare an annual Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. The UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds. The Draft UPWP was presented to the TCC, and the TAC released the draft for a 30-day public comment at their January 18, 2022 meeting. Changes made to the document since the draft presentation includes a revision to the FTA task narrative and the addition of FHWA Planning Emphasis Areas.

**RECOMMENDATION/ACTION:** 1) Receive information and discuss; 2) Recommend TAC approval of final FY23 UPWP and certify that it adheres to the 3-C transportation planning process pending public comments requiring substantial revisions.

**6) NCDOT Draft CTP Maps and Project Lists**

**Andy Bailey**

**INFORMATION:** The Draft Burlington-Graham MPO Comprehensive Transportation Plan (CTP) Maps and Recommendations Table are now ready for public review and found at the following link:

[https://www.dropbox.com/sh/7f1z8up0d393a1s/AACn19F85TrZk7GlkSydtN\\_Ta?dl=0](https://www.dropbox.com/sh/7f1z8up0d393a1s/AACn19F85TrZk7GlkSydtN_Ta?dl=0). The Draft CTP consists of the BGMPO 2045 Metropolitan Transportation Plan (MTP) unfunded project list and projects from local and regional transportation plans. All local governments' comments received last year were addressed and identified needs generated for each project recommendation. Pending approval, NCDOT TPD requests that the BGMPO TCC review the draft CTP Maps and Recommendations and release the documents for a 30-day public comment period. A CTP public workshop is scheduled on April 26, 2022, 4:00 – 6:00 pm, City of Burlington Council Chambers. After public review, NCDOT TPD requests the BGMPO CTP adoption at the May 17, 2022 TAC meeting.

**RECOMMENDATION/ACTION:** 1) Receive information and discuss; 2) Recommend TAC release the Draft BGMPO Comprehensive Transportation Plan (CTP) Maps and Recommendations Table for a 30-day public comment period.

**7) Transportation Safety Plan Update**

**Eric Tang**

**INFORMATION:** VHB, Inc was contracted by NCDOT to develop the BGMPO Transportation Safety Plan and is tasked with providing TCC and TAC periodic project updates. VHB will present a summary of the existing conditions analysis and February 23<sup>rd</sup> virtual public meeting.

**RECOMMENDATION/ACTION:** 1) Receive information and discuss.

8) **Agency Updates**

**FHWA Update** **Suzette Morales**

**NCDOT TPD Update** **Andy Bailey**

**NCDOT IMD Update** **Alex Rotenberry**

**NCDOT Division Engineer Report** **Stephen Robinson**

9) **Other Business** **Wannetta Mallette**

- MPO Updates
- Reports and Questions from TCC Members
- **Next Meeting Scheduled May 17, 2022**

***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, FEBRUARY 15, 2022 VIA MICROSOFT TEAMS 9 AM**

#### **MEMBERS PRESENT**

Nishith Trivedi, Orange County (Chair)  
Nolan Kirkman, Burlington  
Jamie Cousins, Green Level  
Peter Murphy, ACTA  
Tonya Caddle, Alamance County  
Cy Stober, Mebane  
Mark Kirstner, PART  
Pam DeSoto, Elon  
Bonnie Guo, GoTriangle  
John Andoh, Link Transit  
Nolan Carter  
Preston Mitchell  
Dan Danieleley, Airport Authority  
Mike Nunn, Burlington  
Ben York, Alamance

#### **BGMPO STAFF**

Wannetta Mallette  
Blake Cashmore

#### **NCDOT STAFF**

Brian Murphy, NCDOT Traffic Safety  
Alex Rotenberry, NCDOT IMD  
Andy Bailey, NCDOT-TPD  
Tamara Njegovan, NCDOT Division 7

#### **FHWA STAFF**

Suzette Morales

#### **VHB**

Eric Tang  
Lyuba Zuyeva  
Connor Klassen  
Ian Hamilton

#### **Kimley-Horn**

Mary Kate Morookian

### **Call to Order**

Chair Nishith Trivedi welcomed all members and guests and called the February 15<sup>th</sup> TCC meeting to order at 9:03 a.m. Ms. Wannetta Mallette conducted the membership roll call and established a quorum. No changes were made to the agenda and no public comments were received or presented. Chair Trivedi asked for a motion to approve the minutes for the January 19 TCC meeting. Ms. Tonya Caddle made a motion to approve the January 19 TCC minutes and it was seconded by Mr. Peter Murphy. The motion passed unanimously by voice vote.



### BGMPO TIP Amendments

Mr. Blake Cashmore presented the TIP amendments for February 2022. Three statewide projects and two BGMPO projects were amended. The statewide amendments included the addition of two statewide projects, RC-2000 and RX-2000, and a modification to an existing project, R-5753. The two BGMPO amendments were modifications to existing projects, EB-5879 and RX-2007A. Mr. Cashmore stated the staff recommended approval of the amendments. Ms. Pam DeSoto made a motion to recommend TAC adoption of the TIP amendments as presented and Mr. John Andoh seconded the motion. The motion passed unanimously by voice vote.

### STIP Modification – Link Transit

Mr. Andoh presented the STIP modification for Link Transit. The STIP modification was the addition of \$448,341 for Link Transit fixed route and paratransit capital assistance from the Section 5307 Capital Reserves Fund. These funds would be used towards the replacement of the Link Transit paratransit fleet. The current fleet was purchased in 2015 and are nearing their replacement age of seven years or 200,000 miles. Mr. Murphy asked if the requested amount would go toward the three paratransit vehicles or the entire fleet. Mr. Andoh stated the requested amount would be utilized for the three vehicles and that the pricing was locked in at \$455,000. Mr. Mark Kirstner made the motion to recommend TAC adoption of the STIP modification request and Mr. Nolan Kirkman seconded the motion. The motion passed unanimously by voice vote.

### Section 5307 Formula Fund Suballocation

Ms. Mallette presented the Section 5307 Formula Fund Suballocation. BGMPO is required to suballocate Section 5307 funds to the five transit operators in the MPO. BGMPO developed a methodology for FY 2022 that allocates the funds according to the travel demand within the transit operators' service areas. A ¾-mile radius for fixed route transit service and a 3-mile radius for park-and-ride lots was used to determine the service area. The proposed sub-allocation schedule was approved in principle by the five transit agencies at a prior transit subcommittee meeting. The reserved funds for GoTriangle were redistributed among the other four transit operators because GoTriangle did not request funds for FY 2022. GoTriangle reserved the right to request funds in future years. Ms. Mallette confirmed the percentage allotments in response to a question from Mr. Andoh. Ms. Mallette also stated that any unused funds will be distributed to other transit providers in the BGMPO. The suballocation procedures and methodology will be reevaluated during development of the Regional Transit Feasibility Study. Mr. Murphy asked how it could be confirmed if transit agencies do not use all their funds. Ms. Mallette responded that individual transit agencies would be obligated to notify NCDOT and BGMPO. Mr. Andoh suggested excess funds could be reprogrammed for following years.

Mr. Murphy stated the sub-allocation in future years might not account for the full level of service ACTA provides in the region. Mr. Andoh responded that Link Transit will evaluate how they can improve service gaps in their service area. Mr. Andoh stated that people within the  $\frac{3}{4}$ -mile buffer of Link Transit should use Link Transit and that ACTA should be used for trips connecting to Link Transit or trips outside of this service area. Mr. Murphy suggested that significant service gaps within this  $\frac{3}{4}$ -mile buffer make reliance on Link Transit difficult. Mr. Andoh reiterated his commitment to improving connectivity within Link Transit's service area. Mr. Andoh made a motion to approve the sub-allocation amounts and Mr. Murphy seconded the motion. The motion passed unanimously by voice vote.

### Transportation Safety Plan Update

Mr. Eric Tang introduced the presentation overview of the Transportation Safety Plan update. Mr. Connor Klassen reviewed the transportation safety planning process and the basic elements of Vision Zero planning. A safe systems approach that is data-driven is foundational to a Vision Zero goal. Mr. Klassen reviewed the plan development schedule through 2022, with a planned adoption of the Transportation Safety Plan in October 2022. Chair Trivedi requested if there would be a press release for the public meeting and Mr. Tang confirmed it would be available. Mr. Tang highlighted preliminary data analysis and reviewed the following: emphasis areas regarding crash data and trends; overlapping issues; MPO peer comparison; and future steps, such as the High Injury Network. Notable emphasis areas revealed during the analysis include: substance impaired driving, speed, unbelted occupants, motorcyclists, pedestrians, bicyclists, and lane departure. Mr. Tang stated the BGMPO Transportation Safety Plan will be aligned with the 2019 NC Strategic Highway Safety Plan. Mr. Tang requested any additional thoughts from the TCC on the BGMPO vision and goal statements. Mr. Klassen reviewed preparations for the public meeting scheduled for February 23 at 6 p.m. The meeting would be held in a remote format with a MetroQuest survey available to help invite more feedback on the plan.

### Mebane Park and Ride Relocation Study

Ms. Bonnie Guo introduced Ms. Mary Kate Moorokian from Kimley-Horn who presented on the Mebane Park and Ride Relocation update. Ms. Moorokian reviewed the current site conditions and outlined the search criteria used to identify potential relocation sites. Representatives from BGMPO, PART, NCDOT, the City of Mebane and other local partners provided input throughout the process. Criteria included the need for more parking spaces, proximity to Mebane and I-40 interchanges, and capacity to support existing and future service. A preferred list of parcels was developed that divided into 4 parcels for purchase and 4 parcels for lease. An evaluation criterion was developed to score and rank the purchase and lease parcels. Ms. Moorokian reviewed the draft parcel list and stated that Parcel no. 1 was selected as the preferred parcel based on the

evaluation scores and local input. Parcel no. 1 is located near the East Washington Street and Buckhorn Road intersection. The other parcels could remain as options moving forward. Ms. Moorokian presented the concept site layout for Parcel no. 1, which provided additional parking, pedestrian walkways, and two boarding platforms. Planning level cost estimates were \$4,000,000 for construction, \$165,000 for land acquisition, and \$600,000 for design/engineering services. Mr. Cy Stober stated that a transit provider for the site had not been defined at this stage and thanked Ms. Moorokian and Kimley-Horn for the quality of their work. Ms. Mallette added that the proposed park and ride lot relocation is included in the CTP and MTP.

### Agency Reports and Updates

*FHWA:* Ms. Suzette Morales reported on the Bridge Formula Program offered through the recent infrastructure bill which will allocate \$5.5 billion each fiscal year through 2026 for highway bridge replacement, rehabilitation, and construction. Bridges in poor and fair condition will be prioritized. Any bridge project is required to provide safe accommodations for all users, including bicyclists and pedestrians, where they are allowed to operate. Funding can also be used toward off-system bridges located on public road that are not a federal aid highway. The federal cost share for the projects would be a one hundred percent and fifteen percent of the funding must be directed toward off-system bridges. Ms. Morales stated that municipalities and MPOs should coordinate with NCDOT to include off-system bridges. Chair Trivedi asked if the funds could be used toward bridges on rural or secondary roads and if these could incorporate pedestrian and bicycle improvements. Ms. Morales affirmed they could, but stated local plans may need to be updated to reflect these requested improvements. Mr. Stober asked if NCRR would be available to accommodate the federal timeline for reviewing improvements to bridges that cross railroad right-of-way. Ms. Morales stated the funding availability through 2026 should provide enough time and clarified the funding only needed to be authorized by 2026.

*NCDOT-TPD:* Mr. Andy Bailey stated he anticipated having an update on the CTP ready by the March TCC meeting and that he would forward revised guidance for Complete Streets to BGMPO. Mr. Bailey also stated any PWP amendments for the FY 2023 UPWP needed to be submitted by April 19, 2022. Mr. Alex Rotenberry from NCDOT-IMD stated that he added links to trainings for the NCDOT Complete Streets update on the meeting chat platform.

*NCDOT-Division 7:* Ms. Tamara Njegovan gave updates on right-of-way status and public engagement efforts for a few bridge and road projects.

*Orange County Planning:* Chair Trivedi gave an update on the US 70 Corridor Study. The study will span two fiscal years and will evaluate the US 70 corridor from NC 119 Bypass

to the east Orange County line. VHB has been selected as the consultant to conduct the study.

*PART:* Mr. Mark Kirstner stated there is a Piedmont Transportation Professionals forum on February 24<sup>th</sup> that will discuss project development through IMD and transportation demand management. Mr. Kirstner stated PART is close to finishing the driver study data collected as part of the Regional Freight Model. Mr. Kirstner also stated PART is moving forward with the Household Travel Survey. The survey is anticipated to start in April or May and will require support and promotion from local partners and agencies. The goal is to collect 4,800 surveys across the model area. Some incentives will be available to boost participation. Ms. Mallette asked when the data will be available for dissemination to other partners. Mr. Kirstner responded the project will be completed by June 2023, but the data will likely be available in spring 2023.

#### Adjournment

There being no further business, Chair Trivedi adjourned the meeting at 10:34 a.m. The next TCC meeting was scheduled for **March 15, 2022**.



## RESOLUTION

### BURLINGTON - GRAHAM METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

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

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

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

**WHEREAS,** the following amendments have been proposed:

**Delay U-6013 ROW from FY 2022 to FY 2023 and increase project costs from \$8,000,000 to \$11,328,000; Increase TC-0020 Statewide Transit project costs from \$2,185,000 to \$2,458,000; and,**

**WHEREAS,** the projects listed in the TIP are also included in the State Transportation Improvement Program (STIP) and balanced against anticipated revenues as identified in the STIP and by extension therefore demonstrates fiscal constraint: and,

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

**NOW THEREFORE,** be it resolved by the Burlington-Graham Metropolitan Planning Organization Transportation Advisory Committee that the current Metropolitan Transportation Improvement Program be amended as listed above on this the \_\_\_\_\_ day of \_\_\_\_\_, 2022.

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**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.

\_\_\_\_\_  
Leonard Williams, Chair  
Transportation Advisory  
Committee

STATE of: North

Carolina COUNTY

of \_\_\_\_\_

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: \_\_\_\_\_



# BGMPO 2020 - 2025 Transportation Improvement Program (TIP) Amendments

U-6013  
ROW: FY 2023  
CONST: FY 2024  
Cost: \$11,328,000



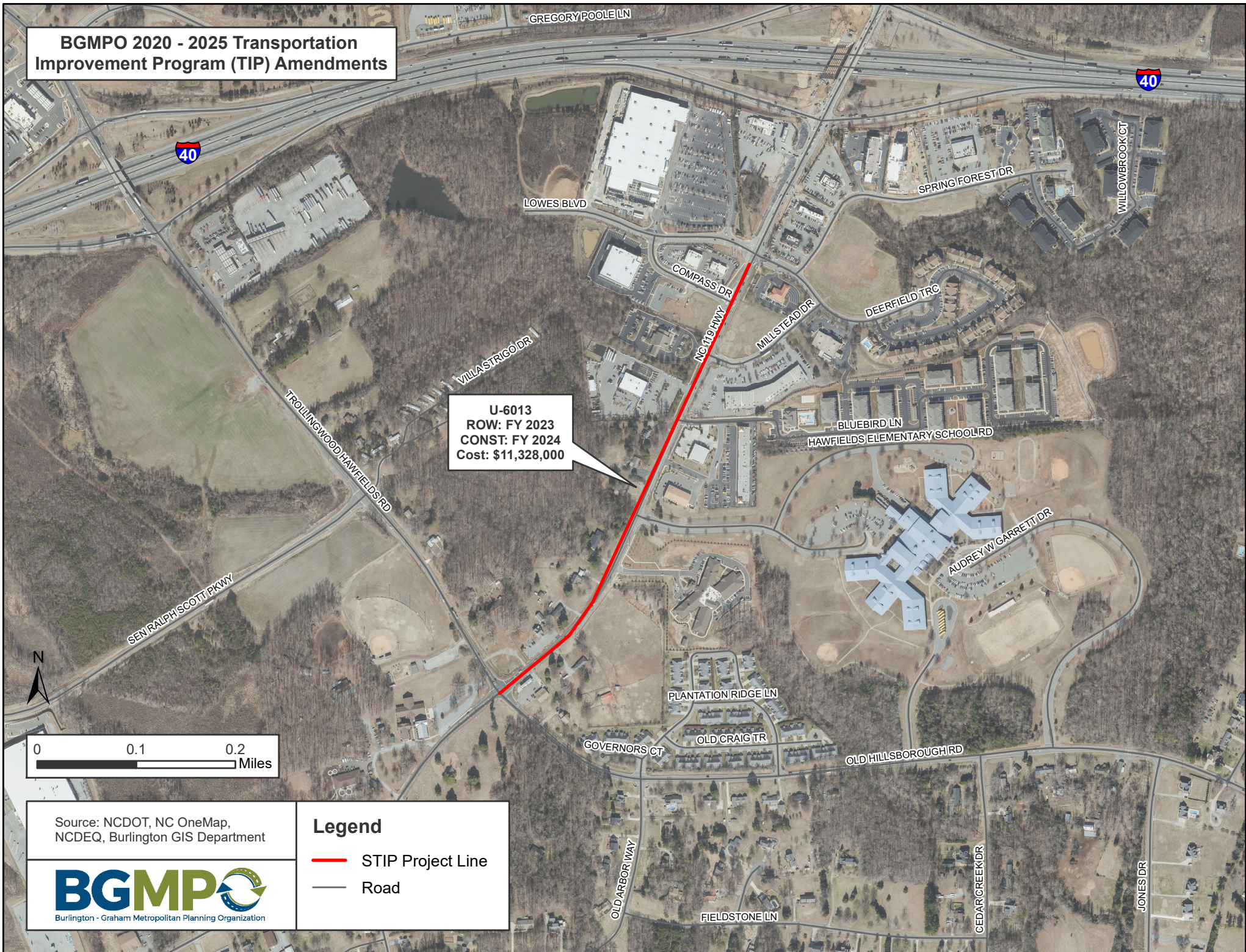
0 0.1 0.2  
Miles

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



## Legend

- STIP Project Line
- Road





REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-6013	- BURLINGTON-GRAHAM URBAN AREA	NC 119, SR 1981 (TROLLINGWOOD-HAWFIELDS ROAD)	RIGHT-OF-WAY	FY 2023 -	\$1,057,000	(T)
ALAMANCE	METROPOLITAN PLANNING ORGANIZATION/	SR 2126 (OLD HILLSBOROUGH ROAD TO LOWES		FY 2024 -	\$2,114,000	(T)
<b>PROJ.CATEGORY</b>		BOULEVARD IN MEBANE. WIDEN TO MULTILANES.		FY 2025 -	\$1,057,000	(T)
DIVISION		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING, DELAY</u>	UTILITIES	FY 2023 -	\$900,000	(T)
		<u>RIGHT-OF-WAY AND UTILITIES FROM FY 22 TO FY 23.</u>	CONSTRUCTION	FY 2024 -	\$1,774,000	(T)
				FY 2025 -	\$3,569,000	(T)
				FY 2026 -	\$857,000	(T)
					\$11,328,000	

\* INDICATES FEDERAL AMENDMENT

Thursday, March 10, 2022



REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

\* TC-0020 - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
PUBLIC TRANS

NCDOT, 5339 SMALL URBAN

**MODIFY FUNDING IN FY 22 AT THE REQUEST OF MPO.**

PLANNING  
CAPITAL

FY 2022	\$273,000	(STBG)
FY 2022 -	\$219,000	(S)
FY 2022 -	\$219,000	(L)
FY 2022 -	<u>\$1,747,000</u>	(5339)
	\$2,458,000	

\* INDICATES FEDERAL AMENDMENT

Thursday, March 10, 2022

**PROPOSED AMENDMENTS AND MODIFICATIONS  
TO TRANSPORTATION PROJECTS IN THE  
BURLINGTON - GRAHAM MPO (BGMPO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
15-Mar-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 March 7, 2022				
					Committed (FY 2020-2025)		Developmental STIP (FY 2026-2029)		
					PE/ROW	Construction	PE/ROW	Construction	Cost/Funding
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	Pavement Rehabilitation	Under Construction				\$ 4,702,000
I-6009	I-40/85	Burlington	Huffman Mill Road	Construct left turn lane and improve Garden Road			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		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.	Relocation	Under Construction				\$ 6,435,000
U-6013	NC 119	Mebane	Trollingwood-Hawfields Road to Lowes	Widen to Multilanes	FY 2023	FY 2024		FY 2026	\$ 11,328,000
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	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	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
SAFETY									
HS-2007C	Various	Division 7	Divisionwide	Safety improvements at various locations in Division 7		FY 2021			\$3,455,000
W-5207	Various	Division 7	Divisionwide	Safety improvements at various locations in Division 7	Under Construction				\$ 5,636,000
W-5707	Various	Division 7	Divisionwide	Safety improvements at various locations in Division 7	In Progress				\$ 4,757,000
W-5807B	Bonne Station Drive	Burlington	St. Marks Church	Install Ped Signals and Curb Ramps		FY 2021			\$ 75,000
R-5787	Various	Division 7	Divisionwide	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	Divisionwide	Project Mitigation	In Progress				\$ 18,169,000

HS-2007C	Various	Division 7	Divisionwide	Long-Life Pavement Markings		FY 2021			\$ 3,455,000
<b>AVIATION</b>									
AV-5851	Burlington/Alamanc	Burlington	Runway	Construct Paved Overrun/Safety Improvements		FY 2024			\$ 2,080,000
AV-5737	Burlington/Alamanc	Burlington	Runway 24 Approach Improvements	Easements and Construction Clearance	FY 2022				\$ 1,200,000
<b>BICYCLE AND PEDESTRIAN</b>									
EB-5879	US 70	Burlington	Graham-Hopedale Road to Sellars Mill	Construct Sidewalk	FY 2023	FY 2023			\$ 110,000
EB-5885	US 70	Burlington	Beaumont Avenue to Graham-Hopedale	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	Construct Sidewalk	FY 2024/25			FY 2026	\$ 307,000
<b>TRANSIT</b>									
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			\$ 2,458,000
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-6151	LinkTransit	Guilford		Operating Assistance	FY 2020/21	\$ 4,032,000
TO-6142	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
<b>MISCELLANEOUS</b>						
M-0414	Statewide			Municipal Bridge Inspection Program	FY 2020-29	\$ 10,000,000
<b>PASSENGER RAIL</b>						
P-4405	Various	Division 7		Private Crossings Safety	In Progress	\$ 10,291,000
RC-2000	Various	Statewide		Traffic Separation Study Implementation	To Be Requested	
RC-2007	Various	Division 7		Traffic Separation Study	To Be Requested	

RX-2000	Various	Statewide		Highway-Rail Grade Crossing Safety	To Be Requested			
RX-2007	Various	Division 7		Highway-Rail Grade Crossing Safety Improvements	To Be Requested			
RX-2007A	Various	Gibsonville	Springwood Avenue and NS Railroad	Active Warning Device Installation	NA	FY 2023		\$ 800,000
RX-2100	Statewide			Passenger Rail Crossing Safety	FY 2021-25			\$ 2,500,000
R-5753	Statewide			FLTP and ERFO Funds	FY 2022-25			\$ 32,700,000
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	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	

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*Burlington-Graham  
Metropolitan Planning Organization*

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**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

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## **BGMPO Unified Planning Work Program**

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1358, Burlington, NC 27216-1358. Visit our website for the most up-to-date information and downloadable documents at: [www.bgmipo.org](http://www.bgmipo.org).

### **Overview**

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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**

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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, 20\_\_\_\_.

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

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## 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>.

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## 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.

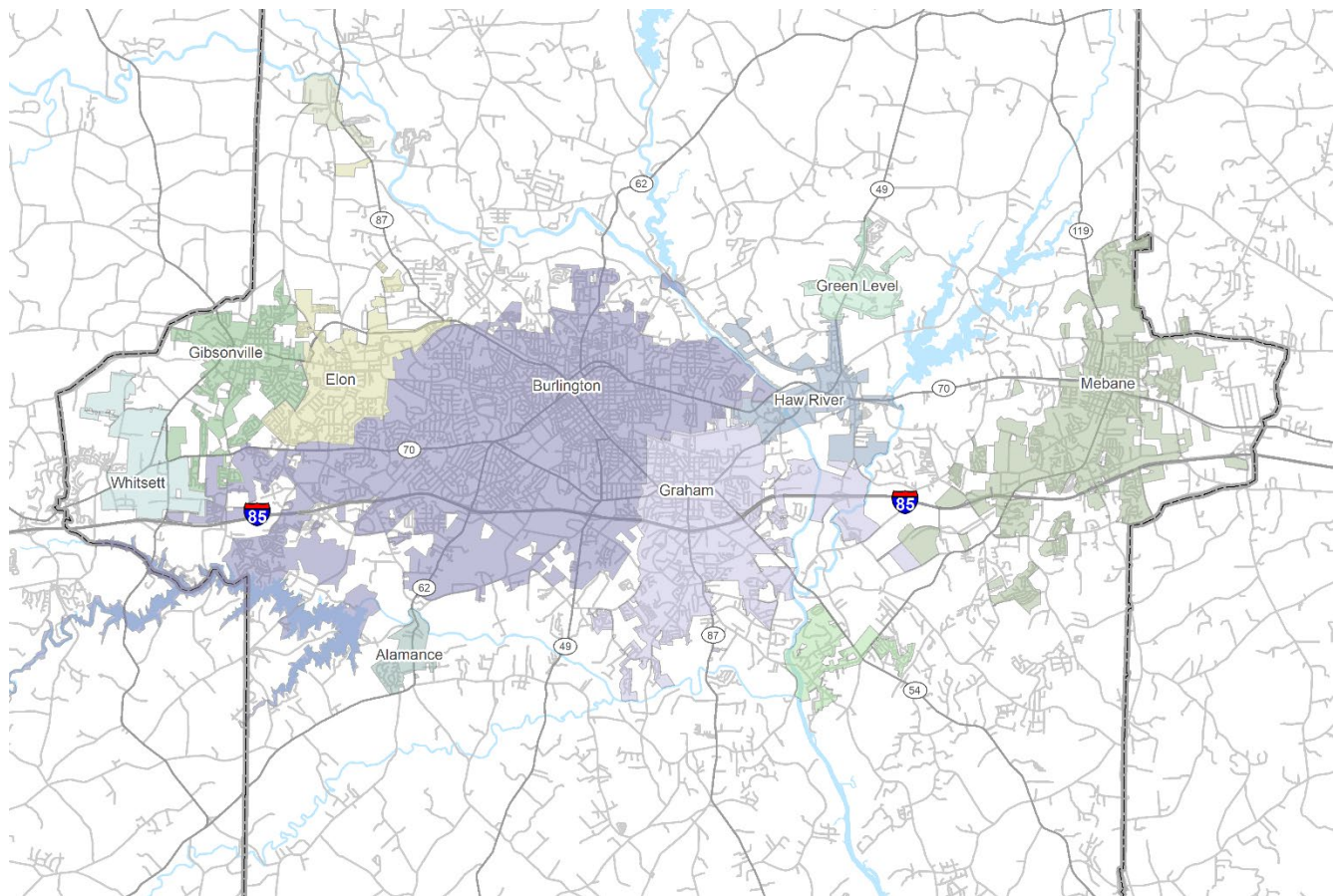
The BGMPO is required to prepare an annual UPWP that details and guides the work tasks undertaken within the fiscal year. The UPWP is funded in part by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The federal funds are distributed to NCDOT and reallocated to 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.

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## 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.

## Planning Emphasis Areas (PEAs)

The FTA and the FHWA updated the Planning Emphasis Areas in 2021. Several of the new emphasis areas focus on the goals of advancing equity and environmental justice in transportation planning, which will help achieve greenhouse gas reduction goals and increase resilience to extreme weather events resulting from climate change.

## 2021 Planning Emphasis Areas:

### ***Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future***

- Ensures that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
- Encourages the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.

### ***Equity and Justice in Transportation Planning***

- Advances racial equity and support for underserved and disadvantaged communities through strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer

reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

***Complete Streets***

- Aids in the development of equitable and safe transportation networks for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. Jurisdictions are encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

***Public Involvement***

- Requires increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

***Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination***

- Encourages coordination with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

***Federal Land Management Agency (FLMA) Coordination***

- Supports access and the transportation needs of Federal Land Management Agencies before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

***Planning and Environment Linkages (PEL)***

- Encourages a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

***Data in Transportation Planning***

- Encourages incorporation of data sharing and data management into the transportation planning process.

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**Moving Toward Performance Based Planning**

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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.

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### 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.

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### 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.

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### 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

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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

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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

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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

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## BGMPO Unified Planning Work Program

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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.

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### Anticipated DBE Contracting Opportunities for FY 2022 – 2023

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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.

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### BGMPO Administration and Management

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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.

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### FY 2023 UPWP Funding Source

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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** Transit providers are eligible to use Section 5307 funds for assistance on a wide range of planning, operations, and capital activities. Funds are available the year appropriated plus five years. These planning funds require a 10% - 20% local match and will be allocated according to the MPO FY2022 Section 5307 Split Percentages. The BGMPO transit agencies and TAC also agreed to split Section 5339 and 5310 according to the same percentages. The MPO's FY 2022 Section 5307 Urbanized Area Formula Appropriation (partial year) is based on funding made available under the Further Extending Government Funding Act which provides partial-year spending authority through February 18, 2022:

**Federal (80%)** \$953,015

#### 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

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## FTA TASK NARRATIVE TABLE

1- 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	Regional Transit Feasibility Study March 2023
Date of Products	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	None
10- Relationship	Burlington - Graham MPO Transit Service Operators, DCHC MPO, Triangle J MPO, Greensboro MPO
11- Agency	Burlington - Graham MPO
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

4- Title	Management Ops, Program Suppt Admin
5- Task Objective	This task involves Section 5303 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 grant, meeting facilitation, powerpoint presentations, GIS maps
7- Expected Completion	Management Ops, Program Suppt Admin Ongoing
8- Previous Work	Operations and management issues are performed on a continual basis.
9- Prior FTA Funds	\$75,000 over past 3 fiscal years in 5307
10- Relationship	Burlington - Graham MPO, transit agencies, NCDOT - PTD and IMD
11- Agency	Burlington - Graham MPO
14 - Section 5303 - Local 10%	\$588
15 - Section 5303 - State 10%	\$588
16 - Section 5303 - FTA 80%	\$4,705

### Programmed Funds Section 5303 5.6% of Section 5303 Budget

PWP FY 2023 FTA Section 5303/5307 Grant  
Application FTA TASK NARRATIVE  
TABLE BGMPO January 2022 I- MPO

	Burlington - Graham MPO
2- FTA Code	44.26.14
3- Task Code	III-B-3
4- Title	Special Studies

## FTA TASK NARRATIVE TABLE

5- Task Objective	Link Transit has funding to conduct the necessary management and operation activities to increase overall ridership and evaluate transit service effectiveness. The Link Transit Manager would perform these functions and report activities to the Link Public Transit Advisory Committee and the City of Burlington Director of Planning and Transportation. Some of the tools used would include the use of Remix Planning Software to perform effective transit service planning and Title VI analysis. An updated Title VI Program for Link Transit would need to be prepared this year.
6- Tangible Product Expected	Transit Marketing Activities, Transit Service Planning Activities, Title VI Program
7- Expected Completion Date of Products	Title VI Program – June 30, 2023  Transit Marketing Activities – June 30, 2023 Transit Service Planning Activities – June 30, 2023
8- Previous Work	Transit management and planning of Link Transit services since 2016
9- Prior FTA Funds	\$0
10- Relationship	Burlington - Graham MPO
11- Agency	City of Burlington/Link Transit
12 - Section 5307 Transit - Local 20%	\$20,000.00
13 - Section 5307 Transit - FTA 80%	\$80,000.00

### Programmed Funds Section 5307 100% of Section 5307 Budget

PWP FY 2023 FTA Section 5303/5307 Grant  
Application **FTA TASK NARRATIVE**  
**TABLE** BGMPO January 2022 I- MPO

2- FTA Code	44.26.14
3- Task Code	III-B-3
4- Title	Special Studies
5- Task Objective	Link Transit has funding to conduct the necessary management and operation activities to increase overall ridership and evaluate transit service effectiveness. The Link Transit Manager would perform these functions and report activities to the Link Public Transit Advisory Committee and the City of Burlington Director of Planning and Transportation. Some of the tools used would include the use of Remix Planning Software to perform effective transit service planning and Title VI analysis. An updated Title VI Program for Link Transit would need to be prepared this year.
6- Tangible Product Expected	Transit Marketing Activities, Transit Service Planning Activities, Title VI Program Title VI Program – June 30, 2023
7- Expected Completion Date of Products	Transit Marketing Activities – June 30, 2023 Transit Service Planning Activities – June 30, 2023
8- Previous Work	Transit management and planning of Link Transit services since 2016
9- Prior FTA Funds	\$0
10- Relationship	Burlington - Graham MPO
11- Agency	City of Burlington/Link Transit
12 - Section 5307 Transit - Local 20%	\$20,000.00
13 - Section 5307 Transit - FTA 80%	\$80,000.00

### Programmed Funds Section 5307 100% of Section 5307 Budget

**Burlington - Graham MPO****FY2022-2023 Planning Work Program  
Transit Task Narrative**

1-	MPO			
2-	FTA Code	44.24.00	44.26.14	
3-	Task Code	III.B.3	III.E	Total
4-	Title of Planning Task	Special Studies	Management Operations / Program Support Admin.	
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.	This task involves Section 5303 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.	

6-	Tangible Product Expected	Section 5303 grant, meeting agendas, powerpoint presentations, GIS maps	Section 5303 grant, meeting agendas, powerpoint presentations, GIS maps
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	Management Ops, Program Support Admin Ongoing

8-	Previous Work	Regional Transit Subcommittee Meetings, Safety Plans, Service Evaluation via Remix, EJ Screening Tool	Operations and management issues are performed on a continual basis.	
9-	Relationship To Other Activities	Transit Safety Plans, TAM Plans, Transportation Safety Plan, MTP	MPO Administration and Operations	
10-	Agency Responsible for Task Completion	Burlington - Graham MPO/ LinkTransit	Burlington - Graham MPO/Link Transit	
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	\$5,881	\$105,881

16	Section 5307 Local 20%	\$50,000	\$20,000	\$70,000
17	Section 5307 FTA 80%	\$200,000	\$80,000	\$280,000
	Subtotal	\$250,000	\$100,000	\$350,000
	Grand Total	\$350,000	\$105,881	\$455,881

Name of MPO: Burlington - Graham Metropolitan Planning Organization

Person Completing Form: Wannetta Mallette

Telephone Number: (336) 513-5418

[wmallette@burlingtonnc.gov](mailto:wmallette@burlingtonnc.gov)

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal funds contracted out	Total funds contracted
410,411,412,413,414,426	Regional Transit Feasibility Study	BGMPO	Consultant	\$80,000	\$100,000
410,411,412,413,414,426	Transit Facilities Study	City of Burlington	Consultant	\$200,000	\$250,000
Total				\$280,000	\$350,000



# 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		\$620,005
Local Contribution		\$144,413
State Contribution		\$10,588
<b>Total</b>		<b>\$775,006</b>

### Program Summary for MPO Planning and Administration (PL Funds)

Task Code	Task Code Group	Amount	%
II-A	Data and Planning Support	\$95,000	12.3%
II-B	Planning Process	\$383,000	49.4%
III-A	Planning Work Program	\$32,000	4.1%
III-B	Transportation Improvement Plan	\$45,259	5.8%
III-C	Civil Right Comp./ Other Reg. Requirements	\$22,500	2.9%
III-D	Statewide and Extra-Regional Planning	\$10,000	1.3%
III-E	Management Ops, Program Support Administration	\$187,247	24.2%
<b>TOTAL PL and Section 5303 Funds</b>		<b>\$775,006</b>	<b>100.0%</b>

## **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**

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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 (0%)	FTA (80%)	Total	Local	State	Federal	
	II-A	Data and Planning Support	\$19,000	\$76,000	\$95,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,000	\$ -	\$ 76,000	\$ 95,000
44.24.00	II-A-1	Networks and Support Systems	\$10,000	\$40,000	\$50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
44.26.14	II-A-2	Travelers and Behavior	\$4,000	\$16,000	\$20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	II-A-3	Transportation Modeling	\$5,000	\$20,000	\$25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	II-B	Planning Process	\$6,600	\$26,400	\$33,000	\$ -	\$ 10,000	\$ 10,000	\$ 80,000	\$ 100,000	\$ 50,000	\$ -	\$ 200,000	\$ 250,000	\$ 66,600	\$ 10,000	\$ 306,400	\$ 383,000
	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		City of Burlington Transit Facilities Study									\$ 50,000	\$ -	\$ 200,000	\$ 250,000				
44.24.00		BGMPO Regional Transit Feasiblity Study				\$ -	\$ 10,000	\$ 10,000	\$ 80,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	III-A	Planning Work Program	\$6,400	\$25,600	\$32,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,400	\$ -	\$ 25,600	\$ 32,000
44.21.00	III-A-1	Planning Work Program	\$4,000	\$16,000	\$20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
44.24.00	III-A-2	Metrics and Performance Measures	\$2,400	\$9,600	\$12,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	III-B	Transp. Improvement Plan	\$9,052	\$36,207	\$45,259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,052	\$ -	\$ 36,207	\$ 45,259
44.25.00	III-B-1	Prioritization	\$5,000	\$20,000	\$25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
44.25.00	III-B-2	Metropolitan TIP	\$3,052	\$12,207	\$15,259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	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	\$ -		\$ -	\$ -	\$ -					\$ 4,500	\$ -	\$ 18,000	\$ 22,500
44.27.00	III-C-1	Title VI Compliance	\$2,000	\$8,000	\$10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	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
44.26.14	III-E	Management Ops, Program Suppt Admin	\$16,273	\$65,093	\$81,366	\$ -	\$588	\$588	\$4,705	\$5,881	\$20,000	\$0	\$80,000	\$100,000	\$ 36,861	\$ 588	\$ 149,798	\$ 187,2

## 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	
	<b>II-A</b>	<b>Data and Planning Support</b>	<b>\$ 19,000</b>	<b>\$ -</b>	<b>\$ 76,000</b>	<b>\$ 95,000</b>
44.24.00	II-A-1	Networks and Support Systems <ul style="list-style-type: none"> <li>• Traffic Volume Counts</li> <li>• Vehicle Miles of Travel (VMT)</li> <li>• Street System Changes</li> <li>• Traffic Crashes</li> <li>• Transit System Data</li> <li>• Air Travel</li> <li>• Central Area Parking Inventory</li> <li>• Bike/Ped Facilities Inventory</li> <li>• Collection of Network Data</li> <li>• Capacity Deficiency Analysis</li> <li>• Mapping</li> </ul>	\$ 10,000		\$ 40,000	\$ 50,000
44.26.14	II-A-2	Travelers and Behavior <ul style="list-style-type: none"> <li>• Dwelling Unit, Population and Employment Changes</li> <li>• Collection of Base Year Data</li> <li>• Travel Surveys</li> <li>• Vehicle Occupancy Rates (Counts)</li> <li>• Travel Time Studies</li> </ul>	\$ 4,000		\$ 16,000	\$ 20,000
	II-A-3	Transportation Modeling <ul style="list-style-type: none"> <li>• Travel Model Update</li> <li>• Forecast of Data to Horizon Year</li> <li>• Forecast of Future Travel Patterns</li> <li>• Financial Planning</li> </ul>	\$ 5,000		\$ 20,000	\$ 25,000
	<b>II-B</b>	<b>Planning Process</b>	<b>\$ 66,600</b>	<b>\$ 10,000</b>	<b>\$ 306,400</b>	<b>\$ 383,000</b>
	II-B-1	Targeted Planning <ul style="list-style-type: none"> <li>• Air Quality Planning/Conformity Analysis</li> <li>• Alternative Fuels/Vehicles</li> <li>• Hazard Mitigation and Disaster Planning</li> <li>• Congestion Management Strategies</li> <li>• Freight Movement/Mobility Planning</li> </ul>	\$ 1,600		\$ 6,400	\$ 8,000
	II-B-2	Regional Planning <ul style="list-style-type: none"> <li>• Community Goals and Objectives</li> <li>• Highway Element of the CTP/MTP</li> <li>• Transit Element of the CTP/MTP</li> <li>• Bicycle and Pedestrian Element of CTP/MTP</li> <li>• Airport/Air Travel Element of CTP/MTP</li> <li>• Collector Street Element of CTP/MTP</li> <li>• Rail, Waterway, or other Mode of the CTP/MTP</li> </ul>	\$ 5,000		\$ 20,000	\$ 25,000
44.24.00	II-B-3	Special Studies				
		City of Burlington Transit Facilities Study	\$ 50,000		\$ 200,000	\$ 250,000
		BGMPO Regional Transit Feasibility Study	\$ 10,000	\$ 10,000	\$ 80,000	\$ 100,000
	<b>III-A</b>	<b>Planning Work Program</b>	<b>\$ 6,400</b>	<b>\$ -</b>	<b>\$ 25,600</b>	<b>\$ 32,000</b>
44.21.00	III-A-1	Planning Work Program	\$ 4,000		\$ 16,000	\$ 20,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 2,400		\$ 9,600	\$ 12,000
	<b>III-B</b>	<b>Transp. Improvement Plan</b>	<b>\$ 9,052</b>	<b>\$ -</b>	<b>\$ 36,207</b>	<b>\$ 45,259</b>
44.25.00	III-B-1	Prioritization	\$ 5,000		\$ 20,000	\$ 25,000
44.25.00	III-B-2	Metropolitan TIP	\$ 3,052		\$ 12,207	\$ 15,259
	III-B-3	Merger/Project Development	\$ 1,000		\$ 4,000	\$ 5,000
	<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr.Reg. Reqs.</b>	<b>\$ 4,500</b>	<b>\$ -</b>	<b>\$ 18,000</b>	<b>\$ 22,500</b>
44.27.00	III-C-1	Title VI Compliance	\$ 2,000		\$ 8,000	\$ 10,000
	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	\$ 1,000		\$ 4,000	\$ 5,000
	III-C-7	Private Sector Participation	\$ 300		\$ 1,200	\$ 1,500
44.26.13	<b>III-D</b>	<b>Statewide and Extra-Regional Planning</b>	<b>\$ 2,000</b>		<b>\$ 8,000</b>	<b>\$ 10,000</b>
44.26.14	<b>III-E</b>	<b>Management Ops, Program Support Admin</b>	<b>\$ 36,861</b>	<b>\$ 588</b>	<b>\$ 149,798</b>	<b>\$ 187,247</b>
		<b>TOTALS</b>	<b>\$ 144,413</b>	<b>\$ 10,588</b>	<b>\$ 620,005</b>	<b>\$ 775,006</b>

**Burlington - Graham Urban Area MPO Five Year Planning Program**

FISCAL YEAR	PLANNING PROCESS ACTION		PRODUCTS OF THE PLANNING PROCESS			
	CERTIFICATIO N 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.

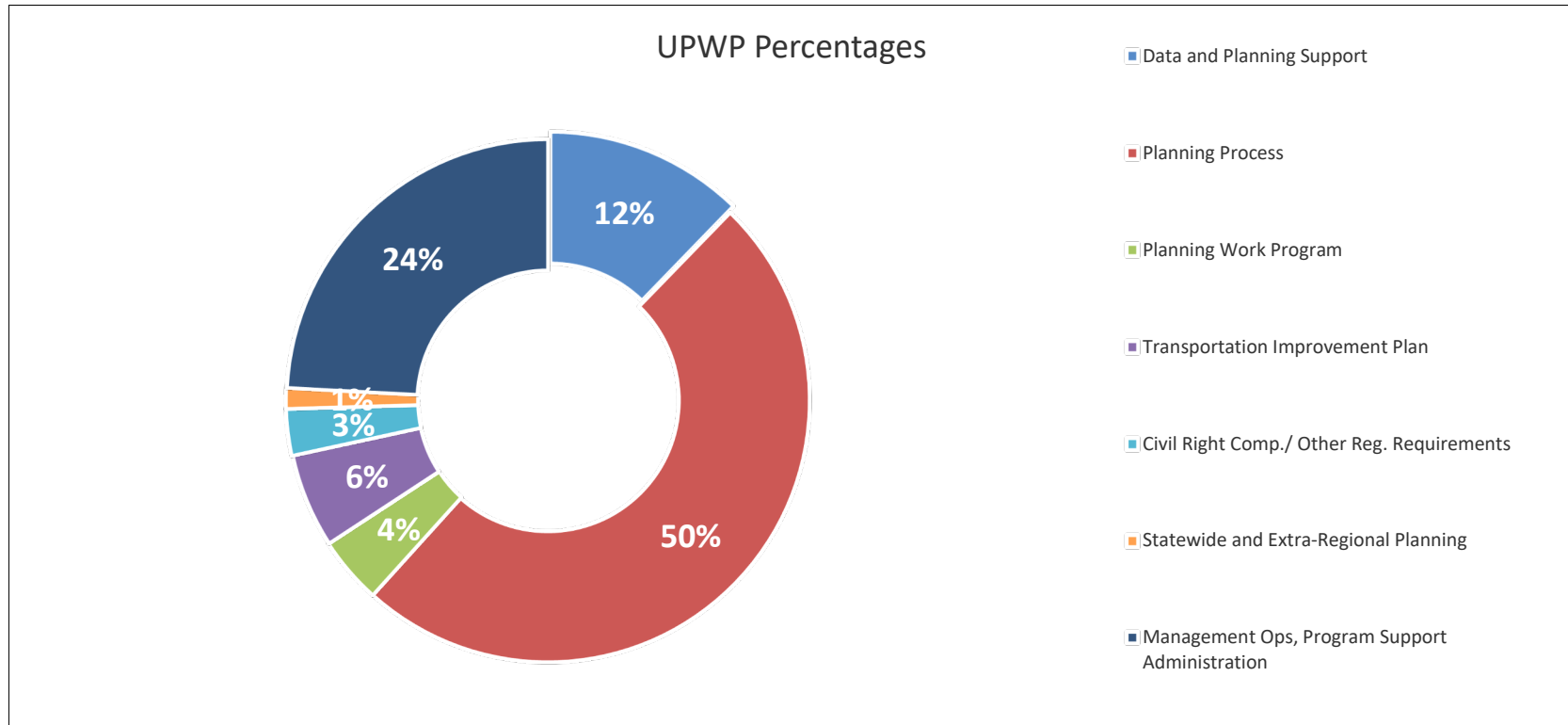
The MPO uses the PL funds to carry out tasks identified in the Planning Work Program. Some of the funds are used to pay staff salaries for time spent on transportation planning activities and for administration of the MPO. Some of the funds are used to pay outside consultants for special planning studies. 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**

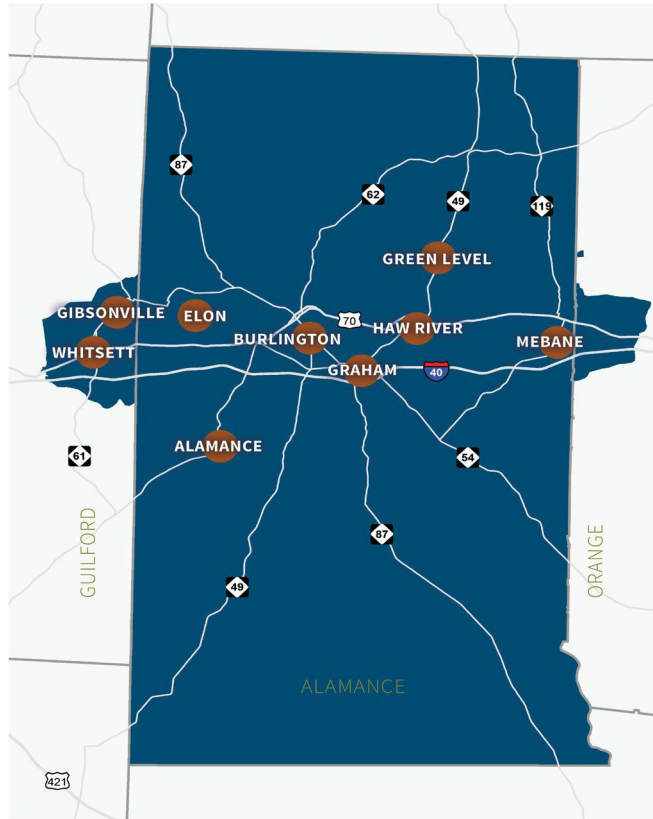
These are funds from the Federal Transit Administration (FTA) that are designated exclusively for transit planning. The funds are currently administered by the City of Burlington as a Direct Recipient of federal transit funds. The funds are primarily used to pay staff salaries for time spent on transit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







# PUBLIC INVOLVEMENT PLAN

AMENDED

ADOPTED August 28, 2015

*Burlington – Graham Metropolitan Planning Organization*

*234 East Summit Avenue*

*PO Box 1538*

*Burlington, North Carolina 27215*

*[www.bgmpo.org](http://www.bgmpo.org)*

*336.513.5418*

## INTRODUCTION

The Burlington - Graham Metropolitan Planning Organization's (BGMPO's) Public Involvement Plan is an umbrella policy document encompassing all plans and programs of the urban area's transportation planning processes including the Metropolitan Transportation Plan, Transportation Improvement Program (TIP), Major Investment Studies (MIS), Program of Projects (POP) and the Unified Planning Work Program (UPWP). These plans and policies are completed in coordination with the North Carolina Department of Transportation (NCDOT) Statewide Public Involvement Plan, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) Public Involvement Plan guidance.

## PURPOSE

The purpose of the Public Involvement Plan is to create an open and transparent process in accordance with federal, state and local requirements wherein the general public has the opportunity to be meaningfully engaged in all stages of the transportation planning decision-making processes. Underlying these efforts is the commitment to establish a two-way open dialogue for developing the most effective outreach methods for a given project or population. The Public Involvement Plan is designed to ensure that transportation decisions will reflect public priorities.

## OBJECTIVES

1. Engage a broad cross-section of the public in the transportation planning decision-making processes of the BGMPO.
2. Enhance the public's knowledge of the BGMPO multimodal transportation system, costs and funding.
3. Evaluate the BGMPO's public involvement procedures and its effectiveness for increasing public engagement and access to relevant information.
4. Coordinate with the statewide transportation planning public involvement and consultation processes.
5. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

## FEDERAL COMPLIANCE

### Americans with Disabilities Act

The Americans with Disabilities Act (ADA), signed into law in 1990, is a landmark civil rights legislation ensuring equal opportunity for people with disabilities to access

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employment, public facilities, transportation, state and local government services and communications. The ADA requires coordinating with disabled community representatives in the development and improvement of transportation services. Persons with disabilities must also be able to access the sites where public involvement activities occur as well as the information presented. See [www.ada.gov](http://www.ada.gov) for more information. All notices for planning activities of the BGMPO will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions requested).

#### Title VI of the Civil Rights Act of 1965

Title VI of the Civil Rights Act of 1965 prohibits discrimination based upon race, color or national origin. Specifically, 42 USC § 2000d states, “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” See Title VI Civil Rights Act US Dept of Justice for more information.

#### Executive Order 12898 – Environmental Justice

Executive Order 12898; Federal Actions to Address Environmental justice in Minority and Low-Income Populations. The Executive Order reinforced the requirements of Title VI of the Civil Rights Act of 1964 and focused federal attention on the environmental and human health conditions in minority and low-income communities. Furthermore, recent guidance issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) emphasizes the importance of considering and addressing Environmental Justice (EJ) in all phases of the transportation planning process. EJ calls for the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income, and that the benefits, as well as the impacts, of transportation investments are fairly distributed.

#### Executive Order 13166 – Limited English Proficiency

People with Limited English Proficiency (LEP) are those with a primary or home language other than English. Executive Order 13166 requires any agency that receives federal funds to make their activities accessible to non-English speaking individuals. See Limited English Proficiency Executive Order and the BGMPO Title VI Plan for more information.

#### National Environmental Policy Act (NEPA)

Agencies that utilize federal project funding must comply with the National Environmental Policy Act (NEPA) before final decisions are made about federal actions that could have environmental impacts on social, cultural, and economic resources, and economic resources, as well as natural resources. NEPA provides an opportunity for public involvement in the decision-making process.

## **PUBLIC INVOLVEMENT PROCESS**

MPOs are required to represent localities in all urbanized areas (UZAs) with population over

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50,000, as determined by the U.S. Census. 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 BGMPO in 1975. 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).

## TECHNICAL COORDINATING AND TRANSPORTATION ADVISORY COMMITTEES

The BGMPO established a Technical Coordinating Committee (TCC) with the responsibility of general review, guidance, and coordination of the transportation planning process. A Transportation Advisory Committee (TAC), comprised of elected officials in the urbanized area, was also established as the policy and decision-making body for the BGMPO.

## PUBLIC NOTIFICATION

Effective communication and timely information exchange with the public are essential for maintaining community understanding and successful implementation of transportation programs and projects. The BGMPO public information dissemination efforts may vary but will generally include public notices and legal advertisements posted on the BGMPO website [www.bgmipo.org](http://www.bgmipo.org) and advertised in the local newspaper of general circulation. Public notification will be conducted in accordance with Title VI and related Notice of Nondiscrimination regulations.

## Public MEETINGS AND OUTREACH

### Public Meetings

“Public meeting” refers to any meeting that is open to the public, such as public hearings, stakeholder meetings, subcommittee meetings, workshops, and TCC and TAC meetings. Attempts will be made to identify stakeholders that reflect the diversity of the BGMPO population to serve on various subcommittees.

- Public meetings will be conducted at times, locations, and facilities that are convenient and accessible and preferably located on a transit route.
- Meeting materials will be available in a variety of predetermined formats to serve diverse audiences in accordance with the *BGMPO Title VI Plan Program*.
- A variety of advertising means may be employed to inform the public. Other forms of notifications include flyers, newsletters, videos, and social media.
- Assistance to persons with disabilities or Limited English Proficiency will be provided as outlined in the *BGMPO Title VI Plan*.

The BGMPO will seek public input through a menu of techniques including public notices, newspaper advertisements, public meetings, open houses, interviews, surveys, newsletters,

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emails, and social media. The techniques employed will vary, depending on the specific planning project. Public events will be inclusive, collaborative, interactive, and informative for all. Summary documents will detail how public input was considered in the decision-making process.

BGMPO meetings may be conducted in-person, online via a teleconference platform, or through a hybrid in-person and online format. The TCC, TAC and general public will be advised of the meeting format in advance by email and posted notification on the BGMPO website. Livestream of public meetings may be considered as an additional tool for public participation in BGMPO meetings. In instances where meetings are solely held virtually, the MPO will take reasonable steps to make the meetings publicly accessible in accordance with the North Carolina Open Meetings Law.

Public meetings or forums designed to solicit public comment may be held at various locations around the metropolitan area to encourage the greatest public participation. Public meetings will be held at locations that meet ADA requirements and accessible by public transportation.

#### MPO TCC and TAC Meetings

The TCC and TAC annually adopts their meeting calendar during the first meeting of the calendar year. The meetings are scheduled at least five times per calendar year the third Tuesday of the meeting month. The schedule of regular meetings will be posted on the BGMPO website. The meetings are open to the public and the public has the opportunity to provide comments at the beginning of each meeting. Agenda packets are posted on the MPO website [www.bgmipo.org](http://www.bgmipo.org) and emailed to TCC and TAC members seven days in advance of the scheduled meeting. Hard copies of the agenda packets are available by request. Public comments can also be emailed to [comments@burlingtonnc.gov](mailto:comments@burlingtonnc.gov) by 3:00 p.m., the Friday preceding the scheduled meeting.

For particular planning issues (i.e., plan development and updates, special studies, amendments to planning documents, etc.), the TAC may schedule a public comment period and public hearing as a federal or state requirement.

#### Meeting Rescheduling and Cancellations

A quorum consisting of a majority of the TAC membership is necessary to conduct business at a meeting. BGMPO staff will poll members at least five (5) days prior to a scheduled meeting to establish a quorum. In the case that a quorum of members will not be achieved for a TAC meeting, the TAC Chair may officially cancel the meeting. TCC or subcommittee meetings are not subject to quorum requirements. In the event that a quorum is not present, and a regularly scheduled TAC meeting is cancelled, a notice of the cancellation and a rescheduled meeting notice will be advertised on the BGMPO website. The agenda for the rescheduled meeting shall include all of the items listed on the agenda of the original meeting.

If a quorum is present, but the meeting needs to be relocated due to lack of space, scheduling conflicts, etc., a motion to reconvene the meeting at another place will be made and voted upon. If the TAC decides to reconvene the meeting, the decision will be announced on the website and a written notice will be posted with the original agenda showing the date, time and place of the reconvened meeting.

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Occasions may occur when the BGMPO is required to act quickly or delay forwarding and posting meeting agendas. On the rare occasions that require a TCC and TAC emergency meeting or when immediate action is needed, meeting notices will be posted at least one hour prior to the meeting. The TAC and TCC may act or decline to take immediate action or remand the item for further study and public review.

#### Response to Public Comment

Acknowledging public comments is a way to respond to public feedback. All public comments received will be compiled by staff and responses forwarded to the TCC and TAC, or when required, included in planning documents' appendices.

The TAC may schedule public comment periods and public hearings in accordance with federal and state requirements. The notice for the public comment period and the public hearing will be advertised in the local newspaper of general distribution. Comments are compiled by the BGMPO and reviewed by the TAC. The BGMPO will accommodate special provisions requests upon notification within 48 hours of the scheduled public meeting (i.e. having available large print documents, audio material, sign language availability, translators, etc.).

#### Small Group Meetings

A small group meeting is a meeting held with a small group or individuals from the public at their request or consent. Small group discussion formats may be integrated into larger group public meetings and workshops in an effort to make participants comfortable and more likely to contribute. If it is determined that a targeted group has not been afforded adequate opportunities to participate, the group may be contacted to inquire about possible participation methods, including unscheduled project meetings. Unless unusual circumstances or safety concerns exist, the meeting may be held at a location of the group's choosing in accordance with the prevailing Covid and/or safety protocols.

#### Community Surveying

Opinion surveys such as MetroQuest will occasionally be used to obtain input from stakeholders or the general public. Surveys may be conducted via email, project websites, at community events or by placing survey drop boxes in ideal locations. Surveys will be translated into languages other than English, upon request.

#### Other Public Meetings and Workshops

The MPO may wish to schedule other public meetings and workshops in the course of developing a wide variety of planning documents, researching specific issues, conducting surveys and public education campaigns. The MPO commits to maintaining the longstanding notification standard of:

- Issuing a press release to major local newspapers, television, or radio stations.
- Emailing stakeholders notice of meetings on topics of interest as appropriate.

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## POLICY ELEMENTS

In accordance with 23 CFR 450.316, a MPO is required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Program of Projects (POP), the Major Investment Study (MIS), and the Unified Planning Work Program (UPWP). Under this requirement, MPOs must allow for:

- adequate public notice of public participation activities;
- review and comment period at key decision points; and,
- multiple, accessible participation formats including virtual and in-person.

The Public Involvement Plan must be prepared by the BGMPO with a 45-day public review and comment period. In addition, any revisions or amendments also require a 45-day review and comment period.

*NOTE: This document will be monitored and updated on an annual basis for new or revised items/regulations.*

## METROPOLITAN TRANSPORTATION PLAN

The BGMPO Metropolitan Transportation Plan public involvement process (including transportation improvement plans, thoroughfare plans, corridor plans, special studies, etc.) is designed to provide early and adequate opportunities for stakeholders to be involved throughout the transportation planning process. It is also designed to provide gradual progression from the general information (vision setting and formulation of goals, objectives and policies) pertaining to plan development to very specific information regarding alternatives and project selection. Meeting notices, plans and policy documents will be posted on the BGMPO and/or project website and website links shared with all member jurisdictions for distribution. Information dissemination, notification of meetings, publication of proposed project lists will be integral elements of the public participation process.

1. The TAC will initiate the Metropolitan Transportation Plan (MTP) development or update process.
  2. The BGMPO will endeavor to involve the public at key decision points of the MTP development. Decision points are those stages where the TAC will be required to endorse or take action on particular work elements. These include, but are not limited to:
    - Formulation of vision, goals and objectives
    - Policy development
    - Review and approval of socio-economic and demographic projections
    - Review of land use information and growth scenarios
    - Review and determination of transportation deficiencies
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- Identification of transportation (facility) needs
  - Evaluation of alternatives and selection of preferred option and funding investments
  - Plan recommendation and adoption
3. The TAC will conduct a minimum 30-day public comment period in advance of the public hearing, effective from the date of the public notice publication for draft plan review. The notices also will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions as requested) of the public hearing. Additionally, a copy of the draft plan will be uploaded to the BGMPO website and a legal ad will inform the public of hard copies availability for public review. The BGMPO contact person, phone number and e-mail address will be included in the public notice. Comments received during the public comment period will be added as an appendix to project documents and forwarded to the TCC and TAC.
  4. The TAC may choose will hold a public hearing before adopting or approving the MTP. Comments regarding the draft strategy will be considered prior to adopting the final plan.
  5. The process for developing, updating, and amending the MTP will generally follow the above sequence and procedures.

## TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is the document that describes the funding and scheduling program of transportation improvement projects (highway and non-highway, and transit capital and operating assistance) using state and federal funds. NCDOT developed guidance and specific standards for local methodology used in TIP development. The guidance requested that each planning organization develop and implement a methodology that maintains transparency and maximizes the opportunity for public review and input. The BGMPO Local Input Methodology details the public involvement process and is posted on the website.

### Public Participation Process

1. The BGMPO Technical Coordinating Committee (TCC) will develop a draft Prioritization Priority List from the Local Project Priorities.
2. The BGMPO draft Priority List and Program of Projects (POP) will be published for a minimum 30-day public comment period in the local newspaper and other media sources. The notices for the public comment period and the public hearing will include an announcement that states that persons with disabilities will be accommodated. The draft Priority List will be on file in the BGMPO office for public review and comment.
3. The BGMPO will develop a draft TIP from the approved NCDOT STIP and from revenue estimates provided by the NCDOT.



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4. Copies of a draft TIP will be distributed to TAC members. The draft TIP will follow the same notification procedures as outlined above for the draft Priority List.
  5. The TAC may hold a public hearing on the draft TIP. The public hearing will be held at a location, which is accessible to persons with disabilities. Public comments will be addressed and considered prior to the adoption of the TIP.
  6. Written public comments and their responses will be published as an appendix to the final TIP. The BGMPO will maintain a record of all public comments received through adoption of the Final STIP by the Board of Transportation (or longer as per the BGMPO record retention requirements).
  7. Amendments to the TIP will occur by TAC resolution. TIP amendments will be posted to the website and made available for public review at least one week prior to regularly scheduled TCC and TAC meetings.

## MAJOR INVESTMENT STUDY

The Major Investment Study (MIS) supports decisions on significant federally funded transportation investments along a corridor or sub area level of the metropolitan area. The MIS identifies all reasonable strategies for the study area in order to meet its transportation demands and relieve any transportation problems. It is a detailed analysis designed to provide local decision-makers with more comprehensive corridor level technical analysis early in the transportation planning process.

The scope of a major investment study for the BGMPO will be determined on a project-by-project basis. Therefore, the MPO will choose the appropriate public participation initiatives to meet the goals of the MIS. The public participation techniques that may be used are public informational meetings, newsletters, and media relations.

## UNIFIED PLANNING WORK PROGRAM

Federal planning regulations require that each MPO prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP identifies the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit.

### **Public Participation Process**

1. The Draft Unified Planning Work Program is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public. The TCC then endorses a Draft UPWP and forwards the document to the TAC for public release.
2. The Draft UPWP is then reviewed and released for a 30-day comment period by the TAC. The Draft is also sent to the NCDOT Public Transportation Division and Transportation Planning Division for comments.
3. After the close of the public review period, the final draft will be presented for TCC and TAC approval and adoption. Staff will present any comments received during

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the public comment period.

4. The public is afforded the opportunity to make comments during the advertised public hearing. Upon TAC adoption, the Final UPWP is then forwarded to NCDOT and posted to the BGMPO website.
5. Any significant revision and amendment to the plan work program will be subject to the public review process as outlined in the Modifications and Amendments section below.

*NOTE: This document will be monitored and updated on an annual basis for new or revised items/regulations.*

## TRANSIT ALLOCATION PLAN

The Federal Transit Administration and NCDOT – Public Transit Division require recipients of Section 5307 funding to develop an annual Transit Allocation Plan and Program of Projects (POP) for public review. It is a federal requirement for MPOs to solicit public comments regarding the utilization of federal funds. The POP project list will detail the project purpose, funding requests, and the local, state and Federal shares.

### **Public Participation Process**

1. The BGMPO Transit Advisory Committee will develop the Transit Allocation Plan and resulting Program of Projects (POP). The draft POP project list is posted on the BGMPO website and advertised in a newspaper of general circulation for public comment. Staff will present any comments received during the public comment period.
2. After public review, the TCC and TAC will consider adoption of the Section 5307 suballocation schedule and draft POP and incorporation of the funding and projects in BGMPO UPWP. After adoption, the adopted POP will be the final program of activity for the fiscal year, unless amended by the TAC.

## AIR QUALITY CONFORMITY DETERMINATION REPORT (AQ-CDR)

The Air Quality Conformity Determination Report (AQ-CDR) is a federally required document that demonstrates that emissions from the future transportation network will be below a threshold established by the State Implementation Plan (SIP). An AQ-CDR is required for the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and possibly MTP amendments that impact a regionally significant project. Need for an AQ-CDR is determined by Triangle interagency consultation partners.

### **Public Participation Process:**

1. Upon completion of the draft AQ-CDR, the MPO shall provide a minimum public comment period of 30 days and publish notice in a major daily newspaper of general circulation. The MPO will post the draft AQ-CDR and report attachments on

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its website.

2. The BGMPPO TAC will conduct a public hearing for adoption of the AQ-CDR. The time, location and meeting format of the public hearing will be posted in advance on the MPO website.

## OPTIONAL PUBLIC INVOLVEMENT PUBLIC INVOLVEMENT PROCEDURES

As a method for increasing public involvement and participation in the process, the public involvement for NCDOT and federal (long range plan, surveys, workshops, etc.) and other ancillary BGMPPO planning processes may also include any or all of the following techniques:

Public meetings/hearings, workshops, surveys, focus groups, newsletters, public service announcements, charrettes, transportation advisory group, mass media, etc. Public meetings (forums) designed to solicit public comment may be held at various locations around the MPO area to encourage the greatest public participation.

The BGMPPO will coordinate with partner agencies with distribution to member jurisdictions, citizen groups and agencies. Notification of the draft documents may be provided through various media outlets. The notification will inform the public of the availability of the draft documents for review and comment where to send written comments and addresses and phone numbers of contact persons.

## MODIFICATIONS AND AMENDMENTS

Occasionally, the need may arise which requires minor modifications to the MTP, UPWP, PIP or other planning documents. Changes can be categorized in three ways: Administrative Modification, Minor Amendments, or Major Amendments. Minor and major amendments shall be required to undergo review and approval by the TCC and TAC.

*Administrative amendments* shall be for the purpose of correcting an administrative error or informational change; minor modifications to project plans and adjustment of project starts and completion dates. These do not require a formal public review and comment, or re-demonstrations of fiscal constraint.

*Minor Amendments* are considered minor in nature. Examples include UPWP work plan task funding changes with no fiscal impacts, and technical/preliminary/ exploratory studies. These do not require a formal public involvement process outside the regular meeting structure of the MPO. Minor amendments will be distributed as informational items in BGMPPO Board and advisory committee meeting packets, in addition to being posted on the website.

*Major Amendments* are considered significant enough to require public review and comment. Examples include the addition or deletion of MTP or CTP regionally significant projects or a substantial change in the design concept or scope of a project. Major amendments require a 30-day formal public comment period. The comment period shall be advertised in the local newspaper and on the MPO's website.

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## CONTACT INFORMATION:

For any questions, comments or for further information regarding the BGMPO Public Involvement Plan, please contact the BGMPO office.

Burlington-Graham MPO  
Department of Public Works and Transportation  
PO Box 1358  
Burlington, NC 27215  
Email: [comments@burlingtonnc.gov](mailto:comments@burlingtonnc.gov)  
Phone: 336-513-5418

## 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 <b>Snow Camp</b> .	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 <b>Burlington</b> .	8/4/21	Jul. 2022	\$150,394	Construction Underway - Signal upgrade completed, signal loops and pavement markings remain to be completed	Dawn McPherson Derek Dixon
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 <b>Burlington</b>	Oct. 2021	FY2022	\$75,000	PE funds scheduled to be released 2/2/21 - Construction Underway - Signal update completed, signal loops and pavement markings remain to be completed	Dawn McPherson Chad Reimakoski
B-5728 45684.1.1 45684.2.1 45684.3.1	Replace Bridge #112 over Reedy Fork Creek on NC87 in <b>Ossipee</b>	4/19/22	FY2025	\$6,200,000	Planning and design activities complete - ROW complete	Kevin Fischer
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 <b>Burlington</b>	4/22/22	FY 2024	\$8,400,000	Planning and design activities underway, ROW acquisition complete, Utility relocations underway	Brian Ketner
47786 SM-5707B 47903.2.1	Intersection improvements on SR 1007 (Mebane Oaks Rd) at SR 2126/2128 (Old Hillsborough Rd) south of <b>Mebane</b> . 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
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 - installation of all way stop scheduled to be installed 3/9/2022	Dawn McPherson

## NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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
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 <b>Graham</b>	6/15/23	FY2025	\$2,100,000	Planning and design activities underway - ROW 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 <b>Mebane</b> .	12/19/23	FY2026	\$6,200,000	Planning and design activities underway	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 <b>Burlington</b>	8/20/24	FY2026	\$2,400,000	Planning and design activities underway - ROW acquisition pending	Brian Ketner
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 <b>Burlington</b>	3/18/25	FY2028	\$10,000,000	Planning and design activities underway - <b>Virtual Public Meeting to be held 3/24/2022 - Public input website to be open for 14 days after</b>	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 <b>Burlington</b>	3/18/25	FY2027	\$13,200,000	Planning and design activities underway, Includes EB-5882	Rob Weisz
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 <b>Haw River</b>	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 <b>Burlington</b>	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 <b>Burlington</b>	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 <b>Mebane</b>	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	3/31/2022	100.00	99.93
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	87.30
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	3/31/2022	100.00	90.02
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	17.00	19.27
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	54.00	99.75
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	70.30	59.45
DG00520	R-5787F	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS ROUTES	DOT CONSTRUCTION INC	Howell, Bobby J	\$1,271,240.40	5/10/2021	4/14/2023	1/25/2022			
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	3/26/2022	100.00	80.52
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				
DG00553		RESURFACING THREE SECTIONS OF SECONDARY ROADS IN ALAMANCE COUNTY	SHARPE BROTHERS A DIVISION OF VECELLIO & GROGAN, INC.	Hayes, PE, Meredith D	\$2,739,764.39	4/1/2022	6/30/2022	4/1/2022			
DG00556		REPLACE BRIDGE #003 ON SR 1529 (DURHAM STREET EXT.) OVER DRY CREEK	R.E. BURNS & SONS CO., INC.	Howell, Bobby J	\$789,559.95						



# NCDOT TPD NEWS



NCDOT TPD Burlington-Graham Metropolitan Planning Organization Newsletter

March 2022

## CTP Maps/Recommendations Table for Review

NCDOT TPD previously presented the Burlington-Graham MPO CTP preliminary draft maps and recommendations at the May 18, 2021 TCC meeting. This was to gather feedback from local governments to add/modify/remove any preliminary draft CTP recommendations. Changes have since been made to the CTP Maps/Recommendations Table. In addition, identified needs have also been listed for each project recommendation. NCDOT TPD requests that the BGMPO TCC/TAC review the CTP Maps/Recommendations and release them for public review. After public review, tentative adoption for the BGMPO CTP will be at the May 17, 2022 TCC/TAC meetings.

## Complete Streets Implementation Guidance

On February 11, 2022, NCDOT released updated guidance and resources to support implementation of the Complete Streets Policy. These materials were developed by the NCDOT Division of Highways (DOH) and Integrated Mobility Division (IMD) in coordination with many internal stakeholders as well as MPOs, RPOs, and other external partners.

Since its adoption by the Board of Transportation in 2019, the updated Complete Streets Policy has required the consideration and incorporation of multimodal facilities on all appropriate transportation projects in the state. However, implementation of the policy has been inconsistent and lacked adequate guidance to ensure its success. The new and revised materials released provide clarity, a more streamlined project evaluation process, and improved standards for the consideration and integration of complete streets elements.

More information is available at: <https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx>

## Traffic Forecasts (TF)

Project Level Traffic Forecasting is an essential part of the planning process. The traffic forecast informs the design of STIP projects.

Traffic Forecast Information	Status	Current ROW/ Construction Schedule
<b>B-6052:</b> Replace Bridge 68 on Trollingwood Rd (SR 1928) over NC RR/Norfolk Southern Railroad in Haw River.	Completed 2/18/2022	ROW FY 2024 Construction FY 2026

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

*- NCDOT Mission Statement*

## FHWA News

The U.S. Department of Transportation Secretary Pete Buttigieg [addressed the Transportation Research Board \(TRB\) 2022 Annual Meeting](#). Secretary Buttigieg answered questions from TRB Executive Committee Chair Susan Shaheen of University of California, Berkeley and TRB Vice Chair Nat Ford of Jacksonville Transportation Authority. The Secretary discussed an array of topics, including the [National Roadway Safety Strategy](#), equity, the Infrastructure Investment and Jobs Act, and supply chain issues.



## 2022 Transportation Summit Sessions' Recordings

On Jan. 19-20, NCDOT and NC GO! hosted the third annual N.C. Transportation Summit. The event was held at the Raleigh Convention Center, and featured speakers from around the world.

Sessions explored innovating for the future, embracing diversity and inclusion and the effects of the pandemic on the industry.

All sessions were recorded and can be reviewed now.

[NCDOT: N.C. Transportation Summit](https://www.ncdot.gov/news/nc-transportation-summit/Pages/default.aspx) (<https://www.ncdot.gov/news/nc-transportation-summit/Pages/default.aspx>)

## Contact Us

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Interim Coordinator

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Visit us on the web  
[www.ncdot.gov](http://www.ncdot.gov)

Upcoming	Date
Last day to submit revisions to TPD for FY 22 (U)PWP with signatures	April 19, 2022
3rd Quarter 5303 Claim (January 1, 2022 to March 31, 2022) due	April 29, 2022
Last day to submit adopted FY23 UPWP with resolution, 5-yr planning calendar, and MPO self-certification of long-range planning. <b>3rd Quarter invoice and work summary due.</b>	May 10, 2022

### NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](#) (or go to [ncdot.gov/ncmoves](http://ncdot.gov/ncmoves))
- [NCDOT Strategic Transportation Corridors](#) (or go to [ncdot.gov](http://ncdot.gov) and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to [ncdot.gov](http://ncdot.gov) and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to [ncdot.gov](http://ncdot.gov) and search: public transportation plan)
- [Great Trails State Plan](#) (or go to [ncdot.gov](http://ncdot.gov) and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](#) (or go to [ncdot.gov](http://ncdot.gov) and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to [ncdot.gov](http://ncdot.gov) and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to [ncdot.gov/biceped/walkbikenc](http://ncdot.gov/biceped/walkbikenc))

### Other Plans:

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](#) (or go to [ncdot.gov](http://ncdot.gov) and search: First Commission)

### Helpful Links:

Click on links below to learn more:

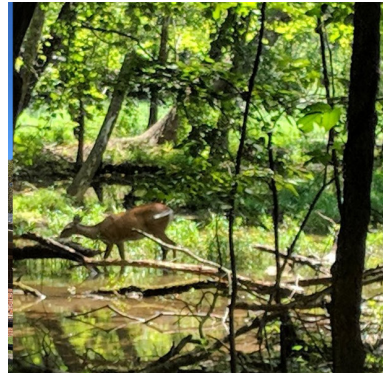
- NCDOT home page—[ncdot.gov](http://ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](http://DriveNC.gov) | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program - [ncdot.gov/sti](http://ncdot.gov/sti)
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—
- Links to all traffic count data information - [Traffic Survey Group \(ncdot.gov\)](#)
- NCDOT Interactive Traffic Volume Map—[Traffic Volume Maps \(ncdot.gov\)](#) —**The Burlington-Graham MPO urban area is counted during odd years.**
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)

## Explore with Express.

As part of our Explore with Express series, this month's focus will be on our Route 3 High-Point Express. PART's routes 1, 2, and 3 seamlessly connect Winston-Salem, Greensboro, and High Point, making it as simple as a nice relaxing bus ride to navigate the Triad.

Most people know High Point as the Furniture Capital of the World. But, along with furniture, High-Point has many great things for visitors to enjoy, and the Piedmont Environmental Center is one such place. Located off Penny Road in High Point, the PART system makes it is easy to get to from neighboring cities. This exceptional Center provides programs and a place to learn, conserve and enjoy nature through hands-on experiences that focus on our fragile natural environment. It offers 6 miles of beautiful nature trails and planned educational classes for school groups and individual programs. It also houses a unique 70' x 30' walk-on topographic Mapscape of North Carolina, small animal exhibits, and has conference rooms and classrooms available to reserve. The High Point Greenway and the Greensboro Bicentennial Greenway join at the Piedmont Environmental Center, linking the Center to over a hundred miles of beautiful and extensive trail systems.

So, hop on a PART bus and get out and enjoy what the Triad has to offer! PART buses are climate controlled, bike-friendly, handicap accessible, have high back reclining seats and high ceilings. Riding with PART is easy, affordable, and very comfortable!



## PART's New Board Members

PART would like to welcome our two new Board Members, Martha Wolfe and Skip Alston. We are thankful for their service.



**Martha Wolfe**  
High Point MPO /  
TAC Chair



**Skip Alston**  
Guilford County Board of  
County Commissioners

**Goodbye TouchPass App...  
Hello  umo !**

**The TouchPass App ends**

**March 31st.**

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Before time runs out!**

**[www.partnc.org](http://www.partnc.org) / Umo 336-883-7278**



## “Why isn’t there a bus stop at this corner?”



“I need the bus to arrive downtown 10 minutes earlier.” “If the bus went here, I could ride it to work.” These are the challenges that keep transit planners up at night! Designing public transportation routes and service is complex, with multiple factors to consider. For example, determining the safest and quickest way between destinations and identifying safe and accessible bus stops. Creating a schedule to accommodate travel needs and deciding when service should start/stop and which days it should run.

To help with these challenges, Transit Planners use mapping tools and data that focus on where people live and work to determine which communities would benefit from service. The Federal Transit Administration classifies PART’s service as an express commuter service, a specific type of service that connects neighboring communities. Most of the routes are long-running with limited stops. PART’s service enters and leaves downtown areas with reduced stops and travels primarily along an interstate or highway with the “doors closed”, connecting neighboring community partners we serve. Within our 10-county service area, routes have schedules designed to

accommodate commuters; others have frequent service throughout the day, servicing all types of trips.

In addition to maps and data, PART relies on input from local citizens. Service changes are generally the result of riders changing needs and suggestions, balanced with feasible and fundable, and aligned with our mission of *Connecting Communities*.

Public Transportation agencies have always needed to be fluid, changing as communities change, and are adapted to searching for creative ways to address mobility needs. However, a post-pandemic society delivered many new challenges. Our region, and the industry, have been impacted by a significant reduction in ridership. People started working from home, left the workforce in record numbers, and had concerns over catching the virus. Looking for ways to attract a new generation of riders while bringing back former riders will keep transit planners busy, and up at night, for the next few years!

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## Working to stay informed.

On February 24th, Piedmont Transportation Professionals hosted an event with NCDOT Integrated Mobility Division’s (IMD) John Vine-Hodge, Deputy Director, and Bryan Lopez, Regional Planning Manager, presenting. In 2019, NCDOT merged the Transit and Bike/Ped divisions to create this division. Over the course of that year, IMD established and began defining itself. John and Bryan took this opportunity to introduce the multimodal planning strategies & goals undertaken by IMD and review the programs and resources the unit has available.

Also presenting was Mark Kirstner, PART’s Director of Planning, focusing on Transportation Planning and Transportation Demand Management. The event hosted over 40 participants both virtually and in person.

