

**BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
TUESDAY JANUARY 19, 2021 9AM**

Via Microsoft Teams

Any member of the general public who wishes to make public comment should send an email to wmallette@burlingtonnc.gov or (336) 513-5418 by Friday, January 15, 2021 and the comment will be read during the public comment portion of the meeting

AGENDA

- 1) Call to Order & Quorum Chairman**
- Welcome and Introductions
 - Changes to Agenda / Add On Items
 - Speakers from the Floor – 3 minutes per speaker

- 2) Approval of Minutes from October 20, 2020 Meeting Chairman**

- 3) Election of TCC Officers for 2021 Chairman**

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

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

- 4) Approval of TCC 2021 Meeting Calendar Chairman**

INFORMATION: Staff requests approval of the TCC 2021 meeting calendar.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve the TCC 2021 meeting calendar.

- 5) Draft FY22 Unified Planning Work Program Wannetta Mallette**

INFORMATION: The Unified Planning Work Program (UPWP) for the Burlington-Graham Metropolitan Planning Area is federally required and outlines all major transportation planning and related activities within the BGMPO Urban Area for the upcoming fiscal year (July 1, 2021 – June 30, 2022). While it is the mission of the BGMPO to complete work tasks within a fiscal year, projects may span fiscal years and therefore carried forward until completed. Implementation of UPWP work tasks are funded with Federal PL funds received through a PL104 planning grant from the Federal Highway Administration (FHWA), North Carolina Department of Transportation and Section 5303 and 5307 Transit Planning Funds from the Federal Transit Administration (FTA). The federal government requires MPO's to certify their transportation planning processes on an annual basis as part of the UPWP approval process.

RECOMMENDATION/ACTION: 1) Receive the FY 2021-2022 Draft UPWP as information and discuss; 2) Recommend TAC release the Draft UPWP for a 30-day public review period.

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 a result of STIP reprogramming. 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. At its October 2020 meeting, the TAC approved releasing the amended TIP for public review and scheduled public hearing at its January 19, 2021 meeting.

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

7) **NCDOT Traffic Safety Unit Presentation****Brian Mayhew, State Traffic Safety Engineer**

INFORMATION: At its October 2020 meeting, the TCC and TAC approved the MPO Highway Safety Program with the goals to reduce transportation related fatalities and serious injuries in alignment with the state goal of achieving Vision Zero by 2050. As the MPO is required to integrate performance measures and targets into their transportation planning processes, the TCC requested additional information as to the progress NCDOT is making towards meeting its performance targets. Since that time, staff coordinated with NCDOT's Traffic Safety Unit, specifically in areas of data sharing, safety tools development, and shared safety project implementation. Representatives from the Traffic Safety Unit will present an overview of performance measures target setting and programs and projects designed to improve safety on North Carolina's roadways.

RECOMMENDATION/ACTION: 1) Receive information and discuss

Agenda Items #8 Tabled from October 20, 2020 TCC meeting

8) **MPO Transportation Performance Measures and Targets****Wannetta Mallette**

INFORMATION: The MAP-21 final rule established the framework for States and MPOs to integrate performance measures and targets into their transportation planning processes. The MPO is required to set and show demonstrable progress towards meeting the performance targets and reflect those targets in their MTPs and MPO Planning Agreements with transit agencies, DOTs and planning partners. The STIP and TIP will also be aligned with the performance targets. MPO's have until February 27, 2021 to agree to adopt NCDOT's safety targets or commit to developing its own quantifiable performance measures. The five safety-related performance measures that were recently submitted as part of NCDOT's yearly Highway Safety Improvement Program annual report are: 1) Number of fatalities, 2) Fatality Rate (per 100 million VMT), 3) Number of Serious Injuries, 4) Serious Injury Rate (per 100 million VMT), and 5) Number of Non-motorized (Pedestrians + Bicyclists) Fatalities and Serious Injuries.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Recommend TAC endorsement of NCDOT's safety targets (for each of the five measures) for FY21 by resolution.

9) BGMPO Highway Safety Program Presentation

Blake Cashmore

The BGMPO will develop a Highway Safety Program with the objectives of raising public attitudes, behaviors and transportation systems to improve traffic safety within the region. Preliminary research conducted by staff highlights the necessity and potential benefits of the program. A component of the program is to establish a MPO Safety Subcommittee. One of the subcommittee's first actionable items will be the development of the Highway Safety Plan.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Recommend TAC approval of the establishment of the MPO Safety Subcommittee; 3) Appoint TCC Subcommittee members.

10) FHWA Update

Suzette Morales

11) NCDOT TPD Update

Darryl Vreeland

12) NCDOT Division Engineer Report

Stephen Robinson

13) Other Business

Wannetta Mallette

- P7.0 Subcommittee Update
- CommunityViz Parcel Review Deadline January 29, 2021
- Reports and Questions from TCC Members
- **Next Meeting Scheduled March 16, 2021**

ACCESS TO INFORMATION:

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

336-513-5418

ACCESO A INFORMACION

TODOS LOS DOCUMENTOS Y DATOS DE MPO SE PUEDEN PROPORCIONAR EN FORMATOS ALTERNOS A
PETICION

POR FAVOR COMUNIQUESE CON LA OFICINA DE MPO PARA INFORMACION E ASISTENCIA ADICIONAL
336-513-5418

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

MINUTES

BURLINGTON-GRAHAM URBAN AREA TECHNICAL COORDINATING COMMITTEE TUESDAY, OCTOBER 20, 2020 VIA MICROSOFT TEAMS 9AM

MEMBERS PRESENT

Tonya Caddle, Alamance County
Sean Tencer, Haw River
Pam DeSoto, Elon
Nathan Page, Graham
Nolan Kirkman, Burlington
Mike Nunn, Burlington
Aaron Holland, Graham
Mark Kirstner, PART
Allyson Coltrane, OCPT
Jay Heikes, GoTriangle
Cy Stober, Mebane

OTHERS PRESENT

Audrey Vogel, Mebane

BGMPO STAFF PRESENT

Wannetta Mallette
Blake Cashmore

NCDOT STAFF PRESENT

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

FHWA STAFF PRESENT

Suzette Morales

Call to Order

Chair Nathan Page called the October 20, 2020 TCC meeting to order at 9:05 a.m. and welcomed all members and guests. Ms. Wannetta Mallette conducted the membership roll call and established a quorum. Mr. Blake Cashmore introduced himself as the MPO Transportation Planner. Ms. Audrey Vogel introduced herself as the Mebane City Planner.

Chair Page asked for public comments or speakers from the floor. No public comments were made and there were no speakers from the floor. Chair Page then presented the draft agenda for adoption and requested a motion to approve. No changes were made to the draft agenda. Ms. Pam DeSoto made the motion to approve the agenda. Ms. Tonya Caddle seconded the motion. The motion passed by unanimous voice vote.

Approval of August 18, 2020 Meeting Minutes

Chair Page requested a motion to approve the August 18, 2020 TCC meeting minutes. Mr. Cy Stober made the motion to approve the meeting minutes. Ms. Pam DeSoto seconded the motion. The motion passed by unanimous voice vote.

2020 - 2029 TIP and MTP Amendments

Ms. Mallette announced that NCDOT recently reprogrammed projects in the 2020 - 2029 State Transportation Improvement Program (STIP) to ensure that the STIP remains fiscally constrained and presented a list of BGMPO projects affected by the reprogramming. As the adopted Metropolitan Transportation Improvement Program (TIP) is a subset of the STIP, staff requested amending the adopted 2020 - 2029 TIP and 2045 MTP to align with the reprogrammed STIP and releasing the amended TIP project list for public review.

Chair Page requested a motion to release the amended TIP for a 10-day public comment period. Ms. DeSoto made the motion seconded by Mr. Mike Nunn. The TCC approved the motion by unanimous voice vote.

SPOT 6.0 Proposed Division Needs Alternative Criteria and Weights

Ms. Mallette explained that alternate criteria and weights can be used for Division Needs highway projects if there is concurrence among NCDOT Divisions and their respective MPOs and RPOs. The TCC has the choice to use default measures or alternative criteria and weights as part of the P6.0 Division Needs quantitative scoring process. Divisions 7 and 9 and their respective MPOs and RPOs are considering the P6.0 Option #1 to remove the *Freight (0%)* criteria and adding its weighted score to Safety (15%). In analyzing SPOT 5.0 data, the Division determined that eliminating the freight criteria resulted in Division Needs projects receiving a higher technical score. Division criteria and weights are due to the SPOT Office by October 23, 2020.

Chair Page requested a motion to recommend TAC approve the Option #1 Alternate Criteria and Weights as presented. Mr. Mark Kirstner made the motion. Mr. Stober seconded the motion and the motion carried by unanimous voice vote.

BGMPO Transportation Performance Measures and Targets Update

At its August 18, 2020 TCC meeting, NCDOT and MPO staff presented an overview of NCDOT and regional FY 21 performance measures and targets. The TCC was informed that the state and regional five-year rolling averages for fatalities and serious injuries continue to trend upward. The MPO has until Feb 27, 2021 to endorse the state's performance targets or commit to developing its own. Ms. Mallette explained that staff is taking a proactive role to assist NCDOT in meeting its 2050 Vision Zero goals by developing a Highway Safety Program. She requested the TCC recommend TAC adoption of NCDOT performance measure and targets.

Chair Page asked what steps NCDOT was taking to reduce fatalities and serious injuries. Mr. Daryl Vreeland responded that NCDOT's Safety Division has implemented various mitigation strategies and is allocating all available funding towards meeting its

performance targets. Chair Page responded that safety is everyone's responsibility and challenged NCDOT to do more. Chair Page voiced his displeasure of listing portions of people as acceptable metrics of death. Chair Page recommended the TCC table the agenda item until the TCC obtains more information from the Traffic Safety Unit.

Ms. Mallette recommended postponing the vote to table the agenda item until after the MPO's Highway Safety Program presentation. Ms. Mallette reported that MPO staff met with Traffic Safety Unit staffers to coordinate regional safety planning efforts. NCDOT is federally obligated to develop a safety plan that details its strategies to reduce fatalities and serious injuries and show demonstrable progress towards meeting those goals.

Vice Chair Nish Trivedi questioned the wording of the motion. Mr. Vreeland explained that the MPO's resolution is to endorse the state targets. There being no further discussion, Chair Page requested a motion to either table the agenda item until after receiving additional information from the Traffic Safety Unit, postponing the vote until after the MPO Highway Safety Program presentation, or recommend TAC endorse the NCDOT FY 21 performance measures and targets. Mr. Nolan Kirkman made a motion to recommend TAC endorsement. The motion failed due to lack of a second. Vice Chair Trivedi made a motion to table the agenda item until receiving additional information from the Traffic Safety Unit. Ms. DeSoto seconded the motion. The motion passed by unanimous voice vote.

BGMPO Highway Safety Program

Mr. Cashmore presented the proposal to develop a MPO Highway Safety Program. He provided an overview of regional crash data and five year average fatality and serious injuries trends aligning with NCDOT's upward trend in crash rates. Mr. Cashmore said the purpose of the MPO Highway Safety Program is to develop a data driven process to reduce traffic deaths in alignment with regional goals. Mr. Cashmore outlined the overall program phases that include the creation of a MPO Safety Subcommittee, identification of key stakeholders, and development of a Highway Safety Plan and interactive crash location map.

Chair Page commended staff crash reduction efforts and suggested adding Alamance County Recue to the stakeholder list. Ms. Caddle reiterated the Chair's sentiments and said the Highway Safety Plan would benefit Alamance County. Mr. Stober recommended collecting crash data for all modes including freight.

There being no further comments, Chair Page requested a motion. Ms. Caddle made a motion to recommend TAC approval of the Highway Safety Program. Mr. Stober seconded the motion and the motion passed by unanimous voice vote.

Transportation Planning Division

Mr. Vreeland announced the TCC's final opportunity to provide comments on the NC Moves 2050 long-range plan. The draft recommendations and report were presented to the Board of Transportation at their October meeting and released for a 30-day comment period that will end November 9th. He provided the link to the survey and draft report www.ncmoves.gov, and thanked the TCC members for their assistance with the development of the NC Moves 2050 Plan over the past 2 years.

Division 7 Engineer Report

Mr. Stephen Robinson said there were no updates to the August 2020 Division project report and that he would be the point of contact for Division 7 until further notice.

FHWA

Ms. Suzette Morales announced FHWA's Every Day Counts initiative. The program is designed to identify innovative projects to enhance safety and protect the environment. She referred the TCC to the website for more information at

<https://www.fhwa.dot.gov/innovation/everydaycounts>.

Adjournment

Ms. Mallette reported that the SPOT 7.0 Subcommittee held its first meeting and subcommittee members elected Mr. Nish Trivedi as its Chair and expanded its membership to include a representative from Alamance County.

Ms. Mallette also announced the UPWP Special Studies Call for Projects. The deadline for applications is December 31, 2020.

Adjournment

There being no further discussion, Chair Page requested a motion to adjourn. Ms. DeSoto made the motion, seconded by Mr. Stober. The meeting adjourned 10:26 a.m. The next TCC meeting was scheduled on **January 19, 2021**.



Burlington – Graham MPO Technical Coordinating Committee Schedule of 2021 Regular Meetings

All Technical Coordinating Committee (TCC) meetings are held at 9:00 a.m. in the City of Burlington Municipal Building 1st Floor Conference Room located at 425 S. Lexington Avenue. The TCC will hold all regular meetings in a virtual platform for the duration of the North Carolina Governor’s Covid-19 Executive Order.

January 19, 2021

March 16, 2021

May 18, 2021

August 17, 2021

October 19, 2021

*Burlington-Graham
Metropolitan Planning Organization*

DRAFT UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR JULY 1, 2021 – JUNE 30, 2022

ADOPTED _____

FUNDS FOR THIS PLANNING WORK PROGRAM PROVIDED BY

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

BGMPO Unified Planning Work Program

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

Overview

This document presents the FY 2021 - 2022 Unified Planning Work Program (UPWP) for the Burlington-Graham Metropolitan Planning Organization (BGMPO) study area. It delineates the activities to be accomplished during the period of July 1, 2021 through June 30, 2022, the funding requirements, and the work elements of the FY 2021 - 2022 UPWP.

Resolutions Certifying the Planning Process and UPWP

As part of the annual UPWP adoption process, the BGMPO TAC is required to approve the FY2021 – 2022 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 2021 – 2022**

- 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; and,
- WHEREAS, the Transportation Advisory Committee has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects; and,
- WHEREAS, the Transportation Advisory Committee has considered how the transportation planning process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act; 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 _____ 2021.

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

Date: _____

By: _____
TAC Chair

STATE of: North Carolina
COUNTY of: 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 _____, 2021.

Notary Public

My commission expires _____.

Public Involvement and Title VI

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

Public input into this document was achieved in accordance with the adopted Public Involvement Plan of the BGMPO. TCC and TAC members were requested to provide project submittals for consideration of PL 5307 and 5303 funding. The draft document was also published on the BGMPO website at <http://www.bgmipo.org>. The availability of the final draft document was noted in the legal advertisement section posted in the local paper.

Background

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

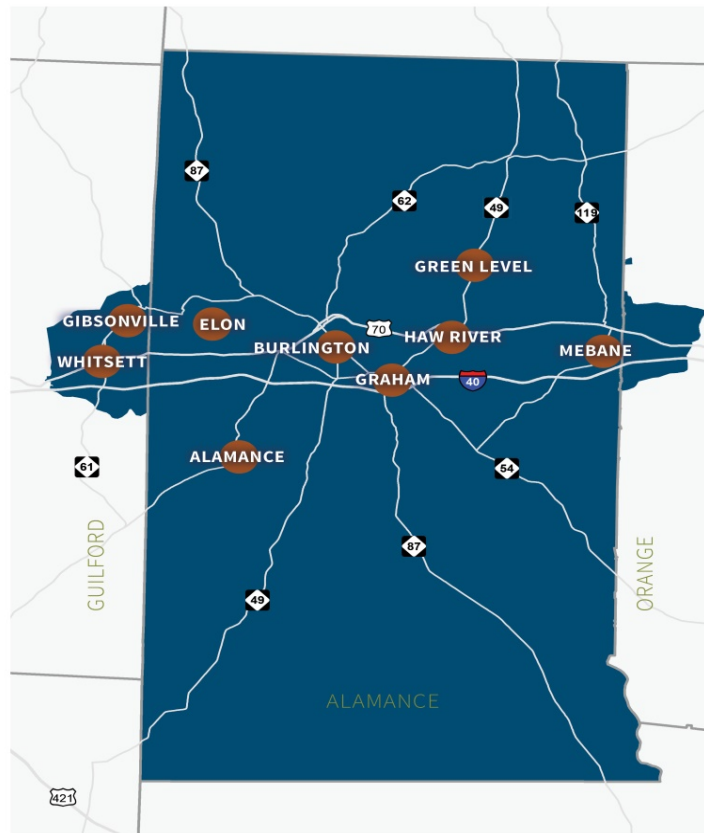
A revised MOU was executed between the cities of Burlington, Graham, and Mebane; the counties of Alamance, Guilford and Orange; towns of Elon, Gibsonville, Whitsett, Green Level and Haw River; Village of Alamance and the North Carolina Department of Transportation (NCDOT) in 2012. The MOU outlined responsibilities,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

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

BGMPO Area Boundary

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

Figure 1



Metropolitan Planning Factors and Federal and State Requirements

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

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

FAST Act Planning Factors

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

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

Moving Toward Performance Based Planning

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

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

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

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

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

Metropolitan Transportation Plan

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

Metropolitan Transportation Improvement Program

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

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

Air Quality Conformity Process

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

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

Comprehensive Transportation Plan

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

Proposed FY 2022 UPWP Activities

BGMPO activities and emphasis areas for the FY 2022 UPWP are summarized as follow:

- Continued NCDOT, Division and NC AMPO coordination
- Implementation of MAP-21 and Fast Act MPO requirements
- Implementation of Highway Safety Program
- Development of CommunityViz future year parcel line layer; participation in regional growth workshops; co-hosting MPO CommunityViz Workshops
- Continued P6.0 work activities associated with STI Prioritization
- 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 update of TIP and MTP
- Implementation of Special Studies
- Continued of data collection/inventory and assessment of travel behavior patterns
- Development of P7.0 project selection criteria
- Other Comprehensive, Cooperative, and Continuing (3-C) initiatives eligible for Federal transportation funding

FY 2022 Special Emphasis Projects

Special emphasis projects and new initiatives for the FY2022 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 two specials studies are anticipated in FY 2021 – 2022. 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).

US 70 West Multimodal Corridor Study

This study would analyze the US 70 Corridor from NC-119 Bypass - Lake Latham Road intersection - in Mebane to the NC-751 intersection. The study will evaluate existing multimodal corridor needs, existing and future regional travel needs, safety improvements, potential transit service and facilities, and the community vision and desires for this portion of the US 70. Prior corridor studies have not addressed the need to identify designated non-arterial (local) streets access points for residents and businesses (access management). Additionally, there are potential opportunities for transit improvements with connections to other regional transit service extending to Durham, RTP, RDU or Raleigh. The project sponsors are identified as the City of Mebane, Town of Hillsborough, Orange County, DCHC MPO and BGMPO, and NCDOT. The study would commence early 2022 and conclude summer 2023, thus spanning two UPWP fiscal years. The study will be managed by Orange County and conducted by a consultant.

BGMPO Highway Safety Plan

The BGMPO will develop a Highway Safety Program with the objectives of raising awareness and changing public attitudes, behaviors and transportation systems to improve traffic safety within the region. The overriding goal of the program is to achieve zero traffic deaths in the BGMPO by 2050 aligning the MPO with the North Carolina Strategic Highway Safety Plan. Approval to develop and implement the program was granted by the TAC, October 2020. A component of the program is to develop a regional Highway Safety Plan. The BGMPO will develop the plan in collaboration with and support of NCDOT's Vision Zero initiative with the goal to reduce the human and economic toll on the region's multi-modal transportation system due to transportation crashes and injuries. The plan's scope will include evaluating risk reduction measures – transportation engineering, traffic enforcement, public awareness and education, and assessing travel behavior patterns – in an effort to improve transportation safety.

The plan will also establish performance measurement baselines and an evaluation criterion to assess progress towards meeting or exceeding performance targets. The proposed project schedule for developing the plan is July 1, 2021 – March 31, 2022. The study will be managed by the MPO and conducted by a consultant.

Data Collection and Management

The MPO 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.

Regional Traffic Count Program

The BGMPO, in cooperation with the City of Burlington, will use traffic cameras for (13-hour) full-turning movement counts and submit the data to a private contractor for analysis. All of the proposed count sites will be scheduled on a biennial schedule. The traffic count data will be part of the metrics used to measure performance targets under MAP-21 and included in our Piedmont Regional Travel Demand Model update, as well as to fill a jurisdiction's particular need. In addition to the regularly schedule traffic counts, numerous other special counts will be taken to support specific transportation planning projects, or at the request of local governments for various reasons. A number of transportation and traffic conditions will be continuously surveyed and compiled annually to feed into various MPO technical analyses such as modeling, Metropolitan Transportation Plan update, project development, Title VI planning, EJ/LEP demographic profiles, TIP, project prioritization, etc.

The BGMPO re-evaluated its traffic count program in an effort to begin a comprehensive and systematic approach to data collection and management, to be consistent with statewide traffic data collection, and for use in the regional travel demand model. Expansion of traffic count location program will be delayed to the next fiscal year due to Covid-19 traffic variabilities.

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

The BGMPO's Complete Streets Initiative creates 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 BGMPO will take the necessary steps to assess the pre- and post-

FTA Funds - Two types of funds are used for transit planning purposes by the BGMPO; Section 5303 and Section 5307 funds administered through the Federal Transit Administration (FTA) and the NCDOT Public Transit Division. 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. At the time of the draft UPWP, the previous FTA fiscal year distributions are listed as the FY21 allocations are not yet known.

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%) \$53,980
State (10%) \$43,184
Local/City of Burlington (10%) \$5,398
Total Sect. 5303 \$5,398

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

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

UPWP 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.

1

Programmed Amount: \$68,000

21% 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 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 MTP accordingly. Conduct activities associated with the Highway Safety Program. Identify grant programs for MPO members to participate/apply.
II-A-2	<u>Travelers and Behavior</u>
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 Piedmont Triad Regional Travel Model process via the Piedmont Authority for Regional Transportation (PART). Evaluate by TAZ if needed to determine population, housing density, employment, etc.
II-A-2	(Travel Time Surveys) This work task will be 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	<u>Transportation Modeling</u>
Objective:	To assist in maintaining the Piedmont Triad Regional Model (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: \$105,000

32% 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 vision of the BGMPO planning area in 2045, 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. Two studies have been identified for FY 22: *US 70 West Multimodal Corridor Study* to analyze the US 70 Corridor from NC-119 Bypass - Lake Latham Road intersection - in Mebane to the NC-751 intersection. The study would commence early 2022 and conclude summer 2023, thus spanning two UPWP fiscal years. The study will be managed by Orange County and conducted by a consultant. *BGMPO Highway Safety Plan* to establish performance measurement baselines and an evaluation criterion to assess progress towards meeting or exceeding NCDOT regional performance targets. The proposed project schedule for developing the plan is July 1, 2021 – March 31, 2022. The study will be managed by the MPO and conducted by a consultant.

III-A Planning Work Program

Objective: **To maintain the current fiscal year UPWP and develop a UPWP on an annual basis.**

Programmed Amount: \$12,500

4% 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: \$40,000

12% 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 Civil Rights Compliance/Other Regulations

Objective: **To continue active citizen education, participation and underrepresented populations involvement in all aspects of the BGMPO planning process.**

Programmed Amount: \$10,000

3% 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: \$10,000

3% Staff Budget

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

III-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: \$81,367

25% 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.)

Burlington - Graham Urban Area MPO 2021-2022 PWP

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 20%	Federal 80%	
	II-A	Data and Planning Support	\$ 13,600	\$ 54,400	\$ 68,000
44.24.00	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	\$ 5,600	\$ 22,400	\$ 28,000
44.23.01	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	\$ 3,000	\$ 12,000	\$ 15,000
44.23.02	II-A-3	Transportation Modeling • Travel Model Update • Forecast of Data to Horizon Year • Forecast of Future Travel Patterns • Financial Planning	\$ 5,000	\$ 20,000	\$ 25,000
	II-B	Planning Process	\$ 21,000	\$ 84,000	\$ 105,000
44.23.02	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	\$ 1,000	\$ 4,000	\$ 5,000
44.23.01	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	\$ 2,000	\$ 8,000	\$ 10,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -
		BGMPO Highway Safety Plan	\$ 15,000	\$ 60,000	\$ 75,000
		US 70 West Multimodal Corridor Study	\$ 3,000	\$ 12,000	\$ 15,000
	III-A	Planning Work Program	\$ 2,500	\$ 10,000	\$ 12,500
44.21.00	III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,500	\$ 6,000	\$ 7,500
	III-B	Transp. Improvement Plan	\$ 8,000	\$ 32,000	\$ 40,000
44.25.00	III-B-1	Prioritization	\$ 5,000	\$ 20,000	\$ 25,000
44.25.00	III-B-2	Metropolitan TIP	\$ 2,000	\$ 8,000	\$ 10,000
44.25.00	III-B-3	Merger/Project Development	\$ 1,000	\$ 4,000	\$ 5,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 2,000	\$ 8,000	\$ 10,000
44.27.00	III-C-1	Title VI Compliance	\$ 500	\$ 2,000	\$ 2,500
44.27.00	III-C-2	Environmental Justice	\$ 500	\$ 2,000	\$ 2,500
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ 500	\$ 2,000	\$ 2,500
44.27.00	III-C-4	Planning for the Elderly	\$ -	\$ -	\$ -
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 500	\$ 2,000	\$ 2,500
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -
44.27.00	III-D	Statewide and Extra-Regional Planning	\$ 2,000	\$ 8,000	\$ 10,000
44.27.00	III-E	Management Ops, Program Support Admin	\$ 16,274	\$ 65,093	\$ 81,367
		TOTALS	\$ 16,274	\$ 261,493	\$ 326,867

Disadvantaged Business Enterprise Opportunities

Name of MPO: Burlington - Graham Metropolitan Planning Organization

Person Completing Form: Wannetta Mallette

Telephone Number: (336) 513-5418

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal funds to be Contracted Out	Total Funds to be Contracted Out
45, 141,260, 261	US 70 West Multitmodal Corridor Study	TBD	Consultant	\$15,000	\$150,000
45, 141,260, 261,458,459,497,462	BGMPO Highway Safety Plan	TBD	Consultant	\$60,000	\$75,000

**RESOLUTION ADOPTING THE AMENDED 2020 – 2029 METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM AND AMENDED 2045
METROPOLITAN TRANSPORTATION PLAN FOR THE BURLINGTON - GRAHAM
METROPOLITAN PLANNING ORGANIZATION**

A motion was made by TAC member _____ and seconded by _____ for adoption of the resolution below, and upon being put to a vote was duly adopted on this ____ day of _____, 2021.

WHEREAS, the provisions of 23 CFR Part 450 requires Metropolitan Planning Organizations (MPOs) to develop a multimodal, financially constrained Metropolitan Transportation Plan (MTP) with at least a twenty year planning horizon and,

WHEREAS, the Transportation Advisory Committee (TAC) of the Burlington - Graham Metropolitan Planning Organization (BGMPO) is the MPO for the Burlington - Graham metropolitan planning area; and,

WHEREAS, through the conduct of a continuing, comprehensive and coordinated transportation planning process in conformance with applicable federal and state requirements, the BGMPO developed the latest MTP with a 2045 horizon year; and,

WHEREAS, the BGMPO, in cooperation with the North Carolina Department of Transportation and with operators of publicly owned transit services, rail operators, the aviation authority and the bicycle and pedestrian community, adhered to the metropolitan transportation planning process in the development of the BGMPO 2045 MTP; and,

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

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

WHEREAS, the 2045 MTP integrates a Congestion Management Process identifying the most serious congestion problems and evaluating and incorporating, as appropriate, all reasonably available actions to reduce congestion, such as travel demand management and operational management strategies for all corridors with any proposed capacity increase; and,

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

WHEREAS, the 2045 MTP includes, to the maximum extent practicable, a discussion of the performance measures and targets used in assessing the performance of the transportation system (Ref: 23 CFR 450.324) (f) (3)); and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR §450.306(d); and,

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

WHEREAS, the BGMPO shall review and update the 2045 MTP at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted

transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon; and,

WHEREAS, the projects listed in the FY 2020 – 2029 MTIP as amended are included in the State Transportation Improvement Program and balanced against anticipated revenues; and

WHEREAS, the BGMPO 2020 – 2024 MTIP as amended is a direct subset of the 2045 MTP; and,

WHEREAS, the public has had the opportunity to review and comment on the Amended 2020 – 2024 MTIP through public meetings and document sharing; and

NOW, THEREFORE, BE IT RESOLVED, that the Burlington - Graham Metropolitan Planning Organization Transportation Advisory Board hereby approves the amended 2020 – 2024 Metropolitan Transportation Improvement Program and 2045 Metropolitan Transportation Plan.

CERTIFICATE: The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the TAC on _____, 2021.

Chair

Transportation Advisory Committee

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 _____ 2021 to affix his signature to the foregoing document.

Notary Public

My Commission expires: _____

2020 – 2029 Metropolitan Transportation Improvement Program

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

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

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

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

ID Number	Facility	City/County	Location	Project Description	TIP As Amended December 2020				
					Committed (FY 2020-2024)		Developmental STIP (FY 2025-2029)		Cost/Funding
					PE/ROW	Construction	PE/ROW	Construction	
INTERSTATE									
I-5954	I-40/85	Alamance/Orange	East of N 54 In Graham to West of Buckhorn Road	Pavement Rehabilitation	Under Construction				\$ 11,179,000
I-5836	I-40/85	Graham	NC 49 to NC 54	Pavement Rehabilitation	Under Construction				\$ 100,000
I-5956	I-40/85	Alamance/Guilford	East of Rock Creek Dairy Road to West of University	Pavement Rehabilitation	Under Construction				\$ 4,702,000
I-6009	I-40/85	Burlington	Huffman Mill Road	Construct left turn lane and improve Garden Road Operations			FY 2028	FY 2029	\$ 1,597,000
I-5711	I-40/85	Mebane	Mebane Oaks Road	Interchange Improvements		FY 2021/2023			\$ 19,919,000
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				\$ 6,189,000
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 2023	FY 2025			\$ 4,278,000
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	\$ 11,969,000
U-6183	NC 49	Haw River	Wilkins Road and Bason Road	Intersection Improvements			FY 2027	Post STIP	\$ 2,700,000
U-6115A	NC 54	Graham	Riverbend Road and Johnson Street	Intersection Improvements			FY 2028	Post STIP	\$ 2,700,000
U-6115B	NC 54	Graham	I-40/85 Interchange	Upgrade Ramp Intersections			FY 2028	Post STIP	\$ 6,300,000
U-6115C	NC 54	Graham	Woody Drive	Intersection Improvements			FY 2028	Post STIP	\$ 2,900,000
U-6115D	NC 54	Graham	Woody Drive and Whittemore Road	Upgrade Pipe Culverts			FY 2028	Post STIP	\$ 1,900,000
U-6184	NC 54	Burlington	South O'Neal Street	Intersection Improvements			FY 2027	Post STIP	\$ 14,600,000
U-6010	US 70	Burlington	University Drive	Intersection Improvements and Widening of US 70		FY 2022			\$ 8,400,000
U-5844	NC 62	Burlington	Ramada Road to Church Street	Widen to Multilanes	FY 2023	FY 2024			\$ 11,400,000
U-6182	NC 87	Burlington	Flora Avenue	New					

ID Number	Facility	City/County	Location	Project Description	TIP As Amended December 2020				
					Committed		Developmental STIP		Cost/Funding
					PE/ROW	Construction	PE/ROW	Construction	
W-5207	Various	Division 7	Division wide	Safety improvements at various locations in Division 7	Under Construction				\$ 5,636,000
W-5707	Various	Division 7	Division wide	Safety improvements at various locations in Division 7	In Progress				\$ 4,757,000
W-5807B	Various	Division 7	Division wide	Safety improvements at various locations in Division 7	FY 2022	FY 2023			\$ 76,000
R-5787	Various	Division 7	Division wide	Intersection Upgrades for ADA Compliance	In Progress				\$ 3,089,000
CONGESTION MANAGEMENT									
C-5602	Various	CMAQ		Air Quality and Congestion Improvements	FY 2020				\$ 57,000
MITIGATION PROJECTS									
EE-4907	Various	Division 7	Division wide	Project Mitigation	In Progress				\$ 18,169,000
AVIATION									
AV-5851	Burlington/Alamance Airport	Burlington	Runway	Construct Paved Overrun/Safety Improvements		FY 2022			\$ 2,080,000
AV-5737	Burlington/Alamance Airport	Burlington	Runway 24 Approach Improvements	Easements and Construction Clearance	FY 2021				\$ 1,363,000
BICYCLE AND PEDESTRIAN									
EB-5879	US 70	Burlington	Graham-Hopedale Road to Sellars Mill Road	Construct Sidewalk	FY 2021	FY 2021			\$ 94,000
EB-5885	US 70	Burlington	Beaumont Avenue to Graham-Hopedale Road	Construct Sidewalk		FY 2020			\$ 120,000
EB-5882	Graham-Hopedale Road	Burlington	W. Hanover Road to N. Mebane Street	Construct Sidewalk	FY 2020	FY 2021			\$ 137,000
EB-5887	NC 49/ NC 54	Graham	W. Pine Street to N. Marshall Street	Construct Sidewalk	FY 2021	FY 2022			\$ 175,000
EB-5884	NC 87	Graham	Ivey Road to E. Gilbreath Street	Construct Sidewalk	Project Removed Per Graham Request				\$ 539,000
EB-5988	Lee Avenue	Elon	W. Lebanon Avenue to W. Haggard Avenue	Construct Sidewalk	FY 2024/25			FY 2026	\$ 307,000
TRANSIT									
TG-6187	Statewide			Formula Funding	FY 2020/22				\$ 3,751,000
TG-6811B	ACTA	Alamance		Funding for Preventive Maintenance	FY 2020				\$ 46,000
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 2020				\$ 3,394,000
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				

RESURFACING

2020

WBS	Plan Year	Route Name	County	From Description	To Description	To Description	Length
N/A	2020	US 70	001-Alamance	SR 1928	SR 1301	SR 1301	8.40
N/A	2020	Friendship-Patterson Mill Rd.	001-Alamance	NC 62	SR 2321	SR 2321	4.88
N/A	2020	Hatchery Rd.	001-Alamance	SR 1154	NC 62	NC 62	0.98
N/A	2020	O'Neal-Rockwood Conn.	001-Alamance	US 70	SR 1323	SR 1323	1.30
N/A	2020	Pond Rd.	001-Alamance	SR 1149	END MAINT	END MAINT	1.70
N/A	2020	Whitsell Dr.	001-Alamance	SR 1158	END MAINT	END MAINT	0.13
N/A	2020	Inge Rd.	001-Alamance	SR 1216	SR 1166	SR 1166	0.14
N/A	2020	Altamahaw Church St.	001-Alamance	SR 1571	CUL-DE-SAC	CUL-DE-SAC	1.31
N/A	2020	Alfred Rd.	001-Alamance	SR 2159	SR 2158	SR 2158	0.96
N/A	2020	Cedar Cliff Rd.	001-Alamance	SR 2116	NC 87	NC 87	1.67
N/A	2020	Harden St. (NC 54)	001-Alamance	US 70 (W)	NC 49	NC 49	2.17

2021

WBS	Plan Year	Route Name	County	From Description	To Description	To Description	Length
N/A	2021.00	NC 62	001-Alamance	GCL	I-40	I-40	7.05
N/A	2021.00	Mt. Willen Rd.	001-Alamance	SR 2135	SR 2147	SR 2147	4.60
N/A	2021.00	Anthony Rd.	001-Alamance	NC 62	SR 1148	SR 1148	0.29
N/A	2021.00	Anthony Rd.	001-Alamance	NC 49	SR 1147	SR 1147	3.05
N/A	2021.00	Graham Hopedale Rd.	001-Alamance	PVMT JOINT	NC 54	NC 54	2.84
N/A	2021.00	Parker St.	001-Alamance	NC 49	SR 1716	SR 1716	1.00
N/A	2021.00	Lindley Mill Rd.	001-Alamance	CCL	SR 1005	SR 1005	4.31
N/A	2021.00	Timber Ridge Lake Rd.	001-Alamance	NC 49	GCL	GCL	2.50
N/A	2021.00	Flora Ave.	001-Alamance	NC 87	SR 1530	SR 1530	1.07
N/A	2021.00	Danieley Water Wheel Rd.	001-Alamance	SR 1594	SR 1593	SR 1593	1.27
N/A	2021.00	Hanover Rd.	001-Alamance	SR 1801	SR 1716	SR 1716	1.78
N/A	2021.00	Stone St.	001-Alamance	NC 49	SR 1936	SR 1936	0.48
N/A	2021.00	Stone St. Extension	001-Alamance	SR 1935	SR 1940	SR 1940	2.26
N/A	2021.00	Center St.	001-Alamance	NC 119	OCL	OCL	0.37
N/A	2021.00	Holt St.	001-Alamance	US 70	SR 1962	SR 1962	1.63
N/A	2021.00	Eighth St.	001-Alamance	Sr 1961	SR 1007	SR 1007	0.60
N/A	2021.00	Bakatsias Lane	001-Alamance	SR 1928	END MAINT	END MAINT	0.52
N/A	2021.00	Porter Ave.	001-Alamance	SR 2185	END MAINT.	END MAINT.	0.08
N/A	2021.00	Silk Hope Liberty Rd.	001-Alamance	RCL	CCL	CCL	0.30
N/A	2021.00	Old Switchboard Rd.	001-Alamance	SR 1003	CCL	CCL	2.33
N/A	2021.00	Holman Mill Rd.	001-Alamance	SR 1004	SR 1005	SR 1005	0.77
N/A	2021.00	Longpine Rd.	001-Alamance	SR 1146	END MAINT.	END MAINT.	0.40
N/A	2021.00	South Mebane St.	001-Alamance	End of Divided	NC 87	NC 87	1.36
N/A	2021.00	Haggard Ave.	001-Alamance	SR 1301	NC 100	NC 100	0.73
N/A	2021.00	Haggard Ave.	001-Alamance	NC 87	SR 1323	SR 1323	1.

										TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS												
COUNTY	ROUTE/CITY	ID NUMBERS	LOCATION / DESCRIPTION	LENGTH (MILES)	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	DELIVERABLE PROGRAM						DEVELOPMENTAL PROGRAM				UNFUNDED				
								FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FUTURE YEARS				
WAKE	NC 00	R-0000 H090010	I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.	7.3	63,450	250	NHP R 4000 A NHP M 700 NHP U 1500 NHP NHP NHP NHP NHP															
			LOCATION / DESCRIPTION Project termini and a general work description.																			
			FUNDING SOURCE (2) See Highway Funding Key for an explanation of funding categories used for each project phase.																			
			FUNDING CATEGORY (3) Identifies the "STI" Funding Category for the project and any project breaks.																			
			PROJECT BREAKS One or two letter designation for project break.																			
			WORK TYPE (ACTIVITY) Phases of implementation: Preliminary engineering, Right of Way, Mitigation, Utilities or Construction. For other work types or activities see Work Type (Activity) box below																			
			ESTIMATED COST Preliminary Engineering, Right of Way, Utility, Mitigation and Construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)																			
			UNFUNDED																			

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

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES	
APD	- Appalachian Development
BA	- Bonus Allocation
BG	- Surface Transportation Block Grant Program (Uncategorized)
BG5200	- Surface Transportation Block Grant Program (5K - 200K)
BGANY	- Surface Transportation Block Grant Program (Any Area)
BGBA	- Surface Transportation Block Grant Program (Bonus Allocation)
BGDA	- Surface Transportation Block Grant Program (Direct Attributable)
BGIM	- Surface Transportation Block Grant Program (Interstate Maintenance)
BGLT5	- Surface Transportation Block Grant Program (Less than 5K)
BGOFF	-Surface Transportation Block Grant Program (Off System Bridge)
BOND (R)	- Revenue Bond
CMAQ	- Congestion Mitigation
DP	- Discretionary
ER	- Emergency Relief Funds
FLAP	- Federal Lands Access Program
FLTP	- Federal Lands Transportation Program
HFB	- Highway Fund Bridge
HP	- Federal-Aid High Priority
HSIP	- Highway Safety Improvement Program
L	- Local
NHFP	

