



**BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
TUESDAY JANUARY 16, 2024, 9AM**

Via Microsoft Teams

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TCC Meetings are open to the public and accessible online. Any member of the public who wishes to make public comments or receive login information should send an email to wmallette@burlingtonnc.gov or (336) 513-5418 by Friday, January 12, 2024.

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 October 17, 2023 Meeting Minutes Chairman**

- 3) Election of TCC Officers for 2024 Wannetta Mallette**

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

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

- 4) Approval of TCC 2024 Meeting Calendar Chairman**

INFORMATION: The draft 2024 meeting calendar for the BGMPO TCC follows the scheduling protocol of meeting the third Tuesday at 9:00 a.m. during the months of January, February, March, May, August, and October. The TCC meeting schedule is subject to change in accordance with the BGMPO Public Involvement Plan.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve the TCC 2024 meeting calendar.

5) **BGMPO TIP Amendments**

Wannetta Mallette

INFORMATION: The BGMPO Transportation Improvement Program (TIP) and 2045 Metropolitan Transportation Plan (MTP) consists of projects that are included in the NCDOT 2024 – 20233 State Transportation Improvement Program (STIP). As the adopted 2023-2024 Metropolitan Transportation Improvement Program (TIP) is a subset of the STIP, the TIP and MTP need amendment to align with state and federally funded transportation projects amendments within the BGMPO planning area.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve and recommend TAC approval of the TIP amendments by resolution.

6) **PTRM Socioeconomic Data Validation**

Wannetta Mallette

INFORMATION: The collection of socioeconomic data is a necessary step in the development of the Metropolitan Transportation Plan (MTP) and other regional long-range transportation planning efforts. Socioeconomic data collection and verification is a collaborative effort between NCDOT, PART and Triad MPOs and RPOs. BGMPO validation is needed for the 2023 Socioeconomic and Forecasted Data used as input in the Piedmont Triad Regional Model (PTRM).

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve the PTRM 2023 Socioeconomic Base Year and Forecasted Data and recommend TAC approval and adoption by resolution.

7) **Endorsement of 2024 MPO Safety Transportation Performance Targets**

Wannetta Mallette

INFORMATION: NCDOT submitted their Highway Safety Improvement Program (HSIP) annual report and 2024 state safety performance targets to FHWA on August 31, 2023. These targets are established annually, are based on five year rolling averages and reflect the 2019 Strategic Highway Safety Plan (SHSP) goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The MPO is required to set and show demonstrable progress towards meeting the performance targets and reflect these targets in their MTPs and MPO Planning Agreements with transit agencies, DOTs and planning partners. MPO's have until February 27, 2023 to endorse NCDOT's safety targets or commit to developing its own quantifiable performance measures with a methodology consistent with Federal reporting requirements.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Endorse NCDOT's safety targets (for each of the five measures) for 2024 and recommend TAC endorsement by resolution.

8) **NCDOT Carbon Reduction Program**

Wannetta Mallette

INFORMATION: Last November, NCDOT announced a new Carbon Reduction Program (CRP) funding program established under the Bipartisan Infrastructure Law to reduce carbon dioxide emissions from on-road sources. For Federal 2024, the Burlington-Graham MPO will receive \$309,281 in FFY24 CRP federal funds. The federal share for CRP funded projects is 80% and requires a 20% non-federal match. The BGMPO issued a Call for Projects and received two applications for CRP project funding.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve the City of Burlington's CRP applications and recommend TAC approval.

9) Draft FY25 Unified Planning Work Program (UPWP)

Wannetta Mallette

INFORMATION: The Unified Planning Work Program (UPWP) is federally required and outlines all major transportation planning and related activities within the BGMPO planning area for the upcoming fiscal year (July 1, 2024 – June 30, 2025). While it is the mission of the BGMPO to complete work tasks within a fiscal year, projects may span fiscal years and therefore carried forward until completed. Implementation of UPWP work tasks is funded with federal funds received through a PL104 planning grant from the Federal Highway Administration (FHWA) administered by North Carolina Department of Transportation (NCDOT) and Section 5303 and 5307 Transit Planning Funds from the Federal Transit Administration (FTA). The BGMPO is required to certify their transportation planning processes on an annual basis as part of the UPWP approval process.

RECOMMENDATION/ACTION: 1) Receive the BGMPO Draft FY24-25 UPWP as information and discuss; 2) Recommend TAC release the draft FY25 UPWP for a 30-day public review period.

10) BGMPO Draft P7.0 Local Input Points Methodology

Wannetta Mallette

INFORMATION: The Strategic Transportation Investments (STI) Act requires each MPO to develop and adopt a local project ranking process for all modes of transportation. Under STI all modes of transportation compete internally and are evaluated on statewide, division and regional criteria. Statewide projects are 100% data driven and exempt from the local project rankings. Regional (NC and US highway routes, etc.) and Division (all other state facilities, etc.) projects are included in the local evaluation process. NCDOT requires MPOs to develop and adopt processes for SPOT project rankings and assignment of Local Input Points. All methodologies will need to be reviewed and approved by NCDOT to ensure each methodology meets the revised standards by April 2024.

RECOMMENDATION/ACTION: 1) Receive the draft P7.0 Local Input Points Methodology as information and discuss; 2) Approve the draft methodology and recommend TAC approval and release for a 30-day public comment period.

11) BGMPO Metropolitan Planning Area Boundary

Wannetta Mallette

INFORMATION: Federal law requires MPOs to identify a Metropolitan Planning Area (MPA) boundary based on their Urbanized Area (UA) after the most recent decennial census and land area that is expected to become urban within the next 20 years. During its October 17th meeting, the TAC approved the draft MPA map and released the draft map for a thirty-day public comment period.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve the BGMPO Planning Area Boundary Map and recommend TAC approval by resolution.

12) Section 5307 Formula Fund Suballocation

Wannetta Mallette

INFORMATION: As the subrecipient of Federal Transit Administration Section 5307 formula funds for the Burlington – Graham Urbanized Area, the MPO has the responsibility to develop the methodology to suballocate FFY25 federal funds among the five regional transit operators in accordance with the MPO Transit Allocation

Plan and “Split Letter” schedule. Transit agencies must provide their respective non-federal match. Staff worked with the BGMPO Transit Subcommittee and Nelson/Nygaard to develop the draft FFY25 suballocation schedule.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Recommend TAC approval of the FFY25 suballocation schedule by resolution.

13) **BGMPO Transit Feasibility Study**

Jim Baker

INFORMATION: Over the past six months, Nelson/Nygaard (NN, Inc.) worked to develop the BGMPO Regional Transit Study including interviewing key stakeholders, conducting four public information meetings and facilitating Transit Subcommittee meetings. Jim Baker, NN, Inc Project Manager, will provide a summary of the planning process and recommendations for plan implementation.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Approve draft Regional Transit Feasibility Study and recommend TAC approval and release for a 30-day public comment period.

AGENCY UPDATES

FHWA Update

Suzette Morales, PE

NCDOT Division Engineer Report

Chad Reimakoski, PE

NCDOT TPD Update

Pam Cook, PE

NCDOT IMD Update

Alex Rotenberry

Transit Agency Updates

Other Business

Wannetta Mallette

- MPO Updates
- Questions and Updates from TCC Members
- Next Meeting Scheduled **March 19, 2024**

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.

MEETING MINUTES

BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION TECHNICAL COORDINATING COMMITTEE TUESDAY, OCTOBER 17, 2023 VIA MICROSOFT TEAMS 9:00 AM

MEMBERS PRESENT

| | |
|--|------------------------------------|
| Nishith Trivedi, Orange County (Chair) | Alex Rotenberry, NCDOT IMD |
| Peter Murphy, ACTA | Stephen Robinson, NCDOT Division 7 |
| Mark Kirstner, PART | Chad Reimakoski, NCDOT Division 7 |
| John Andoh, LINK | Nishant Shah, NCDOT Division 7 |
| Bonnie Guo, GoTriangle | Pam Cook, NCDOT- TPD |
| Brandon Parker, Gibsonville | |
| Brian Tennent, Burlington | <u>BGMPO STAFF</u> |
| Nolan Kirkman, Burlington | Wannetta Mallette |
| Mike Nunn, Burlington (Vice Chair) | Frankie Tran |
| Ashley Ownbey, Mebane | |
| Lori Oakley, Elon | <u>FHWA STAFF</u> |
| Darlene Weaver, Orange County | Suzette Morales |
| Joshua Johnson, Graham | |
| Dan Daniele, Aviation Authority | <u>OTHER</u> |
| Matthew Hoagland, Alamance County | Jim Baker, Nelson Nygaard |
| Aaron Holland, Graham | |
| Preston Mitchell, Mebane | |
| Darlene Weaver, Orange County | |

Call to Order

Vice Chair Mike Nunn welcomed all members and guests and called the October 17, 2023, TCC meeting to order at 9:03 a.m. Ms. Wannetta Mallette conducted the membership roll call and established a quorum. Vice Chair Nunn introduced and welcomed Matthew Hoagland to the TCC. Vice Chair Nunn asked if there were any changes to the meeting agenda. Hearing none, Vice Chair Nunn requested a motion to approve. Ms. Lori Oakley made the motion to approve the agenda, seconded by Mr. Peter Murphy. The motion carried unanimously. Vice Chair Nunn asked if there were any members of the public that would like to speak. No public comments were made. Vice Chair Nunn then requested a motion to approve the September 19, 2023, meeting minutes. Ms. Ashley Ownbey made the motion to approve the meeting minutes and Mr. Mark Kirstner seconded the motion. The motion carried unanimously.

BGMPO TIP Amendments

Mr. Frankie Tran highlighted the following TIP amendments to include the addition of Item N STIP updates for the BGMPO urban area and project updates that fall under administrative modifications for TCC consideration and approval:

| STIP-ID | Project | Funding Year | Cost |
|--|--|---------------------|--------------------|
| <i>TG-0014B</i> | <i>PART – Capital Purchases</i> | <i>FY2024-28</i> | <i>\$1,248,000</i> |
| <i>TG-0012</i> | <i>PART – Capital/Preventative Maintenance/Passenger Amenities/Mobility Management</i> | <i>FY2024-28</i> | <i>\$750,000</i> |
| <i>TO-5134</i> | <i>PART – Operating Assistance</i> | <i>FY2024-28</i> | <i>\$4,000,000</i> |
| <i>TA-6322</i> | <i>Capital for Pedestrian Improvements, Bus Shelters, Construction, Engineering and Design</i> | <i>FY23-25</i> | <i>\$1,589,000</i> |
| <i>TL-0029</i> | <i>Capital Improvements for Transit Vehicles</i> | <i>FY23-25</i> | <i>\$510,000</i> |
| <i>TA-6733</i> | <i>Capital Vehicle Replacement</i> | <i>FY23-25</i> | <i>\$5,045,000</i> |
| <i>New</i> | <i>LINK Transit Training</i> | <i>FY24-29</i> | <i>\$72,000</i> |
| <i>Statewide Additions & Modifications</i> | <i>TC-0008, TC-0010, & TC-0012</i> | <i>FY2024</i> | <i>\$8,850,000</i> |

Mr. Tran requested TCC approval of the TIP amendments and to recommend TAC approval by resolution. There being no questions, Vice Chair Nunn requested a motion to approve. Mr. John Andoh motioned to approve, seconded by Ms. Darlene Weaver. The motion passed unanimously.

BGMPO Metropolitan Planning Area Boundary

Ms. Mallette presented the proposed Metropolitan Planning Area Boundary. Ms. Mallette reported that BGMPO staff met with Greensboro MPO, DCHC MPO and NCDOT staff and the decision was made to maintain their respective boundaries. Ms. Mallette requested the TCC approve the proposed metropolitan planning area boundary map and request TAC release the document for a 30-day public comment period. Chair Nish Trivedi asked for a motion to approve. Mr. Kirstner motioned to approve, seconded by Mr. Matthew Hoagland. The motioned carried unanimously.

SPOT 7.0 Project Candidate List

Ms. Mallette presented the BGMPO draft SPOT 7.0 project and provided an overview of the SPOT process. The BGMPO is allowed to submit 18 projects per mode for further evaluation by NCDOT. NCDOT Division 7 has agreed to submit an additional six bicycle and pedestrian projects on the BGMPO's behalf. Since the September TCC meeting, the BGMPO along with NCDOT Division 7 staff, reviewed the list for accuracy and updated project costs where necessary. BGMPO staff also developed a preliminary cost scoring matrix for the bike and ped projects in addition to evaluating those projects against their SPOT 6.0 scores. Highway project scores were ranked ordered using the testing spreadsheet and project costs were estimated with Division 7 staff's assistance. The number of remaining non-highway projects did not exceed the 18-project submission limit.

Chair Trivedi joined the meeting and asked if project H230467 Buckhorn Road Widening could be moved to the top 18 projects. Ms. Mallette responded that the TCC can select projects based on the BGMPO prioritization methodology. Mr. Stephen Robinson added that H230467 project cost is above what Division 7 can support. Ms. Ownbey asked why H231017 Mebane Oaks Road widening and H230470 Lebanon Road intersection improvements did not have scores. Mr. Tran responded that the H231017 congestion factors were out of range and the spreadsheet was unable to produce a score. For H230470, SPOT online does not have data where the project is located. Ms. Ownbey requested project H230470 be moved into the top 18 projects and is willing to remove another project to place H230470 into the top 18 submitted highway projects.

Vice Chair Nunn stated according to the BGMPO prioritization methodology, preliminary scores are the primary metrics in deciding which projects to submit to reduce bias not supported by data. Mr. Robinson added that projects that do not score well may be able to reach a funding threshold score once local input points are applied. He said, historically the Division per project funding cap is approximately \$10 million. Chair Trivedi asked if the methodology the BGMPO uses matters in selecting the top 18 projects? Mr. Robinson clarified that scores provided by the testing spreadsheets serve as an indicator and comparison to other projects to decide on which projects to submit but added that he believes a different methodology could be used to select projects. Vice Chair Nunn stated that following the metrics developed by the testing spreadsheet will result in projects advancing for further evaluation.

Mr. Chad Reimakoski stated that H230027 S. Williamson Ave modernization received a higher Division Needs score than H230580 and H230071 but added that there are factors involved in ranking projects. Chair Trivedi agreed the BGMPO methodology should be reevaluated. Mr. Joshua Johnson asked if the 18 projects submitted by the BGMPO is allowed to exceed the \$76 million cap for Division Needs projects? Mr. Johnson also asked for clarification on the Bicycle and Pedestrian projects as the matrix produced similar scores for some projects. Ms. Ownbey added that some projects had a higher score but ranked lower than other projects with lower scores. Chair Trivedi asked for a motion to allow municipalities to switch projects currently in the top 18 for projects not in the top 18 on the condition that municipalities can only switch projects pertaining to the own municipality. Mr. Johnson motioned to approve, seconded by Ms. Ownbey. The motion carried unanimously. Chair Trivedi requested a motion to swap the following projects: H231017 to replace H230066, B230158 to replace B230562, and B230029 to replace B230563. Ms. Ownbey made the motion for the project swap and reordering of the BGMPO P7.0 project submission list. The motion was seconded by Ms. Lori Oakley. The motion carried unanimously.

BGMPO Transit Feasibility Study

Mr. Jim Baker, Nelson/Nygaard Project Manager, presented an overview of the Regional Transit Feasibility Study public outreach findings and proposed service area improvement scenarios. Nelson/Nygaard analyzed 270 survey responses from the initial public surveys and meetings and summarized the findings. Approximately 1/3 of the respondents that used transit did not own a car, had physical limitations, or were choice riders. Transit user trips consisted of running errands, shopping, medical or school. Overall challenges to using transit include the lack of public awareness regarding transit system routes, poor access to transit stops, lack of coordination and scheduling among the regional systems, low bus frequencies and limited destinations. Recommendations include more connections and working with NCDOT to restore Amtrak stops. Business, college and non-profit stakeholders were also surveyed and expressed the same sentiments; regional system is confusing to use, duplication of services and lack of service coverage to get to childcare centers, grocery stores and regional government and recreational destinations. Infrastructure investment was also cited as a need. Mr. Baker announced the upcoming public meetings on October 24 and 27 scheduled to obtain feedback on service area governance and funding proposals.

Nelson/Nygaard developed three governance and funding scenarios that build upon each other in an incremental manner; Stay the Course – business as usual that maintains the existing individual transit system structure and funding; Umbrella or Partnerships – that would better coordinate and simplify the rider experience while maintaining individual transit system autonomy; and Consolidation – leveraging additional local funding sources to create a consolidated regional system where opportunities to consolidate agencies could in turn leverage additional funding sources to expand transit service in the region. Under Scenario #3, Mr. Baker said that ACTA could serve as the transit provider for local and on-demand services but has the limitation of operating within five miles of Alamance County per state statute. The other option is for PART to become the provider for local, on-demand, and regional services. Mr. Baker said Nelson/Nygaard was also tasked with reviewing the current BGMPO Section 5307 suballocation

methodology and suggested some tweaks regarding how population is calculated that resulted in minor impacts to the split percentages.

Mr. Baker suggested immediate transit system improvements include reducing fixed-route headway frequency from 90 minutes to 30-minutes or 60-minutes, micro transit zones to connect to fixed routes, and on-demand rural zones to connect to fixed routes. With additional funding, fixed routes could also be expanded to serve Greensboro or other urban areas. Mr. Baker stated that the final draft plan will be presented at the January TCC/TAC meetings.

Mr. John Andoh asked if Nelson/Nygaard plans to create more user-friendly scenarios for the upcoming public meetings. Mr. Baker replied Nelson/Nygaard plans to create rider profiles to simulate a transit rider's experience throughout the region. Mr. Andoh also asked if Nelson/Nygaard plans to recommend a dedicated funding source. Mr. Baker clarified that only scenario three is dependent upon a regional dedicated funding source which is most likely a vehicle registration tax. Chair Trivedi asked if a quarter-cent sales tax or a vehicle registration tax will have to be passed through public referendum. Mr. Baker stated a vehicle registration tax will have to be passed by Alamance County. Ms. Mallette encouraged members of the TCC to attend both the virtual meeting on October 24th and the in-person meeting at the Paramount Theater on October 26th.

Agency Updates

FHWA – Ms. Morales referred the TCC to the FHWA handout. She highlighted three funding opportunities and recommended the TCC work with NCDOT to apply for bridge replacement funding if needed.

NCDOT Division Report – Mr. Chad Reimakoski referred members to the Division Engineer Report handout and said there were few updates since the August TCC meeting.

NCDOT – TPD - Ms. Cook referenced the TPD newsletter included in the agenda packets and highlighted the article about the City of Graham Pedestrian Plan currently underway. The next meeting is scheduled for November 10th. She announced NCDOT staff changes including the new IMD Director, Brennon Fuquan.

NCDOT – IMD - Mr. Rotenberry reported the IMD Director, Mr. Ryan Brumfield was promoted to the Office of Strategic Initiatives and Program Support and the current Interim Director is Brennan Fuqua.

Transit Agency Updates – Chair Trivedi gave an update that Nelson/Nygaard will soon start Orange County's Short Range Transit Plan.

BGMPO Updates – Ms. Mallette reported the Safety Subcommittee met and discussed participating in the World Day of Remembrance on November 19, 2023, and applying for the NC Governor's Highway Safety Program Grant. She announced a Call for Projects for the 2024 Carbon reduction program. Projects require a 20% local match and, in some cases, may be 100% funded by NCDOT. She added the BGMPO will begin the next MTP update in FY25.

Adjournment

There being no further business, Chair Trivedi thanked the TCC for its participation and adjourned the meeting at 10:38 a.m. The next TCC meeting is scheduled for **January 16, 2023**.



Burlington – Graham MPO Transportation Technical Committee (TCC) Schedule of 2024 Regular Meetings

The Transportation Technical Committee (TCC) meetings are generally scheduled the third Tuesday on the following dates. Meetings begin at 9:00 a.m. and are held virtually via Microsoft Teams. Where noted, in-person meetings will be held in a hybrid format, location to be determined and announced prior to the meeting(s). The meeting schedule is subject to change in accordance with the BGMPPO Public Involvement Plan.

The BGMPPO TCC will meet on the following 2024 calendar dates:

January 16, 2024

March 19, 2024

May 21, 2024 (hybrid)

August 20, 2024

October 15, 2024

The BGMPPO is committed to meaningful public involvement and participation. TCC meetings are open to the public. Members of the public may call or send an email to comments@burlingtonnc.gov or (336) 513-5418 by Friday, 3:00 p.m. preceding the regularly scheduled meeting to receive meeting login information, request special accommodations under the Americans with Disabilities Act, or to have comments read during the meeting. Public participation is solicited without regard to race, color, national origin, sex, age, religion, or disability. *Todas los documentos y datos de MPO se pueden proporcionar en formatos alternos a petición por favor comuníquese con la oficina de MPO para información e asistencia adicional 336.513.5418.*

RESOLUTION

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

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 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:

| | <i>STIP-ID</i> | <i>Project</i> | <i>Funding Year</i> | <i>Cost</i> |
|--|----------------|---|---------------------|-------------------------------------|
| <i>BGMPO Statewide Additions & Modifications</i> | M-0552ADIV | <i>Roadway Design for Misc. Projects – Add Preliminary Engineering.</i> | FY 2024 | \$300,000 (T) |
| | | | FY 2025 | <u>\$300,000 (T)</u> \$600,000 |
| | M-0552AREG | Integrated Project Delivery – Add Preliminary Engineering | FY 2024 | \$300,000 (T) |
| | | | FY 2025 | <u>\$300,000 (T)</u> \$600,000 |
| | M-0552ASW | Integrated Project Delivery – Add Preliminary Engineering | FY 2024 | \$400,000 (T) |
| | | | FY 2025 | <u>\$400,000 (T)</u> \$800,000 |
| | M-0552BDIV | Integrated Project Delivery – Add Preliminary Engineering | FY 2024 | \$300,000 (T) |
| | | | FY 2025 | <u>\$300,000 (T)</u> \$600,000 |
| | M-0552BREG | Roadway Design – Add Preliminary Engineering | FY 2024 | \$300,000 (T) |
| | | | FY 2025 | <u>\$300,000 (T)</u> \$600,000 |
| | M-0552BSW | Roadway Design – Add Preliminary Engineering | FY 2024 | \$400,000 (T) |
| | | | FY 2025 | <u>\$400,000 (T)</u> \$800,000 |
| | M-0553ADIV | Integrated Project Delivery – Add Preliminary Engineering | FY 2024 | \$600,000 (T) |
| | | | FY 2025 | <u>\$600,000 (T)</u> \$1,200,000 |

| | | | |
|------------|---|---------|--|
| M-0553AREG | Integrated Project Delivery – Add Preliminary Engineering | FY 2024 | \$600,000 (T) |
| | | FY 2025 | <u>\$600,000 (T)</u> \$1,200,000 |
| M-0553ASW | Integrated Project Delivery – Add Preliminary Engineering | FY 2024 | \$800,000 (T) |
| | | FY 2025 | <u>\$800,000 (T)</u> \$1,600,000 |
| M-0553BDIV | Training and Special Projects – Add Preliminary Engineering | FY 2024 | \$1,200,000 (T) |
| | | FY 2025 | <u>\$1,200,000 (T)</u> \$2,400,000 |
| M-0553BREG | Training and Special Projects – Add Preliminary Engineering | FY 2024 | \$1,200,000 (T) |
| | | FY 2025 | <u>\$1,200,000 (T)</u> \$2,400,000 |
| M-0563D | Lidar Data Collection – Add Preliminary Engineering | FY 2024 | <u>\$1,285,000 (PROTCT)</u> \$1,285,000 |
| M-0563E | Resilience Program Reporting, Management and Support – Add Preliminary Engineering | FY 2024 | <u>\$850,000 (PROTCT)</u> \$850,000 |
| HS-2015DIV | Various, Vulnerable Road User/Pedestrian/Bicycle Improvement Program – Add Funding in FY25-FY29 | FY 2024 | \$2,100,000 (VRU) |
| | | FY 2025 | \$2,100,000 (VRU) |
| | | FY 2026 | \$2,100,000 (VRU) |
| | | FY 2027 | \$2,100,000 (VRU) |
| | | FY 2028 | \$2,100,000 (VRU) |
| | | FY 2029 | <u>\$2,100,000 (VRU)</u> \$12,600,000 |
| HS-2015REG | Various, Vulnerable Road User/Pedestrian/Bicycle Improvement Program – Add Funding in FY25-FY29 | FY 2024 | \$2,100,000 (VRU) |
| | | FY 2025 | \$2,100,000 (VRU) |
| | | FY 2026 | \$2,100,000 (VRU) |
| | | FY 2027 | \$2,100,000 (VRU) |
| | | FY 2028 | \$2,100,000 (VRU) |
| | | FY 2029 | <u>\$2,100,000 (VRU)</u> \$12,600,000 |
| HS-2015SW | Various, Vulnerable Road User/Pedestrian/Bicycle Improvement Program – Add Funding in FY25-FY29 | FY 2024 | \$2,800,000 (VRU) |
| | | FY 2025 | \$2,800,000 (VRU) |
| | | FY 2026 | \$2,800,000 (VRU) |
| | | FY 2027 | \$2,800,000 (VRU) |
| | | FY 2028 | \$2,800,000 (VRU) |
| | | FY 2029 | <u>\$2,800,000 (VRU)</u> \$16,800,000 |

| | | | | |
|--|---------|---|--------------|--------------------------|
| <i>BGMPO Additions and Modifications</i> | U-6013 | NC 119, SR 1981 Trollingwood-Hawfields Road) / SR 2126 (Old Hillsborough Road to Lowes Blvd - Widen to a four-lane divided facility – to balance funds, delay construction from FY24 - FY25 | Right-of-Way | |
| | | | FY 2024 | \$1,571,000 (T) |
| | | | FY 2025 | \$550,000 (T) |
| | | | FY 2026 | \$550,000 (T) |
| | | | Construction | |
| | | | FY 2025 | \$1,831,000 (T) |
| | | | FY 2026 | \$4,307,000 (T) |
| | | | FY 2027 | <u>\$1,162,000 (T)</u> |
| | | | | \$9,971,000 |
| | | | | |
| | BO-2407 | Various Division 7 intersection upgrades to comply with ADA Using TA Funds and Add Preliminary Engineering | Engineering | |
| | | | FY 2024 | \$80,000 (TA) |
| | | | FY 2024 | \$20,000 (HF(M)) |
| | | | FY 2025 | \$80,000 (TA) |
| | | | FY 2025 | \$20,000 (HF(M)) |
| | | | FY 2026 | \$80,000 (TA) |
| | | | FY 2026 | \$20,000 (HF(M)) |
| | | | FY 2027 | \$80,000 (TA) |
| | | | FY 2027 | \$20,000 (HF(M)) |
| | | | FY 2028 | \$80,000 (TA) |
| | | | FY 2028 | \$20,000 (HF(M)) |
| | | | Construction | |
| | | | FY 2024 | \$800,000 (TA) |
| | | | FY 2024 | \$200,000 (HF(M)) |
| | | | FY 2025 | \$800,000 (TA) |
| | | | FY 2025 | \$200,000 (HF(M)) |
| | | | FY 2026 | \$800,000 (TA) |
| | | | FY 2026 | \$200,000 (HF(M)) |
| | | | FY 2027 | \$800,000 (TA) |
| | | | FY 2027 | \$200,000 (HF(M)) |
| | | | FY 2028 | \$800,000 (TA) |
| | | | FY 2028 | <u>\$200,000 (HF(M))</u> |
| | | | | \$5,500,000 |

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

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

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



CERTIFICATE: The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the TAC on this the _____ day of _____, 2024.

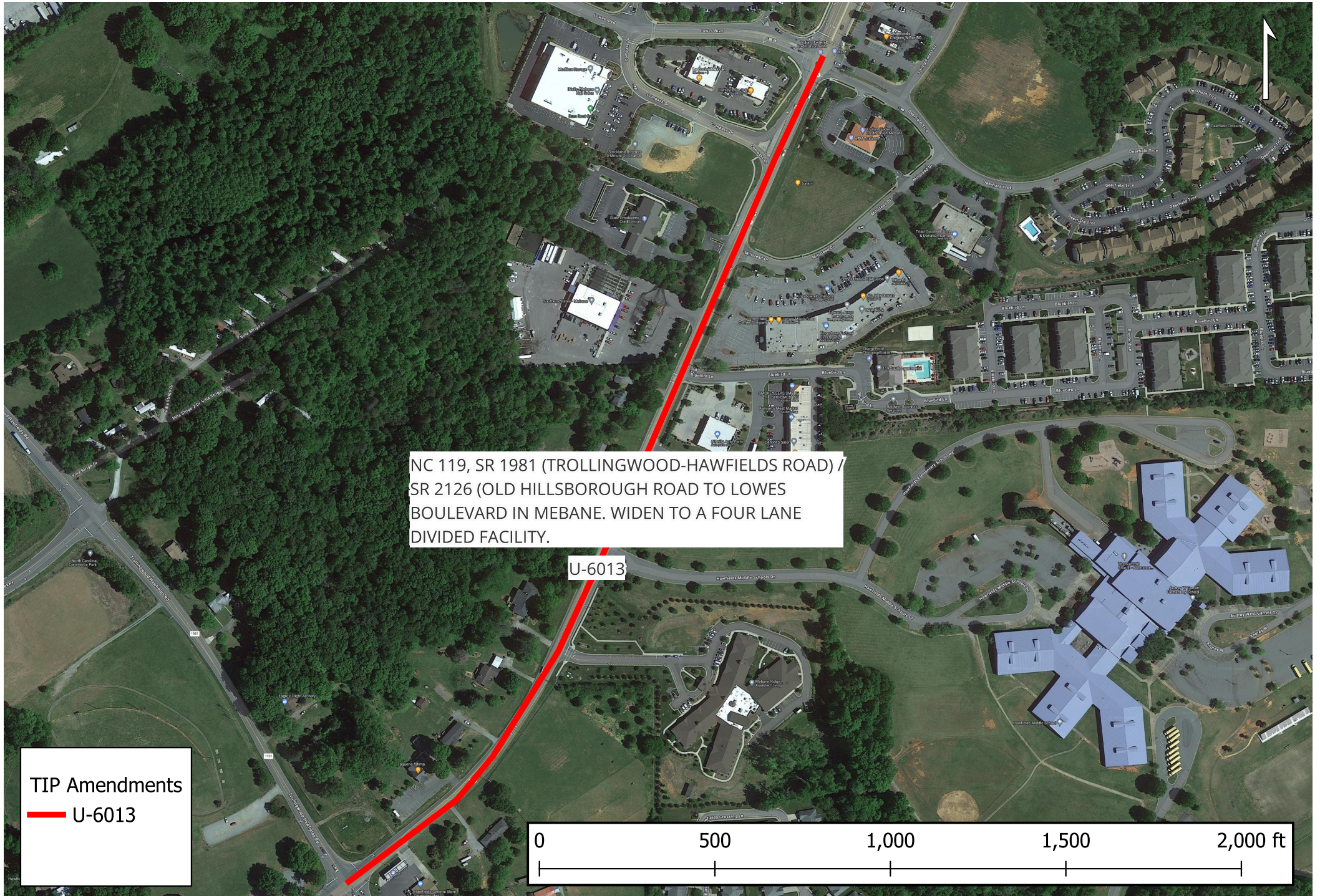
Date

TAC Chair

STATE of North Carolina
County of _____

I, _____ Notary Public of _____ County, North Carolina do hereby affix that Leonard Williams personally appeared before me on the _____, 2024 to affix his signature to the foregoing document.

Notary Public
My Commission expires: _____



REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

| | | | | |
|--|---------------------|--|-------------|--|
| * M-0563D STATEWIDE PROJ.CATEGORY STATEWIDE | - STATEWIDE PROJECT | LIDAR DATA COLLECTION. <u>ADD PRELIMINARY ENGINEERING IN FY 24 NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - <u>\$1,285,000</u> (PROTCT) \$1,285,000 |
| * M-0563E STATEWIDE PROJ.CATEGORY STATEWIDE | - STATEWIDE PROJECT | RESILIENCE PROGRAM REPORTING, MANAGEMENT AND SUPPORT <u>ADD PRELIMINARY ENGINEERING IN FY 24 NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - <u>\$850,000</u> (PROTCT) \$850,000 |

* INDICATES FEDERAL AMENDMENT

Thursday, December 7, 2023

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

| | | | | |
|--|---------------------|--|--------------|--|
| * HS-2015DIV STATEWIDE PROJ.CATEGORY DIVISION | - STATEWIDE PROJECT | VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u> | CONSTRUCTION | FY 2024 - \$2,100,000 (VRU) FY 2025 - \$2,100,000 (VRU) FY 2026 - \$2,100,000 (VRU) FY 2027 - \$2,100,000 (VRU) FY 2028 - \$2,100,000 (VRU) FY 2029 - \$2,100,000 (VRU) \$12,600,000 |
| * HS-2015REG STATEWIDE PROJ.CATEGORY REGIONAL | - STATEWIDE PROJECT | VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u> | CONSTRUCTION | FY 2024 - \$2,100,000 (VRU) FY 2025 - \$2,100,000 (VRU) FY 2026 - \$2,100,000 (VRU) FY 2027 - \$2,100,000 (VRU) FY 2028 - \$2,100,000 (VRU) FY 2029 - \$2,100,000 (VRU) \$12,600,000 |
| * HS-2015SW STATEWIDE PROJ.CATEGORY STATEWIDE | - STATEWIDE PROJECT | VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u> | CONSTRUCTION | FY 2024 - \$2,800,000 (VRU) FY 2025 - \$2,800,000 (VRU) FY 2026 - \$2,800,000 (VRU) FY 2027 - \$2,800,000 (VRU) FY 2028 - \$2,800,000 (VRU) FY 2029 - \$2,800,000 (VRU) \$16,800,000 |

* INDICATES FEDERAL AMENDMENT

Thursday, December 7, 2023

REVISIONS TO THE 2024-2033 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 2024 - | \$1,571,000 | (T) |
| ALAMANCE | METROPOLITAN PLANNING ORGANIZATION | SR 2126 (OLD HILLSBOROUGH ROAD TO LOWES | | FY 2025 - | \$550,000 | (T) |
| PROJ.CATEGORY | | BOULEVARD IN MEBANE. WIDEN TO A FOUR LANE | | FY 2026 - | \$550,000 | (T) |
| DIVISION | | DIVIDED FACILITY. | CONSTRUCTION | FY 2025 - | \$1,831,000 | (T) |
| | | <u>TO BALANCE FUNDS, DELAY CONSTRUCTION FROM</u> | | FY 2026 - | \$4,307,000 | (T) |
| | | <u>FY 24 TO FY 25.</u> | | FY 2027 - | \$1,162,000 | (T) |
| | | | | | \$9,971,000 | |

* INDICATES FEDERAL AMENDMENT

Thursday, December 7, 2023

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

| | | | | |
|--|---------------------|---|-------------|--|
| M-0552ADIV STATEWIDE PROJ.CATEGORY DIVISION | - STATEWIDE PROJECT | ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRANING AND DEVELOPMENT. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000 |
| M-0552AREG STATEWIDE PROJ.CATEGORY REGIONAL | - STATEWIDE PROJECT | ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRANING AND DEVELOPMENT. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000 |
| M-0552ASW STATEWIDE PROJ.CATEGORY STATEWIDE | - STATEWIDE PROJECT | ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRANING AND DEVELOPMENT. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - \$400,000 (T) FY 2025 - <u>\$400,000</u> (T) \$800,000 |
| M-0552BDIV STATEWIDE PROJ.CATEGORY DIVISION | - STATEWIDE PROJECT | ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000 |
| M-0552BREG STATEWIDE PROJ.CATEGORY REGIONAL | - STATEWIDE PROJECT | ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000 |

* INDICATES FEDERAL AMENDMENT

Thursday, January 4, 2024

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

| | | | | |
|--|---------------------|---|-------------|--|
| M-0552BSW STATEWIDE PROJ.CATEGORY STATEWIDE | - STATEWIDE PROJECT | ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - \$400,000 (T) FY 2025 - <u>\$400,000</u> (T) \$800,000 |
| M-0553ADIV STATEWIDE PROJ.CATEGORY EXEMPT | - STATEWIDE PROJECT | INTEGRATED PROJECT DELIVERY. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - \$600,000 (T) FY 2025 - <u>\$600,000</u> (T) \$1,200,000 |
| M-0553AREG STATEWIDE PROJ.CATEGORY EXEMPT | - STATEWIDE PROJECT | INTEGRATED PROJECT DELIVERY. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - \$600,000 (T) FY 2025 - <u>\$600,000</u> (T) \$1,200,000 |
| M-0553ASW STATEWIDE PROJ.CATEGORY EXEMPT | - STATEWIDE PROJECT | INTEGRATED PROJECT DELIVERY. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - \$800,000 (T) FY 2025 - <u>\$800,000</u> (T) \$1,600,000 |
| M-0553BDIV STATEWIDE PROJ.CATEGORY EXEMPT | - STATEWIDE PROJECT | TRAINING AND SPECIAL PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u> | ENGINEERING | FY 2024 - \$1,200,000 (T) FY 2025 - <u>\$1,200,000</u> (T) \$2,400,000 |

* INDICATES FEDERAL AMENDMENT

Thursday, January 4, 2024

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

| | | | | | | |
|---------------|---------------------|--|-------------|-----------|--------------------|-----|
| M-0553BREG | - STATEWIDE PROJECT | TRAINING AND SPECIAL PROJECTS. | ENGINEERING | FY 2024 - | \$1,200,000 | (T) |
| STATEWIDE | | <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY</u> | | FY 2025 - | <u>\$1,200,000</u> | (T) |
| PROJ.CATEGORY | | <u>PROGRAMMED. THIS ACTION ADDS THE PROJECT TO</u> | | | \$2,400,000 | |
| EXEMPT | | <u>THE FEDERALLY APPROVED STIP.</u> | | | | |
| | | | | | | |
| M-0553BSW | - STATEWIDE PROJECT | TRAINING AND SPECIAL PROJECTS. | ENGINEERING | FY 2024 - | \$1,600,000 | (T) |
| STATEWIDE | | <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY</u> | | FY 2025 - | <u>\$1,600,000</u> | (T) |
| PROJ.CATEGORY | | <u>PROGRAMMED. THIS ACTION ADDS THE PROJECT TO</u> | | | \$3,200,000 | |
| EXEMPT | | <u>THE FEDERALLY APPROVED STIP.</u> | | | | |

* INDICATES FEDERAL AMENDMENT

Thursday, January 4, 2024

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

| | | | | | |
|----------------------|--|--------------|-----------|--------------------|---------|
| * BO-2407 | - HIGH POINT URBAN AREA METROPOLITAN VARIOUS, DIVISION 7 PROGRAM TO UPGRADE | ENGINEERING | FY 2024 - | \$80,000 | (TA) |
| ALAMANCE | PLANNING ORGANIZATION INTERSECTIONS TO COMPLY WITH THE AMERICANS | | FY 2024 - | \$20,000 | (HF(M)) |
| CASWELL | - GREENSBORO URBAN AREA WITH DISABILITIES ACT (ADA) USING | | FY 2025 - | \$80,000 | (TA) |
| GUILFORD | METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ALTERNATIVES (TA) FUNDS. | | FY 2025 - | \$20,000 | (HF(M)) |
| ORANGE | - DURHAM-CHAPEL HILL-CARRBORO <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY</u> | | FY 2026 - | \$80,000 | (TA) |
| ROCKINGHAM | METROPOLITAN PLANNING ORGANIZATION <u>PROGRAMMED.</u> | | FY 2026 - | \$20,000 | (HF(M)) |
| PROJ.CATEGORY | - BURLINGTON-GRAHAM URBAN AREA | | FY 2027 - | \$80,000 | (TA) |
| DIVISION | METROPOLITAN PLANNING ORGANIZATION | | FY 2027 - | \$20,000 | (HF(M)) |
| | - TRIANGLE AREA RURAL PLANNING ORGANIZATION | | FY 2028 - | \$80,000 | (TA) |
| | - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION | CONSTRUCTION | FY 2028 - | \$20,000 | (HF(M)) |
| | | | FY 2024 - | \$800,000 | (TA) |
| | | | FY 2024 - | \$200,000 | (HF(M)) |
| | | | FY 2025 - | \$800,000 | (TA) |
| | | | FY 2025 - | \$200,000 | (HF(M)) |
| | | | FY 2026 - | \$800,000 | (TA) |
| | | | FY 2026 - | \$200,000 | (HF(M)) |
| | | | FY 2027 - | \$800,000 | (TA) |
| | | | FY 2027 - | \$200,000 | (HF(M)) |
| | | | FY 2028 - | \$800,000 | (TA) |
| | | | FY 2028 - | \$200,000 | (HF(M)) |
| | | | | <u>\$5,500,000</u> | |

* INDICATES FEDERAL AMENDMENT

Thursday, January 4, 2024

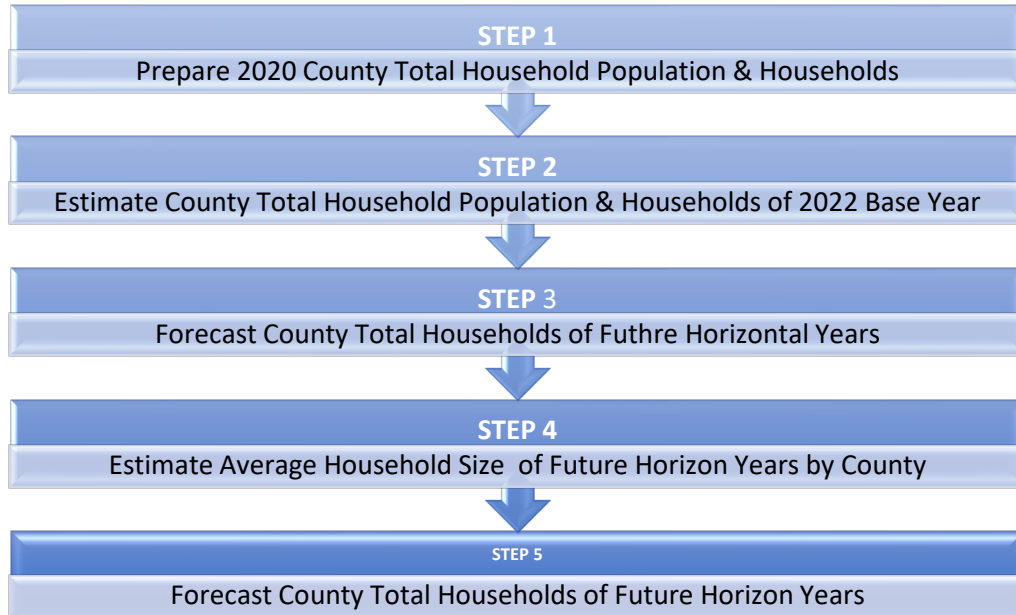
Methodology for Forecasting Base Year 2022 Socioeconomic Data for Piedmont Triad Regional Model 2050 Update

2022 BASE YEAR UPDATE OVERVIEW

A travel demand model is a standard tool used as part of the long-range transportation planning process to review existing and future expected deficiencies of the transportation system. The Piedmont Triad Regional Demand Model (PTRM) is maintained by the Piedmont Regional Transportation Authority (PART) with support from NCDOT and the four Triad MPOs: Greensboro, Burlington-Graham, High Point and Winston-Salem (known as the PTRM Model Group). A brief overview of the model is available online from the Piedmont Area Transit Authority <https://www.partnc.org/228/Regional-Travel-Demand-Model>.

The model is updated every five years. The latest updated version of the regional model was released in October 2019 for use in the BGMPO 2045 MTP update. The travel demand model requires inputs such as regional socioeconomic and demographic data, roadway and land use characteristics, person and vehicle trip data, and other variables. The socio-economic data including household population, employment and school enrollment is estimated and projected for both base year and future horizon years at the county level. The following is an overview of that process. It is the responsibility of the PTRM model group to adopt base year and horizon year socioeconomic data (population, houses, and employment) for years 2030, 2040 and 2050 as part of the model development.

The following chart illustrates the procedure of forecasting county total households and household population:



STEP 1: Prepare 2020 County Total Household Population and Households

The demographic profile of 2020 census data was released and available in May 2023, and utilized as the foundation to forecast future population and households of horizon years. According to the 2020 census, the total county population consists of household population, institutionalized group quarter population,

and non-institutionalized group quarter population as shown in Table 1. The non-institutionalized group quarter population is utilized with the assumption that it remains constant through the future horizon year while the institutionalized group quarter population is not used as input to the travel demand model.

Table 1. 2020 Total Population, Group Quarter Populations, Household Population and Households

| County | Total population | GQ population (Institutionalized) | GQ population (Non-Institutionalized) | Household population | Households |
|------------|------------------|-----------------------------------|---------------------------------------|----------------------|------------|
| Alamance | 171,415 | 1,029 | 5,063 | 165,323 | 67,925 |
| Caswell | 22,736 | 1,367 | 109 | 21,260 | 9,124 |
| Davidson | 168,930 | 1,652 | 211 | 167,081 | 68,128 |
| Davie | 42,712 | 375 | 37 | 42,300 | 17,256 |
| Forsyth | 382,590 | 2,657 | 8,270 | 371,663 | 156,635 |
| Guilford | 541,299 | 3,356 | 22,106 | 515,837 | 216,022 |
| Randolph | 144,171 | 1,201 | 403 | 142,553 | 57,468 |
| Rockingham | 91,096 | 790 | 189 | 90,117 | 38,740 |
| Stokes | 44,520 | 564 | 64 | 43,892 | 18,893 |
| Surry | 71,359 | 661 | 289 | 70,409 | 29,659 |
| Yadkin | 37,214 | 348 | 113 | 36,753 | 15,225 |

STEP 2: Estimate 2022 Base Year County Number of Households and Total Household Population

As the new base year of PTRM is 2022, estimates of the 2022 county total household population and households were developed prior to the forecasting process. Given the factors contributing to population increases or decreases, only new buildings or demolitions from certificate of occupancy were used to estimate and distribute variances in total population at the TAZ level between 2020 and 2022. The results were aggregated at the county level and are presented in Table 2:

Table 2. 2022 Base Year County Number of Households and Total Household Population

| County | Household population | Households |
|------------|----------------------|------------|
| Alamance | 170,711 | 70,157 |
| Caswell | 21,260 | 9,124 |
| Davidson | 169,996 | 69,270 |
| Davie | 43,241 | 18,010 |
| Forsyth | 374,766 | 157,830 |
| Guilford | 518,430 | 216,990 |
| Randolph | 143,985 | 58,348 |
| Rockingham | 90,854 | 39,196 |
| Stokes | 44,298 | 19,179 |
| Surry | 70,409 | 29,659 |
| Yadkin | 36,753 | 15,225 |

STEP 3: Forecast County Total Household Population for Future Horizon Years

The NC State Demographer growth rate used to project total county population shown in Table 3 was also used to project county total household population for horizon years shown in Table 4.

Table 3. Projected Population by NC State Demographer

| County | Total Population | | | | Annual Growth Rate | | |
|------------|------------------|---------|---------|---------|--------------------|----------|----------|
| | 2022 | 2030 | 2040 | 2050 | '22- '30 | '30- '40 | '40- '50 |
| Alamance | 177,141 | 192,672 | 211,669 | 230,664 | 1.1% | 1.0% | 0.9% |
| Caswell | 22,339 | 21,572 | 20,624 | 19,684 | -0.4% | -0.4% | -0.5% |
| Davidson | 172,093 | 184,106 | 198,719 | 213,330 | 0.9% | 0.8% | 0.7% |
| Davie | 43,754 | 47,495 | 52,169 | 56,841 | 1.1% | 1.0% | 0.9% |
| Forsyth | 386,047 | 409,296 | 443,136 | 477,496 | 0.8% | 0.8% | 0.8% |
| Guilford | 544,278 | 576,697 | 628,007 | 680,324 | 0.7% | 0.9% | 0.8% |
| Randolph | 145,796 | 151,192 | 157,940 | 164,684 | 0.5% | 0.4% | 0.4% |
| Rockingham | 91,912 | 92,040 | 92,040 | 92,040 | 0.0% | 0.0% | 0.0% |
| Stokes | 45,039 | 45,726 | 45,848 | 45,860 | 0.2% | 0.0% | 0.0% |
| Surry | 71,329 | 70,964 | 70,507 | 70,051 | -0.1% | -0.1% | -0.1% |
| Yadkin | 37,117 | 37,002 | 36,993 | 36,991 | 0.0% | 0.0% | 0.0% |

Source: <https://www.osbm.nc.gov/facts-figures/population-demographics/state-demographer/countystate-population-projections/population-overview>

Table 4. Projected Household Population by Horizon Year

| County | Total Household Population | | | | Annual Growth Rate (%) | | |
|------------|----------------------------|---------|---------|---------|------------------------|----------|----------|
| | 2022 | 2030 | 2040 | 2050 | '22- '30 | '30- '40 | '40- '50 |
| Alamance | 170,711 | 185,678 | 203,986 | 222,291 | 1.10 | 0.99 | 0.90 |
| Caswell | 21,260 | 20,530 | 19,628 | 18,733 | -0.43 | -0.44 | -0.46 |
| Davidson | 169,996 | 181,863 | 196,298 | 210,731 | 0.87 | 0.79 | 0.74 |
| Davie | 43,241 | 46,938 | 51,557 | 56,174 | 1.07 | 0.98 | 0.90 |
| Forsyth | 374,766 | 397,336 | 430,187 | 463,543 | 0.75 | 0.83 | 0.78 |
| Guilford | 518,430 | 549,309 | 598,183 | 648,015 | 0.74 | 0.89 | 0.83 |
| Randolph | 143,985 | 149,314 | 155,978 | 162,638 | 0.46 | 0.45 | 0.43 |
| Rockingham | 90,854 | 90,981 | 90,981 | 90,981 | 0.02 | 0.00 | 0.00 |
| Stokes | 44,298 | 44,974 | 45,094 | 45,105 | 0.19 | 0.03 | 0.00 |
| Surry | 70,409 | 70,049 | 69,598 | 69,147 | -0.06 | -0.06 | -0.06 |
| Yadkin | 36,753 | 36,639 | 36,630 | 36,628 | -0.04 | 0.00 | 0.00 |

STEP 4: Estimate County Average Household Size for Future Horizon Years

The linear trend of average household size between the 2010 census and 2020 census was used to estimate average household size for 2022 base year and future horizon years as shown in Table 5.

Table 5. Projected Average Household Size by County and Horizon Year

| County | 2010 | 2020 | 2030 | 2040 | 2050 |
|------------|------|------|------|------|------|
| Alamance | 2.47 | 2.45 | 2.44 | 2.43 | 2.41 |
| Caswell | 2.51 | 2.36 | 2.21 | 2.06 | 1.91 |
| Davidson | 2.46 | 2.45 | 2.44 | 2.43 | 2.41 |
| Davie | 2.55 | 2.46 | 2.36 | 2.27 | 2.18 |
| Forsyth | 2.48 | 2.37 | 2.26 | 2.16 | 2.05 |
| Guilford | 2.48 | 2.41 | 2.34 | 2.28 | 2.21 |
| Randolph | 2.58 | 2.48 | 2.39 | 2.29 | 2.20 |
| Rockingham | 2.55 | 2.31 | 2.08 | 1.85 | 1.62 |
| Stokes | 2.49 | 2.33 | 2.17 | 2.01 | 1.86 |
| Surry | 2.43 | 2.37 | 2.32 | 2.27 | 2.22 |
| Yadkin | 2.52 | 2.42 | 2.33 | 2.23 | 2.13 |

Step 5: Forecast County Total Households of Future Horizon Years

County total households were estimated by dividing county total household population (Table 4) by average household size (Table 5). Total household forecast projections were calculated using the estimated annual growth rate (Table 6):

Table 6. Projected Households by County and Horizon Year

| County | Total Households | | | | Annual Growth Rate (%) | | |
|------------|------------------|---------|---------|---------|------------------------|---------|--------|
| | 2022 | 2030 | 2040 | 2050 | '22 –'30 | '30-'40 | '40-50 |
| Alamance | 70,157 | 76,091 | 84,096 | 92,196 | 1.06 | 1.05 | 0.96 |
| Caswell | 9,124 | 9,274 | 9,513 | 9,794 | 0.21 | 0.26 | 0.30 |
| Davidson | 69,270 | 74,555 | 80,885 | 87,278 | 0.95 | 0.85 | 0.79 |
| Davie | 18,010 | 19,861 | 22,704 | 25,789 | 1.28 | 1.43 | 1.36 |
| Forsyth | 157,830 | 175,474 | 199,495 | 226,294 | 1.40 | 1.37 | 1.34 |
| Guilford | 216,990 | 234,471 | 262,789 | 293,245 | 1.01 | 1.21 | 1.16 |
| Randolph | 58,348 | 62,535 | 68,052 | 74,049 | 0.90 | 0.88 | 0.88 |
| Rockingham | 39,196 | 43,735 | 49,236 | 56,321 | 1.45 | 1.26 | 1.44 |
| Stokes | 19,179 | 20,714 | 22,394 | 24,300 | 1.00 | 0.81 | 0.85 |
| Surry | 29,659 | 30,182 | 30,684 | 31,211 | 0.22 | 0.17 | 0.17 |
| Yadkin | 15,225 | 15,758 | 16,441 | 17,189 | 0.44 | 0.43 | 0.46 |

County Total Employment

DataAxle business 2022 data (formerly known as InfoUSA data) provided by NCDOT includes the information of individual businesses in the model area by name/type of business, xy coordinates, NAICS code, employment size, etc.



This data was reviewed at a high level against county data as the first step in the quality control process. Then, 2022 base year county total employment was estimated, and future horizon years was calculated using three different methodologies: LEHD's Growth Rate, PTRM's Employment Growth Rate, and the average of the two rates.

LEHD's Growth Rate

The average growth rate of primary jobs by county between 2011 and 2020 from the US Census LEHD (Longitudinal Employer-Household Dynamics) was applied to forecast total employment by county and future horizon year shown in Table 7.

Table 7. Projected Employment by County & Horizon Year – LEHD's Growth

| County | Total Employment | | | | Annual Growth Rate (%) | | |
|------------|------------------|---------|---------|---------|------------------------|--------|--------|
| | 2022 | 2030 | 2040 | 2050 | '22-30 | '30-40 | '40-50 |
| Alamance | 72,506 | 80,461 | 92,066 | 105,439 | 1.50 | 1.51 | 1.52 |
| Caswell | 4,423 | 4,630 | 4,912 | 5,213 | 0.65 | 0.66 | 0.66 |
| Davidson | 51,208 | 54,413 | 58,845 | 63,656 | 0.87 | 0.87 | 0.88 |
| Davie | 14,108 | 18,013 | 24,714 | 33,968 | 3.55 | 3.58 | 3.60 |
| Forsyth | 213,594 | 228,469 | 249,291 | 272,198 | 0.97 | 0.97 | 0.98 |
| Guilford | 311,801 | 317,493 | 324,973 | 332,640 | 0.26 | 0.26 | 0.26 |
| Randolph | 53,869 | 54,351 | 54,977 | 55,611 | 0.13 | 0.13 | 0.13 |
| Rockingham | 29,401 | 29,401 | 27,512 | 25,748 | 0.00 | -0.74 | -0.73 |
| Stokes | 9,632 | 10,280 | 11,181 | 12,164 | 0.94 | 0.94 | 0.94 |
| Surry | 31,124 | 31,791 | 32,671 | 33,575 | 0.30 | 0.30 | 0.30 |
| Yadkin | 13,636 | 13,636 | 13,165 | 12,711 | 0.00 | -0.39 | -0.39 |

Average of the Two Forecasts

The average of the two household and employment forecasts were unanimously adopted by the PTRM group as the method to forecast the county total households in Table 9 and the total employment by employment type and future horizon year in Table 10.

Table 8. Projected Employment by County & Horizon Year

| County | Total Households | | | | Annual Growth Rate (%) | | |
|------------|------------------|---------|---------|---------|------------------------|--------|--------|
| | 2022 | 2030 | 2040 | 2050 | '22-30 | '30-40 | '40-50 |
| Alamance | 72,506 | 80,639 | 94,668 | 111,349 | 1.53 | 1.80 | 1.82 |
| Caswell | 4,423 | 4,607 | 4,894 | 5,200 | 0.58 | 0.67 | 0.68 |
| Davidson | 51,208 | 55,380 | 62,798 | 71,410 | 1.13 | 1.41 | 1.44 |
| Davie | 14,083 | 18,300 | 25,514 | 35,648 | 3.79 | 3.76 | 3.79 |
| Forsyth | 213,550 | 235,733 | 275,581 | 324,263 | 1.42 | 1.75 | 1.82 |
| Guilford | 311,801 | 330,481 | 366,931 | 410,030 | 0.83 | 1.17 | 1.24 |
| Randolph | 53,898 | 58,495 | 67,708 | 79,507 | 1.18 | 1.64 | 1.80 |
| Rockingham | 29,510 | 29,986 | 30,101 | 30,353 | 0.28 | 0.04 | 0.09 |
| Stokes | 9,648 | 10,578 | 12,475 | 14,812 | 1.35 | 1.85 | 1.93 |
| Surry | 31,227 | 33,501 | 38,700 | 45,223 | 1.06 | 1.62 | 1.75 |
| Yadkin | 13,705 | 15,156 | 17,780 | 21,409 | 1.52 | 1.79 | 2.09 |

Table 9. Total Employment by Employment Type and Future Horizon Year

| Employment Type | Total Employment | | | | Annual Growth Rate (%) | | |
|-----------------|------------------|---------|---------|---------|------------------------|--------|--------|
| | 2022 | 2030 | 2040 | 2050 | '22-30 | '30-40 | '40-50 |
| Highway Retail | 70,686 | 77,002 | 88,620 | 102,807 | 1.23 | 1.57 | 1.66 |
| Industrial | 173,659 | 188,993 | 217,332 | 252,092 | 1.22 | 1.56 | 1.66 |
| Retail | 131,714 | 143,700 | 165,697 | 192,703 | 1.25 | 1.60 | 1.69 |
| Service | 295,721 | 322,187 | 370,847 | 430,208 | 1.23 | 1.58 | 1.66 |
| Office | 84,702 | 92,155 | 105,832 | 122,572 | 1.21 | 1.55 | 1.64 |
| School | 26,728 | 26,728 | 26,728 | 26,728 | 0.00 | 0.00 | 0.00 |
| University | 22,092 | 22,092 | 22,092 | 22,092 | 0.00 | 0.00 | 0.00 |

School Data

School enrollment data was collected from local jurisdictions and model group partners and the online website of NCES (National Center for Education Statistics, <https://nces.ed.gov>). Table 11 lists the K-12 and University/College student enrollment including part-time enrollment by county for 2022. It is assumed that student enrollment will remain the same across future horizon years.

Table 10. K-12 and University/College Students by County

| County | K12 Students | University/College Students |
|------------|--------------|-----------------------------|
| Alamance | 28,438 | 9,627 |
| Caswell | 2,229 | 4,703 |
| Davidson | 27,553 | 2,795 |
| Davie | 6,380 | - |
| Forsyth | 68,673 | 21,419 |
| Guilford | 84,323 | 44,695 |
| Randolph | 19,804 | - |
| Rockingham | 10,558 | 1,676 |
| Stokes | 5,294 | - |
| Surry | 9,083 | 2,187 |
| Yadkin | 4,123 | - |



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

DATE: September 28, 2023

TO: Wannetta Mallette
Burlington – Graham Metropolitan Planning Organization Administrator

FROM: Brian Mayhew, PE, CPM
State Traffic Engineer
Transportation Mobility & Safety Division

SUBJECT: Safety Performance Measures – FHWA Assessment and 2024 Targets

DocuSigned by:
Brian K Mayhew
EA0525CE2812491...

Background

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

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

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

North Carolina Safety Performance Target Achievement Determination

Earlier this year, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2021 safety targets, based on the 5-year averages for 2017-2021 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome

is better than the baseline performance. **Based on FHWA’s review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2021

| Performance Measures | 5-year Rolling Averages | | | Target Achieved? | (Actual) Better than Baseline? | Met or Made Significant Progress? |
|--|-------------------------|-------------|-------------|------------------|--------------------------------|-----------------------------------|
| | Target | Actual | Baseline | | | |
| | 2017 - 2021 | 2017 - 2021 | 2015 - 2019 | | | |
| Fatalities (5 Year Average) | 1,309.9 | 1,501.2 | 1,426.8 | No | No | No |
| Fatality Rate (5 Year Average) | 1.105 | 1.284 | 1.206 | No | No | |
| Serious Injuries (5 Year Average) | 3,656.1 | 4,898.4 | 3,905.0 | No | No | |
| Serious Injury Rate (5 Year Average) | 3.065 | 4.186 | 3.278 | No | No | |
| Non-motorized Fatalities and Serious Injuries (5 Year Average) | 504.4 | 624.0 | 537.6 | No | No | |

Table 2 below shows what this determination would look like if the state’s methodology for establishing the CY 2021 goal was applied to crash data specific to Burlington – Graham MPO.

Table 2: Burlington - Graham MPO Safety Performance Target Achievement Determination Summary for CY 2021

| Performance Measures | 5-year Rolling Averages | | | Target Achieved? | (Actual) Better than Baseline? | Met or Made Significant Progress? |
|--|-------------------------|-------------|-------------|------------------|--------------------------------|-----------------------------------|
| | Target | Actual | Baseline | | | |
| | 2017 - 2021 | 2017 - 2021 | 2015 - 2019 | | | |
| Fatalities (5 Year Average) | 19.7 | 25.2 | 21.0 | No | No | No |
| Fatality Rate (5 Year Average) | 0.982 | 1.298 | 1.051 | No | No | |
| Serious Injuries (5 Year Average) | 70.4 | 114.0 | 74.6 | No | No | |
| Serious Injury Rate (5 Year Average) | 3.485 | 5.839 | 3.694 | No | No | |
| Non-motorized Fatalities and Serious Injuries (5 Year Average) | 8.1 | 13.8 | 9.0 | No | No | |

2024 State Safety Performance Targets

2024 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at this [link](#).

Table 3: North Carolina Calendar Year 2024 Safety Performance Targets

| Performance Measure | CY 2024 |
|---|---------|
| Number of Fatalities | 1,151.7 |
| Rate of Fatalities | 0.967 |
| Number of Serious Injuries | 3,312.1 |
| Rate of Serious Injuries | 2.767 |
| Number of Non-Motorized Fatalities & Serious Injuries | 451.1 |

2024 Burlington – Graham MPO Safety Performance Targets

Table 4 below provides crash data specific to your MPO and shows what the safety performance targets would look like if you applied the state’s methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at this [link](#).

Table 4: Burlington – Graham MPO Specific Safety Performance Targets

| Year | Fatalities (5 Year Average) | Fatality Rate (5 Year Average) | Serious Injuries (5 Year Average) | Serious Injury Rate (5 Year Average) | Non-motorized Fatalities and Serious Injuries (5 Year Average) |
|--------------|--------------------------------|-----------------------------------|--------------------------------------|---|---|
| 2008 - 2012 | 42.2 | 1.277 | 62.2 | 1.894 | 11.4 |
| 2009 - 2013 | 41.6 | 1.290 | 64.8 | 2.018 | 13.6 |
| 2010 - 2014 | 41.0 | 1.280 | 72.2 | 2.244 | 14.8 |
| 2011 - 2015 | 41.8 | 1.280 | 77.6 | 2.370 | 13.2 |
| 2012 - 2016 | 43.2 | 1.290 | 92.4 | 2.730 | 14.2 |
| 2013 - 2017 | 41.2 | 1.197 | 107.2 | 3.043 | 15.4 |
| 2014 - 2018 | 40.0 | 1.111 | 117.6 | 3.225 | 13.8 |
| 2015 - 2019 | 40.4 | 1.090 | 121.8 | 3.262 | 13.4 |
| 2016 - 2020 | 42.2 | 1.151 | 132.6 | 3.594 | 15.4 |
| 2017 - 2021 | 46.2 | 1.242 | 136.0 | 3.640 | 19.2 |
| 2018 - 2022 | 51.4 | 1.377 | 135.8 | 3.629 | 18.4 |
| 2024 Target* | 32.4 | 0.866 | 99.6 | 2.647 | 10.9 |

Next Steps

MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the fatal and serious injury crash reduction goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. We encourage additional coordination between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation. The Traffic Safety Unit is available to meet with your MPO for additional discussion and partnership.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. Please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets to Daryl Vreeland (dvreeland@ncdot.gov) in the Transportation Planning Division just as you have in previous years. An adoption resolution template can be found at this [link](#).

Finally, a new NCDOT Traffic Safety website has been established to communicate safety information to the public. A few direct links that may be of specific interest to MPOs can be found below:

- Main NCDOT Traffic Safety Unit website: [link](#)
- Mapped safety data: [link](#)
 - Here you can find a variety of spatial datasets related to traffic safety, including: fatal and serious injury crashes, pedestrian and bicycle crashes, safety projects (completed and funded), and several interactive map-based dashboards that allows the user to select an area of interest for more specific crash statistics.
- Safe Streets for All Grant (SS4A) Program: [link](#)
 - Here you will find North Carolina specific information related to the SS4A grant program. It is expected that the content of this site will expand over time.

Please contact me directly at (919) 814-5100 or bmayhew@ncdot.gov for further questions or discussion.

BKM\bgm

cc: Jamal Alavi, PE, CPM
Daryl Vreeland, AICP
George Hoops, PE
Shawn Troy, PE
Brian Murphy, PE

CARBON REDUCTION PROGRAM PROJECT APPLICATION

In order to be considered a complete application package, all fields must be appropriately completed and required additional information as noted must be attached. Incomplete applications will be returned. Please only fill out the sections that pertain to the phase you are currently in.

| Project Sponsor Information | |
|--|--|
| Applicant Agency | City of Burlington on behalf of Link Transit |
| Contact Name | John Andoh |
| Contact Title | Transit Manager |
| Address | 234 East Summit Avenue, Burlington, NC 27215 |
| Telephone | 336-222-7351 |
| E-mail | jandoh@burlingtonnc.gov |
| Project Information | |
| Include location of the project in the description box below, such as road name, address | |
| Title | Purchase Electric Paratransit Buses for Link Transit |
| Description | Purchase up to two electric paratransit buses for Link Transit |
| Existing STIP? | Yes - Vehicle Replacements |
| Population of the Area Being Served | |
| Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders and where it will operate and serve. Attach a sketch design plan of the proposed project which shows the general location. | |
| Project Costs and Delivery Schedule | |
| Applicable Project Phases | |
| Funding and Years Input information ONLY for the phase for which you are requesting funds | |
| <p>CRP projects are awarded by state fiscal years (FY) FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2023 is from July 1, 2024 – June 30, 2025.</p> <ul style="list-style-type: none"> Cost estimates should include contingency fee, NCDOT admin fee, and inflation cost (if applicable). A minimum 20% match is required for all projects. Minimum project amount of \$100,000 required. Project sponsor is responsible for any overage amount. | |

| Phases (s) | | CRP Amount | Matching Amount | Total | FY |
|--|----------------------------------|---|-----------------|--|----------|
| | Planning, Engineering and Design | | | | |
| | Right-of-Way | | | | |
| | Construction | | | | |
| | Operation | | | | |
| | Transit Implementation | \$447,898.13 | \$111,974.53 | \$559,872.66 Includes 10% admin fee | FY 23-24 |
| | Other: | | | | |
| List the Source(s) of Matching Funds <div>General Fund</div> | | | | | |
| General Project Information | | | | | |
| Select CRP-Eligible Improvement Type (Check all that apply) | | | | | |
| Alternative Fuels | | Transit Improvements | X | | |
| Freight/Intermodal | | Congestion Relief and Traffic Flow Improvements | | | |
| Bicycle/Pedestrian Facilities and Programs | | Transportation Control Measures | | | |
| Intelligent Transportation Systems | | Diesel Engine Retrofits | | | |
| Carbon Reduction Strategy Development | | Travel Demand Management | | | |
| Micro-mobility | | Electronic Charging Stations | | | |
| Carpooling and Vanpooling | | Truck Stop Electrification System | | | |

| | | | |
|---|--------------------------------|---|---|
| Congestion Management Technologies | | Energy Efficiency Improvements | |
| Other | | | |
| If "Other" please describe: | | | |
| If Transit Improvement, Specify how Service Will be Improved | | | |
| New facilities associated with a service increase | | New vehicles used to expand the transit fleet | X |
| Operating assistance for new service (limit three years) | | Fare subsidies | |
| Emissions Reduction Criteria | | | |
| Only fill out the information that applies to your project. For more information about this section, vie the CMAQ Emissions Calculator Toolkit. | | | |
| Alternative Fuel Vehicles and Infrastructure | | | |
| Annual Vehicle Miles Traveled (VMT) | 52,493 between 3 vehicles | | |
| Number of Vehicles | 2 | | |
| What type of Vehicles(s) are you replacing? | Adding vehicles due to demand. | | |
| Odometer reading of the vehicle you are replacing | Not replacing | | |
| Model year of vehicle you are replacing | Not replacing | | |
| What conventional fuel are you replacing? | Not replacing | | |
| What is the model year of the alternative fuel vehicles(s) to be purchased? | 2024 | | |
| What alternative fuel will you new vehicles(s) use? | Battery Electric | | |
| Annual number of charging stations | N/A | | |
| Number of ports per charging station | N/A | | |

| | | | | | | | |
|---|----------|-----|---------------|-----|------------------------|-----|-------------|
| Kilowatt hours | N/A | | | | | | |
| Bicycle and Pedestrian Improvements | N/A | | | | | | |
| Current roadway annual average daily traffic (AADT) | N/A | | | | | | |
| Length of proposed facility and map | N/A | | | | | | |
| Carpooling and Vanpooling | N/A | | | | | | |
| Which program is being evaluated? | N/A | | | | | | |
| Are the pick-up drop off locations centralized? | N/A | | | | | | |
| What are the average distance participants drive to the central locations? (Roundtrip Miles) | N/A | | | | | | |
| What is the population of commuting workers? | N/A | | | | | | |
| What is the number of vehicles participating in the pooling program? | N/A | | | | | | |
| On average, how many passengers are there per carpool/vanpool vehicle? (Driver not included) | N/A | | | | | | |
| What is the average commute distance? (Roundtrip Miles) | N/A | | | | | | |
| What vehicle type is used in the vanpool? | | | | | | | |
| N/A | Mini Van | N/A | Van (<10K LB) | N/A | Van (<14K LB) | | |
| What fuel type is used by the vanpool vehicles(s) | | | | | | | |
| n/A | Gasoline | N/A | Diesel Fuel | N/A | Compressed Natural Gas | N/A | Electricity |
| Email completed application and attachments to: Wannetta Mallette wmallette@burlingtonnc.gov | | | | | | | |

FTA TASK NARRATIVE TABLE

| | |
|--|--|
| 1- MPO | Burlington - Graham MPO |
| 2- FTA Code | 44.26.14 |
| 3- Task Code | III-E |
| 4- Title | Management Ops, Program Suppt Admin |
| 5- Task Objective | This task involves Section 5303 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 | \$160,000 over past 3 fiscal years in 5303 |
| 10- Relationship | Burlington - Graham MPO, transit agencies, NCDOT - PTD and IMD |
| 11- Agency | Burlington - Graham MPO |
| 14 - Section 5303 - Local 10% | \$6,008.02 |
| 15 - Section 5303 - State 10% | \$6,008.02 |
| 16 - Section 5303 - FTA 80% | \$43,064.19 |
| Programmed Funds Section 5303 100% of Section 5303 Budget | |

Burlington - Graham MPO

| | | | |
|----|------------------------|---|-------|
| 1- | MPO | | |
| 2- | FTA Code | 44.26.14 | |
| 3- | Task Code | III.E | Total |
| 4- | Title of Planning Task | Management Operations / Program Support 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. | |

| | | |
|----|--|---|
| 6- | Tangible Product Expected | Section 5303 grant, meeting agendas, powerpoint presentations, GIS maps |
| 7- | Expected Completion Date of Product(s) | Management Ops, Program Suppt Admin Ongoing |

| | | | |
|-----|--|--|-------------|
| 8- | Previous Work | Operations and management issues are performed on a continual basis. | |
| 9- | Relationship To Other Activities | MPO Administration and Operations | |
| 10- | Agency Responsible for Task Completion | Burlington - Graham MPO/Link Transit | |
| 11- | Section 5303 Local 10% | \$6,008.02 | \$6,008.02 |
| 13- | Section 5303 NCDOT 10% | \$6,008.02 | \$6,008.02 |
| 14- | Section 5303 FTA 80% | \$48,064.19 | \$48,064.19 |
| 15 | <i>Subtotal</i> | \$60,080.23 | \$60,080.23 |

| | | | |
|--|-------------|--------------------|-------------|
| | Grand Total | \$60,080.23 | \$60,080.23 |
|--|-------------|--------------------|-------------|

Name of MPO: Burlington - Graham Metropolitan Planning Organization

Person Completing Form: Wannetta Mallette

Telephone Number: (336) 513-5418

wmallette@burlingtonnc.gov

| Prospectus Task Code | Prospectus Description | Name of Agency Contracting Out | Type of Contracting Opportunity (Consultant, etc.) | Federal funds contracted out | Total funds contracted |
|----------------------|------------------------|--------------------------------|--|------------------------------|------------------------|
| NA | NA | BGMPO | NA | \$0 | \$0 |
| Total | | | | \$0 | \$0 |

Burlington - Graham Urban Area Metropolitan Planning Organization
UNIFIED PLANNING WORK PROGRAM (UPWP) - FY25
July 1, 2024 to June 30, 2025

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 2024-2025 (Total funds programmed in PWP including Transit funds)

| | | |
|--------------------|--|------------------|
| Federal | | \$303,364 |
| Local Contribution | | \$10,608 |
| State Contribution | | \$69,833 |
| Total | | \$383,805 |

Planning and Administration (PL Funds)

| Task Code | Task Code Group | Amount | % |
|--|--|------------------|---------------|
| II-A | Data and Planning Support | \$80,000 | 24.7% |
| II-B | Planning Process | \$110,000 | 34.0% |
| | Increasing Safe and Accessible Transportation | \$4,600 | 1.4% |
| III-A | Planning Work Program | \$20,000 | 6.2% |
| III-B | Transportation Improvement Plan | \$23,500 | 7.3% |
| III-C | Civil Right Comp./ Other Reg. Requirements | \$7,000 | 2.2% |
| III-D | Statewide and Extra-Regional Planning | \$5,000 | 1.5% |
| III-E | Management Ops, Program Support Administration | \$73,625 | 22.7% |
| TOTAL PL and Section 5303 Funds | | \$323,725 | 100.0% |

Burlington - Graham Urban Area 2024-2025 PWP Narrative

UPWP Overview

Burlington - Graham Urban Area Metropolitan Planning Organization UNIFIED PLANNING WORK PROGRAM (PWP) for FY25

July 1, 2024 to June 30, 2025

Introduction

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

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

This UPWP for the Burlington - Graham Urban Area Metropolitan Planning Organization (MPO) documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2024-2025 (from July 1, 2024 through June 30, 2025). 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 2024-2025

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 | | | STATE 100% | Transit - Section 5303 | | | | Subtotal | | | Total Funding |
|----------|--------------|---|--------------------------------|------------|------------|------------|------------------------|-------------|-----------|----------|-----------|----------|-----------|---------------|
| | | | Local (20%) | FHWA (80%) | TOTAL 100% | | Local (10%) | State (10%) | FTA (80%) | Total | Local | State | Federal | |
| | II-A | Data and Planning Support | \$16,000 | \$64,000 | \$80,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 16,000 | \$ - | \$ 64,000 | \$ 80,000 |
| | II-A-1 | Networks and Support Systems | \$6,000 | \$24,000 | \$30,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | II-A-2 | Travelers and Behavior | \$2,000 | \$8,000 | \$10,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | II-A-3 | Transportation Modeling | \$8,000 | \$32,000 | \$40,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | II-B | Planning Process | \$22,000 | \$88,000 | \$110,000 | \$ 4,600 | | | | | \$ 22,000 | \$ 4,600 | \$ 88,000 | \$ 114,600 |
| | II-B-1 | Targeted Planning | \$1,000 | \$4,000 | \$5,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | II-B-2 | Regional Planning (CTP, MTP, etc) | \$1,000 | \$4,000 | \$5,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | Increasing Safe and Access Transportation | | | | \$ 4,600 | | | | | | | | |
| | II-B-3 | Special Studies | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | BGMPO 2050 MTP Update | \$20,000 | \$80,000 | \$100,000 | \$ - | | | | | \$ - | \$ - | \$ - | |
| | III-A | Planning Work Program | \$4,000 | \$16,000 | \$20,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,000 | \$ - | \$ 16,000 | \$ 20,000 |
| | III-A-1 | Planning Work Program | \$2,000 | \$8,000 | \$10,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-A-2 | Metrics and Performance Measures | \$2,000 | \$8,000 | \$10,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-B | Transp. Improvement Plan | \$4,700 | \$18,800 | \$23,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,700 | \$ - | \$ 18,800 | \$ 23,500 |
| | III-B-1 | Prioritization | \$1,400 | \$5,600 | \$7,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-B-2 | Metropolitan TIP | \$2,600 | \$10,400 | \$13,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-B-3 | Merger/Project Development | \$700 | \$2,800 | \$3,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | \$1,400 | \$5,600 | \$7,000 | \$ - | | \$ - | \$ - | \$ - | \$ 1,400 | \$ - | \$ 5,600 | \$ 7,000 |
| | III-C-1 | Title VI Compliance | \$200 | \$800 | \$1,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-C-2 | Environmental Justice | \$100 | \$400 | \$500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-C-3 | Minority Business Enterprise Planning | \$100 | \$400 | \$500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-C-4 | Planning for the Elderly | \$0 | \$0 | \$0 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-C-5 | Safety/Drug Control Planning | \$0 | \$0 | \$0 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-C-6 | Public Involvement | \$1,000 | \$4,000 | \$5,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-C-7 | Private Sector Participation | \$0 | \$0 | \$0 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | III-D | Statewide & Extra-Regional Planning | \$1,000 | \$4,000 | \$5,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,000 | \$ - | \$ 4,000 | \$ 5,000 |
| 44.26.14 | III-E | Management Ops, Program Suppt Admin | \$14,725 | \$58,900 | \$73,625 | \$0 | \$6,008 | \$6,008 | \$48,064 | \$60,080 | \$20,733 | \$6,008 | \$106,964 | \$133,705 |
| | | TOTALS | \$63,825 | \$255,300 | \$319,125 | \$4,600 | \$6,008 | \$6,008 | \$48,064 | \$60,080 | \$69,833 | \$10,608 | \$303,364 | \$383,805 |

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

| FTA CODE | TASK CODE | TASK DESCRIPTION | MPO Planning and Admin - PL | | | |
|----------|--------------|---|-----------------------------|------------------|-------------------|-------------------|
| | | | Highway / Transit | | | TOTAL |
| | | | Local | State | Federal | |
| | II-A | Data and Planning Support | \$ 16,000 | \$ - | \$ 64,000 | \$ 80,000 |
| | 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 | \$ 6,000 | | \$ 24,000 | \$ 30,000 |
| | II-A-2 | Travelers and Behavior • Dwelling Unit, Population and Employment Changes • Collection of Base Year Data • Travel Surveys • Vehicle Occupancy Rates (Counts) • Travel Time Studies | \$ 2,000 | | \$ 8,000 | \$ 10,000 |
| | II-A-3 | Transportation Modeling • Travel Model Update • Forecast of Data to Horizon Year • Forecast of Future Travel Patterns • Financial Planning | \$ 8,000 | | \$ 32,000 | \$ 40,000 |
| | II-B | Planning Process | \$ 68,700 | \$ 4,600 | \$ 88,000 | \$ 114,600 |
| | 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 |
| | 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 | \$ 1,000 | | \$ 4,000 | \$ 5,000 |
| | | Increasing Safe and Accessible Transportation | | \$ 4,600 | | \$ 4,600 |
| | II-B-3 | Special Studies | | | | |
| | | BGMPO 2050 Metropolitan Transportation Plan | \$ 20,000 | \$ - | \$ 80,000 | \$ 100,000 |
| | III-A | Planning Work Program | \$ 4,000 | \$ - | \$ 16,000 | \$ 20,000 |
| | III-A-1 | Planning Work Program | \$ 2,000 | | \$ 8,000 | \$ 10,000 |
| | III-A-2 | Metrics and Performance Measures | \$ 2,000 | | \$ 8,000 | \$ 10,000 |
| | III-B | Transp. Improvement Plan | \$ 4,700 | \$ - | \$ 18,800 | \$ 23,500 |
| | III-B-1 | Prioritization | \$ 1,400 | | \$ 5,600 | \$ 7,000 |
| | III-B-2 | Metropolitan TIP | \$ 2,600 | | \$ 10,400 | \$ 13,000 |
| | III-B-3 | Merger/Project Development | \$ 700 | | \$ 2,800 | \$ 3,500 |
| | III-C | Cvl Rgts. Cmp./Otr .Reg. Regs. | \$ 1,400 | \$ - | \$ 5,600 | \$ 7,000 |
| | III-C-1 | Title VI Compliance | \$ 200 | | \$ 800 | \$ 1,000 |
| | III-C-2 | Environmental Justice | \$ 100 | | \$ 400 | \$ 500 |
| | III-C-3 | Minority Business Enterprise Planning | \$ 100 | | \$ 400 | \$ 500 |
| | III-C-4 | Planning for the Elderly | \$ - | | \$ - | \$ - |
| | III-C-5 | Safety/Drug Control Planning | \$ - | | \$ - | \$ - |
| | III-C-6 | Public Involvement | \$ 1,000 | | \$ 4,000 | \$ 5,000 |
| | III-C-7 | Private Sector Participation | \$ - | | \$ - | \$ - |
| | III-D | Statewide and Extra-Regional Planning | \$ 1,000 | | \$ 4,000 | \$ 5,000 |
| 44.26.14 | III-E | Management Ops, Program Support Admin | \$ 20,733 | \$ 6,008 | \$ 106,964 | \$ 133,705 |
| | | TOTALS | \$ 116,533 | \$ 10,608 | \$ 303,364 | \$ 383,805 |

Burlington - Graham Urban Area MPO Five Year Planning Program

| FISCAL YEAR | PLANNING PROCESS ACTION | | PRODUCTS OF THE PLANNING PROCESS | | | |
|-------------|-----------------------------------|-----|--|--------------|---|---|
| | CERTIFICATION OF PLANNING PROCESS | PWP | METROPOLITAN TRANSPORTATION PLAN (5 Year Cycle) | | METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM | SPECIAL STUDIES |
| | | | MTP Activities | Major Update | | |
| 2025 | Yes | Yes | Amendments as needed | Yes | Amendments as Needed/Prioritization | BGMPO MTP Update |
| | | | Travel Demand Model Calibration | | | |
| 2026 | Yes | Yes | Amendments as needed | No | | Regional Resiliency Plan - Transition to Clean Energy |
| 2027 | Yes | Yes | Adopt 2050 MTP (Aug. 2025) | No | Adopt TIP | Transportation Safety Action Plan Update |
| 2028 | Yes | Yes | Amendments as needed | No | Amendments as needed/Prioritization | Regional Bicycle and Pedestrian Plan |
| 2029 | Yes | Yes | S/E Parcel Updates | | Adopt TIP | Regional Transportation Demand Management Plan |

Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

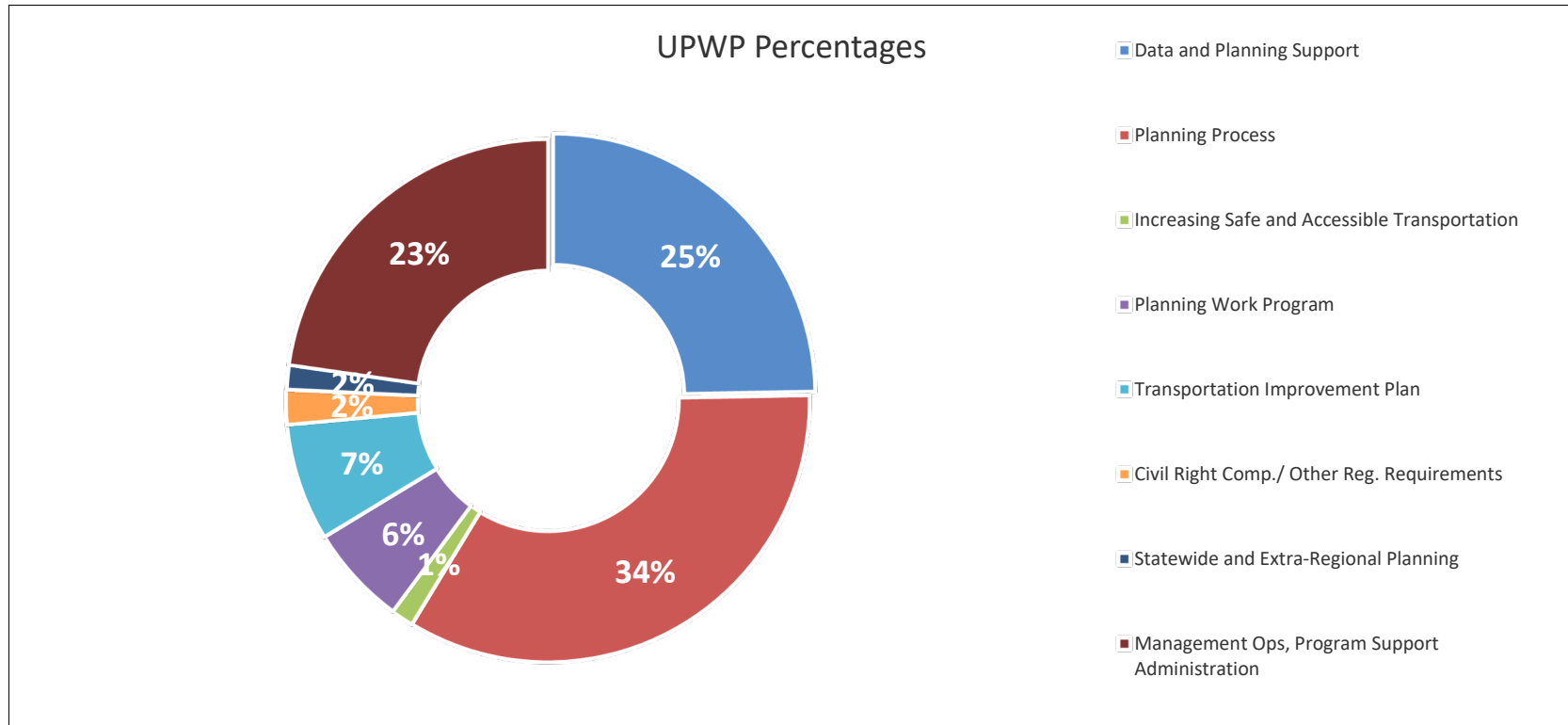
The MPO uses the PL funds to carry out tasks identified in the Planning Work Program. Some of the funds are used to pay staff salaries for time spent on transportation planning activities and for administration of the MPO. Some of the funds are used to pay outside consultants for special planning studies.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

Section 5303 Funds

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

Section 5307 Funds

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





Burlington - Graham Metropolitan Planning Organization
P7.0 Local Input Point Assignment Methodology
Amended January 2024

Introduction

NCDOT developed project prioritization as a collaborative, data-driven, approval process for the State Transportation Improvement Program (STIP) in 2009. Significant changes were made to the process prompted by House Bill 817 also known as the Strategic Transportation Investments (STI). The bill established funding tiers (Statewide, Regional, and Division) and allocations across all modes. The outcome of the STI process is the draft State Transportation Improvement Program (STIP). The STI legislation applies uniformly across the state regardless of the boundaries of MPOs. STI requires Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and NCDOT Divisions develop a project solicitation process and adopt a project ranking process for all modes of transportation. Each MPO and RPO must develop, adopt, and implement a methodology that maintains criteria transparency, process documentation and maximizes the opportunity for public review and comment.

In 2017, NCDOT developed new standards based on the findings and recommendations in the Local Input Point (LIP) Process Verification Report and observed best practices from Prioritization (P) 3.0, P4.0 and P5.0 and includes the creation of a NCDOT review process that ensures each MPO develops a LIP assignment methodology used in its prioritization process. While NCDOT has not issued significant guidance changes or requirements since the P5.0 cycle, a new P6.0 LIP Flex Policy enables the transfer of up to 500 LIPs between Regional Impact and Division Needs projects.

The Burlington-Graham Metropolitan Planning Organization (BGMP) LIP Methodology outlines the steps used for its P7.0 project selection and LIP assignment. The BGMP developed a transparent process to meet the multimodal transportation needs of its member jurisdictions in accordance with its adopted Public Involvement Policy. The LIP assignment methodology is designed to meet federal and state requirements that MPO Transportation Improvement Programs (TIP) be consistent with local transportation investment priorities.

Project Selection and Scoring Overview

Prioritization is a data driven process used to identify and prioritize transportation improvements for funding and inclusion in the STIP. Table 1 lists eligible transportation projects by project type and funding eligibility:

TABLE 1. Project eligibility for each STI category

| STI Project Eligibility | | | |
|-------------------------|---|---|--|
| Mode | Statewide Mobility | Regional Impact | Division Needs |
| Highway | <ul style="list-style-type: none"> Interstates (existing & future) NHS routes (as of July 1, 2012) STRAHNET Routes ADHS Routes Uncompleted Intrastate projects Designated Toll Facilities | Other US and NC Routes | All County (SR) Routes |
| Aviation | Large Commercial Service Airports (\$500K cap) | Other Commercial Service Airports not in Statewide (\$300K cap) | All Airports without Commercial Service (\$18.5M cap) |
| Bicycle-Pedestrian | N/A | N/A | All projects (\$0 state funds) |
| Public Transportation | N/A | Service spanning two or more counties (10% cap) | All other service, including terminals, stations, and facilities |
| Ferry | N/A | Ferry expansion | Replacement vessels |
| Rail | Freight Capacity Service on Class I Railroad Corridors | Rail service spanning two or more counties not Statewide | Rail service not included on Statewide or Regional |

Description of Criteria and Weights

NCDOT utilizes criteria consisting of a combination of quantitative data, qualitative input, and multimodal characteristics for STI project evaluation. MPOs are required to use at least two criteria when evaluating projects: 1) quantitative - a data-driven, numerically based measurement (prioritization scoring, crashes, congestion, safety, etc.); and 2) qualitative. Examples of qualitative data include (but are not limited to):

- Local/regional transportation plan consistency – Projects identified in local and regional adopted plans
- Public input – Consideration of public comments
- Economic development – Fosters long-term economic growth and enhances local labor market mobility
- Environmental justice - Does not adversely impact natural environments, cultural resources, or social systems.
- Land use and development - Supports local and regional land use and development policies

Statewide projects are scored using only quantitative data as qualitative input is only required for projects included at the Regional and Division levels (Table 2).

TABLE 2. Scoring Summary

| Project Type | Statewide* | Regional | Division |
|-----------------------|------------|-----------|-----------|
| Quantitative Scoring% | 100 | 70 | 50 |
| Local Input Scoring% | <u>N/A</u> | <u>30</u> | <u>50</u> |
| Total Score | 100 | 100 | 100 |

Alternate weights on any Highway Criteria defined in the STI Law can be used to score highway projects at the Regional Impact and Division Needs Categories only. This requires unanimous agreement between all MPOs, RPOs, and Divisions within the respective Funding Region(s) or Division(s). NCDOT Division 7, which includes the BGMPO region, adopted P6.0 alternate criteria for Regional Impact and Division Needs highway projects outlined in Table 3.

TABLE 3. Description of Criteria and Weights (all modes and categories)

| Funding Category | Quantitative Data | Local Input (Quantitative or Qualitative Data) | |
|--------------------|--|---|-----------|
| | | Division Input | MPO Input |
| Statewide Mobility | Benefit/Cost = 25% Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. | N/A | N/A |
| | Congestion = 30% Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway. •60% Existing Volume/Capacity Ratio •40% Existing Volume | | |
| | Economic Competitiveness = 10% Measurement of the estimated number of long-term jobs and the % change in economic activity within the county that the project is expected to provide over 10 years. | | |
| | Safety = 10% Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits. | | |
| | Freight = 25% Measurement of existing truck volume and whether the roadway is part of a future interstate highway. | | |
| | Total = 100% | | |

| | | | |
|---|--|-----|-----|
| Regional Impact | <p>Benefit/Cost = 20% Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT.</p> <p>Congestion = 20% Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway. • 80% Existing Volume/Capacity Ratio • 20% Existing Volume</p> <p>Safety = 10% Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits.</p> <p>Accessibility/Connectivity = 10% Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network.</p> <p>Freight = 10% Measurement of existing truck volume and whether the roadway is part of a future interstate highway.</p> <p>Total = 70% (Division and Local Input Points account for remaining 30%)</p> | 15% | 15% |
| Division Needs Division 7 Alternative Weights Criteria | <p>Benefit/Cost = 15% Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT.</p> <p>Congestion = 15% Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway.</p> <p>Safety = 15% Measurement of the number, severity, and frequency of crashes along the roadway.</p> <p>Accessibility/Connectivity = 5% Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network.</p> <p>Total = 50% (Division and Local Input Points account for remaining 50%)</p> | 25% | 25% |

Mobility Projects (Roadway Widening, Intersection/Interchange Improvements, Access Management):

| Statewide Mobility | | Regional Impact | | Division Needs | |
|--------------------|--------------------------|-----------------|----------------------------|----------------|----------------------------|
| 30% | Congestion | 20% | Benefit Cost | 15% | Benefit Cost |
| 25% | Benefit Cost | 20% | Congestion | 15% | Congestion |
| 25% | Freight | 10% | Accessibility/Connectivity | 10% | Safety |
| 10% | Economic Competitiveness | 10% | Freight | 5% | Accessibility/Connectivity |
| 10% | Safety | 10% | Safety | 5% | Freight |

Modernization Project (Modernize Roadway, Upgrade Freeway to Interstate):

| Statewide Mobility | | Regional Impact | | Division Needs | |
|--------------------|----------------------|-----------------|----------------------|----------------|----------------------|
| 25% | Freight | 25% | Safety | 20% | Safety |
| 25% | Safety | 10% | Freight | 10% | Pavement Condition |
| 20% | Paved Shoulder Width | 10% | Lane Width | 10% | Paved Shoulder Width |
| 10% | Congestion | 10% | Pavement Condition | 5% | Freight |
| 10% | Lane Width | 10% | Paved Shoulder Width | 5% | Lane Width |
| 10% | Pavement Condition | 5% | Congestion | | |

Aviation Criteria & Weights

| Statewide Mobility | | Regional Impact | | Division Needs | |
|--------------------|------------------------|-----------------|------------------------|----------------|------------------------|
| 40% | NCDOA Project Rating | 30% | NCDOA Project Rating | 25% | NCDOA Project Rating |
| 30% | FAA ACIP Rating | 15% | Benefit/Cost | 10% | Benefit/Cost |
| 20% | Benefit/Cost | 15% | FAA ACIP Rating | 10% | FAA ACIP Rating |
| 10% | Constructability Index | 10% | Constructability Index | 5% | Constructability Index |

Bicycle, Pedestrian, and Transit Projects

Bicycle, Pedestrian, and Transit projects in the BGMPO planning area are only eligible for funding in the Division Needs category. These projects require a local match from local governments or transit operators to be successfully implemented.

| Statewide Mobility | | Regional Impact | | Division Needs | |
|--------------------|--|-----------------|--|----------------|----------------------------|
| (Not eligible) | | (Not eligible) | | 20% | Safety |
| | | | | 15% | Accessibility/Connectivity |
| | | | | 10% | Demand/Density |
| | | | | 5% | Cost Effectiveness |

Public Transportation Criteria & Weights

Mobility Projects:

| Statewide Mobility | | Regional Impact | | Division Needs | |
|--------------------|--|-----------------|--------------------|----------------|--------------------|
| (not eligible) | | 25% | Cost Effectiveness | 20% | Cost Effectiveness |
| | | 20% | Demand/Density | 10% | Demand/Density |
| | | 15% | Impact | 10% | Efficiency |
| | | 10% | Efficiency | 10% | Impact |

Demand Response Projects:

| Statewide Mobility | | Regional Impact | | Division Needs | |
|--------------------|--|-----------------|--------------------|----------------|--------------------|
| (not eligible) | | 25% | Cost Effectiveness | 15% | Cost Effectiveness |
| | | 20% | Demand/Density | 15% | Demand/Density |
| | | 15% | Efficiency | 10% | Efficiency |
| | | 10% | Impact | 10% | Impact |

Facility Projects:

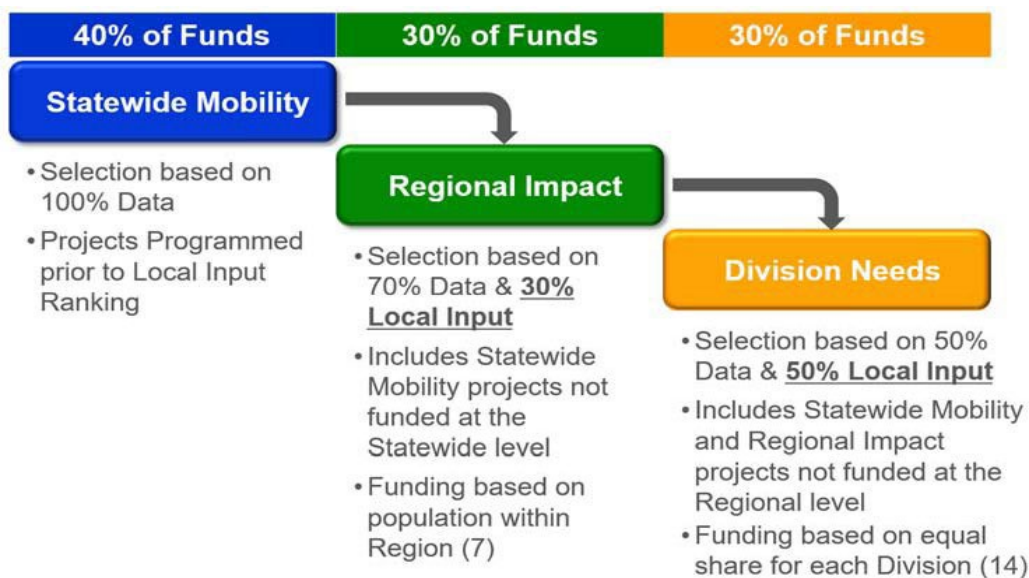
| Statewide Mobility | Regional Impact | Division Needs | |
|--------------------|-----------------|----------------|--------------------|
| (not eligible) | (not eligible) | 15% | Cost Effectiveness |
| | | 15% | Impact |
| | | 10% | Demand/Density |
| | | 10% | Efficiency |

Rail Criteria & Weights:

| Statewide Mobility | | Regional Impact | | Division Needs | |
|--------------------|------------------------|-----------------|------------------------|----------------|------------------------|
| 40% | NCDOA Project Rating | 30% | NCDOA Project Rating | 25% | NCDOA Project Rating |
| 30% | FAA ACIP Rating | 15% | Benefit/Cost | 10% | Benefit/Cost |
| 20% | Benefit/Cost | 15% | FAA ACIP Rating | 10% | FAA ACIP Rating |
| 10% | Constructability Index | 10% | Constructability Index | 5% | Constructability Index |

Cascading

During the prioritization process, projects can “cascade down” from one funding category into another. For example, if a project in the Statewide Mobility funding category is unsuccessful at being funded, the project may cascade into the Regional Impact and/or Division Needs funding categories to be funded. The same may be applied to Regional Impact projects which may cascade to the Division Needs funding category. Projects may not “cascade up” (i.e. Division Needs to Regional Impact or Statewide Mobility). Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category. The BGMPO TAC reserves the right to evaluate cascading projects on a case-by-case basis to strategically assist with funding of projects.



Project Submittals and Local Input Points

According to NCDOT and STI regulations, MPOs can submit up to a base of 12 projects and one additional project per 500 centerline miles within the MPO's boundary. The BGMPO is eligible to submit up to 18 new projects per mode (highway, public transportation, bicycle/pedestrian, aviation, and rail) for prioritization evaluation and scoring. In addition, the BGMPO is allocated 1,400 Local Input Points (LIP) for Regional Impact and Division Needs assignment respectively. The number of points is equal to 1,000 base points plus 100 points for every 50,000 of its 2020 census population (rounded up to the next 50,000). Up to 100 points can be allocated to each Regional Impact and Division Needs project.

The BGMPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one funding category to the other. The BGMPO will provide written documentation to the SPOT Office prior to flexing Regional Impact Local Input Points.

BGMPO P7.0 Prioritization Project Submission, Local Input Point Assignment and Public Involvement Process

The BGMPO P7.0 prioritization project selection, project submission and LIP Assignment process involve the following key steps:

1. *Regional Call for P7.0 Projects:* BGMPO issues links to electronic submission forms and NCDOT cost estimators and available express designs to TCC and TAC members. Candidate project submittals must include full project description, complete street data, purpose and need, assurance of local contribution and demonstrated local stakeholder support (if applicable). Once the BGMPO submission deadline closes, new project submissions are considered pending TCC and TAC approval.
2. *Public Involvement:* The TAC releases the project submission list for a 30-day public review period.
3. *Internal Project Screening and Evaluation:* BGMPO conducts preliminary screening and determination of consistency with locally adopted plans, the Comprehensive Transportation Plan (CTP) and the Metropolitan Transportation Plan (MTP). Highway projects are evaluated using the prioritization testing scoring spreadsheet and bike and pedestrian projects are evaluated against the BGMPO Bike and Ped Scoring Matrix.
4. *Draft Project List Development:* A project list based on testing score results are rank ordered for TCC and TAC review at a regularly scheduled meeting. The TCC and TAC approves the draft project list of the highest scoring projects per mode (up to the maximum number of BGMPO submittals)
5. *Project Submission:* After consideration of public comments, the TCC and TAC approve the final project list for submission to SPOT Online for project scoring and further evaluation.
6. *Approval of Local Input Points Assignment Methodology:* The process of assigning Local Input Points (LIP) Methodology draft is presented to the TCC and TAC for approval and release for a 30-day public comment period. The TCC and TAC approves the draft LIP pending public comments.
7. *Release of Quantitative Scores:* Upon release of NCDOT's Quantitative Score and draft list of Programmed Projects by the SPOT Office, the draft project list of BGMPO Regional Impact and Division Needs projects are rank ordered by SPOT quantitative scores and presented to the TCC and TAC for review (*quantitative measure*). The TCC and TAC approve the draft project list of the highest scoring projects per mode (up to the maximum number of BGMPO submittals).
8. *Consideration of Public Comments:* The BGMPO draft project list will be released for a 30-day public comment period prior to TAC assignment of local input points. Public comments will be documented, summarized, and responses will be provided to the TAC.

The TAC will consider: 1) public comments, and 2) ensure project consistency with adopted local and regional comprehensive plans (*qualitative measures*) before assigning local input points.

9. *Local Input Point Assignment:* The TAC may assign the maximum local points (100 points each) to the highest ranking fourteen (14) projects across all modes based on their quantitative and qualitative measures subject to the flex policy and deviation clause (outlined below).
10. *LIP Submission:* Upon TAC assignment of local input points and approval of the BGMPO final project list of Regional Impact and Division Needs projects, local input points are entered into SPOT On!ine. The TAC may opt to schedule a call meeting to assign local input points in order to meet LIP assignment SPOT On!ine entry deadlines.

Local Point Assignment Methodology Deviation

1. The TAC may exercise its option of sharing or allocating unassigned local input points to increase the “scoring” of regional transportation projects (regional being more than one county) with an adjacent MPO. This process is accomplished via an informal agreement between the MPOs and notification to NCDOT.
2. The TAC can adjust projects receiving points or adjust the number of points given to a project based on their discretion, recommendations from the TCC and other MPO committees, and/or public input. Any exceptions will require written explanation to be provided to NCDOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes.
3. The TCC and TAC are free to deviate from the preliminary points assignment when making the final point assignments to compensate for situations where the methodology does not accurately reflect the TAC’s priorities and to ensure appropriate projects at the relevant category. Anticipated justifications include but are not limited to project cost, point sharing arrangements, estimated points required for funding, geographic equity, modal distribution, new information and public comment. Any variation in point assignments from the preliminary point assignments must have justifications documented in the meeting minutes and posted on the BGMPO’s website.

BGMPO Prioritization and Public Outreach Schedule *

(*Subject to change pending Prioritization Schedule Updates)

| <i>Task Name</i> | <i>Start Date</i> | <i>End Date</i> |
|---|-------------------|--------------------|
| BGMPO Call for Projects | 03/21/2023 | 06/15/2023 |
| BGMPO Project Screening and Development of Draft Project List | 06/15/2023 | 08/15/2023 |
| TCC and TAC draft project list review and release for public comment | 08/15/2023 | 09/19/2023 |
| TCC and TAC approval of final project list for SPOT online submission | | 10/17/2023 |
| TCC and TAC review and release Draft Local Input Point Assignment Methodology for public comment | 01/16/2024 | 02/20/2024 |
| TCC and TAC Local Input Point Assignment Methodology approval | | 03/19/2024 |
| Deadline for SPOT Office approval of all Local Input Point assignment methodologies | | 04/01/2024 |
| Quantitative scores and Statewide Mobility Programmed Projects Released | | 04/30/2024 |
| TCC and TAC assigns Local Input Points for Regional Impact projects (with option to assign Division Needs Points) | | 05/16/2024 |
| Regional Impact Total Scores and Programmed Projects Released | | 08/31/2024 |
| TCC and TAC assigns Division Needs Local Input Points | | 10/15/2024 |
| DRAFT STIP: NCDOT releases Draft 2026-2035 STIP (Final STIP adoption in Summer/Fall 2025) | | Winter 2024 - 2025 |

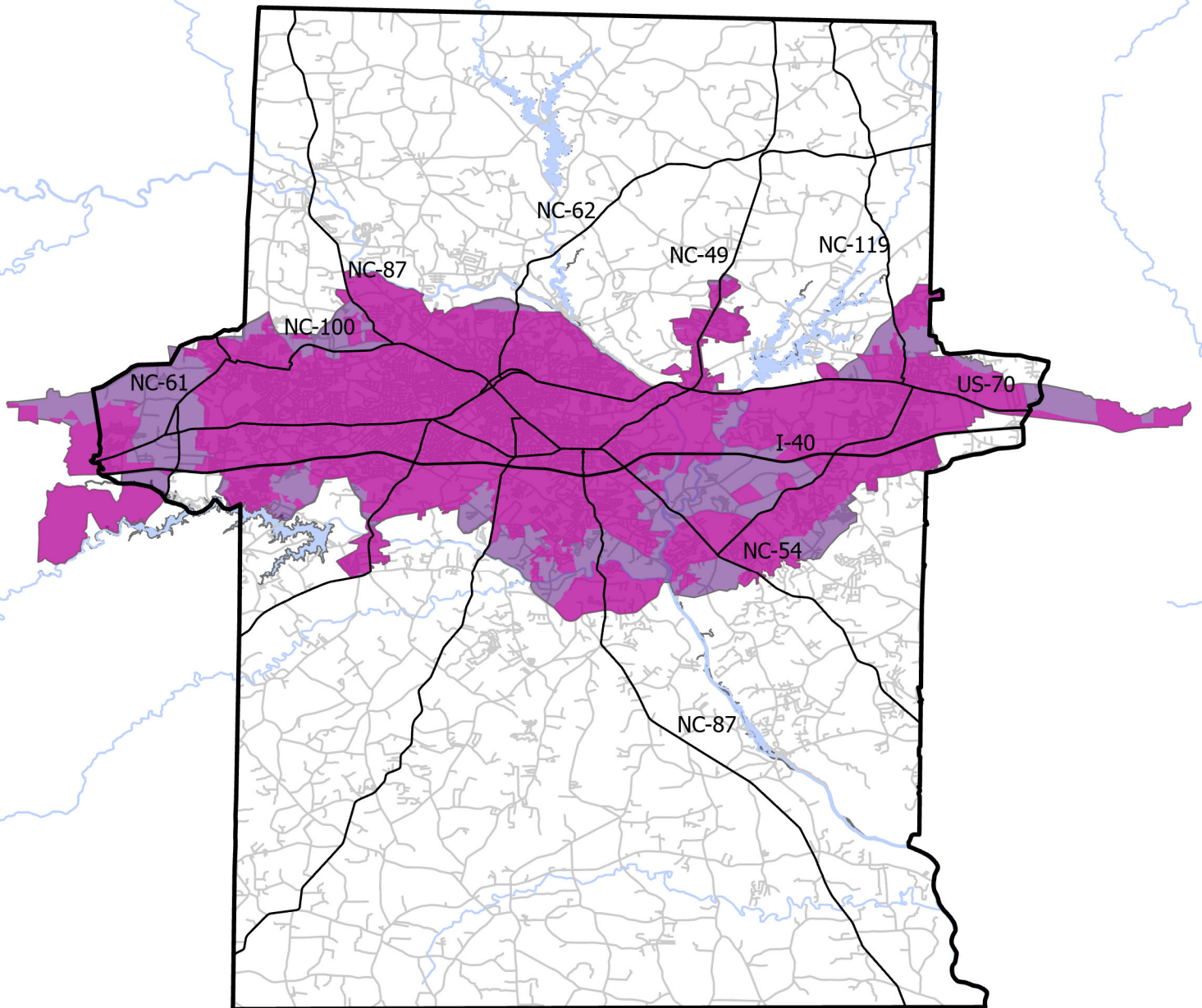
Material Sharing

Pertinent information, documents, and public meeting notices are uploaded to the BGMPO website, disseminated in advance of public meetings and/or published in general circulation media outlets. In addition, TCC and TAC meetings are open to the public in accordance with the BGMPO's Title VI policy and Public Involvement Plan. Questions or comments may also be submitted to the BGMPO via the public comment email: comments@burlingtonnc.gov or contacting the MPO Administration below. All public comments received will be submitted to TAC for review and used in the selection of local projects for submission to the SPOT office for technical analysis and score development. A record of all public comments received (through the BGMPO website, public meetings, etc.) will be maintained through adoption of NCDOT's Final STIP by the Board of Transportation.

The rationale for LIP assignments made by the TAC and/or via public input that deviate from the methodology described above will be placed on the BGMPO website. The public input process may be adjusted to meet NCDOT imposed deadlines or data requirements. The BGMPO will release the draft list of proposed STI projects and the proposed local ranking methodology for public review and comment according to the above schedule. P7.0 project scores will be available for review at the BGMPO office and posted on the BGMPO website at www.bgmipo.org.

Wannetta Mallette, PTP
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Burlington-Graham MPO
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wmallette@burlingtonnc.gov

BGMPO Proposed Metropolitan Planning Area Smoothed Boundary



- Rivers
- Lakes
- Streets
- BGMPO 2020 Urbanized Area (Unsmoothed)
- BGMPO Smoothed Urban Area
- BGMPO Current Boundary (No Changes)

0 2.5 5 10 Miles

RESOLUTION

Memorandum of Agreement Between the Burlington-Graham Metropolitan Planning Organization (BGMPO) and the Durham-Chapel Hill- Carrboro Metropolitan Planning Organization (DCHC MPO) for the Continued Transfer of Planning Responsibility and Authority of the Portion of the Burlington Urbanized Area Located Within Orange County

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

WHEREAS, 23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that if necessary, the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area; **AND,**

WHEREAS, As a result of the 2020 Census, portions of the Burlington-Graham Urbanized Area (UZA) have been defined as being located within the DCHC MPO; **AND,**

WHEREAS, It has been mutually agreed upon that both the BGMPO and DCHC MPO will continue to carry out federal planning requirements for the urbanized area currently within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305 and 23 CFR Part 450, as follows:

1. Federal transportation planning requirements for the portions of the Burlington UZA that lie within the planning boundary of the DCHC MPO shall be provided by the DCHC MPO in cooperation with the BGMPO; and
2. Allocation and distribution of federal (PL) planning funds and STP-DA funds for the DCHC MPO will be based upon the Durham UZA as defined by the 2020 Census and may be utilized anywhere within the DCHC MPO Boundary; and
3. Allocation and distribution of federal (PL) planning funds for the BGMPO will be based upon the Burlington UZA as defined by the 2020 Census and may be utilized anywhere within the BGMPO Boundary; and
4. Allocation and distribution of federal transit planning funds for the DCHC MPO will be based upon the Durham UZA as defined by the 2020 Census and may be utilized anywhere within the DCHC MPO Boundary. The MPO and local transit providers mutually develop a distribution of transit planning funding among the Durham Area Transit Authority, Chapel Hill Transit, and Triangle Transit; and
5. Allocation and distribution of federal transit planning funds for the BGMPO will be based upon the Burlington UZA as defined by the 2020 Census and may be utilized anywhere within the BGMPO Boundary; and
6. Data collection for planning activities in western Orange County shall be conducted jointly by the MPOs as outlined in the each MPO's Long-Range Transportation Plans and subsequent

Metropolitan Transportation Plans. Data is used as input to the Triangle Regional Model and is housed at the Institute for Transportation Research and Education at NC State University; and data is used for the Piedmont Triad Regional Model is housed at the Piedmont Authority for Regional Transportation (PART); and

7. The BGMPO and the DCHC MPO have entered into Memoranda of Agreement with the North Carolina Division of Air Quality, North Carolina Department of Transportation, US Environmental Protection Agency, Federal Highway Administration and Federal Transit Administration to satisfy the requirement in Clean Air Act section 176(c)(4)(E) to create a state conformity SIP containing the following three requirements of the Federal Transportation Conformity Rule, 40 CFR part 93 subpart A: (1) 40 CFR 93.105, which addresses consultation procedures; (2) 40 CFR 93.122(a)(4)(ii), which states that conformity SIPs must require written commitments to control measures to be obtained prior to a conformity determination if the control measures are not included in an Metropolitan Planning Organization's transportation plan and transportation improvement program, and that such commitments be fulfilled; and (3) 40 CFR 93.125(c), which states that conformity SIPs must require written commitments to mitigation measures to be obtained prior to a project-level conformity determination, and that project sponsors comply with such commitments; and
8. The DCHC MPO and BGMPO will keep each other informed of each MPO's activities by including staff on email communication about MPO meetings and requesting MPO staff participation on planning studies that affect the area near the MPO boundaries, such as corridor studies and project feasibility studies.

NOW, THEREFORE, be it resolved that the BGMPO Transportation Advisory Committee hereby adopts the Memorandum of Agreement Between the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the Burlington-Graham Metropolitan Planning Organization (BGMPO) for the Continued Transfer of Planning Responsibility and Authority of the Portion of the Burlington Urbanized Area Located Within Orange County.

CERTIFICATE: The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the TAC on this the _____ day of _____, 2024.

(Name of Certifying Official)

(Title of Certifying Official)
BGMPO Transportation Advisory Committee

(Name of Certifying Official)

(Title of Certifying Official)
BGMPO Transportation Advisory Committee

STATE of North Carolina

County of _____

I, _____, Notary Public of _____ County,
North Carolina do hereby affix that _____ personally appeared before me on the _____,
2024 to affix his signature to the foregoing document.

Notary Public
My Commission expires: _____

RESOLUTION

Memorandum of Agreement Between the Burlington-Graham Metropolitan Planning Organization (BGMPO) and the Greensboro Urban Area Metropolitan Planning Organization (GUAMPO) for the Continued Transfer of Planning Responsibility and Authority of the Portion of the Burlington Urbanized Area Located Within Guilford County

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

WHEREAS, 23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that if necessary, the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area; **AND,**

WHEREAS, As a result of the 2020 Census, portions of the Burlington-Graham Urbanized Area have been defined as being located within the GUAMPO; **AND,**

WHEREAS, It has been mutually agreed upon that both the GUAMPO and BGMPO will continue to carry out federal planning requirements for the urbanized area currently within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305 and 23 CFR Part 450, as follows:

- 1) Federal transportation planning requirements for the portions of the Burlington-Graham UZA that lie within the planning boundary of the GUAMPO shall be provided by the GUAMPO in cooperation with the BGMPO; and
- 2) Allocation and distribution of federal (PL) planning funds and STBG-DA funds for the GUAMPO will be based upon the Greensboro Urbanized Area as defined by the 2020 Census and may be utilized anywhere within the GUAMPO Boundary; and
- 3) Allocation and distribution of federal (PL) planning funds and STP-DA funds for the BGMPO will be based upon the Burlington-Graham Urbanized Area as defined by the 2020 Census and may be utilized anywhere within the BGMPO Boundary; and
- 4) Allocation and distribution of federal transit planning funds for the GUAMPO will be based upon the Greensboro Urbanized Area as defined by the 2020 Census and may be utilized anywhere within the GUAMPO Boundary; and
- 5) Allocation and distribution of federal transit planning funds for the BGMPO will be based upon the Burlington-Graham Urbanized Area as defined by the 2020 Census and may be utilized anywhere within the BGMPO Boundary; and

- 6) Data collection for planning activities shall be conducted jointly by the MPOs as outlined in the current Metropolitan Transportation Plans and other adopted regional agreements. Data is used as input to the Triad Regional Model and is housed at the offices of PART.
- 7) The BGMPO and the GUAMPO have entered into Memoranda of Agreement with the North Carolina Division of Air Quality, North Carolina Department of Transportation, US Environmental Protection
- 8) Agency, Federal Highway Administration and Federal Transit Administration to satisfy the requirement in Clean Air Act section 176(c)(4)(E) to create a state conformity SIP containing the following three requirements of the Federal Transportation Conformity Rule, 40 CFR part 93 subpart A: (1) 40 CFR 93.105, which addresses consultation procedures; (2) 40 CFR 93.122(a)(4)(ii), which states that conformity SIPs must require written commitments to control measures to be obtained prior to a conformity determination if the control measures are not included in an Metropolitan Planning Organization's transportation plan and transportation improvement program, and that such commitments be fulfilled; and (3) 40 CFR 93.125(c), which states that conformity SIPs must require written commitments to mitigation measures to be obtained prior to a project-level conformity determination, and that project sponsors comply with such commitments.

NOW, THEREFORE, be it resolved that the BGMPO Transportation Advisory Committee hereby adopts the Memorandum of Agreement Between the Greensboro Urban Area Metropolitan Planning Organization (GUAMPO) and the Burlington-Graham Metropolitan Planning Organization (BGMPO) for the Continued Transfer of Planning Responsibility and Authority of the Portion of the Burlington Urbanized Area Located Within Guilford County.

CERTIFICATE: The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the TAC on this the _____ day of _____, 2024.

(Name of Certifying Official)

(Title of Certifying Official)
BGMPO Transportation Advisory Committee

(Name of Certifying Official)

(Title of Certifying Official)
GUAMPO Transportation Advisory Committee

STATE of North Carolina

County of _____

I, _____, Notary Public of _____ County,
North Carolina do hereby affix that _____ personally appeared before me on the
_____, 2024 to affix his signature to the foregoing document.

Notary Public

My Commission expires: _____

BGMPO SECTION 5307 DRAFT SUBALLOCATION SCHEDULE

Potential New Formula Process*

| Total Funds | | \$3,322,583 |
|--------------|------------|--------------------|
| Population | 50% | \$1,661,292 |
| Pop. Density | 25% | \$830,646 |
| TDI Pop | 25% | \$830,646 |

| Agency | UZA Pop Buffer | % of UZA Pop | UZA Allocation | Weight. Pop. Density Alloc. | % of Density | Density Allocation | TDI Pop | TDI Pop Share | TDI Allocation | Total Allocation | Percent of Total | Current Share | FY25 Proposed Split Percentages |
|---------------|-------------------|-----------------|--------------------|--------------------------------|-----------------|-----------------------|------------------|------------------|-------------------|---------------------|---------------------|--------------------|------------------------------------|
| Link Transit | 53,360 | 40% | \$661,981 | 1632.61 | 87% | \$725,727 | 41,213 | 73% | \$604,499 | \$1,992,207 | 59.96% | \$2,004,627 | 60.33% |
| PART | 46,924 | 35% | \$582,140 | 0.00 | 0% | \$0 | 0 | 0% | \$0 | \$582,140 | 17.52% | \$504,296 | 15.18% |
| ACTA | 27,211 | 20% | \$337,578 | 41.47 | 2% | \$18,436 | 11,432 | 20% | \$167,681 | \$523,695 | 15.76% | \$538,908 | 16.22% |
| GoTriangle | 3,208 | 2% | \$39,796 | 97.28 | 5% | \$43,242 | 1,993 | 4% | \$29,233 | \$112,271 | 3.38% | \$137,376 | 4.13% |
| OCPT | 3,208 | 2% | \$39,796 | 97.28 | 5% | \$43,242 | 1,993 | 4% | \$29,233 | \$112,271 | 3.38% | \$137,376 | 4.13% |
| Totals | 133,911 | 100% | \$1,661,292 | 1868.63 | 100% | \$830,646 | 56,631.00 | 100% | \$830,646 | \$3,322,583 | 100% | \$3,322,583 | 100% |

*As recommended by Nelson/Nygaard, September 2023

FHWA Updates – December 2023

President Approves Fiscal Year 2024 Appropriations Through January 19th and February 2nd

On November 16, 2023, the President signed a [continuing resolution](#) to approve appropriations for Fiscal Year (FY) 2024. For the Federal agencies and programs that were funded in the following appropriations acts, the continuing resolution provides funding through January 19, 2024:

- Agriculture, Rural Development, Food and Drug Administration, and Related Agencies Appropriations Act, 2023;
- Energy and Water Development and Related Agencies Appropriations Act, 2023;
- Military Construction, Veterans Affairs, and Related Agencies Appropriations Act, 2023; and
- Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2023.

For most other Federal agencies and programs, the continuing resolution provides funding through February 2, 2024.

FHWA Publishes Final Rule for the Greenhouse Gas Emissions Performance Measure

On November 22, 2023, the Federal Highway Administration (FHWA) [announced](#) a final rule that establishes a greenhouse gas performance measure for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPO). The measure is part of the National Highway Performance Program (NHPP) and assesses the percent change in carbon dioxide (CO₂) emissions on the National Highway System relative to calendar year 2022. State DOTs will establish targets no later than February 1, 2024, and MPOs will establish targets no later than 180 days after the State DOT establishes their targets. More information is available [here](#).

USDOT Announces \$1.5 Billion in Available Funding for the RAISE Discretionary Grant Program

On November 30, 2023, the U.S. Department of Transportation (USDOT) [announced](#) the availability of \$1.5 billion in funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. RAISE grants will be awarded on a competitive basis for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity, including tourism; state of good repair; partnership and collaboration; and innovation. The application deadline is February 28, 2024. More information is available [here](#).

FHWA Announces \$120 Million in Available Funding for Advanced Technologies and Innovations

On November 20, 2023, FHWA [announced](#) the availability of \$120 million in funding through the Advanced Transportation Technology and Innovation (ATTAIN) Program. The ATTAIN Program awards grants to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. The application deadline is February 2, 2024. More information is available [here](#).

FTA Announces \$4.7 Million in Available Funding for Innovative Access and Mobility

On November 15, 2023, the Federal Transit Administration (FTA) [announced](#) the availability of approximately \$4.7 million in funding through the [Innovative Coordinated Access and Mobility \(ICAM\) Pilot Program](#). The ICAM Pilot Program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services for older adults, people with disabilities, and people of low-income. The application deadline is February 13, 2024. More information is available [here](#) and [here](#).

USDOT Announces \$3.4 Million in Awards for Rural and Tribal Grants

On November 20, 2023, the USDOT [announced](#) \$3.4 million in awards from the Rural and Tribal Assistance (RTA) Pilot Program. The RTA Pilot Program supports early-stage development of transportation solutions in rural and Tribal communities with grants funding technical, legal, and financial assistance. More information is available [here](#).

Application Deadlines Approaching for Other USDOT Discretionary Grant Opportunities

Please be aware of the approaching application deadlines for the following discretionary grant opportunities from the USDOT:

- **December 12** – Accelerated Innovation Deployment (AID) Demonstration (notice of intent);
- **January 17** – Saving Lives with Connectivity: Accelerating Vehicle to Everything (V2X) Deployment; and
- **January 23** – Accelerated Innovation Deployment (AID) Demonstration (application).

USDOT Launches Office of Multimodal Freight Infrastructure and Policy

On November 27, 2023, the USDOT [announced](#) the launch of the Office of Multimodal Freight Infrastructure and Policy to oversee the maintenance and improvement of the nation's freight network and supply chains. The Office will manage the National Multimodal Freight Network, review State Freight Plans, provide technical assistance to state and local governments, and continue the advancement of the Freight Logistics Optimization Works (FLOW) Program. More information is available [here](#).

USDOT Updates Promising Practices for Meaningful Public Involvement

On November 8, 2023, the USDOT published an updated version of the guidebook entitled, "[Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#)." The updated guide includes a new appendix on "Using Federal Funds for Meaningful Public Involvement Activities," which highlights illustrative examples for hiring community-based organizations, providing food or childcare at public meetings, and providing financial incentives or reimbursements for participation. The Department continues to welcome public comments on the guide, including implementation examples, via [docket DOT-OST-2022-0115](#). More information is available [here](#).

USDOT Publishes Survey Results of Equity Practices in Transportation Planning

On November 9, 2023, the USDOT published a report entitled, "[2022 Survey of Equity Practices in the Transportation Planning Process](#)." This report summarizes research into the state of the practice of State DOTs and MPOs in addressing equity in the transportation planning process. The goal is to provide information to the transportation planning community, and to the public, about how transportation agencies are addressing equity and conducting meaningful public involvement.

USDOT Outlines Top Management Challenges for Fiscal Year 2024

On November 1, 2023, the USDOT Office of Inspector General (OIG) published a [report](#) outlining the top management challenges for FY 2024, including:

- Aviation Safety,
- Surface Transportation Safety,
- Air Traffic Control and Airspace Modernization,
- Surface Transportation Infrastructure,
- Contract and Grant Fund Stewardship,
- Financial Management,
- Information Security,
- Fraud Detection and Prevention,
- Transportation Transformation, and
- Organizational Excellence.

FTA Publishes Guidance for MPOs Serving Urban Areas Under 50,000 in Population

On November 1, 2023, FTA published [guidance](#) for MPOs that previously served an urban area with a population of at least 50,000 but now serve an urban area under 50,000 in population, as determined by the 2020 Census. More information is available [here](#).

FHWA Resources on ADA, Tribes, Micromobility, Shared Mobility, and Congestion

FHWA recently published the following resources:

- [Americans with Disabilities Act \(ADA\) Transition Plan and Inventory](#);
- [Making Transportation Planning Applicable in Tribal Communities Research Study](#);
- [Micromobility Regulations and Permitting Equity Synthesis](#);
- [The Role of Metropolitan Planning Organizations in Planning for Equitable Shared Mobility](#); and
- [Urban Congestion Trends Report, 2022](#).

Webinars on Grant Tools, Truck Parking, Air Mobility, Virtual Outreach, ARC-IT, Safety, and Assets

Here is the registration information for some upcoming webinars and virtual meetings in December:

- **December 5** – USDOT Benefit Cost Analysis Tool and Rural Grant Applicant Toolkit;
- **December 5** – National Coalition on Truck Parking Virtual Meeting;
- **December 7** – Safety and Advanced Air Mobility;
- **December 12** – Inclusive Virtual Public Involvement;
- **December 12** – USDOT Architecture Reference for Cooperative and Integrated Transportation (ARC-IT);
- **December 18** – Breaking Down Institutional Barriers to Improve Safety for All Road Users;
- **December 19** – Urban Air Mobility Concept of Operations; and
- **December 20** – Transportation Asset Management: Beyond Pavements and Bridges.

NCDOT PROJECTS LOCATED IN BGMPO - UNDER DEVELOPMENT

| TIP/WBS # | Description | Let/Start Date | Completion Date | Cost | Status | Project Lead |
|---|---|----------------|-----------------|-------------|--|-------------------------------------|
| SM-6107B 50522 | SR 1167 (Longpine Road) at SR 1146 (Kirkpatrick Road). Installation of a modular mini-roundabout. | 10/9/23 | 11/8/23 | \$185,000 | Materials are arriving - Installation is complete. | Dawn McPherson Derek Dixon |
| SS-6207G 50502 | NC 87 (East Webb Avenue) at Flanner Street, Pedestrian signal installation and crosswalk pavement markings. | 5/11/23 | 12/31/23 | \$60,000 | Planning and design activities underway. Utility relocations underway. | Dawn McPherson |
| HS-2007F | NC 87 at I-40 installation of pedestrian improvements | 3/7/24 | 10/12/23 | \$86,500 | Planning and design activities underway. Construction complete. | Dawn McPherson |
| EB-5885 | Construct sidewalk on US 70 (N. Church St.) from Beaumont Avenue to SR 1716 (Graham Hopedale Road) | 9/26/24 | FY 2026 | \$120,000 | Municipal Agreement required to begin work | City of Burlington/Stephen Robinson |
| U-6017 47162.1.1 47162.2.1 47162.3.1 | Intersection improvements at NC 54 (East Harden St.) and NC 49 (East Elm St.) in Graham | 12/21/23 | FY2025 | \$2,100,000 | Planning and design activities underway - ROW acquisitions complete - Utility relocations underway - Letting preparations underway | Chris Smitherman |
| 17BP.7.C.18 | Replace pipe on Swep-Sax Road/Darrell Newton Road | 10/19/23 | FY2024 | \$500,000 | Letting preparations underway | Vacant |
| U-6013 47158.1.4 47158.2.4 47158.3.4 | Widen NC 119 to multi-lanes from SR 1981 (Trollingwood-Hawfields Rd)/ SR 2126 (Old Hillsborough Rd) to Lowes Blvd (non-system) in Mebane . | 3/19/24 | FY2026 | \$6,200,000 | Planning and design activities underway, ROW underway and utilities to begin soon | Chris Smitherman |
| 48916 | Shift NC 61 and NC 100 intersection in Gibsonville to improve turning radii for trucks | 12/12/24 | FY2027 | \$650,000 | Planning and design activities underway - ROW underway | Chris Smitherman |
| AV-5851 | Construct 100' paved overrun and make safety enhancements at the Burlington-Alamance Regional Airport | 1/22/27 | FY29 | \$2,080,000 | Planning and design activities underway | Caleb Whitby |
| U-6011 47146.1.1 47146.2.1 47146.3.1 | Intersection improvements at US 70 (South Church Street) and SR 1158 (Huffman Mill Rd) in Burlington | 2/15/24 | FY2027 | \$2,400,000 | Planning and design activities underway - ROW Certified. | Chris Smitherman |
| SS-6207S 51111 | NC 119 at SR 2135 (Jim Minor Road) East of Swepsonville. Traffic Signal Installation. | 10/23/23 | 11/8/23 | \$110,000 | Project approved by BOT and assigned. Construction Complete. | Dawn McPherson |

NCDOT PROJECTS LOCATED IN BGMPO - UNDER DEVELOPMENT

| TIP/WBS # | Description | Let/Start Date | Completion Date | Cost | Status | Project Lead |
|---|---|----------------|-----------------|--------------|--|-------------------------------------|
| SS-6207R 51110 | SR 2100 (East Gilbreath Street / Cooper Road) at SR 2111 (Checks Lane) / SR 2109 (Cooper Road) South of Graham. All Way Stop Installation. | 10/16/23 | 11/14/23 | \$20,000 | Project approved by BOT and assigned. Construction Complete. | Dawn McPherson |
| BR-0060 | Replace Bridge #14 on NC 14 over Cane Creek | 7/16/24 | FY2025 | \$5,900,000 | Planning and design activities underway | David Stutts |
| EB-5879 | Construct sidewalk on US 70 (N. Church St.) from SR 1716 (Graham Hopedale Road) to SR 1719 (Sellars Mill Road) | 9/30/24 | FY2026 | \$200,000 | Municipal Agreement required to begin work | City of Burlington/Stephen Robinson |
| 50547 | NC 49 at Green Level Church Road/James Boswell Road - Realign Intersection | 11/7/24 | Spring 2025 | \$650,000 | Planning and design activities underway | Chris Smitherman |
| 15BPR.54 | Rehab on Structure #197 in Guilford County on SR 1117 (S. Holden Street) over I-85 Business and on Structure #148 on I-40 over Haw River in Alamance County | 1/21/25 | FY2028 | \$5,000,000 | Planning and design activities underway | Kristy Alford |
| U-5844 50234.1.1 50234.2.1 50234.3.1 | Construct multi-lanes on NC62 from SR 1430 (Ramada Road) to US 70 (South Church Street) in Burlington | 3/18/25 | FY2028 | \$10,000,000 | Planning and design activities underway - Field Inspection held. In ROW for ROW acquisitions. | Chad Reimakoski |
| U-6014 47159.1.1 47159.2.1 47159.3.1 | Widen SR 1716 (Graham-Hopedale Rd) to multi-lanes with Bicycle/Pedestrian accommodations from SR 1720 (West Hanover Rd) to Morningside Drive in Burlington | 5/20/25 | FY2027 | \$13,200,000 | Planning and design activities underway, Includes EB-5882. ROW Acquisition underway. | Chad Reimakoski |
| U-6131 | Install dual left turn lanes in westbound direction at NC 54 (W. Harden Street) at NC 49 (Maple Ave.) in Burlington | 1/15/26 | FY2028 | \$3,500,000 | Planning and design activities pending | Chris Smitherman |
| EB-5988 | Construct sidewalk on Lee Ave./W. Lebanon Ave. to SR 1454 (W. Haggard Ave.) in Elon | 8/25/2026 | FY2028 | \$272,000 | Municipal Agreement required to begin work | Town of Elon/Stephen Robinson |
| U-6114 | Install traffic signal and add turn lanes at NC 62 (Alamance Road) at SR 1155 (Hatchery Road)/Bonnie Lane intersection in Burlington | 10/16/2029 | FY2031 | \$900,000 | Planning and design activities pending | Chris Smitherman |

NCDOT PROJECTS LOCATED IN BGMP - UNDER DEVELOPMENT

| TIP/WBS # | Description | Let/Start Date | Completion Date | Cost | Status | Project Lead |
|---|---|----------------|-----------------|--------------|--|------------------|
| BP7-R016 | Replace Bridge #113 on SR 1003 (Lindley Mill Road) | 11/5/2026 | FY2028 | \$1,200,000 | Planning and design activities underway - Plans at 65% | Vacant |
| B-6052 48709.1.1 48709.2.1 48709.3.1 | Replace bridge 68 over NCRR / Norfolk Southern Railroad on SR 1928 (Trollingwood Road) in Haw River | 1/18/28 | FY2029 | \$2,500,000 | PE funding approved 5/6/19 | David Stutts |
| BP7-R018 | Replace Bridge #254 on SR 2104 (Mandale Road) | 8/30/2030 | FY2032 | \$700,000 | Planning and design activities pending | Vacant |
| BP7-R019 | Replace Bridge #103 on SR 2182 (Perry Road) | 10/7/2030 | FY2032 | \$700,000 | Planning and design activities pending | Vacant |
| BP7-R023 | Replace Bridge #238 on SR 2128 (Old Hillsborough Road) | 8/2/2029 | FY2031 | \$700,000 | Planning and design activities underway | Vacant |
| I-6009 47962.1.1 47962.2.1 47962.3.1 | Interchange improvements at I-40/I-85 and SR 1158 (Huffman Mill Road). Construct additional right turn lane on I-40 WB Ramp and improve operations at SR 1308 (Garden Road) intersection in Burlington | 6/20/30 | FY2032 | \$936,000 | Planning and design activities pending | Chris Smitherman |
| U-6009 47144.1.1 47144.2.1 47144.3.1 | Widen and construct center turn lane on US70 (West Church St) from Tarleton Ave. to Fifth Street in Burlington | 1/15/30 | FY2032 | \$6,337,000 | Planning and design activities pending | Chris Smitherman |
| I-6059 48689.1.1 48689.2.1 48689.3.1 | Interchange improvements at I-40/I-85 and SR 1981 (Trollingwood-Hawfields Road) in Mebane | 1/21/31 | FY2033 | \$12,400,000 | Planning and design activities pending | Bryan Key |

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 | 12/31/2023 | 100.00 | 99.31 |
| C204438 | B-5728 | REPLACE BRIDGE #112 OVER REEDY FORK CREEK ON NC 87 IN OSSIPEE | SMITH-ROWE, LLC | Howell, Bobby J | \$6,733,158.50 | 5/31/2022 | 12/12/2024 | 7/25/2022 | 2/13/2025 | 74.00 | 58.98 |
| C204572 | U-6010 | INTERSECTION IMPROVEMENTS ON US 70 (SOUTH CHURCH STREET) AT SR 1226/SR 1311 (UNIVERSITY DRIVE) IN BURLINGTON | APAC ATLANTIC INC. THOMPSON ARTHUR DIVISION | Howell, Bobby J | \$13,975,135.25 | 7/6/2022 | 1/13/2025 | 9/29/2022 | 1/13/2025 | 66.00 | 30.34 |
| 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 | 2/15/2024 | 100.00 | 93.63 |
| 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 | 11/21/2023 | 100.00 | 100.00 |
| C204788 | | RESURFACING OF SIX SECONDARY ROADS | VECELLIO & GROGAN INC DBA SHARPE BROTHERS | Howell, Bobby J | \$4,366,972.22 | 3/15/2023 | 9/15/2024 | 3/6/2023 | 11/10/2023 | 100.00 | 100.00 |
| DG00559 | | RESURFACE A SECTION OF NC 100, NC 49, US 70 & 3 SECONDARY ROADS IN ALAMANCE COUNTY | BOGGS CONTRACTING, INC | Howell, Bobby J | \$2,740,478.60 | 5/1/2022 | 6/30/2022 | 5/20/2022 | 12/4/2023 | 100.00 | 100.00 |
| DG00589 | HS-2007C | INSTALLATION THERMOPLASTIC PAVEMENT MARKINGS ON VARIOUS SECONDARY ROUTES IN DIVISION 7 | TRP CONSTRUCTION GROUP LLC | Cvijetic, PE, Bojan | \$1,494,249.58 | 3/15/2023 | 11/7/2023 | 9/13/2023 | 12/31/2023 | 88.00 | 68.64 |
| DG00596 | R-5787I | INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS ROUTES | CAROLINA GROUP PROPERTIES LLC DBA CAROLINA GROUP CONTRACTING | Howell, Bobby J | \$312,070.00 | 10/12/2022 | 2/28/2024 | 11/9/2022 | 10/14/2023 | 100.00 | 100.00 |

NCDOT TPD NEWS



NCDOT TPD BGMPO Newsletter

January 2024

Traffic Forecasts (TF)

A Project Level Traffic Forecasting is an essential part of the planning process. A traffic forecast informs the design of STIP projects. There are currently no ongoing traffic forecasts in the BGMPO planning area.

BGMPO Comprehensive Transportation Plan (CTP)

The BGMPO CTP final adoption was June 8, 2022. NCDOT Final maps and a list of recommendations can be found at connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Burlington-Graham. Please feel free to contact me if you ever need information/data about a specific project on the CTP.

Graham Pedestrian Plan

The City of Graham and NCDOT, in conjunction with VHB, is updating their Pedestrian Plan. The City of Graham Pedestrian Plan has just finished its last round of public engagement via survey. VHB is working towards synthesizing the results of the public input to share with the project team. Pending any significant feedback, VHB will be finalizing the draft report in the coming weeks for the City's review.

New 2022 Traffic Data and Counts

The Traffic Survey Group within the Transportation Planning Division (TPD) collects traffic data statewide to analyze and support planning, design, construction, maintenance, operation and research activities required to manage North Carolina's transportation system.

One of the group's main deliverables is the annual average daily traffic (AADT) volume map, which presents the traffic average for a specific year at designated locations on the state's roads. In November, the [2022 AADT traffic data](#) was released.

"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 has published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for 2024. The popular program helps communities around the country carry out projects with significant local or regional impact.

RAISE discretionary grants help project sponsors at the state and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that may be harder to support through other U.S. DOT grant programs.

A full list of 2023 awarded projects is available [HERE](#). The NOFO is available [here](#). The deadline for applications is 11:59 PM EST on February 28, 2024 and selections will be announced no later than June 27, 2024.

NCDOT Launches Training to Combat Human Trafficking

NCDOT's Integrated Mobility Division (IMD) used a \$120,000 federal grant awarded in 2019 to develop and deliver training on Human trafficking for public transit providers statewide. Since then, IMD designed a web training course tailored for transit employees that will be required for all NC public transportation agencies.

In addition, IMD created posters to be distributed across the state and a PSA to be used in conjunction with the online training program. These materials educate public transit employees and members of the public about the common warning signs of human trafficking and how to report concerns.

Human trafficking is a widespread problem and the second largest criminal activity in the world. In 2022, North Carolina ranked ninth in the nation for human trafficking according to a report released by the National Human Trafficking Hotline.

NCDOT Wins Major Rail Grant

NCDOT Rail Division was awarded a \$1.09 billion grant for the S-Line Raleigh to Richmond project through the Federal Railroad Administration's Federal-State Partnership Grant Program. The federal rail agency also awarded the NCDOT seven grants totaling \$3.5 million as part of the Corridor Identification and Development program. These grants will help enhance the state's existing passenger rail services between Charlotte and Raleigh and expand passenger rail into other areas of North Carolina and other states. The corridors are as follows:

- Charlotte and Atlanta
- Charlotte and Kings Mountain
- Charlotte and Washington D.C.
- Fayetteville and Raleigh
- Wilmington and Raleigh
- Winston-Salem and Raleigh
- Salisbury and Asheville

NCDOT Strategic Initiatives

NCDOT has selected Ryan Brumfield, IMD Director, as the new Director of Strategic Initiatives. In addition, there has been some restructuring of the Strategic Initiatives Division. Statewide Initiative Group that is currently under NCDOT Transportation Planning Division (e.g. Statewide Moves 2050, Resiliency, CMAQ, and Carbon Reduction Plan, Strategic Transportation Corridors) will be moving to the Strategic Initiatives Division.

Piedmont Triad Regional Model (PTRM) Update

The update of the PTRM continues and is on track to be finalized late Fall 2024. The update includes the forecasting of county level population and employment data. The team is looking for each MPO and RPO that are included in the PTRM to approve or adopt the county level SE data.

Contact Us

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BGMPO Coordinator

NCDOT TPD

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prcook@ncdot.gov

Website: www.ncdot.gov

| Upcoming | Date |
|---|-------------------|
| 2nd Quarter invoice and work summary due | February 9, 2024 |
| Last day to have signed resolution to support NCDOT's safety targets (PM1) or otherwise establish targets. | February 27, 2024 |
| Indirect Cost Allocation Plan for FY25 due if you choose to develop one. Note: If you develop one, indirect costs must be shown as a new row in UPWP expenditure table, for both STBG-DA and PL funds | February 28, 2024 |
| Last day to submit adopted FY25 UPWP with resolution, 5-year planning calendar, and MPO self-certification of long-range planning. Documents are to be submitted with separate uploads for UPWP, self-certification, and 5-year work plan | March 28, 2024 |
| Last day to submit revisions to TPD for FY24 UPWP with signatures | April 19, 2024 |
| 3rd Quarter 5303 Claim (January 1, 2024 to March 31, 2024) due | April 26, 2024 |

NCDOT Statewide Plans:

To learn more, click on the following links or go to [ncdot.gov](https://www.ncdot.gov) and search using names in [blue](#) unless otherwise noted:

- [NC Moves 2050 Plan](#)
- [NCDOT Strategic Transportation Corridors](#)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#)
- [NC Statewide Multimodal Freight Plan \(2023\)](#)
- [NCDOT: Integrated Mobility Division - Great Trails State Plan](#)
- [NCDOT: Integrated Mobility Division - Statewide Strategic Plan](#)
- [NCDOT Resilience Strategy Report \(2021\)](#)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#)

Other Plans:

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or Google search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](#)

Helpful Links:

To learn more, click on the following links or go to [ncdot.gov](https://www.ncdot.gov) and search using names in [blue](#) unless otherwise noted:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—drivenc.gov | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#) (ncdot.gov & search “Report a pothole”)
- NCDOT: State Transportation Improvement Program - [ncdot.gov/sti](https://www.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 \(connect.ncdot.gov & then search\)](#)
- NCDOT Interactive Traffic Volume Map—[Traffic Volume Maps \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)
- Federal Functional Classification Map—[NCDOT Functional Class Map \(ncdot.maps.arcgis.com\)](https://www.ncdot.gov/maps/arcgis.com)

Something Incredible Happened.

In 2023, a collaboration between local college and university representatives was formed. Led by PART's Transportation Demand and Marketing Departments, the group identified four essential messages that needed to be communicated with students, faculty, and staff on campuses across our region. Four public awareness campaigns were planned to focus on: **#1 Connections Across The Triad**, **#2 Environmental Impact**, **#3 Ride and Save**, and **#4 Transit to Trails**. Printed posters, web, social media, email, and digital platforms were decided to be the most comprehensive means to deliver the message.

1. Connections Across The Triad. The need was identified to communicate the wide range of convenient transportation options available across our nine-county regional system. Whether heading to class, exploring the city, getting to the airport, catching Amtrak, or simply hanging out with friends, our vast regional transportation system covers a lot of ground! *This messaging ran on participating college campuses from September to November 2023.*

2. Did You Know? The second marketing need identified was communicating the environmental benefits of alternative commuting methods. Choosing sustainable options, like taking the bus, biking, vanpooling or carpooling, is one of the most impactful ways an individual can do to play their PART in reducing the effects of climate change. *This messaging will run on participating college campuses from November to January 2024.*

3. Ride and Save. The third marketing need identified was to communicate how choosing options other than single-car usage saves money and can have a significant environmental impact! *The creative for this messaging is underway and will run on participating college campuses from January to March 2024.*

4. Transit to Trails. Across the board, our regional community has some of the most impressive nature trails and greenway systems in the US. This effort's Transit to Trails version will utilize a web-based interactive map of regional systems and link riders to bus stops near trail and greenway entrance points. *This messaging will run on participating college campuses from March to May 2024.*

Contact PART's Transportation Demand Department today to learn more about these exciting initiatives. Let's make transportation a breeze for everyone in our college and university community! **Kyle Laird @ kylel@partnc.org.**

Universities/Colleges and Transit Agencies

Tool Kit **Campaign #2 Environmental Impact**

Runs November 2023 - January 2024

DID YOU KNOW?

Utilizing Public Transportation is one of the most effective measures an individual can take to reduce their impact on Climate Change!

Car transportation alone accounts for 41% of the carbon footprint of a typical American family with two cars—by far the largest source of household emissions and the largest target for potential reductions.

Data shows that an individual utilizing public transportation can obtain an estimated 8.1% reduction in their annual carbon footprint.

RideTheTriad.org
Regional Mobility Options

A Regional University & College Transportation Initiative

(5) 11x17 PRINTED adhesive posters in mailed kit

pdf version in digital assets and on flash drive

Word Document
in digital assets and on flash drive

social media digital files - JPEG
in digital assets and on flash drive with images and a word doc for text

digital displays/web - JPEG
in digital assets and on flash drive

email
will distribute as an email January 18th to Partners from PART for partner's to share



Park Your Car & Share The Ride!

PART offers a variety of Park & Ride Lots across the Triad. Some locations can connect you with PART Express Bus and Shuttle services, and others are designed for meeting Carpool, Vanpool, or other groups. All lots are free but may require registration.

Park & Ride Lots are strategically located parking areas placed near major highways, public transportation depots and routes, or busy corridors. By carpooling, vanpooling, or using public transportation, you'll reduce harmful emissions and improve air quality in your community. Imagine a world with fewer cars on the road, where the air is cleaner and the environment is healthier. That's the potential of Park & Ride Lots – a simple choice that can make a big difference.

And they are not just for commuters! Park & Ride Lots are perfect for families, friends, and groups of all sizes. So, whether you're going to work, school, or a fun day out, Park & Ride Lots are a smart choice for everyone. Join the movement today and be PART of the solution. Together, we can create a greener, cleaner future for all.



For more information and locations, go to www.partnc.org/162/Park-Ride-Locations.

MPOs Are Always Planning!

The Burlington-Graham Metropolitan Planning Organization (MPO) recently developed a highway safety plan for the region to contribute to North Carolina's Highway Safety Improvement Program. The state plan drives the mission for local MPOs to reduce fatalities and severe injuries on all public roads.

In 2019, Burlington ranked ninth for the number of car crashes compared to all other cities in North Carolina. Although it is impossible to eradicate crash-causing behavior, such as impaired or aggressive driving, certain road features reduce the likelihood of car crashes and can be controlled. The MPO's plan addresses features such as appropriate speed limits, median barriers, adequate roadway lighting, and more.

It also addresses equity as a determinant of quality of life within a community. Their plan addresses equity within the local transportation systems as essential to ensuring citizens can access affordable and safe transportation options that meet their needs.

For more information about this plan, go to bgmpotransportationsafetyplan.com.



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