

**BURLINGTON-GRAHAM URBAN AREA
TECHNICAL COORDINATING COMMITTEE
TUESDAY MARCH 16, 2021 9AM**

The meeting will be held remotely via Microsoft Teams

Any member of the general public who wishes to make public comment should send an email to wmallette@burlingtonnc.gov or (336) 513-5418 by Friday, March 12, 2021 to receive the meeting login information or to have their comments read during the public comment portion of the meeting.

AGENDA

1) Call to Order & Determination of Quorum Chairman

- Welcome and Introductions
- Changes to Agenda / Add On Items
- Speakers from the Floor – 3 minutes per speaker

2) Approval of Minutes from January 19, 2021 Meeting Chairman

3) Draft FY22 Unified Planning Work Program Wannetta Mallette

INFORMATION: During the TCC January 19, 2021 meeting, staff presented the BGMPO Draft FY22 Unified Planning Work Program (UPWP). Since that time, two Special Studies projects received alternate funding sources. Staff updated the draft FY22 UPWP to reflect the changes and released the document for public review and comments.

RECOMMENDATION/ACTION: 1) Receive the revised draft FY22 UPWP as information and discuss; 2) Recommend TAC approval of the draft FY22 UPWP and certify that it adheres to the 3-C transportation planning process.

4) 2021 Transit Performance Measures and Targets Wannetta Mallette

INFORMATION: Consistent with MAP-21, the Federal Transit Administration (FTA) requires transit operators that receive federal funds and own, operate, or manage capital assets used to provide public transportation establish performance targets annually in coordination with Metropolitan Planning Organizations (MPOs) and state Department of Transportations (DOTs) that coordinate groups of transit providers. The BGMPO is required to set and show demonstrable progress towards meeting the performance targets and reflect those targets in their MTPs and MPO Planning Agreements with transit agencies, NCDOT and other planning partners.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Recommend TAC endorsement of the BGMPO 2021 transit performance targets by resolution.

5) **BGMPO Local Input Point Methodology**

Wannetta Mallette

INFORMATION: NCDOT is charged with developing “a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization” under GS 136-18.42. NCDOT recently updated the guidance and specific standards to implement this statute. The BGMPO’s Local Input Point Methodology was revised to reflect NCDOT’s most recent guidance update. The BGMPO now has a total of 1,400 points to apply to projects in the Regional Impact category and a total of 1,400 points to apply to projects in the Division Needs category.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Recommend TAC approval of the Local Input Point Methodology.

6) **FY 2020-2024 TIP and 2045 MTP Amendments**

Wannetta Mallette

INFORMATION: The BGMPO Transportation Improvement Program (TIP) and 2045 Metropolitan Transportation Plan (MTP) consists of projects that have been amended in the NCDOT 2020 – 2029 State Transportation Improvement Program (STIP). As the adopted 2020-2024 Metropolitan Transportation Improvement Program (TIP) is a subset of the STIP, the TIP and MTP are in need of amendment on a more frequent basis to align with state and federally funded transportation projects within the BGMPO urban area.

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

7) **FHWA Update**

Suzette Morales

8) **NCDOT TPD Update**

Darryl Vreeland

TPD issues Procurement walk-through

<https://connect.ncdot.gov/projects/planning/TransPlanManuals/Procurement%20walk%20through%20for%20TPD,%20MPO's,%20RPO's.pdf>

NC First Commission issues final report

<https://www.ncdot.gov/about-us/how-we-operate/finance-budget/nc-first/Pages/final-report.aspx>

FHWA--Current Developments in Connected and Automated Trucks

https://www.fhwa.dot.gov/planning/freight_planning/talking_freight/january_2021/index.cfm

9) **NCDOT Division Engineer Report**

Stephen Robinson

10) **Other Business**

MPO Staff

- MPO staff reports and updates
- Reports and questions from TCC Members
- **Next Meeting Scheduled May 18, 2021**

ACCESS TO INFORMATION:

ALL MPO DOCUMENTS AND DATA CAN BE PROVIDED IN ALTERNATIVE FORMAT UPON REQUEST

PLEASE CONTACT THE MPO OFFICE FOR ADDITIONAL ASSISTANCE AND INFORMATION

336-513-5418

ACCESO A INFORMACION

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

POR FAVOR COMUNIQUESE CON LA OFICINA DE MPO PARA INFORMACION E ASISTENCIA ADICIONAL

336-513-5418

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

MINUTES

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

MEMBERS PRESENT

Nishith Trivedi, Orange County (Chair)
Mike Nunn, Burlington (Vice Chair)
Mark E. Kirstner, PART
Brandon Parker, Gibsonville
Theo Letman, OCPT
Tonya Caddle, Alamance County
Cy Stober, Mebane
Pam DeSoto, Elon
Nolan Kirkman, Burlington
Dan Danieleley, Burlington Alamance
Regional Airport
Nathan Page, Graham
Ashley Owensby, Mebane
Meg Scully, GoTriangle
Jay Heikes, GoTriangle
Ralph Gilliam, ACTA

BGMPO STAFF PRESENT

Wannetta Mallette
Blake Cashmore

NCDOT STAFF PRESENT

Tamara Njegovan, NCDOT Division 7
Stephen Robinson, NCDOT Division 7
Daryl Vreeland, NCDOT TPD
Brian Mayhew, Traffic Safety Unit
Brian Murphy, Safety Planning Group

FHWA STAFF PRESENT

Suzette Morales

Call to Order

Chair Nathan Page called the January 19, 2021 TCC meeting to order at 9:02 a.m. and welcomed all members and guests. Ms. Wannetta Mallette conducted the membership roll call and established a quorum.

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

Election of 2021 TCC Officers

Ms. Mallette stated per MPO bylaws, the TCC elects a Chair and Vice Chair the first meeting of the calendar year. She reported receiving two nominations, Mr. Nishith Trivedi for Chair and Mr. Mike Nunn for Vice Chair. Ms. Mallette then opened the floor for nominations. There were no additional nominations for Chair or Vice Chair. Mr. Page made the motion to elect the Chair and Vice Chair by acclamation. Ms. DeSoto seconded the motion. The motion passed by unanimous voice vote.

Approval of TCC 2021 Meeting Calendar

Ms. Mallette presented the TCC 2021 meeting calendar for approval. There being no discussion, Chair Trivedi called for a motion to approve. Mr. Stober made the motion to approve the 2021 TCC meeting calendar. Mr. Page seconded the motion and the motion passed by unanimous voice vote.

Draft FY22 Unified Planning Work Program

Ms. Mallette presented an overview of the FY22 BGMPO Unified Planning Work Program (UPWP). The UPWP details work tasks undertaken by the BGMPO in the upcoming fiscal year. As part of the UPWP approval process, the MPO is also required to certify its transportation planning processes. The FY22 allocation of MPO's Metropolitan Planning (PL) funds is estimated at \$261,493 in addition to \$43,184 in Section 5303 and \$120,000 in Section 5307 for Transit Planning from the Federal Transit Administration (FTA). The federal funds require local and/or state matches. The FY22 UPWP budget includes two Special Studies: the US 70 West Multimodal Corridor Study and the BGMPO Highway Safety Plan. While it is the mission of the BGMPO to complete work planned within a program year, task elements may span fiscal years and therefore are carried forward into subsequent work programs until completion. Chair Trivedi described the purpose of the US 70 Corridor Study and mentioned the possibility of alternate funding. Ms. Mallette informed the TCC that Mebane also submitted a Special Studies funding request to conduct an update of its Bicycle and Pedestrian Plan. Mr. Stober explained the need for the study and requested funding if the Orange County study withdrew its funding request. Mr. Kirstner volunteered to present PART's FY22 Work Program. There being no further discussion, Mr. Page made a motion to recommend the TCC release the UPWP for a 30-day public review period. Ms. DeSoto seconded the motion and the motion by unanimous voice vote.

2020 - 2024 TIP and 2045 MTP Amendments

Ms. Mallette said the TCC approved release of the amended 2020 - 2024 Transportation Improvement Program (TIP) and 2045 Metropolitan Transportation Plan (MTP) for a 10-day public comment period. The public notice was advertised December 28, 2020 in a

local newspaper and on the BGMPO website. No public comments were received, and no notification made of those wanting to speak at the public hearing. Chair Trivedi opened and closed the public hearing after receiving no public comments. Chair Trivedi then requested a motion to approve the amended 2020-2024 TIP and 2045 MTP. Ms. DeSoto made the motion to approve and Mr. Page seconded the motion. The motion carried by unanimous voice vote.

NCDOT Traffic Safety Unit Presentation

Mr. Brian Mayhew, State Traffic Engineer, informed the TCC that the 2019 Strategic Safety Highway Safety Plan identified the goal of reducing fatalities and serious injuries in half by 2035 moving towards zero by 2050. He presented state crash trends correlated with population growth trends and VMT trends. Mr. Mayhew said the number of crash fatalities have been increasing since 2002, leveled during the great recession, and are on the increase. The serious injuries crash definition changed in 2017 and resulted in a trend spike. All modes of crash rates have been trending upward since 2014. Mr. Brian Murphy, Safety Planning Engineer, presented an overview of regional crash trends. Mr. Murphy said the regional VMT data and total crashes are closely aligned with statewide VMT and crash data upward trends. He then discussed the BGMPO safety performance metrics and five-year rolling averages and reporting deadlines. State safety targets are established annually by August 31st and MPOs have 180 days or until the end of February to either endorse the state targets or adopt their own. The state targets follow the FHWA formula and are based on achieving the Strategic Safety Plan goals of zero crashes by 2050 and integrating a collaborative approach of the 4-E process with diverse stakeholders. The FHWA does not directly assess MPO progress. The state 2021 MPO targets were established to assist the state in meeting its performance goals. Mr. Murphy ended his presentation by providing links to the Strategic Highway Safety Plan and additional resources. Mr. Page expressed disappointment with the increasing crash trends and urged NCDOT to do more. In response to Mr. Page's inquiry as to fractional fatality reporting, Mr. Murphy explained that NCDOT must follow FHWA's strict reporting requirements. After discussion, the TCC accepted the presentation as information and thanked the Traffic Safety Unit staff for their efforts.

BGMPO Transportation Performance Measures and Targets

There being no discussion or questions, Chair Trivedi requested a motion to endorse the BGMPO 2021 Safety Performance Targets for each of the five safety measures. Mr. Page made the motion, seconded by Mr. Kirstner. The motion carried by unanimous voice vote.

BGMPO Highway Safety Program Presentation

Mr. Blake Cashmore presented an overview of the BGMPO Highway Safety Program development status, outlined the Safety Plan project schedule and funding, and roles and responsibilities of a Safety Subcommittee. Mr. Cashmore requested the TCC approve the TAC establishing a Safety Subcommittee and requested the appointment of three TCC members. Chair Trivedi requested a motion to approve the establishment of a BGMPO Safety Subcommittee. Mr. Page made the motion, seconded by Mr. Stober. The motion was approved by voice vote. The TCC appointed Mr. Trivedi, Mr. Page and Mr. Theo Letman. Additional volunteers included Suzette Morales, FHWA; Stephan Robinson, Division 7; Brian Mayhew and Brian Murphy, Traffic Safety and Planning.

Agency Reports and Updates

FHWA: Ms. Suzette Morales announced the recent confirmation of Pete Buttigieg as the Secretary of Transportation. The FHWA Division staff will inform the MPO of potential policy changes.

NCDOT-TPD: Mr. Daryl Vreeland announced the Governor's Highway Safety Program grant application deadline of January 31, 2021. Non-profits, state agencies, local governments, schools and law enforcement agencies are eligible to apply. Grants can be used for crash reduction measures.

NCDOT-Division 7: Mr. Stephan Robinson referenced the engineering report included in the agenda packets for a listing of BGMPO projects with delayed construction schedules.

BGMPO: Ms. Mallette announced the postponement of SPOT 7.0 Subcommittee meetings until October 2021 as NCDOT is considering revising non-highway project scoring.

Adjournment

There being no further business, Chair Trivedi adjourned the meeting at 11:43 a.m.

Memorandum

To: Burlington – Graham MPO Technical Coordinating Committee and
Transportation Advisory Committee

From: Wannetta Mallette, MPO Administrator Coordinator

Date: March 8, 2021

RE: **Review and Approve the FY 2022 Unified Planning Work Program (UPWP)**

The draft 2022 Unified Planning Work Program (UPWP) summarizes the planning activities planned for fiscal year 2021 - 2022 and provides a detailed budget for the coming year. Funding for the MPO increased modestly over FY21, with a total budget of \$326,867. The Section 104 PL planning budget consists of federal funding in the amount of \$261,493 (80%) and local funding of \$65,373 (20%). The funds will be available for FY22 UPWP programming beginning July 1, 2021. The total budget does not include other sources of Federal, State, or local funding.

Staff presented the draft FY22 UPWP to the Transportation Advisory Committee (TAC) at its January 19, 2021 meeting. The TAC approved releasing the draft UPWP for public comment. Since that time, two Special Studies projects received alternate funding:

- US 70 West Multimodal Study
- BGMPO Highway Safety Plan

A third Special Studies project under consideration, the Mebane Bicycle and Pedestrian Plan Update, was withdrawn by the submitter. The FY22 UPWP was revised to include the BGMPO Traffic Data Collection Special Study that was delayed due to anticipated VMT impacts of Covid-19. No additional changes were made. Notification of a 30-day public review and comment period and a March 16, 2021 public hearing was placed in the Burlington-Times News and the BGMPO website, February 15, 2021.

*Burlington-Graham
Metropolitan Planning Organization*

DRAFT UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR JULY 1, 2021 – JUNE 30, 2022

ADOPTED _____

FUNDS FOR THIS PLANNING WORK PROGRAM PROVIDED BY

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

BGMPO Unified Planning Work Program

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

BGMPO Unified Planning Work Program

Overview

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

Resolutions Certifying the Planning Process and UPWP

As part of the annual UPWP adoption process, the BGMPO TAC is required to approve the FY2021 – 2022 BGMPO UPWP and to certify that it adheres to the 3-C transportation planning process. The resolutions adopting the UPWP and certifying the transportation planning process is included as part of this work program.



RESOLUTION

CERTIFYING THE BURLINGTON - GRAHAM METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2021 – 2022

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

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and,

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d) (for nonattainment and maintenance areas only); and,

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance; and,

WHEREAS, the Transportation Advisory Committee has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects; and,

WHEREAS, the Transportation Advisory Committee has considered how the transportation planning process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act; and,

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045, and meets all the requirements for an adequate Transportation Plan.

NOW THEREFORE, be it resolved that the Burlington - Graham Urban Area Transportation Advisory Committee certifies the transportation planning process for the Burlington - Graham Metropolitan Planning Organization on this the _____ day of _____ 2021.



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

Date: _____

By: _____
TAC Chair

STATE of: North Carolina
COUNTY of: Alamance

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the _____ day of _____ to affix his signature to the foregoing document. Subscribed and sworn to me this _____ day of _____, 2021.

Notary Public

My commission expires _____.



RESOLUTION

APPROVING THE FY 2021 - 2022 PLANNING WORK PROGRAM OF THE BURLINGTON – GRAHAM METROPOLITAN PLANNING ORGANIZATION

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

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

WHEREAS, the Burlington – Graham Metropolitan Planning Organization has been designated as the recipient of Federal Highway Administration Planning Funds (PL 104(f)), Federal Transit Administration Metropolitan Planning Program (Section 5303) funds and Urbanized Area Formula Funding Program (Section 5307) funds; and,

WHEREAS, members of the Burlington - Graham Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for FY 2021 - 2022.

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2021 - 2022 Planning Work Program for the Burlington - Graham Urban Area.



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

Chairman
Transportation Advisory Committee



STATE of: North Carolina
COUNTY of: Alamance

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

Notary Public

My Commission expires: _____

Public Involvement and Title VI

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

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

Background

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

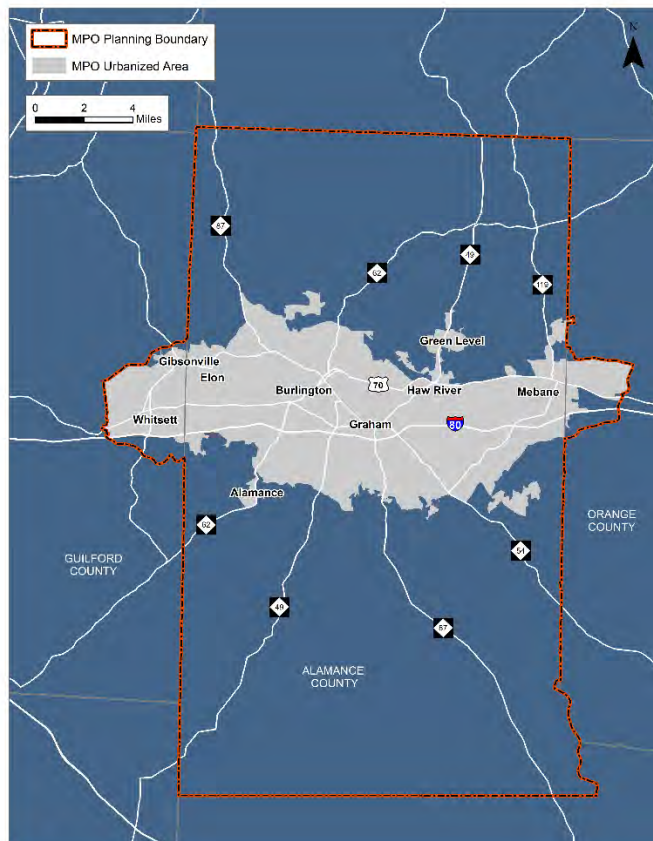
A revised MOU was executed between the cities of Burlington, Graham, and Mebane; the counties of Alamance, Guilford and Orange; towns of Elon, Gibsonville, Whitsett, Green Level and Haw River; Village of Alamance and the North Carolina Department of Transportation (NCDOT) in 2012. The MOU outlined responsibilities,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

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

BGMPO Area Boundary

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

Figure 1. BGMPO Boundary Map



Metropolitan Planning Factors and Federal and State Requirements

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

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

FAST Act Planning Factors

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

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

Moving Toward Performance Based Planning

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

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

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

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

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

Metropolitan Transportation Plan

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

Metropolitan Transportation Improvement Program

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

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

Air Quality Conformity Process

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

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

Comprehensive Transportation Plan

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

Proposed FY 2022 UPWP Activities

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

- Continued NCDOT, Division and NC AMPO coordination
- Implementation of MAP-21 and Fast Act MPO requirements
- Implementation of Highway Safety Program
- Development of CommunityViz future year parcel line layer; participation in regional growth workshops; co-hosting MPO CommunityViz Workshops
- Continued P6.0 work activities associated with STI Prioritization
- Continued Title VI Program and Public Involvement Plan compliance
- Monitoring of MPO Transit Performance Measure Targets and TAM Plans
- Continued administrative tasks – TCC and TAC coordination, UPWP, GIS, etc.
- Continued implementation and update of TIP and MTP
- Implementation of Special Studies
- Continued of data collection/inventory and assessment of travel behavior patterns
- Development of P7.0 project selection criteria
- Other Comprehensive, Cooperative, and Continuing (3-C) initiatives eligible for Federal transportation funding

FY 2022 Special Emphasis Projects

Special emphasis projects and new initiatives for the FY2022 UPWP are described below:

Special Studies

The BGMPO annually designates a portion of planning funding for Special Studies. Special Studies include staff time for project management activities to ensure consistency with FHWA, FTA and NCDOT procurement requirements and intergovernmental project coordination. At least two special studies are anticipated in FY 2021 – 2022. The MPO anticipates soliciting consultants to assist MPO staff and member jurisdictions with project implementation on an as-needed basis (on-going throughout fiscal year).

BGMPO Highway Safety Plan

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

The plan will also establish performance measurement baselines and an evaluation criterion to assess progress towards meeting or exceeding performance targets. The proposed project schedule for developing the plan is July 1, 2021 – May 30, 2022. While identified in the UPWP as a Special Studies work task, the Highway Safety Plan will be 100% funded with NCDOT Highway Safety Improvement Program funds. The study will be managed by the MPO and NCDOT and conducted by an NCDOT on-call consultant.

BGMPO Traffic Data Collection Expansion

The BGMPO desires to improve the safety and efficiency of the regional traffic network by supplementing its traffic data collection program by procuring traffic data collection equipment and monitoring from a qualified and experienced vendor. Traffic counts will assist BGMPO staff and its member agencies to understand regional traffic

flow patterns and monitor the performance of the transportation network and to validate the regional travel demand model. The results of the data collected will provide valuable input into the development of traffic operations, the regional Highway Safety Plan, and support other transportation planning activities. Improve the safety and efficiency of your traffic networks traffic data collection monitoring and managing traffic infrastructure remotely. The study area encompasses the BGMPO boundary. The BGMPO manage the project using a combination of in-house staff (for project oversight) and an outside vendor (for data collection and analysis).

Data Collection and Management

The MPO is required by federal regulations and the 3-C process to perform continuous data monitoring and maintenance. The purpose of this task is to collect, maintain and analyze traffic count, regional land use, socio-economic and environmental data that will be used in regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts. BGMPO will continue to participate, provide input to member jurisdictions and agencies in the development of local comprehensive plans, and provide guidance to NCDOT Project Development and NEPA on land use and zoning issues affecting the project development and process.

Regional Traffic Count Program

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

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

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

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

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

Targeted Planning

The BGMPO's Complete Streets Initiative creates a safe and efficient transportation network that promotes the health and mobility of all residents and visitors by providing safe, high quality multimodal (pedestrian, bicycle, transit and automobile) access throughout the region. The BGMPO will take the necessary steps to assess the pre- and post-conditions of our Complete Streets projects during the prioritization process and project scoping meetings for STIP committed projects. Metrics related to the mobility, safety, health and sustainability, and economic vitality will be used to evaluate the success of all of our future projects. As part of the Complete Streets Initiative, the BGMPO also will conduct walking and bike audits, trainings and hosts community engagement events to promote active transportation. Additionally, the BGMPO provides technical assistance to its partners by offering workshops and attending Healthy Alamance meetings, trainings and workshops. To complement these efforts, the BGMPO will create develop P7.0 project selection criteria that to guide investments in Complete Streets and prioritizes active transportation projects.

Title VI Planning

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

Anticipated DBE Contracting Opportunities for FY 2021 – 2022

The BGMPO is anticipating two Special Studies contracting opportunities for Disadvantaged Business Enterprises (DBEs) for FY 2021-2022; the US 70 West Corridor Study and MPO Highway Safety Plan. It is the policy of the BGMPO to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to receive and participate in federally-assisted contracts. Implementation of the DBE program is in compliance with all other legal obligations incurred by the BGMPO in its financial assistance agreements with the Department of Transportation. Contracting opportunities will be distributed to DBE and non-DBE business communities that perform work for the BGMPO on federally assisted contracts. The dissemination will be accomplished by posting a link on the BGMPO website and through targeted bid solicitations.

BGMPO Administration and Management

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

project team and steering committees, and conducting public involvement to engage the public in the activities and decision-making processes of the MPO.

FY 2022 UPWP Funding Sources

FY 2022 UPWP funding levels as well as the descriptions of funding sources is summarized below.

Planning (PL) Section 104(f) – The proposed Section 104(f) funding level is based on the FAST-ACT Section 104(f) allocation. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. Federal funding accounts for 80% of UPWP funding and require a 20% local match. Local match is a resource commitment, beyond federal funding, made by the sub-grantee and/or other local agencies. Local match cash contributions cannot include cash from any federal funding sources or reimbursements made with federal dollars. The City of Burlington has agreed to provide \$100,772 in matching funds needed to receive the regional federal funding.

BGMPO Unified Planning Work Program

The BGMPO PL fund allocation for FY 2022 is below:

PL Section 104(f) Funds (80%) \$261,493
Local match/City of Burlington (20%) \$65,374
Total \$326,867

FTA Funds - Two types of funds are used for transit planning purposes by the BGMPO; Section 5303 and Section 5307 funds administered through the Federal Transit Administration (FTA) and the NCDOT Public Transit Division. The BGMPO is served by four regional and one fixed route transit systems: Orange County Public Transportation (OPT) serves all of Orange County and parts of Alamance County. Go Triangle operates a regional bus service connecting Durham to Raleigh, Chapel Hill, Apex, Hillsborough, and Wake Forest. The Alamance County Transportation Authority serves the transportation needs of the elderly, disabled, and general public in Alamance County. The Authority utilizes vans and buses which are ADA equipped, including wheelchair lifts, to assist persons with specialized needs. The Piedmont Authority for Regional Transportation (PART) Alamance Burlington Express connects Greensboro, Burlington, Graham, Mebane, and Chapel Hill and the Burlington Link Transit serves Burlington, Gibsonville, and Alamance Community College. At the time of the draft UPWP, the previous FTA fiscal year distributions are listed as the FY21 allocations are not yet known.

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

Federal (80%) \$53,980
State (10%) \$43,184
Local/City of Burlington (10%) \$5,398
Total Sect. 5303 \$5,398

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

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

UPWP Work Items

II-A Data Management and Planning Support

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

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Programmed Amount: \$68,000

21% Staff Budget

II-A-1 (Traffic Volume Counts) Traffic data is needed for continuous and on-going MPO planning activities. The work task includes annual intersection counts for maintenance and monitoring of the computerized signal system. Traffic count data analysis will be made available to PART, the NCDOT, and member jurisdictions upon request. Counts will include intersection turning movement and average daily traffic counts as needed.

- II-A-1 (Street System Change) As development continues and travel demand boundaries are modified, the MPO will monitor regional street network changes for revisions and updates to the MTP, CTP and/or MPO planning activities. This work task also involves the review of construction project schedules, participation in project scoping meetings and NCDOT routine coordination.
- II-A-1 (Traffic Accidents) Use NCDOT Crash Data as needed for planning studies, mapping high accident locations, and developing infographics.
- II-A-1 (Transit System Data) Short-range and mid-range transit planning efforts will be conducted by the MPO in cooperation with regional transit providers. Data will continue to be collected to inform various transit planning efforts to include the evaluation of transit service performance, development of cross-regional route(s), universities/college route(s) and urban service routes that extend beyond the boundaries of the general BGMPO area. Data collected will be used to monitor service to meet NCDOT and FTA reporting requirements. The MPO will continue to assist and support the transit planning and administration of the Link fixed route system.
- II-A-1 (Mapping) Create and maintain GIS mapping of MTP, TIP, CTP, TAZ and census data maps for the MPO.
- II-A-1 (Bicycle & Pedestrian Inventory) Assist with area-wide bike and pedestrian improvement projects and update MTP accordingly. Conduct activities associated with the Highway Safety Program. Identify grant programs for MPO members to participate/apply.

II-A-2 Travelers and Behavior

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

- II-A-2 (DU/Population & Employment Changes) Review, analyze, and evaluate information collected from census data, private and public demographic databases and other sources as it is available and required for transportation planning efforts.
- II-A-2 (Collection of Base Year Data) Monitor changes that are related to planning tasks within the MPO planning boundary. Compare existing characteristics with projections to anticipate planning needs and activities. Continue to build and maintain a data repository of information to support local and regional transportation efforts. This task is also supported by the Piedmont Triad Regional Travel Model process via the Piedmont Authority for Regional Transportation (PART). Evaluate by TAZ if needed to determine population, housing density, employment, etc.
- II-A-2 (Travel Time Surveys) This work task will be conducted by PART in cooperation with area Triad MPO's. Travel surveys will collect origin and destination data used for travel demand modeling.
- II-A-2 (Capacity Deficiency Analysis) Collect and review existing and traffic forecasts and the travel demand model to evaluate systemwide LOS conditions. This data will be used to evaluate transportation improvements and develop problem statements (purpose and need) for priority projects.

II-A-3 Transportation Modeling

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

- II-A-3 (Travel Model Update) The MPO will continue to coordinate with the NCDOT, PART and regional MPO's to develop the regional travel model and assist as needed in assessment of transportation

BGMPO Unified Planning Work Program

modeling databases and planning tasks to be completed for long range planning updates. The MPO will utilize the updated regional model in cooperation with all model team members and provide staff support and financial resources for model maintenance. Consultants may be contracted to provide additional model support during the year.

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

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

II-B Planning Process

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

Programmed Amount: \$105,000

32% Staff Budget

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

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

II-B-2 Regional Planning

Objective: To increase public awareness and implement the shared vision of the BGMPO planning area in 2045, particularly focused on enhancement of identified multimodal corridors and systems.

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

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

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

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

II-B-3 Special Studies

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

Three studies have been identified for FY 22: **BGMPO Highway Safety Plan** to establish performance measurement baselines and an evaluation criterion to assess progress towards meeting or exceeding NCDOT regional performance targets. The proposed project schedule for developing the plan is July 1, 2021 – May 30, 2022. The study will be managed by the MPO and NCDOT and conducted by a consultant. The estimated \$100,000 Highway Safety Plan will be 100% funded with NCDOT Highway Safety Improvement Program funds. The study will be managed by the MPO and NCDOT and conducted by an NCDOT on-call consultant. **BGMPO Traffic Data Collection Expansion.** The BGMPO desires to improve the safety and efficiency of the regional traffic network by supplementing its traffic data collection program by procuring traffic data collection equipment and monitoring from a qualified and experienced vendor. The study area encompasses the BGMPO boundary. The BGMPO manage the project using a combination of in-house staff (for project oversight) and an outside vendor (for data collection and analysis). The \$80,000 Traffic Data Collection Program will be funded 80% PL funds and 20% City of Burlington/Local Match. The program will be procured and managed by the BGMPO.

III-A Planning Work Program

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

Programmed Amount: \$12,500

4% Staff Budget

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

III-B Transportation Improvement Program

Objective: To maintain the Transportation Improvement Program (TIP) and appropriate revisions as needed through the Strategic Prioritization Process and STIP updates; to develop the TIP with a comprehensive update for adaption every five years.

Programmed Amount: \$40,000

12% Staff Budget

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

III-C Civil Rights Compliance/Other Regulations

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

Programmed Amount: \$10,000

3% Staff Budget

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

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

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

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

III-D Statewide and Extra-Regional Planning

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

Programmed Amount: \$10,000

3% Staff Budget

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

III-E Management Operations/Program Support Admin.

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

Programmed Amount: \$81,367

25% Staff Budget

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

(Travel)

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

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

MEMORANDUM

To: Burlington-Graham MPO TCC/TAC
From: Wannetta Mallette, MPO Administrator
Date: March 5, 2021
Re: 2021 Regional Transit Safety Performance Targets

BACKGROUND

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements under the federal surface transportation act (Fixing America's Surface Transportation Act, or FAST Act) for the area of transit safety. Applicable providers of public transportation are required to adopt targets for four performance measures, following which metropolitan planning organizations (MPOs) are required to establish overall transit safety targets for their planning area. This memorandum proposes to establish the BGMPO's regional TAM and Safety performance targets. Staff recommends adoption of the performance and TAM targets and any updates thereafter as part of its annual October TIP update.

OVERVIEW

The Burlington – Graham Metropolitan Planning Organization (MPO) planning area is served by five federally-funded transit operators that provide both local and regional fixed-route trips within and through the MPO boundary. The region is also supported by demand response services for general public use, special needs, medical trips, and shopping trips. The following is a list of public transportation providers in the region:

- Piedmont Authority for Regional Transportation (PART) - regional commuter/express bus
- GoTriangle - regional commuter/express bus
- Link Transit - fixed route
- Orange County Public Transportation (OCPT) - fixed route
- Alamance County Transportation Authority (ACTA) - demand-response system

The Federal Transit Administration (FTA) requires transit operators that receive federal funds and own, operate, or manage capital assets used to provide public transportation in coordination with Metropolitan Planning Organizations (MPOs), and state Department of Transportations (DOTs) that coordinate groups of transit providers, to establish performance targets each year for federally required performance measures.

MAP-21 required the establishment of a National Transit Asset Management (TAM) System that would include a definition of "state of good repair;" requirements that recipients and subrecipients of

federal transit funding develop transit asset management plans and annual state of good repair performance measure and reporting requirements. To ensure compliance with the requirements of MAP-21, the FTA published a final rule on TAM planning requirements on July 26, 2016. These measures relate to the condition of transit rolling stock, nonrevenue service vehicles, facilities, rail fixed guideway infrastructure. In addition, FTA's National Public Transportation Agency Safety Plan regulation requires transit operators to develop agency safety plans. Agency safety plans include strategies to reduce fatality and serious injuries rates and minimizing the public, personnel, and property exposure to unsafe conditions.

The BGMPO recognizes the importance of aligning capital and operating investment priorities to the achievement of national transportation goals and statewide and regional safety performance targets. As a result, the BGMPO planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes. Specifically, the North Carolina Strategic Highway Safety Plan, (SHSP), the HSIP, the Transportation Asset Management Plan (TAMP), the North Carolina Multimodal Statewide Freight Plan, the NCDOT Group Transit Asset Management Plan and the 2050 North Carolina Statewide Long Range Transportation Plan.

Safety performance targets are set to ensure realistic and acceptable levels of safety standards are achieved within a specific period. In the context of the regulations, a target is a specific value for a performance measure that an agency expects to achieve given its current asset condition and expected funding. Transit operators may choose to establish additional targets for the purpose of safety performance monitoring and measurement. The BGMPO and public transportation providers must include a description of the applicable performance measures and targets in Metropolitan Transportation Plans (MTP) and Transportation Improvement Programs (TIP) amended or adopted on or after July 20, 2021. The BGMPO 2045 MTP was adopted on June 16, 2020 and per the Planning Rule and the North Carolina Performance Management Agreement, includes the required performance measures reported by the regional transit agencies.

TAM REQUIREMENTS

The FTA's TAM rule requires applicable transit providers and MPOs to carry out several activities to achieve and maintain a state of good repair for their assets:

- Develop and implement a TAM plan, and update this plan at least once every four years
- Conduct transit asset inventories and condition assessments, and report inventory and condition information to the National Transit Database (NTD) annually
- Develop annual performance targets for TAM performance measures
- Report targets and prior year performance to the NTD annually
- Describe in the TIP how programmed projects will achieve performance targets identified in the MTP.

The five regional transit agencies developed TAM plans in 2019 included asset condition data, approaches to achieve and maintain assets state of good repair, and information on investment priorities. Annual TAM targets are forecasts of the most recent available data on the number and condition of relevant transit assets and the anticipated effect that capital investment will have on asset procurement and improvement. In 2020, the transit providers were federally required to develop Public Transportation Agency Safety Plans that documents asset inventory management and condition data.

TAM Performance Target Setting

The proposed safety targets are based on recent asset inventory and condition data and transit provider expectations for asset procurement and improvement during FY 2021.

TAM PERFORMANCE MEASURES

Maintaining transit assets, such as rolling stock, infrastructure, equipment, and facilities, in a state of good repair is essential to maintaining safety, ensuring system reliability, and reducing long-term maintenance costs. The BGMPO's five transit providers are classified by the following FTA designations:

Tier I Provider is a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit. Tier I providers must develop their own individual TAM plans.

Tier II Provider is a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe. Tier II providers can develop their own individual TAM plan or can be included in a group plan developed by a sponsor agency. NCDOT, as a direct recipient of federal transit funds, has taken the responsibility of developing group TAM plans for Tier II providers and reporting collective performance measures and targets for all agencies in their group TAM plan. ACTA, Link Transit and OCPT opted in to the state group plan. GoTriangle and PART develop their own individual TAM plans.

The TAM Rule specifies four performance measures, which apply to four TAM asset categories: rolling stock (vehicles that provide passenger service), equipment (nonrevenue service vehicles), facilities, and infrastructure (rail fixed guideway systems). Table 1 describes these measures.

Table 1. TAM Performance Measures by Asset Category

Asset Category	Relevant Assets	Measure Type	Measure	Desired Direction	FTA established Performance Measure
Rolling Stock	Buses, vans, and sedans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats	Age-based	Percentage of revenue vehicles that have met or exceeded their ULB*	Minimize percentage	% of revenue vehicles exceeding ULB
Equipment	Service support, maintenance, and other nonrevenue vehicles	Age-based	Percentage of vehicles that have met or exceeded their ULB	Minimize percentage	% of non-revenue service vehicles exceeding ULB
Facilities	Passenger stations, parking facilities, administration and maintenance facilities	Condition-based	Percentage of assets with condition rating lower than 3.0 on FTA TERM** Scale	Minimize percentage	% of facilities rated under 3.0 on the TERM scale

Infrastructure	Rail fixed guideway systems	Performance-based	Percentage of track segments with performance (speed) restrictions, by mode	Minimize percentage	% of track segments under performance restriction
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*Useful Life Benchmark (ULB): The expected life cycle or the acceptable period of use in service of a capital asset for a particular transit provider's operating environment. For example, FTA's default ULB for a bus is 14 years.

**Transit Economic Requirements Model (TERM) Scale: FTA's Capital Needs Analysis Tool used to assess the current physical condition and future transit capital expenditure needs over a 20-year period. A rating of five reflects the best conditions.

The BGMPO's five transit operators developed FY 2020 TAM targets that account for recent asset inventory and condition data. When setting targets, each agency has discretion to use FTA-identified default ULBs for vehicles or to adjust ULBs with approval from FTA.

Calculation of Proposed Regional TAM and Safety Targets

MPO staff used 2020 transit agency targets to develop aspirational FY 21 TAM targets shown in Table 2 for both Tier I and Tier II operators based on Tier 1 three – year averages and Tier II prior year group targets. FTA will neither penalize transit agencies or MPOs for not achieving regional TAM targets nor reward these entities for attaining them. FTA will review how the MPO is incorporating performance-based planning and programming practices, including those related to TAM, into its planning process during certification reviews.

Table 2. TAM Performance Measures by Asset Category

Asset Category Performance Measure	Asset Class	Useful Life Benchmark	2019		2020		MPO 21 Targets		
			Tier II (Actual)	Tier II (Group)	Tier II (Actual)	Tier II (Group)	Tier I Targets		
REVENUE VEHICLES									
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Automobile	8	14%	20%	14%		20%	20%	
	Bus	14	18%	4%	20%	13.3%	19%	20%	
	Cutaway Bus	10 (PART 5)	55%	25%	20%		57%	20%	
	Mini-bus	10			20%			20%	
	Mini-van	8 (PART 4)		89%	20%		0%	20%	
	Sport Utility Vehicle	8			20%			20%	
	Van	8 (PART 4)	7%	21%	20%	11%	27%	20%	
	Other	8		10%	20%		100%	20%	
EQUIPMENT									
Age - % of vehicles that have met or exceeded their ULB	Non-Revenue/Service Automobile	8			20%			20%	
	Steel Wheel Vehicles	8			20%			20%	
	Trucks and other Rubber Tire Vehicles	8	32%	10%	20%		10%	20%	
	Maintenance Equipment	Agency Determined			20%			20%	
	Computer Software	Agency Determined			20%			20%	
	Bus Wash and Reclaim System (PART)	Agency Determined	0%	10%	20%	0%	0%	0%	
	In-ground bus lift (PART)	Agency Determined	0%	15%		0%	0%	0%	
	Generators (PART)	Agency Determined	0%	10%		0%	0%	0%	

FACILITIES									
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administration	N/A	100%	0%	20%	0%	0%	20%	0%
	Maintenance	N/A	0%	0%	20%	0%	0%	20%	0%
	Parking Structures	N/A	100%	0%	20%	0%	0%	20%	0%
	Passenger Facilities	N/A	100%	0%	20%	0%	0%	20%	0%
	Shelter	N/A			20%			20%	0%
	Storage	N/A			20%			20%	0%
	Custom 1	N/A			20%			20%	0%

Transit Safety Performance Measures

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires transit agencies to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). Public transportation providers must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

- The PTASP rule became effective on July 19, 2019 with another year for implementation.
- FTA effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020. Transit agencies must include the process and procedures for implementing SMS and certify their safety plans by the compliance deadline (thereafter annually).
- The MPO must set transit safety targets for the metropolitan planning area within 180 days.

The PTASP rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (Section 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (Section 5310) and/or Rural Area Formula program (Section 5311). The plan must include safety performance targets, shown below by transit mode, and must be updated and certified by the transit agency annually.

Performance Measure Definitions:

Definitions	Demand Response/ADA	Fixed Route/Other
Fatalities	Total number of reportable fatalities and rate per total vehicle revenue miles by mode	Total number of reportable fatalities and rate per total vehicle revenue miles by mode
Injuries	Customer/Employee/Public Injuries per 100k Revenue Mile (3 total = 1 injury/237K miles). (An injury is defined as an accident or incident resulting in required medical attention)	Total number of reportable injuries and rate per total vehicle revenue miles per mode
Safety	Customer/Employee/Public Accident or Incident per Revenue Miles (22 total = 1 incident every 32K revenue miles)	Total number of reportable events and rate per total vehicle revenue miles per mode
System Reliability	Revenue miles for which there is a Major Mechanical Failure with expenses \$3 thousand dollars or greater (710 thousand annual revenue miles with 5 failures = 1 failure every 125 thousand revenue miles)	Mean distance between major mechanical failures by mode

Table 3. Safety Performance Measures

Transit Agency	Mode	Fatalities (per million VRM)*		Fatalities(Total)		Injuries (per million VRM)*		Injuries (Total)		Safety Events (per million VRM)*		Safety Events (Total)		System Reliability (VRM/failures)**	
		2020	MPO 2021 Targets	2020	MPO 2021 Targets	2020	MPO 2021 Targets	2020	MPO 2021 Targets	2020	MPO 2021 Targets	2020	MPO 2021 Targets	2020	MPO 2021 Targets
ACTA	ADA/ Paratransit	0	0	0	0	7	2	1	2	3	3	22	3	125,000	75,000
Link Transit	Fixed Route	0	0	0	0	2.2	2	5	2	3.11	3	7	3	56,068	75,000
	ADA/ Paratransit	0	0	0	0	3.8	2	2	2	5.7	3	3	3	13,113	75,000
Orange County Public Transportation	Fixed Route	0	0	0	0	1	2	1	2	1	3	1	3	59,500	75,000
	ADA/ Paratransit	0	0	0	0	1	2	1	2	1	3	1	3	59,500	75,000
GoTriangle	Fixed Route	0	0		0	0.125	2	3	2	0.125	3	3	3	25,577	75,000
	Non-Fixed	0	0	0	0	0.125	2	3	2	0.125	3	3	3	99,902	75,000
PART	Fixed Route	0	0	0	0	0	0	0	0	54	54	38.4	38.4	43,300	75,000
	Non-Fixed	0	0	0	0	0	0	0	0	0	0	0	0	140,477	75,000

*Rates are per vehicle revenue miles

** Mean distance between failure (miles)

Transit provider safety targets will be updated annually during transit agency safety plan updates. The fiscally-constrained TIP and MTP must reflect safety performance in their transportation policy and planning recommendations that support ongoing transit operations, capital replacement and routine maintenance.



RESOLUTION

Burlington – Graham Metropolitan Planning Organization Endorsement of Safety Performance Targets Established by the Alamance County Transportation Authority, GoTriangle, LinkTransit, Orange County Public Transportation and the Piedmont Authority for Regional Transportation in their Public Transportation Agency Safety Plans

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

WHEREAS, the Burlington-Graham Metropolitan Planning Organization (BGMP) has been designated by the as a Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Burlington – Graham Urbanized Area; and,

WHEREAS, the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c); and

WHEREAS, 49 CFR Part 673, the FTA Transit Asset Management Rule, which became effective on July 19, 2019, requires transit operators to develop and adopt a Public Transportation Agency Safety Plan that establishes processes and procedures to support the implementation of Safety Management Systems (SMS), a comprehensive, collaborative approach to managing safety; and

WHEREAS, under 49 CFR Part 673, the FTA Transit Asset Management Rule, Transit operators must certify they have safety plans in place no later than December 31, 2020; and

WHEREAS, Alamance County Transportation Authority, GoTriangle, LinkTransit, Orange County Public Transportation and the Piedmont Authority for Regional Transportation (transit agencies) are designated recipients of Federal Transit Administration (FTA) funding utilizing those funds to operate in the Burlington – Graham Urbanized Area; and

WHEREAS, the Transit Agencies have submitted their Public Transportation Agency Safety Plans to the BGMP, including necessary performance targets as shown in Attachment 1; and

WHEREAS, each MPO shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region; and

WHEREAS, the selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d);



NOW THEREFORE, be it resolved the Burlington – Graham Metropolitan Planning Organization Transportation Advisory Committee endorses the performance targets established by the Transit Agencies in their Public Transit Agency Safety Plans as shown in Attachment 1 and agrees to program investments that support the performance targets established by the Transit Agencies as available on this the ____day of _____2021.

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

Date: _____

By: _____

TAC Chair

STATE of: North Carolina

COUNTY of: Alamance

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the ____ day of _____ to affix his signature to the foregoing document. Subscribed and sworn to me this ___ day of _____, 2021.

Notary Public

My commission expires _____.

ATTACHMENT 1

Burlington – Graham MPO Transit Agencies Public Transportation Agency Safety Plan Performance Measures and Targets

Safety Performance Measures															
Transit Agency	Mode	Fatalities (per million VRM)*		Fatalities(Total)		Injuries (per million VRM)*		Injuries (Total)		Safety Events (per million VRM)*		Safety Events (Total)		System Reliability (VRM/failures)**	
		2020	MPO 2021 Targets	2020	MPO 2021 Targets	2020	MPO 2021 Targets	2020	MPO 2021 Targets	2020	MPO 2021 Targets	2020	MPO 2021 Targets	2020	MPO 2021 Targets
ACTA	ADA/ Paratransit	0	0	0	0	7	2	1	2	3	3	22	3	125,000	75,000
Link Transit	Fixed Route	0	0	0	0	2.2	2	5	2	3.11	3	7	3	56,068	75,000
	ADA/ Paratransit	0	0	0	0	3.8	2	2	2	5.7	3	3	3	13,113	75,000
Orange County Public Transportation	Fixed Route	0	0	0	0	1	2	1	2	1	3	1	3	59,500	75,000
	ADA/ Paratransit	0	0	0	0	1	2	1	2	1	3	1	3	59,500	75,000
GoTriangle	Fixed Route	0	0		0	0.125	2	3	2	0.125	3	3	3	25,577	75,000
	Non-Fixed	0	0	0	0	0.125	2	3	2	0.125	3	3	3	99,902	75,000
PART	Fixed Route	0	0	0	0	0	0	0	0	54	54	38.4	38.4	43,300	75,000
	Non-Fixed	0	0	0	0	0	0	0	0	0	0	0	0	140,477	75,000



**Burlington - Graham
Metropolitan Planning Organization
DRAFT Local Input Point Assignment Methodology
February 2021**

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 and P4.0. P5.0 includes the creation of a NCDOT review process that ensures each MPO complies with developing a process for approving LIP assignment methodology used in prioritization. While there have been no significant guidance changes or requirements from the P5 cycle, P6.0 LIP methodologies must include a new LIP Flex Policy that enables the transfer up to 500 LIPs between Regional Impact and Division Needs projects.

The Burlington-Graham Metropolitan Planning Organization (BGMP) LIP Methodology describes the processes that the BGMP will follow to identify projects that will be submitted for evaluation to NCDOT during the P6.0 process. When the quantitative results of the P6.0 process are made available, the BGMP will follow this Methodology to prioritize submitted projects and assign LIPs. The BGMP LIP assignment methodology is designed to address the federal requirement that the Transportation Improvement Program (TIP) be consistent with the projects and investment priorities of the MPO's MTP while being compatible with the state's STI process. The BGMP retains the authority to develop the TIP for the MPO area as required by federal regulations. Participation in the STI process through submitting projects for evaluation and/or allocating Local Input Points to projects does not require the MPO to include these projects in the TIP.

The Methodology described herein is designed to address multimodal transportation needs, ensure regional geographical balance, and prioritize projects that are needed based on qualitative and quantitative criteria. The goal is to produce a transparent project ranking that satisfies BGMP goals and clearly describes how Local Input Points will be assigned. The BGMP's Technical Advisory Committee (TAC) will make its recommendation for the prioritization of projects based in accordance with the BGMP's adopted Public Involvement Policy.

The STI process is data driven to identify and score highway and non-highway projects transportation projects within the MPO region. At least two criteria, with at least one being quantitative - a data-driven, numerically based measurement (i.e. prioritization scoring, accidents, congestion, safety, etc.) and a qualitative measurement when ranking projects. *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

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

Statewide projects are only scored quantitatively, therefore local input is only provided for projects included at the Regional or Division levels (maximum of 100 points). For Prioritization 6.0, Division 7 adopted a set of alternate criteria for highway projects (alternate criteria were not an option for non-highway projects).

TABLE 2. Scoring Summary

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

TABLE 2. Description of Criteria and Weights

Funding Category	Quantitative Data	Local Input (Quantitative or Qualitative Data)	
		Division Input	MPO Input
Statewide Mobility	<p>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.</p> <p>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</p> <p>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.</p> <p>Safety = 10% Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits.</p> <p>Freight = 25% Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway.</p> <p>Total = 100%</p>	N/A	N/A
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</p>	15%	15%

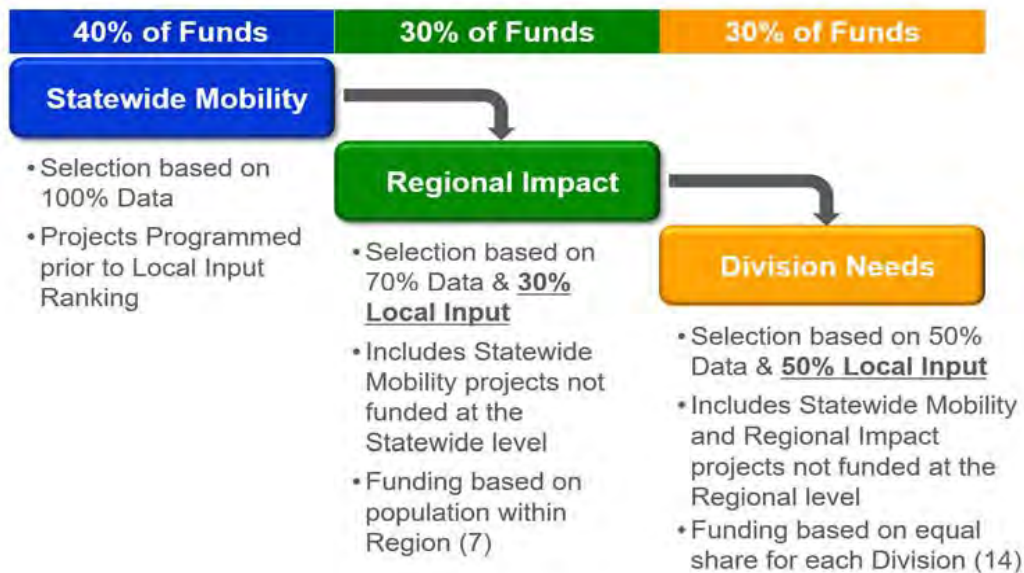
	<p>opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network.</p> <p>Freight = 10% Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway.</p> <p>Total = 70% (Division and Local Input Points account for remaining 30%)</p>		
<p>Division Needs Division 7 Alternative Weights Criteria</p>	<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>	<p>25%</p>	<p>25%</p>

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.

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 their 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 17 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 2017 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 category to the other. The BGMPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

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

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

1. **Regional Call for Projects:** BGMPO issues links to electronic submission forms and construction cost estimators to TCC and TAC members. Candidate project submittals must include full project description, complete streets data, purpose and need, assurance of local contribution and demonstrated local stakeholder support (if applicable). Carryover projects are resubmitted (at the request of project sponsor).
2. **Internal Project Screening and Evaluation:** BGMPO conducts preliminary screening and determination of consistency with locally adopted plans, Comprehensive Transportation Plan (CTP) and Metropolitan Transportation Plan (MTP). Projects are evaluated using prioritization testing scoring spreadsheet. No new projects will be added to the draft project list after the prioritization project submission deadline.
3. **Draft Project List Development:** A project list based on testing score results are rank ordered for TCC and TAC review. The TAC approves the draft list of the highest scoring projects per mode (up to the maximum number of BGMPO submittals).
4. **Public Involvement:** The TAC releases the draft project submission list for a 30-day public review period.
5. **Project Submission:** After considering public comments, the TAC approves the final project list for submission to SPOT On!ine for project scoring.
6. **Approval of Local Input Points Assignment Methodology:** The process of assigning Local Input Points (LIP Methodology) is presented to TCC and TAC for approval if substantial content changes are made. Upon

TAC approval, the LIP methodology is forwarded to the NCDOT Methodology Review Committee for approval.

7. *Release of Quantitative Scores:* Upon release by the SPOT Office, the list of Statewide programmed projects and rank ordered project list of Regional Impact (and Division Needs) quantitative measures scores are presented to the TCC and TAC.
8. *Consideration of Public Comments:* Advertised public comment period and TAC consideration of public comments before assigning local input points.
9. *Local Input Point Assignment:* The TAC assigns local input points to the highest scoring projects per mode not to exceed the maximum point allocation subject to flex policy and deviation clause.
10. *LIP Submission:* Regional Impact (and Division Needs) local input points entered into SPOT On!ine.
11. *Release of Draft STIP.*

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 Schedule and Public Outreach*

(*Subject to change pending Prioritization Schedule)

<i>Task Name</i>	<i>Start</i>	<i>Finish</i>
BGMPO Call for Projects	10/1/2019	12/31/2019
BGMPO Project Screening and Development of Draft Project List	01/02/2020	03/01/2020
TCC and TAC draft project list review and release for public comment	03/17/20	04/17/20
TCC and TAC approval of final project list for SPOT online submission	05/19/20	06/16/20
TCC and TAC review and approval of Local Input Point Assignment Methodology		03/16/21
Draft list of Programmed Statewide Mobility projects released		08/31/21
TCC and TAC assigns Regional Impact Local Input Points (with option to assign Division Needs Points) and releases project list for public comment and final approval	09/21/21	10/19/21
TCC and TAC assigns Division Needs Local Input Points and releases project list for public comment and final approval	03/1/22	4/19/22
DRAFT STIP: NCDOT releases Draft 2024-2033 STIP (Final STIP to be adopted at later date)	8/1/2022	8/31/2022

Material Sharing

Any rationale for point assignments made by the TAC or via public input which deviate from this methodology will be placed on the BGMPO website. The public input process may be adjusted to meet NCDOT imposed deadlines or data requirements. The MPO 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. The existing SPOT projects with the previous scores will also be included in the materials and available for review at the BGMPO office and posted on the BGMPO website at www.bgmipo.org in accordance with BGMPO Public Involvement Policy also listed on the BGMPO website. In addition, all BGMPO TCC and TAC meetings are public meetings and include the opportunity for public comment. Questions or comments may also be submitted to the BGMPO using the contact information below.

The BGMPO will publish the information and announce a public meeting in the general circulation media outlets and also on the BGMPO website. 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.

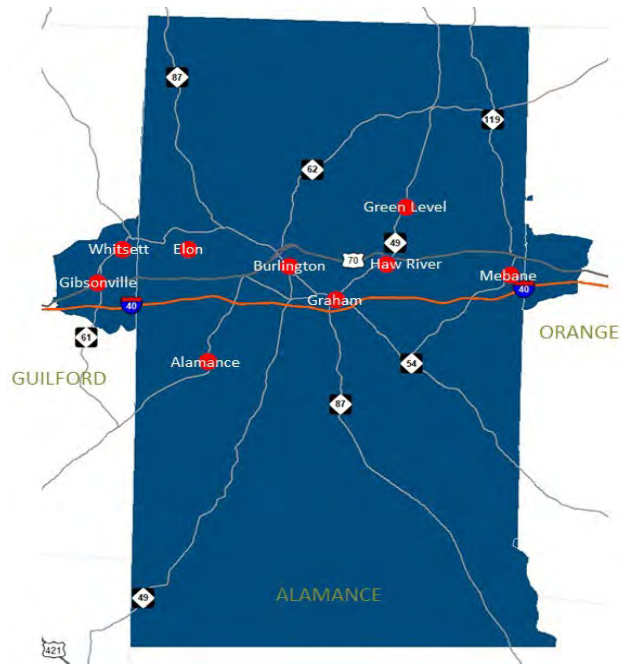
Wannetta Mallette
MPO Administrator
Burlington-Graham MPO
PO Box 1358
Burlington, NC 27215-1358
(336) 513-5418
wmallette@burlingtonnc.gov



BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION

2020-2024 Transportation Improvement Program As Amended March 2021

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





RESOLUTION

**BURLINGTON - GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION
ADOPTION OF THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
(TIP) FOR FY 2020 – 2024**

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

WHEREAS, the Burlington – Graham Metropolitan Planning Organization (BGMPO) Transportation Advisory Committee (TAC) has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

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 TAC; and

WHEREAS, projects listed in the TIP are also included in the North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program (STIP) and balanced against anticipated revenues and identified in the STIP; and

WHEREAS, NCDOT has demonstrated fiscal constraint in the 2020 - 2029 STIP adopted on March 4, 2021 and the BGMPO TIP is a subset of the STIP and by extension therefore demonstrates fiscal constraint; and

WHEREAS, the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, the BGMPO 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 Metropolitan Transportation Improvement Program for FY 2020 – 2024 be adopted by the Burlington – Graham Urban Area Metropolitan Planning Organization on this the _____ day of _____, 2021.



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

Date: _____

By _____
Transportation Advisory Committee Chair

STATE of: North Carolina

COUNTY of: Alamance

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

Notary Public

My Commission expires: _____

Burlington – Graham Metropolitan Planning Organization (BGMPO)

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

2020-2029 State Transportation Improvement Program

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

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

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

2020 – 2024 Metropolitan Transportation Improvement Program

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

The BGMPO is responsible for maintaining a long-range Metropolitan Transportation Plan (MTP) for the MPO planning area. The MTP outlines the BGMPO's transportation-related goals and objectives and addresses transportation related issues and impacts over a minimum 20-year horizon. The TIP is the "short-range" component of the BGMPO's 2045 Metropolitan Transportation Plan (MTP). As NCDOT has demonstrated fiscal constraint in the 2020-2029 STIP adopted on March 5, 2021, the TIP is a subset of the STIP and by extension demonstrates fiscal constraint. The development of the TIP is a continuous process and is updated every two to three years to provide a platform for sharing updated information and to ensure compliance with federal regulations and established air quality requirements. Development of the TIP is conducted in accordance with the BGMPO Public Involvement Plan and adoption and associated actions are taken during an advertised public meeting with opportunity for public comment.

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

March 16, 2021

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

ID Number	Facility	City/County	Location	Project Description	TIP As Amended December 2020				
					Committed (FY 2020-2024)		Developmental STIP (FY 2025-2029)		Cost/Funding
					PE/ROW	Construction	PE/ROW	Construction	
INTERSTATE									
I-5954	I-40/85	Alamance/Orange	East of N 54 In Graham to West of Buckhorn Road	Pavement Rehabilitation	Under Construction				\$ 11,179,000
I-5836	I-40/85	Graham	NC 49 to NC 54	Pavement Rehabilitation	Under Construction				\$ 100,000
I-5956	I-40/85	Alamance/Guilford	East of Rock Creek Dairy Road to West of University Drive	Pavement Rehabilitation	Under Construction				\$ 4,702,000
I-6009	I-40/85	Burlington	Huffman Mill Road	Construct left turn lane and improve Garden Road Operations			FY 2028	FY 2029	\$ 1,597,000
I-5711	I-40/85	Mebane	Mebane Oaks Road	Interchange Improvements		FY 2021/2023			\$ 19,919,000
I-5309	I-40/85	Alamance	Guilford County Line to East of NC 49	Pavement Rehabilitation	Under Construction				\$ 14,411,000
I-6059	I-40/85	Mebane	Trollingwood-Hawfields Road	Interchange Improvements			FY 2028	Post STIP	\$ 12,400,000
I-5958	I-40/85	Mebane	Buckhorn Road to Orange Grove Road	Pavement Rehabilitation			FY 2027	FY 2028	\$ 8,840,000
HIGHWAY									
R-5787	Various	Division 7	Division wide	ADA Intersection Upgrades	In Progress				\$ 6,189,000
U-3110 A/B	New Route	Elon	US 70 to Westbrook	Construct Multilane Facility Part on New Location	Complete				\$ 30,477,000
U-6011	US 70	Burlington	Huffman Mill Road	Intersection Improvements	FY 2023	FY 2025			\$ 4,278,000
U-5752	US 70	Burlington	St. Marks Church Road	Intersection Improvements	Under Construction				\$ 4,278,000
U-6009	US 70	Burlington	Tarleton Avenue to Fifth Street	Widen and Construct Center Turn Lane			FY 2027	Post STIP	\$ 11,969,000
U-6183	NC 49	Haw River	Wilkins Road and Bason Road	Intersection Improvements			FY 2027	Post STIP	\$ 2,700,000
U-6115A	NC 54	Graham	Riverbend Road and Johnson Street	Intersection Improvements			FY 2028	Post STIP	\$ 2,700,000
U-6115B	NC 54	Graham	I-40/85 Interchange	Upgrade Ramp Intersections			FY 2028	Post STIP	\$ 6,300,000
U-6115C	NC 54	Graham	Woody Drive	Intersection Improvements			FY 2028	Post STIP	\$ 2,900,000
U-6115D	NC 54	Graham	Woody Drive and Whittemore Road	Upgrade Pipe Culverts			FY 2028	Post STIP	\$ 1,900,000
U-6184	NC 54	Burlington	South O'Neal Street	Intersection Improvements			FY 2027	Post STIP	\$ 14,600,000
U-6010	US 70	Burlington	University Drive	Intersection Improvements and Widening of US 70		FY 2022			\$ 8,400,000
U-5844	NC 62	Burlington	Ramada Road to Church Street	Widen to Multilanes	FY 2023	FY 2024		FY 2025	\$ 11,400,000
U-6182	NC 87	Burlington	Flora Avenue	New Traffic Signal/Turn Lanes			FY 2027	Post STIP	\$ 1,300,000
U-3109	NC 119	Mebane	I-85 to North to Mrs. White Road	Relocation	Under Construction				\$ 131,561,000
U-6013	NC 119	Mebane	Trollingwood-Hawfields Road to Lowes Boulevard	Widen to Multilanes	FY 2022	FY 2024		FY 2025	\$ 9,100,000
U-6214	E. Haggard	Elon	W. Webb at University Drive	Improve Intersection			FY 2027	Post STIP	\$ 13,000,000
U-5538	New Route	Mebane	Trollingwood-Hawfields Road to Industrial Site	Construct Two-Lane Road	Under Construction				\$ 3,740,000
U-6114	NC 62	Burlington	Hatchery Road at Bonnie Lane	New Traffic Signal/Turn Lanes	FY 2025			FY 2027	\$ 15,210,000
U-6014	Graham-Hopedale Road	Burlington	W. Hanover Road to Morningside Drive	Widen to Multilanes with Bike/Ped Lanes	FY 2022	FY 2024		FY 2026	\$ 15,900,000
U-6132	N. Main Street	Graham	W. Parker Street	Intersection Improvements			FY 2028	Post STIP	\$ 3,000,000
U-6131	NC 54	Burlington	Maple Avenue	Intersection Improvements	FY 2025			FY 2026	\$ 1,610,000
U-6017	NC 54	Graham	East Elm Street	Intersection Improvements	FY 2022	FY 2023			\$ 2,780,000
U-5843	US 70	Burlington	Graham-Hopedale Road	Intersection Improvements	Under Construction				\$ 7,160,000
SIGNAL SYSTEM									
U-6015	Burlington	Burlington/Graham	Upgrade	Upgrade Signal System	Under Construction				\$ 16,439,000
BRIDGE REPLACEMENT									
B-4960	Judge Adams Road	Guilford	Little Alamance Creek	Bridge Replacement	Under Construction				\$ 3,514,000
B-6052	Trollingwood Road	Alamance	NCRR/Norfolk Southern Railroad	Bridge Replacement	FY 2024			FY 2026	\$ 3,000,000
B-5347	Pond Road	Alamance	Alamance Creek	Bridge Replacement	Under Construction				\$ 1,560,000

ID Number	Facility	City/County	Location	Project Description	TIP As Amended December 2020				Cost/Funding
					Committed		Developmental STIP		
					PE/ROW	Construction	PE/ROW	Construction	
W-5207	Various	Division 7	Division wide	Safety improvements at various locations in Division 7	Under Construction			\$ 5,636,000	
W-5707	Various	Division 7	Division wide	Safety improvements at various locations in Division 7	In Progress			\$ 4,757,000	
W-5807B	Various	Division 7	Division wide	Safety improvements at various locations in Division 7	FY 2022	FY 2023		\$ 76,000	
R-5787	Various	Division 7	Division wide	Intersection Upgrades for ADA Compliance		FY 21 and FY 22		\$ 2,500,000	
CONGESTION MANAGEMENT									
C-5602	Various	CMAQ		Air Quality and Congestion Improvements	FY20&FY22	FY20 and FY21		\$ 170,000	
MITIGATION PROJECTS									
EE-4907	Various	Division 7	Division wide	Project Mitigation	In Progress			\$ 18,169,000	
HS-2007C	Various	Division 7	Division wide	Long-Life Pavement Markings		FY 2021		\$ 3,455,000	
AVIATION									
AV-5851	Burlington/Alamance Airport	Burlington	Runway	Construct Paved Overrun/Safety Improvements		FY 2022		\$ 2,080,000	
AV-5737	Burlington/Alamance Airport	Burlington	Runway 24 Approach Improvements	Easements and Construction Clearance	FY 2022			\$ 1,200,000	
BICYCLE AND PEDESTRIAN									
EB-5879	US 70	Burlington	Graham-Hopedale Road to Sellars Mill Road	Construct Sidewalk	FY 2021	FY 2021		\$ 94,000	
EB-5885	US 70	Burlington	Beaumont Avenue to Graham-Hopedale Road	Construct Sidewalk		FY 2021		\$ 120,000	
EB-5882	Graham-Hopedale Road	Burlington	W. Hanover Road to N. Mebane Street	Delete per City of Burlington's request				\$ 137,000	
EB-5887	NC 49/ NC 54	Graham	W. Pine Street to N. Marshall Street	Construct Sidewalk	FY 2021	FY 2022		\$ 175,000	
EB-5884	NC 87	Graham	Ivey Road to E. Gilbreath Street	Construct Sidewalk	Project Removed Per Graham Request			\$ 539,000	
EB-5988	Lee Avenue	Elon	W. Lebanon Avenue to W. Haggard Avenue	Construct Sidewalk	FY 2024/25		FY 2026	\$ 307,000	
TRANSIT									
TG-6187	Statewide			Formula Funding		FY 2020/22		\$ 3,751,000	
TG-6811B	ACTA	Alamance		Funding for Preventive Maintenance		FY 2020		\$ 46,000	
TA-6733	LinkTransit	Alamance		Capital Assistance		FY 2020		\$ 1,235,000	
TD-6322	LinkTransit	Alamance		Capital Assistance		FY2020		\$ 60,000	
TG-6812A	LinkTransit	Alamance		ADA Services		FY 2020		\$ 211,000	
TO-6170	LinkTransit	Alamance		Operating Assistance		FY 2020		\$ 3,394,000	
TP-5162	LinkTransit	Alamance		Planning for Facility Feasibility Study		FY 2020		\$ 95,000	
TP-5161	LinkTransit	Alamance		Planning for Fixed Route Service Expansion		FY 2020		\$ 5,000	
TO-5220	BGMPO	Orange		Operating Assistance		FY 2020		\$ 282,000	
TO-6151	LinkTransit	Guilford		Operating Assistance		FY 2020/21		\$ 4,032,000	
TO-6142	Statewide	Statewide		Formula Funding		FY 2020/22		\$ 18,778,000	
TO-5214	ACTA	Alamance		Operating Assistance		FY 2020/27		\$ 10,060,000	
TK-6103	ACTA	Alamance		Administration		FY 2020/23		\$ 4,882,000	
TG-6137B	PART	Alamance		Capital		FY 2020/25		\$ 1,000,000	
TO-5136	PART	Alamance/Guilford		Operating Assistance		FY 2020/23		\$ 11,817,000	
TO-5134	PART	Alamance		Operating Assistance		FY 2020/25		\$ 3,806,000	
PASSENGER RAIL									
P-4405	Various	Division 7		Private Crossings Safety		In Progress		\$ 10,291,000	
RC-2007	Various	Division 7		Traffic Separation Study		To Be Requested			
RX-2007	Various	Division 7		Highway-Rail Grade Crossing Safety Improvements		To Be Requested			
Y-5807	Various	Division 7		Traffic Separation Study		To Be Requested			
Z-5807	Various	Division 7		Highway-Rail Grade Crossing Safety Improvements		To Be Requested			
P-5719	Piedmont Corridor	Division 7		Purchase and Refurbish Rail Cars		In Progress		\$ 45,277,000	
P-5205	Piedmont Corridor	Alamance	Graham to Haw River	Siding and Curve Realignment		Under Construction		\$ 11,605,000	
P-2918	Piedmont Corridor	Division 7	Piedmont Corridor Train 74/75, Operations added FY21	Equipment and Capital Yard Maintenance		In Progress		\$ 8,211,000	

RESURFACING

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

2021							
WBS	Plan Year	Route Name	County	From Description	To Description	To Description	Length
N/A	2021.00	NC 62	001-Alamance	GCL	I-40	I-40	7.05
N/A	2021.00	Mt. Willen Rd.	001-Alamance	SR 2135	SR 2147	SR 2147	4.60
N/A	2021.00	Anthony Rd.	001-Alamance	NC 62	SR 1148	SR 1148	0.29
N/A	2021.00	Anthony Rd.	001-Alamance	NC 49	SR 1147	SR 1147	3.05
N/A	2021.00	Graham Hopedale Rd.	001-Alamance	PVMT JOINT	NC 54	NC 54	2.84
N/A	2021.00	Parker St.	001-Alamance	NC 49	SR 1716	SR 1716	1.00
N/A	2021.00	Lindley Mill Rd.	001-Alamance	CCL	SR 1005	SR 1005	4.31
N/A	2021.00	Timber Ridge Lake Rd.	001-Alamance	NC 49	GCL	GCL	2.50
N/A	2021.00	Flora Ave.	001-Alamance	NC 87	SR 1530	SR 1530	1.07
N/A	2021.00	Danieley Water Wheel Rd.	001-Alamance	SR 1594	SR 1593	SR 1593	1.27
N/A	2021.00	Hanover Rd.	001-Alamance	SR 1801	SR 1716	SR 1716	1.78
N/A	2021.00	Stone St.	001-Alamance	NC 49	SR 1936	SR 1936	0.48
N/A	2021.00	Stone St. Extension	001-Alamance	SR 1935	SR 1940	SR 1940	2.26
N/A	2021.00	Center St.	001-Alamance	NC 119	OCL	OCL	0.37
N/A	2021.00	Holt St.	001-Alamance	US 70	SR 1962	SR 1962	1.63
N/A	2021.00	Eighth St.	001-Alamance	Sr 1961	SR 1007	SR 1007	0.60
N/A	2021.00	Bakatsias Lane	001-Alamance	SR 1928	END MAINT	END MAINT	0.52
N/A	2021.00	Porter Ave.	001-Alamance	SR 2185	END MAINT.	END MAINT.	0.08
N/A	2021.00	Silk Hope Liberty Rd.	001-Alamance	RCL	CCL	CCL	0.30
N/A	2021.00	Old Switchboard Rd.	001-Alamance	SR 1003	CCL	CCL	2.33
N/A	2021.00	Holman Mill Rd.	001-Alamance	SR 1004	SR 1005	SR 1005	0.77
N/A	2021.00	Longpine Rd.	001-Alamance	SR 1146	END MAINT.	END MAINT.	0.40
N/A	2021.00	South Mebane St.	001-Alamance	End of Divided	NC 87	NC 87	1.36
N/A	2021.00	Haggard Ave.	001-Alamance	SR 1301	NC 100	NC 100	0.73
N/A	2021.00	Haggard Ave.	001-Alamance	NC 87	SR 1323	SR 1323	1.30

DIVISION 00

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBERS	LOCATION / DESCRIPTION	LENGTH (MILES)	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																
							DELIVERABLE PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED							
							FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FUTURE YEARS						
WAKE	NC 00	R-0000 H090010	I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.	7.3	63,450	250	NHP R	4000	A														
							NHP M	700															
							NHP U	1500															
										C	9000	A											
														R	5000	B		C	5000	B	C	5000	B
																					R	10000	C
																					C	20000	C

ROUTE/CITY
 I - Interstate
 US or NC Routes
 SR - Secondary Road
 Various - Multiple Routes
 NEW ROUTE or City

IDENTIFICATION NUMBERS
 Assigned to each project at conception and remains with project until completion.
 SPOT ID appears with project break information if not shown on main project

LOCATION / DESCRIPTION
 Project termini and a general work description.

FUNDING SOURCE (2)
 See Highway Funding Key for an explanation of funding categories used for each project phase.

FUNDING CATEGORY (3)
 Identifies the "STI" Funding Category for the project and any project breaks.

PROJECT BREAKS
 One or two letter designation for project break.

WORK TYPE (ACTIVITY)
 Phases of implementation: Preliminary engineering, Right of Way, Mitigation, Utilities or Construction.
 For other work types or activities see Work Type (Activity) box below

ESTIMATED COST
 Preliminary Engineering, Right of Way, Utility, Mitigation and Construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)

UNFUNDED
 I

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

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

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

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

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

AV-5737 ALAMANCE PROJ.CATEGORY DIVISION	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BURLINGTON- ALAMANCE REGIONAL AIRPORT (BUY), OBTAIN NAVIGATION EASEMENTS AND CLEAR OBSTRUCTIONS IN THE RUNWAY 24 APPROACH. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.</u>	RIGHT-OF-WAY	FY 2022 - \$1,080,000 (T) FY 2022 - <u>\$120,000</u> (L) \$1,200,000
EB-5885 ALAMANCE PROJ.CATEGORY DIVISION	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 70 (NORTH CHURCH STREET), BEAUMONT AVENUE TO SR 1716 (GRAHAM-HOPEDALE ROAD) IN BURLINGTON. CONSTRUCT SIDEWALK. <u>TO ALLOW CITY ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 20 TO FY 21.</u>	CONSTRUCTION	FY 2021 - \$96,000 (TA5200) FY 2021 - <u>\$24,000</u> (L) \$120,000
* HS-2007C ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM PROJ.CATEGORY DIVISION	- GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION - BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION	VARIOUS, VARIOUS SECONDARY ROUTES. INSTALL LONG-LIFE PAVEMENT MARKINGS. <u>ADD NEW PROJECT SEGMENT "C" AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2021 - <u>\$3,455,000</u> (HSIP) \$3,455,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* P-2918	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION	PIEDMONT CORRIDOR, TRAIN 74 / 75 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH, EQUIPMENT AND CAPITAL YARD MAINTENANCE FACILITY.	OPERATIONS	FY 2021 - \$6,569,000 (CMAQ)
ALAMANCE	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION	<u>ADD OPERATIONS IN 21 NOT PREVIOUSLY PROGRAMMED AT REQUEST OF RAIL DIVISION. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>		FY 2021 - <u>\$1,642,000</u> (S)
CABARRUS	- GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION			\$8,211,000
DAVIDSON	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION			
DURHAM	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION			
GUILFORD	- HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION			
MECKLENBURG	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION			
ORANGE				
RANDOLPH				
ROWAN				
WAKE				
PROJ.CATEGORY				
EXEMPT				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* R-5787	- HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	CONSTRUCTION	FY 2020 -	\$100,000	(S)
ALAMANCE				FY 2020 -	\$400,000	(TA)
CASWELL	- GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION			FY 2021 -	\$200,000	(S)
GUILFORD				FY 2021 -	\$800,000	(TA)
ORANGE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	<u>ADD CONSTRUCTION IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED.</u>		FY 2022 -	\$200,000	(S)
ROCKINGHAM				FY 2022 -	\$800,000	(TA)
PROJ.CATEGORY	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
DIVISION	- TRIANGLE AREA RURAL PLANNING ORGANIZATION					
	- PIEDMONT TRIAD RURAL PLANNING ORGANIZATION					
					\$2,500,000	

U-6017	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 54 (EAST HARDEN STREET), NC 49 (EAST ELM STREET) IN GRAHAM. INTERSECTION IMPROVEMENTS.	RIGHT-OF-WAY	FY 2022 -	\$180,000	(T)
ALAMANCE			UTILITIES	FY 2022 -	\$100,000	(T)
PROJ.CATEGORY		<u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22 AND CONSTRUCTION FROM FY 22 TO FY 23.</u>	CONSTRUCTION	FY 2023 -	\$2,500,000	(T)
DIVISION					\$2,780,000	

STIP DELETIONS

* EB-5882	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1716 (GRAHAM-HOPEDALE ROAD), SR 1720 (WEST HANOVER ROAD) TO NORTH MEBANE STREET IN BURLINGTON. CONSTRUCT SIDEWALK.	RIGHT-OF-WAY	FY 2020 -	\$14,000	(TA5200)
ALAMANCE				FY 2020 -	\$4,000	(L)
PROJ.CATEGORY		<u>DELETE AT THE REQUEST OF CITY OF BURLINGTON.</u>	CONSTRUCTION	FY 2021 -	\$95,000	(TA5200)
DIVISION				FY 2021 -	\$24,000	(L)
					\$137,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

C-5602 GUILFORD ORANGE PROJ.CATEGORY EXEMPT	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE BURLINGTON-GRAHAM MPO. <u>ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION,</u> <u>IMPLEMENTATION, AND OPERATIONS IN FY 21 AND</u> <u>FY 22 NOT PREVIOUSLY PROGRAMMED TO ALLOW</u> <u>FOR POTENTIAL FUTURE AUTHORIZATIONS.</u>	ENGINEERING	FY 2020 -	\$5,000	(CMAQ)
				FY 2020 -	\$1,000	(L)
				FY 2021 -	\$5,000	(CMAQ)
				FY 2021 -	\$1,000	(L)
				FY 2022 -	\$5,000	(CMAQ)
				FY 2022 -	\$1,000	(L)
			RIGHT-OF-WAY	FY 2020 -	\$5,000	(CMAQ)
				FY 2020 -	\$1,000	(L)
				FY 2021 -	\$5,000	(CMAQ)
				FY 2021 -	\$1,000	(L)
				FY 2022 -	\$5,000	(CMAQ)
				FY 2022 -	\$1,000	(L)
			CONSTRUCTION	FY 2020 -	\$26,000	(CMAQ)
				FY 2020 -	\$7,000	(L)
				FY 2021 -	\$26,000	(CMAQ)
				FY 2021 -	\$7,000	(L)
				FY 2022 -	\$26,000	(CMAQ)
				FY 2022 -	\$7,000	(L)
			IMPLEMENTATIO	FY 2020 -	\$5,000	(CMAQ)
				FY 2020 -	\$1,000	(L)
	FY 2021 -	\$5,000	(CMAQ)			
	FY 2021 -	\$1,000	(L)			
	FY 2022 -	\$5,000	(CMAQ)			
	FY 2022 -	\$1,000	(L)			
OPERATIONS	FY 2020 -	\$5,000	(CMAQ)			
	FY 2020 -	\$1,000	(L)			
	FY 2021 -	\$5,000	(CMAQ)			
	FY 2021 -	\$1,000	(L)			
	FY 2022 -	\$5,000	(CMAQ)			
	FY 2022 -	\$1,000	(L)			
		<u>\$171,000</u>				

* INDICATES FEDERAL AMENDMENT

MPO/RPO procurement walk through.

2/15/2021

This information (and [TPD's training](#)) is based upon [TPD's published procedure](#) , [NCDOT procurement policy](#), and Federal regulations and guidelines including 2 CFR 200 and 23 CFR 172. Notes in green relate the steps in this document to the steps noted in TPD's procedure. This does not take the place of TPD's procedure and is only intended to provide more clarity.

Whether the LPA or non-LPA jurisdiction procures the work, this document will refer to the contracting agency as the Project Manager (PM).

(assume 80%/20% split for this example)

1. **TPD Engineer** to make sure project is programmed in UPWP. Should be a line item in the table, and short description of the proposed study. If not, amend UPWP. (Procedure Step 1)
2. Is the LPA doing the work? (Procedure Step 2)
 - a. Yes – skip to next step.
 - b. No – work will be 100% paid by TCC-member jurisdiction (not LPA).
 - i. **TPD Engineer** to verify there is an interlocal agreement between the LPA and the jurisdiction (PM) doing the work. This will allow the LPA to reimburse the jurisdiction the 80% of the work.
 1. If there is no project-specific interlocal agreement, receive some verification (via email) that through some other agreement, payments between the LPA and the PM/local jurisdiction are possible/allowed between the two entities. This will show they understand the PM pays the 100% cost, and that the LPA reimburses the PM 80%.
 - ii. **TPD Engineer** to make sure both the LPA and jurisdiction/PM (Project Manager) are aware to have funds budgeted and are aware of the following fund flow:
 1. PM pays 100% of project (Consultant provides statement of work, consultant invoice, etc.)
 2. PM invoices LPA 80% (PM send their own invoice and includes proof of payment to consultant, and all materials submitted by consultant)
 3. LPA pays the 80% to PM (per interlocal agreement)
 4. LPA invoices NCDOT for that 80% -- being careful LPA does not further reduce that amount by taking 80% of the 80%.
 - a. LPA provides their proof of payment along with all the other material the PM submitted to the LPA.
3. **TPD Engineer to review draft scope.** (Procedure Step 3)
 - a. Check to make sure project scope is eligible for the type of funds: [eligible for use of PL funds](#) (metropolitan planning – page 102 of the PDF).
4. **TPD Engineer to provide [draft RFLOI template](#).**(to PM or LPA). (Procedure Step 3-4) If PM does not use RFLOI, make sure all paragraphs from the RFLOI and requests for NCDOT forms are included.
Review RFLOI:
 - a. Make sure RFLOI lists [discipline codes](#) (appropriate for transportation planning).
 - b. In-State or local preference shall not be used as a factor in the evaluation, ranking, and selection phase.
 - c. OK to mention project budget (would be the estimated cost in the PWP). **CANNOT REQUEST FIRMS TO SUBMIT COST or COST PROPOSAL or any kind of cost information.**
 - d. **Contract payment should be “Lump Sum”. (not cost-plus)**
 - e. Make sure review criteria is clear and logical. Make sure total adds to 100%. Does not need to be 5 criteria. (can be 3 or 4).

1. Examples of unacceptable or unallowed review criteria (do not use):
 - a. Letter of transmittal (every submittal with letter gets points)
 - b. List of references (every submittal with list gets points)
 - c. Local preference (not allowed)
 - d. Cost (not allowed)
 2. Examples of good / logical review criteria
 - a. Past performance / firm experience
 - b. Team experience and qualifications
 - c. Technical approach (ex: project understanding, innovative concepts, quality control procedures)
 - d. Specialized expertise
 - e. Professional licensure
 - f. Workload capacity
5. TPD Engineer approves scope/RFLOI. (Procedure Step 5)
 6. PM advertises. (Between Procedure Step 5 and Step 6)
 7. PM receives proposals and distributes to selection committee. (Procedure Step 6)
 8. PM and TPD Engineer to verify that all firms (and subcontractors) are properly licensed in the State and are registered vendors in NCDOT's fiscal system. (Procedure Step 7)
 - a. TPD Engineer can check if firm(s) are prequalified to perform work in the discipline codes identified in the RFLOI.
 9. TPD Engineer must participate in consultant selection / review of proposal received.
 - a. Make sure firms do not specify/state how much their proposal (proposed work) will cost.
 - b. TPD is on the selection committee, so TPD engineers will need to review and score the proposals that were submitted. Failure to include TPD in the procurement process will result in NCDOT not reimbursing for the project or re-starting the procurement process.
 10. If desired, PM may conduct interviews with shortlisted (top-ranked) firms. (Procedure Step 8)
 11. Selection of Firm is made. (Procedure Step 9)
 12. Time for PM to perform Independent cost estimate ([23 CFR 172.7](#)) **(PRIOR TO RECEIVING/REVIEW OF FIRM'S COST PROPOSAL)** (More details in [NCDOT procurement policy](#)) (Between Procedure Step 9 and Step 10)
 - a. PM could ask selected firm to provide worksheet ([NCDOT's Scope and Manday estimate form is linked here](#)) **but only provide** the names and hourly rates of assigned staff. (Firm will submit their completed cost proposal to PM in a later step)
 - b. PM is to then (independently) estimate how many hours it would take each staff person to complete each task in the study.
 - i. PM to also estimate other (non-salary) direct costs.
 - c. PM thus develops an independent cost estimate. This independent estimate shall serve as a basis for negotiation.
 - d. PM asks selected firm for their cost proposal. PM negotiates with firm.
 - e. This and all other project-related documentation must be kept by PM to provide evidence of conforming to regulations in event of future audit.
 13. TPD engineer to Submit agreed upon (draft) cost proposal to OIG for their review. (Procedure Step 10, before TPD written approval)
 - a. TPD can no longer perform these reviews. Must submit to OIG.
 - b. On-call agreements are not submitted to OIG, since they do not have a cost element.
 14. Does OIG's letter question any charges? (Procedure Step 10, before TPD written approval)
 - a. No – go to next step.
 - b. Yes – submit letter to PM/LPA, and request modifications to cost proposal to address comments.

- i. When TPD receives updated/revised cost proposal – TPD engineer is to review the updated version to determine if the items questioned have been addressed. OIG may request that the TPD engineer resubmit a revised cost proposal if the original version did not have sufficient information for them to conduct the review. Unless requested by OIG, there is no need to send a revised cost proposal to OIG. In many cases, TPD’s engineer can review the revised cost proposal to determine if the items noted have been addressed.
 - 1. If resubmitting to OIG, go back to beginning of previous step.
15. While awaiting OIG response, TPD engineer to search contract pdf for “Title VI” provision. Is it in the contract? (Procedure Step 10, before TPD written approval)
- a. Yes – hopefully, the contracting entity will have the other federally-required provisions.
 - b. No – remind the PM that this study will use federal funds and is required to contain the necessary federal provisions.
 - i. [Contract Provisions](#). This is not a complete list and the entirety of this list does not apply in all cases. There is also a listing (for NCDOT contracts) in the [NCDOT procurement policy](#). TPD engineer is not to Review or approve the contract language. The contracting governmental entity is legally responsible for ensuring the contract provisions are correct. The legal liability rests upon the end user/recipient of Federal funds. If a future audit discovers an inappropriate use of Federal funds (ex: not having the proper federal provisions in the contract), then the LPA must return those funds. (An interlocal agreement passes this liability onward to the non-LPA jurisdiction)
16. TPD engineer to transmit email indicating concurrence/approval of consultant procurement. (Last bullet point of Procedure Step 10)
17. PM/Local Governmental entity to execute contract. (Procedure Step 11)
18. PM/Local Governmental entity to keep all above records in accordance with Federal record retention requirements.

Reminder: If you are not sure of something, please ask.

Disclaimer: When in doubt or in conflict with this document, State and Federal regulations and policies shall prevail.

NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead	Comments/PE Suspended in May 2020
SS-4907BQ 44757.1.1 44757.2.1 44757.3.1	Intersection improvements (All Way Stop) at SR 1005 (Greensboro-Chapel Hill Road) at SR 2369 (Sylvan School Road) and SR 2371 (Pleasant Hill Road) in Snow Camp .	May 2021 8/15/2017	Jun. 2021 Aug. 2021	\$22,500 R/W \$153,000 CON	4-way stop installation and flasher completed 4/17/18, utility relocations complete, widening delayed to Spring 2021	Derek Dixon	DMP, State Spot Safety, Construction by State Forces - Widening, OCC - Traffic items , Public notification distributed in Sept. 2016, Proposed R/W plans complete Mar. 2018, cultural resources complete, pursue signs and flashers for the 4 way stop - Dec 2017/Jan 2018, conceptual design to be submitted to SHPO. Revised R/W schedule Apr. 2018, 2nd historical meeting scheduled 12/13/17, Design complete, 4-way stop installation and flasher complete 4/17/18, R/W certified 9/25/18, widening to start May 28, widening delayed due to emergency repairs on I-40 and now cashflow issues, HB77 Candidate, SS Move forward list 11/23/20
SS-4907CK 48306.1.1 48306.3.1	Install all-way (4-way) stop at intersection of NC 62 at SR 2029/SR 2030 (Old NC 49). Upgrade existing overhead flasher to flash all-red on all intersection approaches.	7/11/19	Dec. 2020	\$110,000	No re-alignment, signs and flashers only, Construction complete, awaiting final inspection by Regional Traffic Office	Dawn McPherson	DMP, State Spot Safety, On-Call Contract , signal plans complete, RTE req. new estimate due to scope change, Surveys not needed to confirm ROW, Traffic to coordinate field meeting, Material requisition on hold due to cash flow, HB77 Candidate, SS Move forward list 9/18/20, Complete 12/2/20?
48798	Installation of crosswalks and pedestrian signals and update curb ramps at the intersection of US 70 (South Church Street) and Edgewood Avenue (non-system) in Burlington .	Jun. 2021	Oct.2021	\$150,394	Planning and design activities underway	Dawn McPherson Derek Dixon	DMP, State Small Construction, On-Call Contract and Construction by State Forces, Funds approved and released 6/6/19, DDC working on design, HB77 Candidate, Not on any move forward list
I-5711 50401.2.1 50401.3.1	Interchange improvements at I-40/I-85 and SR 1007 (Mebane Oaks Rd) in Mebane .	3/16/21	FY2023	\$13,100,000	ROW acquisition underway - 50% complete, ROW Certified w/delays	Laura Sutton	CMP , STIP, P3.0, Federal funded, Raleigh let , R/W plans complete July 2018 (\$3,876,000), let date mid to late 2019, Public meeting September 14 2017, proposed Tight Diamond Interchange, SCR to move ROW 9/28/18 and let 9/17/19, SCR to move let 3/17/20, Garvee Bonds CON , ROW Cert. 2/6/20, Project let - award pending DBE good faith effort, Bids will be rejected and re-let scheduled 3/16/21
47786 SM-5707B 47903.2.1	Intersection improvements on SR 1007 (Mebane Oaks Rd) at SR 2126/2128 (Old Hillsborough Rd) south of Mebane . Improvements include addition of left and right turn lanes, radii widening, signal installation, resurfacing, and pavement markings.	Apr. 2021	Jun. 2021	\$898,500	Design complete, ROW acquisition underway - 100% (90%) complete with right of entry, Utility relocations pending	Chad Reimakoski Derek Dixon	DMP, High Impact/Low Cost \$300,000, \$300,000 Spot Mobility for ROW and Utilities only, \$320,000 Developer, final surveys due end of March, Construction by State Forces , URA approved for Piedmont EMC, MA sent to City of Mebane 8/31/18, CFI date ?? In R/W, waiting on appraisals - obtain by end of August 2019, ROW by 9/1/19, let schedule moved from Apr.2019 to Sept. 2019, Let moved to April 2020 then moved another year April 2021 due to cashflow, HB77 Candidate, MM Move forward list 11/23/20
SS-6007B 48887.1.1 48887.3.1	All-Way Stop installation at SR 1529 (Durham Street) and SR 1530 (Elmira Street)	Apr. 2021	1/20/2021 Jun. 2021	\$32,400	Construction complete, awaiting final inspection by the Regional Traffic Office	Dawn Mcpherson	DMP, State Spot Safety, \$3600 PE, Construction by OCC, Let/start date moved from Apr. 2020 to April 2021 due to cashflow, HB77 Candidate, SS Move forward list 11/23/20
U-6010 47145.1.1 47145.2.1 47145.3.1	Intersection improvements at US 70 (South Church Street) and SR 1226/SR 1311 (University Drive) in Burlington	4/19/2022 4/20/2021	FY 2024 FY 2023	\$8,400,000	Planning and design activities underway, ROW acquisition underway	Brian Ketner	DMP, STIP, P4.0, DDRL, R/W acquisition scheduled 1/19/2018- SCR to 8/31/18 to 5/31/19 to 7/31/19, NTP issued 12/11/17, SCR let 6/20/19 to 10/20/20, public meeting 8/16/18, coordinate w/U-5752, MCDC approval 1/28/19, 75% plans approved, SCR to move let from 10/20/20 to 4/20/21, ROW acquisition 8/13/19, Design was on hold but previously reinitiated 10/23/19, ROW has initial contacts made but no offers - On Hold, ROW back on move forward list
SS-6007A 48886.1.1 48886.3.1	All-Way Stop installation with overhead flashers, and rumble strips installation at NC 49 and SR 1005 (West Greensboro Chapel Hill Road).	Jun. 2021	Oct. 2021	\$61,200	Funds approved and released 9/11/19	Dawn Mcpherson	DMP, State Spot Safety, \$9000 PE, Construction by OCC, Let/start date moved from Jun. 2020 to Jun. 2021 due to cashflow, HB77 Candidate,
B-5728 45684.1.1 45684.2.1 45684.3.1	Replace Bridge #112 over Reedy Fork Creek on NC87 in Ossipee	11/16/21	FY2024	\$6,200,000	Planning and design activities underway	Kevin Fischer	BMP , State Funded, Design was on hold but previously reinitiated 10/23/19, ROW acquisition scheduled 4/20/20, SCR to move ROW to 8/15/20 and LET from 3/16/21 to 4/20/21 due to updated schedule after removal from suspension list, ROW on Hold, SCR to move ROW to 1/15/21 and LET to 11/16/21 due to PE and ROW placement on move forward list.
SS-6007G 49117.1.1 49117.3.1	Installation of overhead flasher on NC 49 at SR 1130 (Friendship Patterson Mill Road) south of Burlington .	Jun. 2022	Nov. 2022	\$9,900	Funds approved 3/5/20 and released 6/23/20	Dawn McPherson	DMP, State Spot Safety, OCC , PE (\$1,800), Material requisition on hold due to cash flow? HB77 Candidate, SS Move forward list 11/23/20
SS-6007H 49118.1.1 49118.3.1	Installation of pedestrian countdown heads at two existing crosswalks at the intersection of NC 62 (Rauhut Street) and SR 1537 (Sharpe Road) north of Burlington .	2/26/2021 Jun. 2022	May 2021 Nov. 2022	\$20,700	Funds approved 3/5/20 and released 6/23/20 - Construction Underway	Dawn McPherson	DMP, State Spot Safety, OCC , PE (\$4,500), Material requisition on hold due to cash flow? HB77 Candidate, SS Move forward list 11/23/20
W-5807B 48952.1.3 48952.2.3 48952.3.3	Installation of ADA curb ramps and pedestrian accessible signals on SR 1301 (Boone Station Drive) at SR 1301 (St. Marks Church Road) and Boone Station Drive (non-system) at Glidewell Road/Tiki Lane (non-system) in Burlington	10/20/22	FY2024	\$75,000	PE funds scheduled to be released 2/2/21	Dawn McPherson Chad Reimakoski	DMP, Federal funded, DPOC, R/W acquisition begins 4/30/22, PE funds scheduled to be released 2/2/21, Possible let date may be accelerated, HB77 Candidate, HSIP move forward list 12/18/20

NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead	Comments/PE Suspended in May 2020
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	2/16/23	FY2025	\$2,500,000	Planning and design activities underway	Chad Reimakoski	DMP , State funded, STIP, P4.0, DPOC, R/W acquisition scheduled 11/15/2019, NTP issued 1/23/18, scoping meeting 7/24/18, TO#2 approved, Meeting w/City of Graham in August 2019, SCR ROW to 4/17/20 and let from 1/19/21 to 4/20/21, PM scheduled 8/29/19 on hold, SCR to move (1 year out) ROW to 4/17/21 and LET from 4/20/21 to 4/21/22 due to projected revenue reductions, Division Hold, SCR to move ROW to 12/17/21 and LET to 2/16/23
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	11/21/23	FY2026	\$9,000,000	Planning and design activities underway	Chad Reimakoski	DMP , STIP, P3.0, DDRL, LOIM 5/1/17, Public meeting scheduled 5/15/17, R/W acquisition scheduled 1/16/18 (\$1,900,000), SCR ROW to 8/30/19 and ROW production scheduled 10/16/20, SCR let 4/16/19 to 11/17/20 to 4/19/22 to , schedule small group meetings 8/23/17, Public hearing schedule tentatively January 2018, Public maps review 11/30/17, PM #2 4/26/18, PM #3 tentatively Oct. 2019 on hold, STIP 2020-2029 moved ROW to 8/19/22 and CON to 11/21/23, PE Reinitiated 1/15/20, No PM until after July 2020
U-6013 47158.1.4 47158.2.4 47158.3.4	Widen NC 119 to multi-lanes from SR 1981 (Trollingwood-Hawfields Rd)/ SR 2126 (Old Hillsborough Rd) to Lowes Blvd (non-system) in Mebane .	12/19/23	FY 2026	\$5,200,000	Planning and design activities underway	Brian Ketner	DMP , State funded, P4.0, DDRL, R/W acquisition begins 7/15/2020 (\$3,500,000), NTP issued 1/8/18, Scoping meeting 2/21/18, NTP 8/16/18, PM March 2019, PE Reinitiated 1/15/20, SCR to move (1 year shift due to revenues) ROW to 7/16/21 and LET to 7/19/22, On Hold again, SCR to move ROW to 3/18/22 and LET to 12/19/23 to assist in balancing funds
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	5/21/24	FY 2026	\$11,300,000	Planning and design activities underway, Includes EB-5882	Chad Reimakoski	DMP , STIP, P4.0, DDRL, MCDC scheduled 4/15/20, R/W acquisition scheduled 9/25/20 (\$3,900,000), NTP issued 1/23/18, scope meeting 8/29/18, TO#2 complete, PM tentatively 2020, PE Reinitiated 2/17/20, SCR moved MCDC to 12/2/20, ROW to 5/14/21 and LET from 7/19/22 to 5/16/23 due to PE placed on hold, SCR move MCDC to 12/1/21, ROW to 3/18/22 and LET to 5/21/24 to assist in balancing funds
U-6011 47146.1.1 47146.2.1 47146.3.1	Intersection improvements at US 70 (South Church Street) and SR 1158 (Huffman Mill Rd) in Burlington	8/20/24	FY2026	\$2,400,000	Planning and design activities underway	Brian Ketner	DMP , STIP, P4.0, DDRL, NTP issued 12/11/17, R/W acquisition scheduled 1/19/2018 (\$300,000), SCR ROW to 9/30/18 to 8/20/19 to 12/20/19, SCR LET 5/16/19 to 11/17/20, public meeting 8/16/18, 25% plans approved, STIP 2020-2029 moved ROW to 7/15/22 and LET to 8/15/23, Executive Hold, SCR move LET to 8/20/24 to assist in balancing funds
B-6052 48709.1.1 48709.2.1 48709.3.1	Replace bridge 68 over NCR / Norfolk Southern Railroad on SR 1928 (Trollingwood Road) in Haw River	1/20/26	FY2027	\$2,500,000	PE funding approved 5/6/19	Kevin Fischer	CMP , STIP, Federal funded, ROW acquisition scheduled 1/30/24 (\$500,000), Executive Hold
I-6009 47962.1.1 47962.2.1 47962.3.1	Interchange improvements at I-40/I-85 and SR 1158 (Huffman Mill Road). Construct additional right turn lane on I-40 WB Ramp and improve operations at SR 1308 (Garden Road) intersection in Burlington	6/27/29	FY2031	\$936,000	PE funding approved 6/5/18	Brian Ketner	DMP , P5.0, State funded, DPOC, Project created per 2020-2029 STIP, R/W acquisition scheduled 4/24/25 (\$1,000,000), PEF 8/31/23, Executive Hold, SCR move ROW to 4/21/28 and LET to 6/7/29 to assist in balancing funds
U-6009 47144.1.1 47144.2.1 47144.3.1	Widen and construct center turn lane on US70 (West Church St) from Tarleton Ave. to Fifth Street in Burlington	1/1/40	FY2040	\$6,337,000	Planning and design activities on hold	Chad Reimakoski	DMP , STIP, P4.0, DDRL, R/W acquisition scheduled 6/28/19 (\$4,982,000), NTP issued 1/10/18, scoping meeting 7/24/18, SCR R/W to 12/14/19, TO#2 complete, SCR ROW from 12/14/19 to 6/24/20 and let from 6/15/21 to 12/21/21, STIP 2020-2029 moved ROW to 3/18/22 and LET to 6/18/24, PM tentatively Oct 2019 on hold, COB has PEF designing road diet on Church Street, Executive Hold, SCR move ROW to 3/19/27 and LET to 1/1/40 to assist in balancing funds
I-6059 48689.1.1 48689.2.1 48689.3.1	Interchange improvements at I-40/I-85 and SR 1981 (Trollingwood-Hawfields Road) in Mebane	1/1/40	FY2040	\$12,400,000	PE funding scheduled for 12/4/24	Laura Sutton	DMP , P5.0, Federal funded, Raleigh let, PEF 12/16/23, R/W acquisition scheduled 12/15/26, Executive Hold, SCR move ROW to 12/17/27 and LET to 1/1/40 to assist in balancing funds

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
C203676	B-5239	REPLACE BRIDGE #126 OVER MILL RACE AND BRIDGE #119 OVER HAW RIVER ON NC-87.	DANE CONSTRUCTION INC	Howell, Bobby J	\$4,786,122.27	3/15/2018	3/29/2020	3/15/2018	4/15/2021	100.00	99.57
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	7/23/2021	100.00	74.94
C204106	U-3109B	NC-119 RELOCATION NORTH OF SR-1921 (MEBANE ROGERS RD) TO SOUTH OF SR-1918 (MRS WHITE RD).	THALLE CONSTRUCTION CO., INC.	Howell, Bobby J	\$8,151,660.80	8/27/2018	11/28/2020	10/4/2018	5/28/2021	100.00	65.40
C204111	U-6015	BURLINGTON - GRAHAM SIGNAL SYSTEM.	ALS OF NORTH CAROLINA LLC	Howell, Bobby J	\$7,938,392.20	10/29/2018	8/15/2021	2/11/2019	10/27/2021	69.25	48.92
DG00426		RESURFACE A PORTION OF NC 87 AND PORTIONS OF 3 SECONDARY ROADS	RILEY PAVING INC	Lorenz, PE, Kris	\$3,463,032.95	7/9/2018	11/1/2019	2/25/2020	1/1/2021	100.00	90.92
DG00507		48 SECONDARY ROADS IN ALAMANCE COUNTY AND ONE SECONDARY ROAD IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Hayes, PE, Meredith D	\$1,042,639.12	7/1/2021	6/30/2022				

WHAT'S HAPPENING

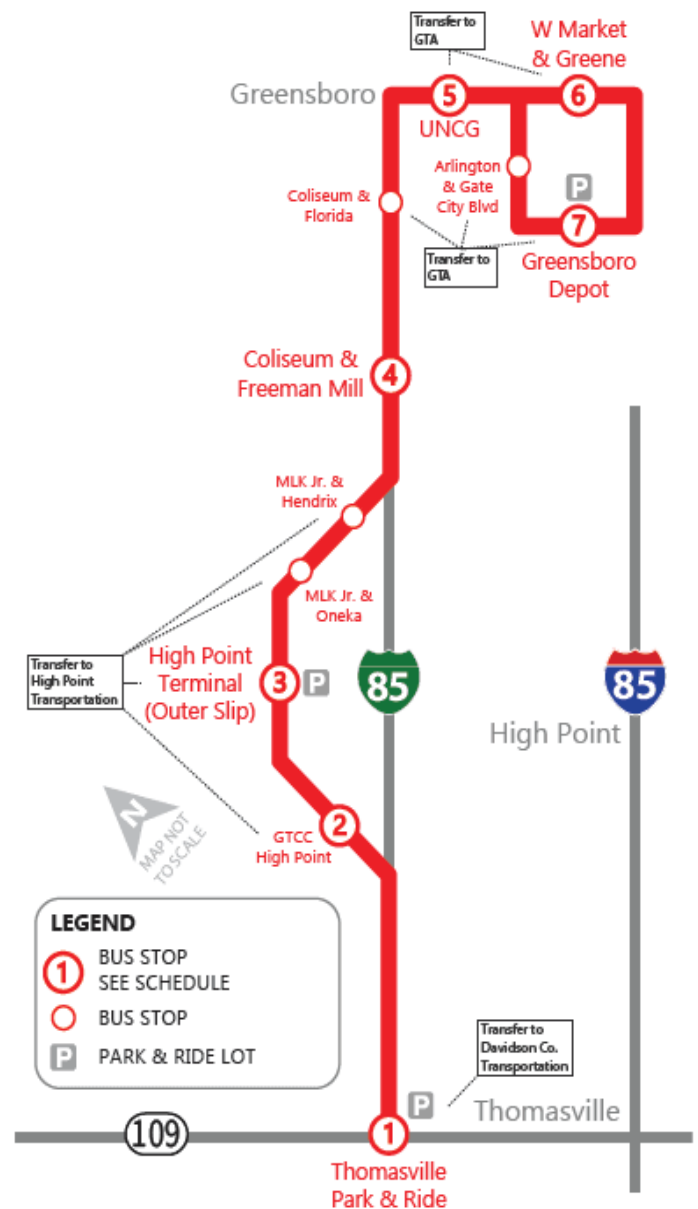
Piedmont Authority for Regional Transportation

Davidson Greensboro Express - Connecting Communities

PART prides itself on adjusting routes and schedules to meet people's needs and to complement existing services. One great example is the Route 9 - Davidson County Express. In August 2020, PART adjusted Route 9 to compliment Davidson County Transportation Services' (DCTS). Today, Route 9 starts at the Thomasville Park & Ride Lot, travels to downtown High Point, and then on to Downtown Greensboro. This revised route provides a direct connection between High Point and Greensboro eliminating the need for commuters to make multiple transfers between the two downtowns. In addition to the downtowns, the route serves the GTCC High Point Campus and UNCG. These destinations reflect PART's core service delivery goals.

COVID-19 has had negative impacts on the success of this modified service. One key challenge has been DCTS' suspension of its fixed route service; eliminating the connection from Lexington and Thomasville to PART's Park & Ride. As interest in transit is beginning to increase, PART will be promoting the route this March. PART is hopeful that when the DCTS connection is restored and with this promotion, ridership will increase on the Route 9 - Davidson County Greensboro Express.

THE HISTORY - Ten years ago, Route 9 started at the South Lexington Park & Ride Lot, serving the North Lexington Park & Ride Lot, Davidson County Community College (DCCC) and the Thomasville Park & Ride Lot. From there it went on to connect with Downtown Greensboro. It was a long route and has been adjusted several times to increase ridership and improve connectivity. Over the last few years DCTS built a successful fixed route service in Lexington and Thomasville, which connects the two communities and serves DCCC. This resulted in a duplication of service between PART and DCTS, thus the revision to PART Express Route 9. Today, in partnership with DCTS, the Davidson County Greensboro Express connects four communities second only to PART's Route 4 - Alamance /Burlington Express which connects five.





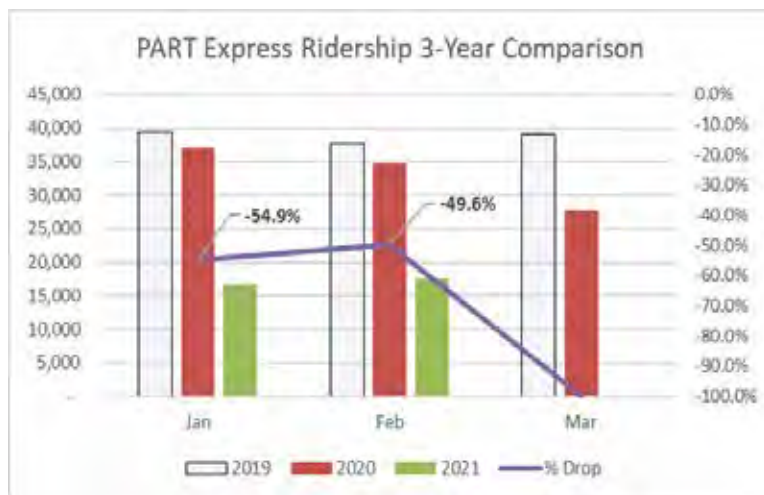
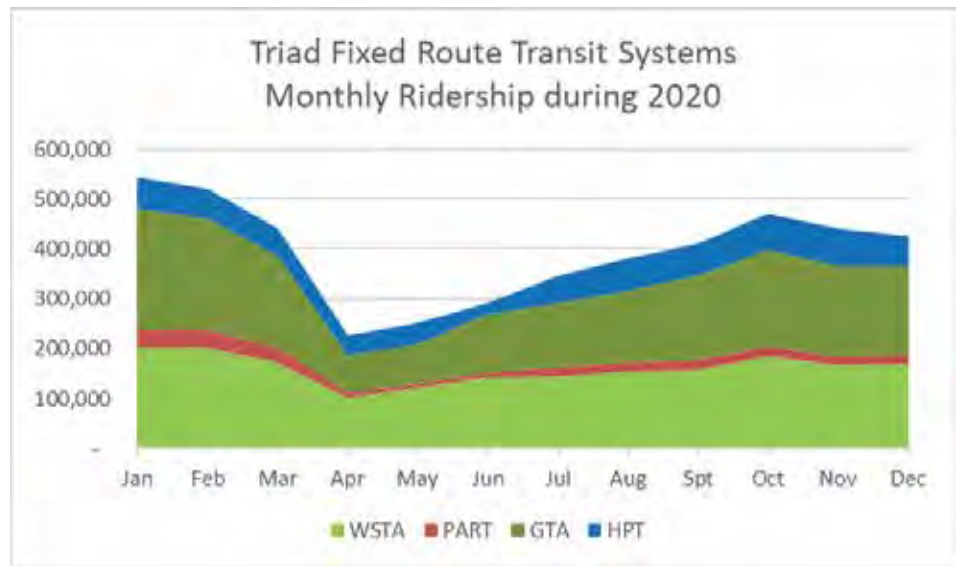
Getting to the Airport

Did you know that PART provides a connection to the Piedmont Triad International Airport? The PTI Airport Connector pass provides commuters with round trip transportation on PART and an OnDemand connection to and from the airport, all for only \$10.00. The first step is to purchase a PTI Airport Pass through TouchPass or at the CTC. Then contact PART's Call Center to

schedule your trip. The first leg of the trip starts with catching PART Express Route 1, 2, 3 or 17 to the CTC then transferring to the express shuttle to the airport. Upon returning to PTI commuters simply confirm their pick-up with PART. Currently this service is available Monday - Friday between 6:15 am and 8:15 pm and on Saturday between 7:30 am and 5:30 pm.

Transit Ridership's Return - Still a Guessing Game

Typically, public transportation ridership is at its lowest from November to February. This is evident in the first chart. As is illustrated, after a steady rise beginning in May, ridership dipped in November and December. Across the region, transit ridership ended the year 24% below the previous year's total. Tracking commuters return to transit will be interesting over the course of the year. Chart #2 will be used monthly to show a 3-year comparison. It is worth noting that the pre-COVID ridership in January and February were already slightly lower than the previous year.



When evaluating annual ridership, an interesting pattern has begun to emerge. Ridership seems to peak one year and two years later it hits a low, then rises over the next two years only to drop again the following two years. As displayed on the chart, 2011, 2015, and 2019 were peaks with 2013 and 2017 being low points. Assuming this trend continued, ridership would have normally decreased in 2020 and bottomed out in 2021. Understanding this trend, PART staff implemented system and route changes with the intent of seeing an increase in 2020. However, due to COVID-19 there is no way to determine the impact of these changes.

So the question is, what will ridership do in 2021? Based on all available data, it is unlikely that it will recover to levels seen in 2019. However, even with the decreasing trend discussed above it is anticipated that transit ridership will see modest increases throughout the year. Resulting in a level about 25% below 2019 (or 345,600); a 45% increase from 2020.

Eastern Transportation Coalition Mileage Based User Fee Study

The Eastern Transportation Coalition, formerly known as the I-95 Corridor Coalition, is a partnership of 17 states and the District of Columbia focused on connecting for solutions to support the economic engine of the U.S. The Coalition represents 40% of the U.S. population and GDP. It is dedicated to advancing the national conversation around mileage-based user fees through real-world pilots, education, and outreach. The unique characteristics of the Eastern Seaboard – such as significant cross-state travel, numerous toll facilities, and several major truck corridors – make it a natural testing ground for the potential challenges of implementing a mileage-based user fee (MBUF) system nationally.

Most funding used to maintain the transportation system comes from taxes paid on each gallon of fuel used to fill up at the pump. As fuel efficiency increases and more electric vehicles are on the road, the amount motorists pay to use the transportation system becomes more linked to the number of miles they drive versus the amount of fuel purchased. A mileage-based user fee (MBUF) model provides a different approach: pay for what you use.

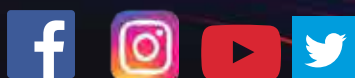
In 2018, the Coalition launched its first passenger vehicle pilot to start exploring mileage-based user fees as a potential alternative to the fuel tax and to bring an Eastern Seaboard perspective to this critical national conversation. Since then, the Coalition has continued its study of MBUF with several real-world pilots focused on passenger vehicles, completed in January 2021, and commercial trucks now underway.

PART staff member, Mark E. Kirstner, participated in the recent passenger vehicle study. After signing up, he was mailed a GPS device that was attached to his car for a little over 6 months. The results are in the chart below. The MBUF for North Carolina was \$ 0.016 cents per mile and the gas tax used was \$ 0.3635 cents per gallon. After 158 days and 6,519.3 miles driven, Mark would have paid \$5.41 more on transportation costs if an MBUF was in place instead of the gas tax. The Coalition is in the process of fully analyzing the results of this study and evaluating what if any actual benefits would come from this new approach.

Month	# of Days Driven	Total Miles Driven	Avg. Miles per Day	Fuel Use (gal.)	Est. Actual		Diff.
					Transportaiton Cost	Cost with an MBUF	
July	9	421.4	46.8	17.54	\$ 47.81	\$ 48.18	\$ 0.37
August	26	1297.3	49.9	54.03	\$ 147.35	\$ 148.40	\$ 1.05
September	26	1086.2	41.8	45.22	\$ 123.30	\$ 124.18	\$ 0.88
October	27	1079.3	40.0	44.95	\$ 122.56	\$ 123.45	\$ 0.89
November	26	958.8	36.9	39.94	\$ 108.90	\$ 109.70	\$ 0.80
December	24	791.9	33.0	33	\$ 89.98	\$ 90.63	\$ 0.65
January	20	884.4	44.2	36.85	\$ 100.48	\$ 101.25	\$ 0.77
Totals	158	6519.3	41.8	271.53	\$ 740.38	\$ 745.79	\$ 5.41

March 2021

STAY CONNECTED



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