



**BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
TUESDAY 9AM**

Via Microsoft Teams

Technical Coordinating Committee Meetings are open to the public. The meetings are accessible online. Any member of the public who wishes to make public comment or receive login information should send an email to wmallette@burlingtonnc.gov or (336) 513-5418 by 3:00 p.m., Friday, March 17, 2023.

AGENDA

- 1) **Call to Order & Quorum** **Chairman**
- Welcome and Introductions
 - Membership Rollcall and Determination of Quorum
 - Changes to Agenda / Add On Items
 - Public Comments – 3 minutes per speaker

- 2) **Approval of Minutes from January 17, 2023 Meeting** **Chairman**

- 3) **Section 5307 Formula Fund Suballocation** **Wannetta Mallette**

INFORMATION: As the subrecipient of Federal Transit Administration Section 5307 formula funds for the Burlington – Graham Urbanized Area, staff developed the methodology to suballocate FFY 23 funds to the five transit operators in accordance with the MPO Transit Allocation Plan and “Split Letter” schedule. The Section 5307 federal share is 80% of the project costs for capital expenditures, 90% for Americans with Disabilities and Clean Air Act vehicle-related equipment and 50% for operating assistance. Transit agencies must provide their respective non-federal match.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Recommend TAC approval of the FY 23 suballocation schedule by resolution.

- 4) **FY24 Unified Planning Work Program** **Wannetta Mallette**

INFORMATION: The BGMPO is required by federal regulations to prepare an annual Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. The UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds. Funding for the UPWP is provided by the Federal Highway Administration and the Federal Transit Administration. The draft UPWP was presented to the TCC and the TAC at their January 17, 2023 meetings and approved for release for a 30-day public comment period. Revisions made to the document since the draft presentation are outlined in a memorandum included in the agenda packet.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Recommend TAC certify the UPWP adheres to the 3-C transportation planning process and approve the final FY24 UPWP by resolution.

5) **BGMPO Traffic Count Program** **MARR Traffic, NCDOT Traffic Survey**

INFORMATION: The BGMPO contracted MARR Traffic to conduct regional traffic counts. The traffic counts were completed February 2023. NCDOT Traffic Survey staff will be available to answer questions regarding the state traffic count program.

RECOMMENDATION/ACTION: 1) Receive information and discuss.

6) **SPOT 7.0 Update** **Brian Wert, SPOT Manager**

The new SPOT Manager will provide an update of the SPOT 7.0 project evaluation process and an outline of the 2024 – 2033 STIP development schedule.

RECOMMENDATION/ACTION: 1) Receive information and discuss.

7) **Agency Updates**

FHWA Update **Suzette Morales**

NCDOT Division Engineer Report **Stephen Robinson**

NCDOT TPD Update **Pam Cook**

NCDOT IMD Update **Alex Rotenberry**

8) **Other Business** **Wannetta Mallette**

- MPO Updates
- Reports and Questions from TCC Members
- Next Meeting Scheduled **May 16, 2023**

ACCESS TO INFORMATION:

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

PLEASE CONTACT THE MPO OFFICE FOR ADDITIONAL ASSISTANCE AND INFORMATION

336-513-5418

ACCESO A INFORMACION

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

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

336-513-5418

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

MEETING MINUTES

**BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
TUESDAY, JANUARY 17, 2023
VIA MICROSOFT TEAMS
9:30 AM**

MEMBERS PRESENT

Nishith Trivedi, Orange County (Chair)
Peter Murphy, ACTA
Mark Kirstner, PART
Brandon Parker, Gibsonville
Brian Tennent, Burlington
Tonya Caddle, Alamance County
Ashley Ownbey, Mebane
Lori Oakley, Elon
Sean Tener, Haw River
Jaimee Cousins, Green Level
Ben York, Village of Alamance
Preston Mitchell, Mebane
John Andoh, Link Transit

NCDOT STAFF

Alex Rotenberry, NCDOT IMD
Stephen Robinson, NCDOT Division 7
Pamela Cook, NCDOT TPD

FHWA STAFF

Joe Geigle

BGMPO STAFF

Wannetta Mallette
Frankie Tran

Call to Order

Chair Nish Trivedi welcomed all members and guests and called the January 17, 2023, TCC meeting to order at 9:33 a.m. He apologized for delaying the meeting start time. Ms. Wannetta Mallette conducted the membership roll call and established a quorum. Chair Trivedi asked if there were any changes to the meeting agenda. No changes were made. He then requested a motion to approve the October 18, 2022 meeting minutes. Ms. Tonya Caddle made the motion to approve the meeting minutes and Mr. Stephen Robinson seconded the motion. The motion carried by unanimous voice vote.

2023 TCC Officers' Election and Calendar

Ms. Mallette announced she received nominations for Mr. Trivedi for the TCC Chair position and Mr. Mike Nunn for the position of Vice Chair and requested additional nominations from the floor. Ms. Caddle nominated Mr. Trivedi for TCC Chair. The nomination was seconded by Mr. John Andoh. No other nominations were made, and the nominations were closed on said names. Mr. Trivedi was elected as TCC Chair by unanimous voice vote. Ms. Mallette requested nominations from the floor for TCC vice chair. No additional nominations were made. Mr. Andoh nominated Mr. Nunn, seconded by Mr. Mark Kirstner. Mr. Nunn was elected TCC Vice Chair by unanimous voice vote.

Mr. Trivedi requested a motion to approve the 2023 TCC meeting calendar as presented by Ms. Mallette. Mr. Peter Murphy made the motion, seconded by Ms. Caddle. The motion carried by unanimous voice vote.

BGMPO TIP Amendments

Mr. Frankie Tran presented the following January TIP amendments:

- TG-0012 – Adding funding in FY23 - FY28 for PART routine capital, preventative maintenance, passenger amenities, and mobility management;
- TO-5134 - Modify funding in FY 23 - FY28 for PART operations;
- TA-6322 – Adding funding in FY23 - FY24 Link Transit improvement for bus shelter, construction, engineering, and design;
- TL-0029 – Adding funding in FY23 – FY28 Link Transit capital improvements;
- TM-0046 - Adding funding Link Transit preventative maintenance;
- TO-6812A - Link Transit ADA service;
- TU-0016 - Link Transit planning for transit system management;
- HS-2007F – NC 87 at I-40 eastbound ramp pedestrian accommodation;
- TA-6733 - Modify funding in FY23 – FY24 Link Transit Planning for transit feasibility study and short-range transit plan;
- TO-6170 - Modify funding in FY23 – FY28 Link Transit operating assistance for current service and weekend expansion; and,
- TP-5161 – Delete project fixed service expansion as the request of the BGMPO.

No public comments were made, and no questions asked by the TCC. Chair Trivedi requested a motion to approve the January 2023 TIP amendments as presented and to recommend TAC approval. Mr. Kirstner made the motion to approve, seconded by Ms. Caddle. The motion carried unanimously by voice vote.

Endorsement of 2023 MPO Safety Transportation Performance Targets

Mr. Tran presented an overview of the 2023 BGMPO safety performance targets and trend data to reduce fatalities and serious injuries to zero by 2050. Mr. Tran discussed the influencing factors that could affect achieving vision zero goals and the ongoing BGMPO crash reduction efforts. Mr. Alex Rotenberry asked if the BGMPO will be applying for the RAISE grant. Ms. Mallette clarified that member jurisdictions can apply for the grant and the grant requires a 20% local match. There being no additional questions or comments, Chair Trivedi requested a motion to endorse the NCDOT 2023 Safety Performance Targets. Ms. Caddle made the motions, seconded by Mr. Murphy. The motion carried by unanimous voice vote.

NCDOT Carbon Reduction Program

Ms. Mallette presented an overview of the NCDOT Carbon Reduction Program funded by the bipartisan infrastructure bill in an effort to reduce on-road carbon dioxide sources. CRP funds can be used for a wide range of projects that reduce emissions. The BGMPO will receive \$273,934 in funding. CRP funds are available for obligation for up to four years. The federal share for CRP funded projects is 80% and will require a 20% non-federal match and 10% NCDOT administrative fee paid by the grantee. The BGMPO must consult with NCDOT on which projects are selected to ensure eligibility. As a result of the BGMPO's

October Call for Projects, two project applications from the City of Burlington were included in the agenda packet. Mr. John Andoh explained that the two proposals are to install Level 2 EV charging stations at Joe Davidson Park in Burlington and to continue to provide Link Transit fare free. Ms. Mallette said the BGMPO and NCDOT conditionally approved the projects pending further emission reduction evaluation. Ms. Mallette requested TCC approve the City of Burlington's CRP grant applications and recommend TAC approval. There being no questions, Chair Trivedi requested a motion to approve. Ms. Caddle made the motion to approve the two CRP applications, seconded by Mr. Kirstner. The motion carried by unanimous voice vote.

UPWP FY23 #1 Amendments

Ms. Mallette presented the FY23 Unified Planning Work Program (UPWP) amendment #1 budget modifications. The first amendment is a \$10,000 reimbursement to PART for the Piedmont Triad Freight Phase III study. The second amendment is to add a II-B-2 work task *Increase Safe and Accessible* and budget. Chair Trivedi requested a motion to approve the FY23 UPWP amendments. Chair Trivedi asked the TCC to approve the UPWP amendments pending no substantial comments after a 30-day comment period. Mr. Andoh made the motion to approve, seconded by Ms. Caddle. The motion passed unanimously by voice vote.

Draft FY24 Unified Planning Work Program

Ms. Mallette presented an overview of the FY24 draft UPWP. The UPWP provides transparency and ensures that MPO operations are conducted in a 3-C manner. As a result of the bipartisan infrastructure bill, a new work task was added, *Safe and Accessible Transportation Options* and the MPO budget was increased by 2.5% (\$10,500) to fund the new work task. The UPWP also includes two special studies: the City of Graham's Hawfields Transportation Area Plan and the Town of Gibsonville's University Drive Speed Study. The FY24 UPWP FHWA budget is comprised of \$287,500 (80% federal) and \$71,875 (20% local match) for a total of \$359,375. The MPO did not receive Section 5303 funds but expects to suballocate Section 5307 funds to its MPOs transit agencies. The MPO developed a draft suballocation plan approved by Transit Subcommittee majority vote with ACTA objecting. Ms. Mallette requested TCC approval of the FY24 draft UPWP and recommend the TAC approve and release the plan for a 30-day public review period. Mr. Alex Rotenberry said he would inquire about the MPO's Section 5303 funding. Ms. Mallette said if funding is available, it would be budgeted and added to the final FY24 UPWP. No additional comments were made. Chair Trivedi requested a motion for TCC approval of the FY24 draft UPWP and recommend TAC approval and release for a 30-day public comment period. Mr. Kirstner made the motion, seconded by Ms. Caddle. The motion carried by unanimous voice vote.

Agency Updates

FHWA No Updates

NCDOT Division Report Mr. Robinson presented project highlights from the January Division 7 Engineering Report: Webb Avenue – improve access and drainage near the Veterans for Foreign Wars,

Swepsonville Saxapahaw Road pipe replacement, and a modular mini roundabout on Longpine Road at Kirkpatrick Road to be installed spring 2023.

NCDOT – TPD Ms. Pam Cook announced that traffic counts are being conducted along NC-119 and work continues to finalize the BGMPO CTP. She referred TCC members to the TPD newsletter for information and links to federal and state funding opportunities and an overview of the Triad travel demand model and household travel survey.

NCDOT – IMD Mr. Rotenberry announced several IMD funding opportunities: bicycle helmet give-away applications are now available and organizations can apply to receive helmets in increments of 25; multimodal planning grants applications will be available late January or February 2023; and, grants for micro-transit feasibility studies require no local match and will also be available late January or early February 2023. He referred TCC members to the NCDOT IMD website.

BGMPO Updates ACTA was one of eleven state transit agencies awarded a MEE NC grant for on-demand transit service. Mr. Murphy agreed to provide further updates at future TCC meetings. Mr. Tran presented the new BGMPO urban boundaries and Mr. Kirstner requested a copy. Mr. Rotenberry asked if the new boundaries would impact the MPO funding. Ms. Mallette replied new boundaries will have to be approved first by the MPOs and NCDOT and new agreements developed based on the new MPO boundaries changes.

Adjournment

There being no further business, Chair Trivedi thanked the TCC for its participation and adjourned the meeting at 10:35 a.m. The next TCC meeting was scheduled for **March 21, 2023**.

Burlington Graham MPO
Section 5307 FY 24 Suballocation
Approved by Transit Subcommittee March 7, 2023

Transit Buffer Areas	Allocation	Rounded Allocations
LINK	\$2,013,508.92	\$2,013,509.00
PART	\$520,621.00	\$520,621.00
ACTA	\$512,559.10	\$512,559.00
GoTriangle	\$137,946.99	\$137,947.00
OCPT	\$137,946.99	\$137,947.00
Section 5307 Total	\$3,322,583.00	\$3,322,583.00

To: BGMPO TAC and TAC
From: Wannetta Mallette, PTP, MPO Administrator
Subject: FY 2023 - 2024 Unified Planning Work Program Draft Revisions
Date: March 10, 2023

Background

The Unified Planning Work Program (UPWP) guides MPO planning activities for the fiscal year and identifies a program of work for reimbursement under annual FHWA and FTA planning grants. The following revisions were made to the Draft FY24 UPWP during the public comment period:

Special Studies

The City of Gibsonville requested the University Drive Speed Study be withdrawn. As a result, the funds were redistributed to work tasks II-A, II-B, III-A, III-B, III-C and III-E.

II-B-2 Work Task Modification

The Infrastructure Investment and Jobs Act added a new Metro Planning set-aside for *Increasing Safe and Accessible Transportation options*. Beginning in FY24, the Act will require each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The FHWA forwarded additional guidance with respect to eligible activities. BGMPO funds will now be used for activities that increase public transportation ridership.

Section 5303

The BGMPO was awarded \$60,080 in Section 5303 funds. The funds will be used to supplement on-going transit planning activities.

FTA Narratives

As a result of receiving Section 5303 funding, the BGMPO revised its FTA Section 5303 task narratives and project schedules.

Burlington Link Transit updated its FTA Section 5307 task narratives and project schedules.

The BGMPO Section 5307 suballocation was revised and approved by the Transit Subcommittee.

*Burlington-Graham
Metropolitan Planning Organization*

**DRAFT UNIFIED PLANNING WORK PROGRAM
FISCAL YEAR JULY 1, 2023 – JUNE 30, 2024**

FUNDS FOR THIS PLANNING WORK PROGRAM PROVIDED BY

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

ACCESO A INFORMACION. TODOS LOS DOCUMENTOS Y DATOS DE MPO SE PUEDEN PROPORCIONAR EN FORMATOS ALTERNOS A PETICION POR FAVOR COMUNIQUESE CON LA OFICINA DE MPO PARA INFORMACION E ASISTENCIA ADICIONAL 333.222.5095.

BGMPO Unified Planning Work Program

Contents

Overview	2
Resolutions Certifying the Planning Process and UPWP	2
Public Involvement and Title VI	5
Background	5
BGMPO Area Boundary	5
Metropolitan Planning Factors and Federal and State Requirements	6
FAST Act Planning Factors.....	7
Planning Emphasis Areas (PEAs)	7
2021 Planning Emphasis Areas:	7
Moving Toward Performance Based Planning.....	8
Metropolitan Transportation Plan	9
Metropolitan Transportation Improvement Program.....	9
Air Quality Conformity Process.....	9
Comprehensive Transportation Plan	10
Proposed FY 2024 UPWP Activities.....	10
FY 2024 Special Emphasis Projects	10
Data Collection and Management.....	11
Targeted Planning.....	11
Anticipated DBE Contracting Opportunities for FY 2023 – 2024	12
BGMPO Administration and Management.....	12
FY 2024 UPWP Funding Source.....	12
UPWP PL 104 Work Items	13
BGMPO FY 2024 Total Funding Summary and Budget.....	19

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 2023 - 2024 Unified Planning Work Program (UPWP) for the Burlington-Graham Metropolitan Planning Organization (BGMPO) study area. It provides an outline of the work tasks and funding requirements that will be accomplished during the period of July 1, 2023 through June 30, 2024.

Resolutions Certifying the Planning Process and UPWP

As part of the annual UPWP adoption process, the BGMPO TAC is required to approve the FY 2023 – 2024 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

**APPROVING THE FY 2023 - 2024 PLANNING WORK PROGRAM
FOR THE BURLINGTON-GRAHAM URBAN AREA**

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

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that federal PL 104 funds for transportation projects are effectively allocated to the Burlington-Graham Urban Area; and,

WHEREAS, the City of Burlington has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303, 5307, 5310 and 5339) funds; and,

WHEREAS, members of the Burlington-Graham Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for FY 2023-2024; and,

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2023-2024 Planning Work Program for the Burlington-Graham Urban Area.



I, _____, Chairman of the Burlington-Graham Transportation Advisory Committee do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Burlington-Graham Urban Area Transportation Advisory Committee, duly held on the _____ day of _____, 2023.

Date _____
_____ TAC Chair

STATE of: North Carolina
COUNTY of: Alamance

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

Notary Public
My commission expires _____



RESOLUTION

CERTIFYING THE BURLINGTON - GRAHAM METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2023-2024

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

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

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

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and,

WHEREAS, the Transportation Advisory Committee has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and,

WHEREAS, the Transportation Advisory Committee has considered how the transportation planning process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and,

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



NOW THEREFORE, be it resolved that the Burlington - Graham Urban Area Transportation Advisory Committee certifies the transportation planning process for the Burlington – Graham Metropolitan Planning Organization on this the ____ day of March, 2023.

Date: _____

By: _____
TAC Chair

STATE of: North Carolina

COUNTY of: Alamance

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the ____ day of _____ to affix his signature to the foregoing document. Subscribed and sworn to me this ____ day of ____, 20 ____.

Notary Public

My commission expires:

Public Involvement and Title VI

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

A Call for Project submittals for consideration of PL, Section 5307 and 5303 funding was made October 2022. Public input and comments will be requested in accordance with the adopted BGMPO Public Involvement Plan by legal advertisement posted in the Burlington Times News. Hard copies of the draft UPWP will be made available upon request or electronically via a link on the BGMPO website at <http://www.bgmpo.org>.

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) and 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.

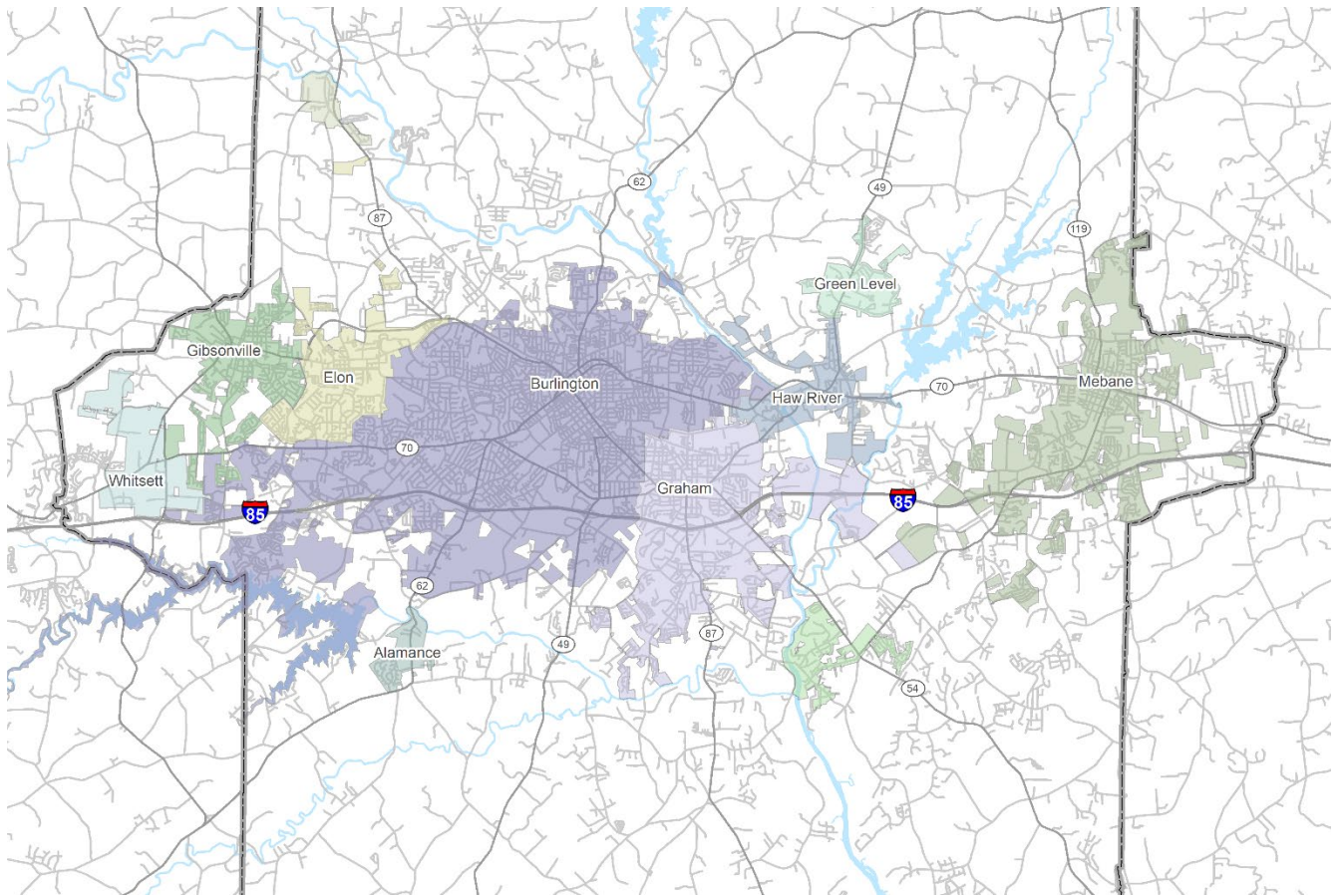
A revised MOU was executed between the cities of Burlington, Graham, and Mebane; the counties of Alamance, Guilford and Orange; towns of Elon, Gibsonville, Whitsett, Green Level and Haw River; Village of Alamance and the North Carolina Department of Transportation (NCDOT) in 2012. The MOU outlined responsibilities, 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 Urbanized Area



Metropolitan Planning Factors and Federal and State Requirements

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

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

FAST Act Planning Factors

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

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

Planning Emphasis Areas (PEAs)

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

2021 Planning Emphasis Areas:

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

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

Equity and Justice in Transportation Planning

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

BGMPO Unified Planning Work Program

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

Complete Streets

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

Public Involvement

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

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

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

Federal Land Management Agency (FLMA) Coordination

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

Planning and Environment Linkages (PEL)

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

Data in Transportation Planning

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

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 and is scheduled for update by August 2025. 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, NCDOT, Capital Area Metropolitan Planning Organization (CAMPO), and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) in making conformity determinations by performing systems level conformity analysis on the highway portion of the MTP.

Comprehensive Transportation Plan

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 BGMPO CTP, adopted June 2022, 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 2024 UPWP Activities

BGMPO activities and emphasis areas for the FY 2024 UPWP are summarized as follow:

- Continued FHWA, FTA, NCDOT, Division 7, NC AMPO and local jurisdictions coordination
- Implementation of FHWA and FTA planning process review recommendations
- Implementation of MAP-21 and Fast Act MPO requirements
- Implementation of the BGMPO Transportation Safety Plan
- Implementation of Transportation Demand Management Initiative
- Development of CommunityViz future growth scenarios; participation in regional workshops and training
- Continued Title VI Program and Public Involvement Plan compliance
- Monitoring of MPO Transit Performance Measure Targets and TAM Plans
- Continued administrative tasks – TCC and TAC coordination, UPWP, GIS, etc.
- Continued implementation and amendments to the UPWP, TIP, MTP and CTP
- Implementation of Special Studies
- Continued data collection/inventory and assessment of travel behavior patterns
- Other Comprehensive, Cooperative, and Continuing (3-C) initiatives eligible for Federal transportation funding

FY 2024 Special Emphasis Projects

Special emphasis projects and new initiatives for the FY24 UPWP are described below:

Special Studies

The BGMPO annually designates a portion of planning funding for Special Studies. Special Studies include staff time for project management activities to ensure consistency with FHWA, FTA and NCDOT procurement requirements and intergovernmental project coordination. At least one new Special Study and two carry-over Special Studies are anticipated in FY 2023 – 2024. The MPO anticipates soliciting consultants to assist MPO staff and member jurisdictions with project implementation on an as-needed basis (on-going throughout fiscal year).

Regional Transit Feasibility Study (Carryover FY23 Project)

The BGMPO is served by four regional and one fixed route transit systems: Orange County Public Transportation (OPT) serves all of Orange County and parts of Alamance County. Go Triangle operates a regional bus service connecting Durham to Raleigh, Chapel Hill, Apex, Hillsborough, and Wake Forest. The Alamance County Transportation Authority serves the transportation needs of the elderly, disabled, and general public in Alamance County. The Authority utilizes vans and buses which are ADA equipped, including wheelchair lifts, to assist persons with specialized needs. The Piedmont Authority for Regional Transportation (PART) Alamance Burlington Express connects Greensboro, Burlington, Graham, Mebane, and Chapel Hill and the Burlington Link Transit serves Burlington, Gibsonville, and Alamance Community College. The BGMPO proposes to develop a regional transit feasibility study to assess existing transit conditions and recommend systemwide improvements and sustainable funding options. The study will include an identification of cost-effective service enhancements, evaluation of safety performance measures and target-setting and development of funding suballocation recommendations. The plan will also help distinguish service areas to reduce service duplication and determine operators of future service expansions. A consultant will be retained to develop the feasibility study. The proposed project schedule is March 2023 - October 2023.

Hawfields Area Comprehensive Planning Study

The City of Graham proposes to develop the Hawfields Area Comprehensive Planning Study in response to rapid development and related impacts within its industrial corridor and related impacts. Most of the impacts are attributable to increased traffic.

Data Collection and Management

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

Household Travel Survey

The Household Travel Survey will obtain information on travel characteristics in the Triad region, which will be used to update and calibrate the PTRM for use in travel forecasting, policy analysis, and transportation planning. The 2024 household travel survey will be the basis to support the development and refinement of the trip-based travel demand model, address regional growth and transportation planning issues, as well as support other planning and general research activities. The model area includes all of Alamance, Davidson, Forsyth, and Guilford counties and portions of five counties including Davie, Orange, Randolph, Rockingham, and Stokes counties. The primary goals of the travel survey are to: Understand changing travel behaviors and new, emergent transportation modes (e.g., shared mobility); Integrate travel behavior data with 2020 US Decennial Census Data and; Maximize sample size and response rates to develop statistically significant estimates.

Piedmont Triad Freight Study

PART in partnership with Triad MPOs and NCDOT is conducting the Piedmont Triad Freight Study. The data collected in the study will be used as input to the PTRM and throughout the Triad region to make predictions about future commercial vehicle travel demands; guide transportation investment decisions; and contribute to a better understanding of and influence planning for future commercial vehicle travel needs across the region and state.

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

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

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

Targeted Planning

Complete Streets and Vision Zero

The BGMPO's Complete Streets Initiative and Transportation Safety Plan is intended to create a safe and efficient transportation network that promotes the health and mobility of all residents and visitors by providing safe, high quality multimodal (pedestrian, bicycle, transit and automobile) access throughout the region. The FHWA now considers bicycle and pedestrian facilities Proven Safety Countermeasures (PSCs) effective in reducing roadway fatalities and serious injuries. State transportation agencies are strongly encouraged to consider widespread implementation of PSCs to accelerate the achievement of local and state safety goals.

The Infrastructure Investment and Jobs Act has added a new Metro Planning set-aside for Increasing Safe & Accessible Transportation Options. The Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The 2.5% set aside is provided by a separate allocation of PL funds. In 2022, the BGMPO adopted Complete Streets and Vision Zero policies. The BGMPO will take the necessary steps to increase transit ridership by supporting the development of the Regional Transit Feasibility and Burlington Transit Facility studies to increase public transportation ridership; and develop transportation plans and policies that support transit-oriented development.

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 2023 – 2024

The BGMPO is anticipating two Special Studies contracting opportunities for Disadvantaged Business Enterprises (DBEs) for FY 2023-2024. The contracting disciplines are detailed in the UPWP budget summary. It is the policy of the BGMPO to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to receive and participate in federally assisted contracts. Implementation of the DBE program is in compliance with all other legal obligations incurred by the BGMPO in its financial assistance agreements with the Department of Transportation. Contracting opportunities will be distributed to DBE and non-DBE business communities that perform work for the BGMPO on federally assisted contracts. The dissemination will be accomplished by posting a link on the BGMPO website and through targeted bid solicitations.

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 2024 UPWP Funding Source

FY 2024 UPWP funding levels as well as the descriptions of funding sources is summarized below:

Planning (PL) Section 104(f) – FHWA Planning (PL) Section 104(f) funds for urbanized areas are administered by NCDOT and require a 20% local match. The PL funding apportionment to the state is distributed to MPOs through a population-based formula. The FY24 BGMPO PL fund allocation is below:

PL Section 104(f) Federal Funds (80%)	\$278,900
Safe & Acc Transp. Options – Metro Planning set aside (80%)	\$ 8,600
Local match/City of Burlington (20%)	\$ 51,875
Local match/City of Graham (20%)	\$ 10,000
Local match/Town of Gibsonville (20%)	\$ 10,000
Total FY24 PL Budget	\$359,375

FTA Funds – Section 5303 and 5307 funds can be used by the BGMPO for transit planning purposes and are administered through the Federal Transit Administration (FTA) and the NCDOT Integrated Mobility Division (NC – IMD). Transit providers are eligible to use Section 5307 funds for assistance on a wide range of planning, operations, and capital activities. Funds are available the year appropriated plus five years. For FY23, the BGMPO allocation is \$3,322,583. Section 5307 funds require a 10% - 20% local match and will be suballocated according to the MPO FY24 Section 5307 Split Percentages.

Federal (80%) \$2,658,066
 Local Match (20%) \$664,517
 Total Section 5307 \$3,322,583

Section 5303 funds are grant funds from FTA for assistance to urbanized areas to conduct transit planning. Grant funding is provided from the FTA to the NCDOT- IMD to the MPO. Funds are available for planning activities that (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (B) increase the safety of the transportation system for motorized and nonmotorized users; (C) increase the security of the transportation system for motorized and nonmotorized users; (D) increase the accessibility and mobility of people and for freight; (E) 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; (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (G) promote efficient system management and operation; and (H) emphasize the preservation of the existing transportation system. For FY23, NCDOT-IMD allocated the BGMPO \$60,080 in Section 5303 funds. Section 5303 funds require a 10% local match.

Federal (80%) \$48,064
 State Match (10%) \$6,008
 Local Match (10%) \$6,008
 Total Section 5303 \$60,080

UPWP PL 104 Work Items

II-A-1 Data Management and Planning Support

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

Programmed Amount: \$48,321

13.45% PL Budget

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

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

II-A-2 Travelers and Behavior

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

Programmed Amount: \$22,890

6.37% PL Budget

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

II-A-3 Transportation Modeling

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

Programmed Amount: \$19,863

5.53% PL Budget

II-A-3 (Travel Model Update) The MPO will continue to coordinate with the NCDOT, PART and regional MPO's to develop the regional travel model and assist as needed in assessment of transportation modeling databases and planning tasks to be completed for long range planning updates. The MPO will utilize the updated regional model in cooperation with all model team members and provide staff support and financial resources for model maintenance. Consultants may be contracted to provide additional model support during the year.

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

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

II-B Planning Process

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

Programmed Amount: \$12,341

3.43% PL Budget

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

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

II-B-2 Regional Planning

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

Programmed Amount: \$20,341

5.66% PL Budget

BGMPO Unified Planning Work Program

- 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-2 (Safe & Acc Transp. Options – Metro Planning set aside) – Implement Transportation Safety Plan recommendations to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

Programmed Amount: \$10,750

2.99% PL (Y410) Set-Aside

II-B-3 **Special Studies**

Objective: To examine specific projects involving multimodal issues and linkages with land use, as well as factors that affect future growth patterns, economic development, community design, and impacts on the transportation systems (special area plans, traffic impact studies, corridor studies, CTPs, etc).

The MPO will conduct and assist member jurisdictions conducting transportation planning studies on an as-needed basis pending TAC approval.

Programmed Amount: \$50,000

13.91% PL Budget

III-A **Planning Work Program**

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

Programmed Amount: \$15,945

4.44% PL Budget

- III-A-1 (Planning Work Program and Performance Measures) 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: \$50,259

13.99% PL Budget

- III-B-1 (Prioritization/Transportation Improvement Program) Continue to refine the previous year TIP based on NCDOT program changes, satisfying federal and state requirements. Prepare and process changes or amendments necessary. Staff will participate as necessary in workshops, training, and meetings regarding the NCDOT prioritization process (Ongoing throughout fiscal year). Coordinate

with SPOT Office and member jurisdictions with development of draft STIP and TIP. Monitor TIP and MTP and present updates based upon STIP updates and amendments.

III-C Regulatory Compliance/Other Regulations

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

Programmed Amount: \$15,945

4.44% PL 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: \$7,000

1.95% PL 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: \$85,720

23.85% PL 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)

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 and in-person webinars, meetings, conferences and training in addition to those that are reasonable and necessary for the normal course of business and/or to maintain continuing education requirements:

- NCAMPO (conference and all other meetings/events)
- AMPO (conference and meetings/events (as needed))
- 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/GIS/law/ethics)
- APA-NC (conference and other meetings/events related to transportation/land use/GIS/law/ethics)
- Alamance Community College (continuing education/professional certification classes)
- USDOT (conference and all other meetings/events)
- NC Traffic Safety/Vision Zero (conference and all other meetings/events)
- SMART GROWTH AMERICA (Virtual conferencing)
- NCSU – ITRE (training and all other meetings/events)
- NC BIKE/WALK SUMMIT (conference)
- ESRI and NCGIS (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.)

FTA TASK NARRATIVE TABLE

1- MPO	Burlington - Graham MPO
2- FTA Code	44.23.01
3- Task Code	II-B-3
4- Title	Special Studies
5- Task Objective	The BGMPO proposes to develop a regional transit feasibility study to assess existing transit conditions and recommend systemwide improvements and sustainable funding options. The study will include an identification of cost-effective service enhancements, evaluation of safety performance measures and target-setting and development of funding suballocation recommendations. The plan will also help distinguish service areas to reduce service duplication and determine operators of future service expansions. A consultant will be retained to develop the feasibility study. The project scheduled has slipped from the proposed project schedule of July 2022 - March 2023. The Request for Letters of Interest (RFLOI) was released November 4, 2022 and due to low response readvertised January 4, 2023. Three consultants responded - AECOM, SRF and Nelson/Nygaard. Consultant interviews were held, February 23, 2023. The new project schedule is April - December 2023. In addition, the BGMPO will continue review of data ridership reports and conduct route performance analyses on an on-going basis to develop performance measures and standards for improved monitoring of regional service delivery and ridership goals. Staff will develop geospatial data (bus-stops, park and ride lots and routes) will be maintained. MPO facilitation of the Transit Subcommittee meetings to coordinate with, discuss and manage regional transit data.
6- Tangible Product Expected	Regional Transit Feasibility Study, updated route service delivery maps, performance measures and targets
7- Expected Completion Date of Products	Regional Transit Feasibility Study December 2023 Transit Safety Plans Review and establishment of Performance Measures Annually Maintenance and update of route system data and mapping Ongoing Transit Subcommittee Meetings As needed
8- Previous Work	Regional Transit Subcommittee Meetings, Development of RFLOI, Solicited Consultants, Due to Only One Response, Readvertised Project, Selected Project Consultant - Nelson/Nygaard, Expected Project Start Date April 2023.
9- Prior FTA FY22 Funds	\$100,000
10- Relationship	Burlington - Graham MPO Transit Service Operators, DCHC MPO, Triangle J MPO, Greensboro MPO
11- Agency	Burlington - Graham MPO
14 - Section 5303 Transit - Local 10%	\$10,000.00
15 - Section 5303 Transit - State 10%	\$10,000.00
16 - Section 5303 Transit - FTA 80%	\$80,000.00
Programmed Funds Section 5303 94.4% of Section 5303 Budget	
1- MPO	Burlington - Graham MPO
2- FTA Code	44.21.00
3- Task Code	III-E
4- Title	Program Support Administration
5- Task Objective	This task involves Section 5303 grant application and invoice reimbursement; hosting and preparation of regularly scheduled coordination meetings between MPO and transit agency staff; updating and maintenance of MPO and transit agency agreements; document current federal and state requirements for planning coordination between MPOs and transit agencies; Transit agency involvement in the MPO planning process; working collaboratively with transit agencies on various occasions, such as evaluating transit quality of service. Land use and demographic data analyses will be undertaken to describe current transit service areas. Transportation Improvement Program (TIP) and TIP transit amendments; coordination with Triad and Triangle transit agencies on prioritization projects and statewide and regional plans and programs and implementation of BGMPO Transportation Safety Plan by conducting transit safety audits. Demographic analyses (Remix, etc.) will be used to analyze, evaluate, and forecast service delivery. The data can be employed in scenario building and alternatives analysis, together with ridership data to augment the travel demand forecasting model.
6- Tangible Product Expected	Section 5303 grant, meeting facilitation, powerpoint presentations, GIS maps
7- Expected Completion Date of Products	Management Ops, Program Suppt Admin Ongoing
8- Previous Work	Operations and management issues are performed on a continual basis.
9- Prior FTA FY23 Funds	\$5,881
10- Relationship	Burlington - Graham MPO, transit agencies, NCDOT - PTD and IMD
11- Agency	Burlington - Graham MPO
14 - Section 5303 - Local 10%	\$6,008
15 - Section 5303 - State 10%	\$6,008

FTA TASK NARRATIVE TABLE

16 - Section 5303 - FTA 80%	\$48,064	
Programmed Funds Section 5303 100% of Section 5303 Budget		
PWP FY 2024 FTA Section 5303/5307 Grant Application FTA TASK NARRATIVE TABLE BGMPO January 2023 I- MPO		
I- MPO	Burlington - Graham MPO	
2- FTA Code	44.21.00	
3- Task Code	III-3	
4- Title	Program Support Administration	
5- Task Objective	Link Transit has funding to conduct the necessary management and operation activities to increase overall ridership and evaluate transit service effectiveness. The Link Transit Manager would perform these functions and report activities to the Link Public Transit Advisory Committee, the BGMPO, and the City of Burlington Director of Transportation. Some of the tools used would include the use of Remix Planning Software to perform effective transit service planning and Title VI analysis. An updated Title VI Program for Link Transit would need to be prepared this year.	
6- Tangible Product Expected	Transit Marketing Activities, Transit Service Planning Activities	
7- Expected Completion Date of Products	Transit Marketing Activities – June 30, 2024 Transit Service Planning Activities – June 30, 2024	
8- Previous Work	Transit management and planning of Link Transit services since 2016	
9- Prior FTA Funds		\$0.00
10- Relationship	Burlington - Graham MPO	
11- Agency	City of Burlington/Link Transit	
12 - Section 5307 Transit - Local 20%		\$20,000
13 - Section 5307 Transit - FTA 80%		\$80,000
100% of Section 5307 Budget		
Programmed Funds Section 5307		
PWP FY 2023 FTA Section 5303/5307 Grant Application FTA TASK NARRATIVE TABLE BGMPO January 2023 I- MPO		
I- MPO	Burlington - Graham MPO	
2- FTA Code	44.23.02	
3- Task Code	III-B-3	
4- Title	Special Studies	
5- Task Objective	Link Transit has funding to perform a transit facilities study to evaluate the long-term siting of a transit center in the City of Burlington. The study will also evaluate the need for a long-term transit maintenance facility to house a fleet of transit buses and perform the necessary transit maintenance. Link transit also has funding to perform a transit development plan to review the performance of Link transit and offer recommendations for service delivery, fiscal sustainability and long-term operations and administration. This plan would work in conjunction with the Regional Transit Feasibility Study.	
6- Tangible Product Expected	Transit Facilities Study and Transit Development Plan	
7-Expected Completion Date of Products	Transit Facilities Study - June 30, 2024	
8- Previous Work	Transit Development Plan for Burlington - Graham MPO	
9- Prior FTA Funds		\$0.00
10- Relationship	Burlington - Graham MPO Transit Service Operators in the Burlington - Graham MPO ara	
11- Agency	City of Burlington/Link Transit	
12 - Section 5307 Transit - Local 20%		\$50,000
13 - Section 5307 Transit - FTA 80%		\$200,000
100% of Section 5307 Budget		
Programmed Funds Section 5307		

Burlington - Graham MPO

**FY2023-2024 Planning Work Program
Transit Task Narrative**

1- MPO		FY2023-2024 Planning Work Program					
2- FTA Code	44.23.01	44.23.02	44.25.00	44.26.13	44.21.00	44.21.00	
3- Task Code	II.B.3	II.B.3	III-B	III-D	III.E	III.E	Total
4- Title of Planning Task	Special Studies	Special Studies	Transportation Improvement Program	Statewide & Extra-Regional Planning	Management Operations / Program Support Admin.	Management Operations/Program Support Admin.	
5- Task Objective	The BGMPO proposes to develop a regional transit feasibility study to assess existing transit conditions and recommend systemwide improvements and sustainable funding options. The study will include an identification of cost-effective service enhancements, evaluation of safety performance measures and target-setting and development of funding suballocation recommendations. The plan will also help distinguish service areas to reduce service duplication and determine operators of future service expansions. A consultant will be retained to develop the feasibility study. The project scheduled has slipped from the proposed project schedule of July 2022 - March 2023. The Request for Letters of Interest (RFLOI) was released November 4, 2022 and due to low response readvertised January 4, 2023. Three consultants responded - AECOM, SRF and Nelson/Nygaard. Consultant interviews were held, February 23, 2023. The new project schedule is April - December 2023. In addition, the BGMPO will continue review of data ridership reports and conduct route performance analyses on an ongoing basis to develop performance measures and standards for improved monitoring of regional service delivery and ridership goals. Staff will develop geospatial data (bus-stops, park and ride lots and routes) will be maintained. MPO facilitation of the Transit Subcommittee meetings to coordinate with, discuss and manage regional transit data.	Link Transit has funding to perform a transit facilities study to evaluate the long-term siting of a transit center in the City of Burlington. The study will also evaluate the need for a long-term transit maintenance facility to house a fleet of transit buses and perform the necessary transit maintenance. Link transit also has funding to perform a transit development plan to review the performance of Link transit and offer recommendations for service delivery, fiscal sustainability and long-term operations and administration. This plan would work in conjunction with the Regional Transit Feasibility Study.	Transportation Improvement Program (TIP) and TIP transit amendments; coordination with Triad and Triangle transit agencies on prioritization projects and statewide and regional plans and programs and implementation of BGMPO Transportation Safety Plan by conducting transit safety audits. Demographic analyses (Remix, etc.) will be used to analyze, evaluate, and forecast service delivery. The data can be employed in scenario building and alternatives analysis, together with ridership data to augment the travel demand forecasting model.	MPO staff participation in statewide transit planning programs including development of short-range and long-range plans, statewide all-hands updates and webinars to include collaboration with regional stakeholders regarding flexing CMAQ and use of Carbon Reduction Program funds.	Link Transit has funding to conduct the necessary management and operation activities to increase overall ridership and evaluate transit service effectiveness. The Link Transit Manager would perform these functions and report activities to the Link Public Transit Advisory Committee, the BGMPO, and the City of Burlington Director of Transportation. Some of the tools used would include the use of Remix Planning Software to perform effective transit service planning and Title VI analysis. An updated Title VI Program for Link Transit would need to be prepared this year.	This task involves Section 5303 grant application and invoice reimbursement; hosting and preparation of regularly scheduled coordination meetings between MPO and transit agency staff; updating and maintenance of MPO and transit agency agreements; document current federal and state requirements for planning coordination between MPOs and transit agencies; Transit agency involvement in the MPO planning process; working collaboratively with transit agencies on various occasions, such as evaluating transit quality of service. Land use and demographic data analyses will be undertaken to describe current transit service areas.	
6- Tangible Product Expected	Regional Transit Feasibility Study	Transit Facilities Study and Transit Development Plan	Transportation Improvement Program (TIP) and TIP amendments	Carbon Reduction Projects and Programs	Transit Marketing Activities, Transit Service Planning Activities	Section 5303 grant, meeting facilitation, powerpoint presentations, GIS maps	
7- Expected Completion Date of Product(s)	Dec-23	Transit Facilities Study - June 30, 2024 Transit Development Plan - June 30, 2024	2024-2033 TIP, September 2024	June 2024	Transit Marketing Activities - June 30, 2024 Transit Service Planning Activities - June 30, 2024	Management Operations, Program Support, Administration	
8- Previous Work	Regional Transit Subcommittee meetings, development of RFLOI, solicited proposals, developed evaluation forms, selected consultant,	Transit Development Plan for BGMPO	2029-2033 TIP	Participation in statewide and regional planning and project coordination	Transit management and planning of Line Transit services since 2016	Operations and management issues are performed on a continual basis	
9- Prior FTA Funds	\$0.00	\$0	\$0	\$0	\$0	\$5,881	

10-	Relationship	BGMPO, regional transit agencies, regional stakeholders	BGMPO Transit Service Operators in the BGMPO area	BGMPO, regional transit agencies, NCDOT - TPD, NCDOT - IMD, regional stakeholders	BGMPO, regional transit agencies, NCDOT - TPD, NCDOT - IMD, regional stakeholders	Burlington - Graham MPO/Link Transit	BGMPO, regional transit agencies, NCDOT PTD and IMD, regional stakeholders	
11-	Section 5303 Local 10%	\$10,000	\$0	\$1,000	\$1,008	\$0	\$4,000	\$16,008
13-	Section 5303 NCDOT 10%	\$10,000	\$0	\$1,000	\$1,008	\$0	\$4,000	\$16,008
14-	Section 5303 FTA 80%	\$80,000	\$0	\$8,000	\$8,064	\$0	\$32,000	\$128,064
15	Subtotal	\$100,000	\$0	\$10,000	\$10,080	\$0	\$40,000	\$160,080
16	Section 5307 Local 20%	\$0	\$50,000	\$0	\$0	\$20,000	\$0	\$70,000
17	Section 5307 FTA 80%	\$0	\$200,000	\$0	\$0	\$80,000	\$0	\$280,000
	Subtotal	\$0	\$250,000	\$0	\$0	\$100,000	\$0	\$350,000
	Grand Total	\$100,000	\$250,000	\$10,000	\$10,080	\$100,000	\$40,000	\$510,080

Name of MPO: Burlington - Graham Metropolitan Planning Organization

Person Completing Form: Wannetta Mallette

Telephone Number: (336) 513-5418

wmallette@burlingtonnc.gov

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

**Burlington - Graham Urban Area Metropolitan Planning Organization
UNIFIED PLANNING WORK PROGRAM (UPWP) - FY24**

July 1, 2023 to June 30, 2024

Introduction

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

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

Funding Summary FY 2023-2024 (Total funds programmed in PWP)

Federal		\$287,500
Local Contribution		\$71,875
State Contribution		\$0
Total		\$359,375

Program Summary for MPO Planning and Administration (PL Funds)

Task Code	Task Code Group	Amount	%
II-A	Data and Planning Support	\$83,074	23.1%
II-B	Planning Process	\$135,432	37.7%
III-A	Planning Work Program	\$13,945	3.9%
III-B	Transportation Improvement Plan	\$45,259	12.6%
III-C	Civil Right Comp./ Other Reg. Requirements	\$13,945	3.9%
III-D	Statewide and Extra-Regional Planning	\$7,000	1.9%
III-E	Management Ops, Program Support Administration	\$60,720	16.9%
TOTAL PL Funds		\$359,375	100.0%

Burlington - Graham Urban Area 2023-2024 PWP Narrative

UPWP Overview

Burlington - Graham Urban Area Metropolitan Planning Organization UNIFIED PLANNING WORK PROGRAM (PWP) for FY24

July 1, 2023 to June 30, 2024

Introduction

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

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

This UPWP for the Burlington - Graham Urban Area Metropolitan Planning Organization (MPO) documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2023-2024 (from July 1, 2023 through June 30, 2024). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C") approach for transportation planning for the metropolitan area, both short and long-range, with proper coordination among:

- Local and regional MPO member governments and agencies
- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA), and
- Federal Transit Administration (FTA)

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2023-2024

Federal Requirements

The FAST ACT in concert with the Clean Air Act as Amended, envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

A metropolitan planning organization is required to develop a long-range plan and a short-range transportation improvement program that provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the planning area and as an integral part of the intermodal transportation system for North Carolina. The federally-required major components that feed into the development of the long range plan and short range program are listed below.

Metropolitan Planning Factors & Federal Requirements

The Moving Ahead for Progress in the 21st Century (MAP-21), federal transportation legislation passed by U.S. Congress and signed by the President in 2012, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

- Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increases the safety of the transportation system for motorized and non-motorized users
- Increases the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and for freight
- Protects and enhances the environment, promotes energy conservation, and improves quality of life, and promotes consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promotes efficient system management and operation
- Emphasizes the preservation of the existing transportation system

These factors are addressed through various work program tasks selected for fiscal year 2023-2024

Public Participation and Title VI

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the Metropolitan Transportation Plan, the short-term Transportation Improvement Program, and the annual Unified Planning Work Program. Effective public involvement will result in opportunities for the public to participate in the planning process.

The Burlington - Graham Urban Area MPO's Public Involvement Plan (PIP) requires that the draft Planning Work Program (PWP) is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public and public comments can be provided. The TCC then endorses a draft PWP and forwards the document to the TAC. The draft PWP is then reviewed by the TAC and, if in agreement, a motion for adoption is considered. TAC for approval. Upon TAC approval, the PWP is then forwarded on to the State and FHWA/FTA.

All MPO plans and programs comply with the public involvement provisions of Title VI: "No person in the United States shall, on the grounds of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities under any program or activity receiving federal financial assistance." The MPO has an adopted Title VI plan that provides further analysis.

Metropolitan Transportation Plan

The Burlington - Graham Urban Area MPO is responsible for developing the Metropolitan Transportation Plan (MTP) for a minimum 20-year time horizon and a Transportation Improvement Program (TIP) for a 7 year time horizon in cooperation with the State and with local transit operators. The MTP and TIP are produced through a planning process which involves the region's local governments, the North Carolina Department of Transportation (NCDOT), local jurisdictions and residents of the region. Additionally, representatives from the local offices of the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and the U.S. Environmental Protection Agency (US EPA) provide guidance and participate in the planning process.

The Metropolitan Transportation Plan (MTP) includes the following:

- Identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities
- A financial plan that demonstrates how the adopted transportation plan can be implemented
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.

Transportation Improvement Program (TIP)

The Metropolitan Transportation Improvement Program (TIP) must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period
- A financial plan that demonstrates how the TIP can be implemented
- Descriptions of each project in the TIP

Air Quality Conformity Process

Currently, the Burlington - Graham MPO area is considered in attainment of the National Ambient Air Quality Standards. Should the Burlington - Graham Urban Area Metropolitan Planning Organization (BGMPO) become designated as non-attainment for air quality, and become required to make conformity determination on its Transportation Plan, the following shall apply: the North Carolina Department of Transportation (NCDOT) would assist the MPO in making a conformity determination by performing a systems level conformity analysis on the highway portion of the fiscally constrained long range transportation plan (LRTP). The Metropolitan Transportation Improvement Program is a subset of the Transportation Plan and is therefore covered by the conformity analysis.

II-A Data and Planning Support

This section covers data and processes used to support transportation planning related to transportation infrastructure.

II-A-1 Networks and Support Systems

- **Traffic Volume Counts**
 - **Vehicle Miles of Travel (VMT)**
 - **Street System Changes**
 - **Traffic Crashes**
 - **Transit System Data**
 - **Air Travel**
 - **Central Area Parking Inventory**
 - **Bike/Ped Facilities Inventory**
 - **Collection of Network Data**
 - **Capacity Deficiency Analysis**
 - **Mapping**
- The Burlington - Graham Urban Area MPO will create and maintain spatial data, metadata, and data catalog created from Python script (inclusive of member governments municipal boundaries, zoning, facilities, physical and environmental features, orthophotography, etc.) for the MPO planning area and immediately adjacent areas.
 - AADT mapping and analysis in support of planning needs. Update the GIS Street Database as needed.
 - Perform both tube and turning movement counts using in-house and contracted resources throughout the urban area for ongoing transportation planning purposes. Purchase of transportation data-collection equipment, including those devices using radar, magnetic detection, motion sensor technology, and/or greenway/pedestrian/bicycle counters.
 - Conduct parking inventory, establish count areas, Prepare field procedures / personnel as necessary. On and off street parking data collection may include parking policies, ownership and rates.

- Review VMT data provided by NCDOT as needed. Receive countywide estimates and review as needed.
- Update local street centerline GIS data. MPO geographical area will be updated as needed, with metadata verified or created.
- Update GIS data for fixed routes, deviated fixed routes, service areas, and ridership for transit providers in the region.
- Maintain the project inventory geospatial and tabular data related to transit, bike, pedestrian, and other travel modes' changes in CTP projects, Priority Needs List projects, LRTP, and STIP/MTIP projects.
- Maintain a GIS inventory of existing data from local, state, and federal partners related to bicycle and pedestrian transportation facilities. Obtain updated sidewalk, bike facility, and greenways data from local partners. Continue collection of missing attributes or data for those data sets in need of updating or creation.

II-A-2 Travelers and Behaviour

• Dwelling Unit, Population and Employment Changes

- **Collection of Base Year Data**
- **Travel Surveys**
- **Vehicle Occupancy Rates (Counts)**
- **Travel Time Studies**
- Updates of baseline data or census information that may be used in various transportation plans or planning activities. Identify and evaluate changes in population and development throughout the MPO. Obtain, identify, and analysis of Census data, local parcel, zoning, and tax data records.
- Collection of the following variables, by traffic zone: 1) population, 2) housing units, and 3) employment. Update GIS database used to maintain housing and land use information.
- Updates to the 2010 Census baseline population and dwelling unit data with pertinent American Community Survey variables as they become available. Including those related to Title VI issues and include data formerly in the Census Summary File 3 taken from the long form sample in 2000.
- Assist NCDOT TPD and Piedmont Authority for Regional Transportation (PART) as needed with follow up or clarifications about travel behavior related to the survey.
- Vehicle occupancy rate and travel time studies, as needed.
- Conduct surveys to attain information such as origins and destinations, travel behavior, transit ridership, workplace commuting, etc Purchase of wireless signaling/digital mobility data from consultants who can collect mobile device signals and develop meaningful location data, travel patterns, and transportation trends.

II-A-3 Transportation Modeling

• Travel Model Update

- **Forecast of Data to Horizon Year**
- **Forecast of Future Travel Patterns**
- **Financial Planning**
- Assist PART with model updates as needed. Update socioeconomic, roadway, and travel data. review the model for any network and coding inconsistencies. Database update and/or any other travel demand modeling work associated with keeping the model up-to-date. Some of this work to be performed by PART along with use of consultant effort. A consultant may purchase mobile device signal data to develop origin and destination data, along with identifying other travel patterns.
- Assist with model updates and scenario runs by coordinating and supplying data about the network as needed. Test alternative roadway network scenarios.
- Review major land use changes and modify the travel demand model's TAZ files accordingly.
- Assist PART and the model team as needed with follow up or clarifications about SE Data forecasts or travel patterns. Drafting of any required documentation.
- Maintain fiscal model and interactive mapping of the 2045 MTP. Develop project cost estimates and identify funding sources available throughout the forecast years for the LRTP. Identify new and alternative funding sources.
- Update ongoing research about funding sources and refinement of long-range financial plan as needed.
- Create project-level cost estimates where SPOT, TIP, or other NCDOT-sanctioned estimates are not available.

Tasks within this category are related to the development of the MPO Long Range Transportation Plan and Comprehensive Transportation Plan. Federal regulations require each MPO to have a fiscally-constrained long range transportation plan looking out at least 20 years. The plan must be updated every five years. The MPO also participates in the development of Comprehensive Transportation Plan (CTP) for the region. The plan is developed jointly with NCDOT and reflects the vision and long term needs of the transportation system. In addition, the MPO is responsible for a number of ongoing long-range planning activities such as corridor studies, congestion management monitoring and air quality planning.

II-B Planning Process

II-B-1 Targeted Planning

- **Air Quality Planning/Conformity Analysis**
 - **Alternative Fuels/Vehicles**
 - **Hazard Mitigation and Disaster Planning**
 - **Congestion Management Strategies**
 - **Freight Movement/Mobility Planning**
-
- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions and transportation system management strategies. Provide documentation of the process to be used in updating the MTP. Tasks also include planning strategies associated with Transportation Demand Management, Access Control and Management, Traffic Operations Improvements, Incident Management and Growth Management.
 - Coordinate with private freight carriers in the region to identify major shipping lanes in and out of the region and potential projects where NCDOT/BGMPO can facilitate cooperation; incorporate applicable projects into the MTP and prepare update of the freight element of the MTP. Identify freight movement deficiencies, priorities, and proposed improvement solutions and strategies.
 - Participate in MAP-21 related training and workshops.
 - Research/investigate/analyze/report on alternative fuel vehicles, advanced transportation technologies, infrastructure, fueling/recharging stations, related equipment, and alt fuels technology, including public transit and transportation corridors.
 - Assist with conformity determination analysis, interagency consultation process, and coordination with State and Federal agencies in developing and maintaining mobile source emission inventories. Attending air quality-related trainings/briefings/coordination meetings.

II-B-2 Regional Planning

- **Community Goals and Objectives**
 - **Highway Element of the CTP/MTP**
 - **Transit Element of the CTP/MTP**
 - **Bicycle and Pedestrian Element of CTP/MTP**
 - **Airport/Air Travel Element of CTP/MTP**
 - **Collector Street Element of CTP/MTP**
 - **Rail, Waterway, or other Mode of the CTP/MTP**
-
- Assist PART and Division 7 as needed with follow up or clarifications about travel patterns.
 - Establish regional goals, objectives, and policies.
 - Work with stakeholders, NCDOT, etc to develop system plans, MTP/CTP updates.
 - Work with NCDOT PTD to update 5-year capital plans (as needed) for MPO transit providers in the region and assist providers with any changes in federal or state funding programs.
 - Coordinate Bike/Ped projects. MPO staff will also provide coordination with "Safe Route to Schools" programs. Coordinate with Bicycle and Pedestrian Commissions, sub-committees and other community organizations interested in non-motorized travel, develop agendas and presentations, respond to commission and community requests, research best practices for related policies, and perform related work. Coordinate updates and/or implementation of the bicycle/pedestrian/greenway master plan.
 - Coordinate with the Burlington - Alamance Airport and Federal Aviation Administration on future airport needs and travel patterns; incorporate connections for passenger and freight needs coming to/leaving the airport into the MTP update.
 - Mapping in support of TIP, Merger, MTP, Prioritization, and Complete Streets Subcommittee including project packet maps detailing existing and future land use, zoning, EJ demographics, planning context, and natural environment.
 - Coordinate with private rail companies and ports in the region and potential projects where NCDOT/BGMPO can facilitate cooperation.

II-B-3 Special Studies

The BGMPO annually designates a portion of planning funding for Special Studies. Special Studies include staff time for project management activities to ensure consistency with FHWA, FTA and NCDOT procurement requirements and intergovernmental project coordination. The MPO anticipates soliciting consultants to assist MPO staff and member jurisdictions with project implementation on an as-needed basis (on-going throughout the fiscal year). BGMPO staff will assist subgrantee members with reporting requirements and maintaining budgets for Special Studies projects funded through this UPWP category. Projects may be developed and/or amended as the year progresses. The MPO generally funds two Special Studies each fiscal year as a result of its annual Call for Projects. At least one new Special Study and two carry-over Special Studies are anticipated in FY 2023 - 2024.

The City of Graham proposes to develop the Hawfields Area Comprehensive Planning Study in response to rapid development and related impacts within its industrial corridor and related impacts. Most of the impacts are attributable to increased traffic.

This category relates to the preparation and monitoring of the MPO Unified Planning Work Program, and preparation of quarterly reports, the annual report, and requests for reimbursement. MAP-21 mandated performance measure reporting requirements are also a part of this work task-group.

III-A-1 Planning Work Program

- The Burlington - Graham Urban Area MPO will develop a Planning Work Program (PWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board; Present the PWP for approval to the Transportation Advisory Committee and submit to the NCDOT Transportation Planning Branch.
- Actively manage the progress of consultants engaged in completing UPWP tasks.
- Develop the FY 5-year Planning Work Program Calendar.

III-A-2 Metrics and Performance Management

- Update the UPWP, MTP, etc to address MAP-21 Performance Measure tracking and reporting.
- Prepare quarterly reports, the annual report, and requests for reimbursement.
- Work on establishing/developing/refinement/updating of performance measures/targets.
- Update plans (CTP/MTP/TIP), as required, to meet MAP-21 performance measure requirements.

III-B Transportation Improvement Program

This category relates directly to the identification and prioritization of transportation improvement projects within the MPO area on an on-going basis, coordination of the MTIP with the STIP and SPOT processes, the development of the MTIP, and processing of MTIP amendments.

III-B-1 Prioritization

- Maintenance of a prioritized needs list (the SPOT list) of potential STIP projects across modes. Develop purpose and needs statements, as appropriate/needed.
- Work to update and improve local prioritization process for SPOT projects.
- Data, Maps and Resolutions for STIP Project Recommendations as needed.
- Attendance of any STIP- or SPOT-related meetings.
- Gathering and entry of data required for SPOT ranking of projects.
- Evaluate transportation projects. Review scoring methodology and score transportation projects, as requested by NCDOT.

- Attend SPOT-related workgroup/policy-development/planning workgroups or related meetings at a local, regional, or Statewide level.
- Meet/work with local government entities to assist with prioritization or project development/refinement.

III-B-2 Metropolitan TIP

- Work cooperatively with NCDOT and other partner agencies to review, comment, adopt and amend TIP and MTP cooperatively with NCDOT and other partner agencies.
- Review and refine schedules and descriptions for TIP projects in the Draft TIP.
- Coordinate meaningful public involvement in the TIP process and in review of the TIP.
- Review design issues for TIP Projects and provide comments to appropriate agencies.
- Participate in the environmental study process for TIP projects and provide an MPO representative on NEPA/404 Merger Teams.
- Monitor the public involvement process for TIP projects and ensure adequate community input.
- Continue participation in project-specific workgroup meetings, as needed.
- Continue to facilitate dialogue between NCDOT and MPO-member communities.
- Continue to participate on scoping meetings, public input, and merger meetings
- Work associated with development or amendments to the TIP.

III-C. Civil Rights Compliance (Title VI) and Other Regulatory Requirements

Tasks within this category relate to the goal of integrating public involvement and context sensitivity into every aspect of the MPO transportation planning process.

III-C-1 Title VI Compliance

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21.
- Development and updates to Title VI and Limited English Proficiency Plans, and related tasks needed for compliance with associated Federal regulations.

III-C-2 Environmental Justice

- On a continuing basis, update maps used for transit planning with ACS data from the US Census, as available, to include Low-Mod Income, English as second language, elderly, young, and no-car populations.
- Program and/or specific project-related work regarding compliance with environmental justice goals and regulations.
- Development and updates to Title VI and Limited English Proficiency Plans, and related tasks needed for compliance with associated Federal regulations.

III-C-3 Minority Business Enterprise Planning

- Activities to encourage the participation of minority-owned business enterprises in contractual and supply opportunities on an ongoing basis.

III-C-4 Planning for the Elderly

- Provide efforts focusing on complying with the key provisions of the ADA. Plan transportation facilities and services that can be utilized by persons with limited mobility.
- Coordinate with community stakeholders to identify relevant aging issues.

III-C-5 Safety and Drug Control Planning

- Performing safety audits, developing safety/security improvements, and developing policies and planning for safety, security, and emergency preparedness issues.

III-C-6 Public Involvement

- Develop outreach efforts for effectively communicating with the community about transportation planning and projects including all MTP/CTP/TIP-related outreach.
- Update website, social media, and outreach materials to make them more useful, including translation of documents and materials as needed.
- Place advertisements in media outlets as required by Public Involvement Plan.
- Respond to interview and data requests from the media & public.
- Ensure compliance with North Carolina general statutes regarding open meetings and public records.
- Expand ability to provide data to member governments and the public.
- Update the Public Involvement Plan, as needed.

III-C-7 Private Sector Participation

- Activities to encourage private sector participation in planning and project activities.

III-D Statewide and Extra-Regional Planning

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.
- Coordinate with neighboring MPOs and RPOs, transit-providers, and other agencies.
- Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.
- Participate in working groups, subcommittees, or task forces associated with NCDOT or other government agencies or statewide or regional professional associations such as the North Carolina Geographic Information Coordinating Council (NCGICC), NCSITE, NCURISA, NCAPA, et cetera.
- Attend regional, statewide, national, and/or other planning initiatives, meetings, or conferences.

III-E. Management and Operations

This category relates to the on-going administrative responsibilities related to the MPO, including support of both the Transportation Coordinating Committee and the Transportation Advisory Committee.

III-E Management Operations and Program Support Administration

- Provide direct support to the MPO Governing Board and Technical Coordinating Committee (TCC), including agenda preparation and circulation, preparation of minutes, and scheduling, notification, venue setup and breakdown, and facilitation of meetings.
- Procure supplies related to transportation planning activities.
- Support staff training and development.
- Cover direct costs associated with MPO administration.
- Maintain adequate files and records for the MPO.
- Tracking the status of transportation projects, status reports to the TCC, TAC, and interested persons.
- Staying up to date with transportation issues (regional, statewide, air quality, census, environmental justice, "smart growth", etc.). Finding, researching, and disseminating relevant transportation information for local officials, public, and MPO members.
- Staying up to date on transportation-related bills and regulations.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- Consistent public/media information. Examples include press releases, web page updates etc.
- Innovative and successful public involvement (two-way communication).
- Grant writing.
- Preparing press releases, web page updates, etc.
- Presentations at local association meetings, regular briefings of legislators and local officials.

This task provides for the MPO to perform necessary activities in order to continue a cooperative, comprehensive, and continuing transportation planning process for the urbanized area. Funds will allow for performance of required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

FTA Code	PL Task Code	Task Description	MPO Planning and Admin - PL104				Transit - Section 5303				Transit - Section 5307				Subtotal			Total Funding
			Local (20%)	FHWA (80%)	TOTAL 100%	Local (10%)	State (10%)	FTA (80%)	Total	Local (20%)	State (0%)	FTA (80%)	Total	Local	State	Federal		
	II-A	Data and Planning Support	\$18,215	\$72,859	\$91,074	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,215	\$ -	\$ 72,859	\$ 91,074	
	II-A-1	Networks and Support Systems	\$9,664	\$38,657	\$48,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	II-A-2	Travelers and Behavior	\$4,578	\$18,312	\$22,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	II-A-3	Transportation Modeling	\$3,973	\$15,890	\$19,863	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	II-B	Planning Process	\$18,686	\$74,746	\$93,432					\$ -	\$ -	\$ -	\$ -	\$ 18,686	\$ -	\$ 74,746	\$ 93,432	
	II-B-1	Targeted Planning	\$2,468	\$9,873	\$12,341	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	II-B-2	Regional Planning (CTP, MTP, etc)	\$4,068	\$16,273	\$20,341	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
		Safe & Acc Transp. Options	\$2,150	\$8,600	\$10,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
44.23.01	(Y410)	Transit Feasibility Study	\$1,075	\$4,300	\$5,375					\$ -	\$ -	\$ -	\$ -					
44.23.02	(Y410)	Transit Facilities Study	\$1,075	\$4,300	\$5,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	II-B-3	<i>Special Studies</i>				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
		<i>City of Graham Hawfields Area Study</i>	\$10,000	\$40,000	\$50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
44.21.00	III-A	Planning Work Program	\$3,189	\$12,756	\$15,945	\$ 1,500	\$ 1,500	\$ 12,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ 4,689	\$ 1,500	\$ 24,756	\$ 30,945	
	III-A-1	Planning Work Program	\$2,000	\$8,000	\$10,000	\$ 1,500	\$ 1,500	\$ 12,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -					
	III-A-2	Metrics and Performance Measures	\$1,189	\$4,756	\$5,945	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-B	Transp. Improvement Plan	\$10,052	\$40,207	\$50,259	\$ 1,000	\$ 1,000	\$ 8,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 11,052	\$ 1,000	\$ 48,207	\$ 60,259	
44.25.00	III-B-1	Prioritization	\$5,000	\$20,000	\$25,000	\$ 500	\$ 500	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -					
44.25.00	III-B-2	Metropolitan TIP	\$3,052	\$12,207	\$15,259	\$ 500	\$ 500	\$ 4,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -					
	III-B-3	Merger/Project Development	\$2,000	\$8,000	\$10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$3,189	\$12,756	\$15,945	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,189	\$ -	\$ 12,756	\$ 15,945	
	III-C-1	Title VI Compliance	\$1,000	\$4,000	\$5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-C-2	Environmental Justice	\$200	\$800	\$1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-C-3	Minority Business Enterprise Planning	\$200	\$800	\$1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-C-4	Planning for the Elderly	\$100	\$400	\$500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-C-5	Safety/Drug Control Planning	\$100	\$400	\$500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-C-6	Public Involvement	\$1,389	\$5,556	\$6,945	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
	III-C-7	Private Sector Participation	\$200	\$800	\$1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
44.26.13	III-D	Statewide & Extra-Regional Planning	\$1,400	\$5,600	\$7,000	\$ 1,008	\$ 1,008	\$ 8,064	\$ 10,080	\$ -	\$ -	\$ -	\$ -	\$ 2,408	\$ 1,008	\$ 13,664	\$ 17,080	
44.21.00	III-E	Management Ops, Program Suppt Admin	\$17,144	\$68,576	\$85,720	\$2,500	\$2,500	\$20,000	\$25,000	\$0	\$0	\$0	\$0	\$ 19,644	\$ 2,500	\$ 88,576	\$ 110,720	
		TOTALS	\$71,875	\$287,500	\$359,375	\$ 6,008	\$ 6,008	\$ 48,064	\$60,080	\$0	\$0	\$0	\$0	\$ 77,883	\$ 6,008	\$ 335,564	\$ 419,455	
	II-B-3	Special Studies																
		Funded FY23 Special Studies continuing in FY24 using remaining FY23 funds																
44.23.01		BGMPO Transit Feasibility Study				\$ 10,000	\$ 10,000	\$ 80,000	\$ 100,000									
44.23.02		Burlington Transit Facilities Study								\$ 50,000	\$ -	\$ 200,000	\$ 250,000					
44.21.00	III-E	Management Ops, Program Suppt Admin - Link Transit								\$ 20,000	\$ -	\$ 80,000	\$ 100,000					

Metropolitan Planning (PL) 23 U.S.C. 104(f) and Section 5303 FY24 Funding Summary

FTA CODE	TASK CODE	TASK DESCRIPTION	Highway / Transit			TOTAL
			Local	State	Federal	
	II-A	Data and Planning Support	\$18,215	\$0	\$72,859	\$91,074
44.23.01						
44.23.02	II-B	Planning Process	18,686	-	74,746	93,432
44.27.00	III-A	Planning Work Program	4,689	1,500	24,756	30,945
44.25.00	III-B	Transp. Improvement Plan	11,052	1,000	48,207	60,259
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	3,189	-	12,756	15,945
44.26.13	III-D	Statewide and Extra-Regional Planning	2,408	1,008	13,664	17,080
44.21.00	III-E	Management Ops, Program Support Admin	19,644	2,500	88,576	110,720

Burlington - Graham Urban Area MPO Five Year Planning Program

FISCAL YEAR	PLANNING PROCESS ACTION		PRODUCTS OF THE PLANNING PROCESS			
	CERTIFICATION OF PLANNING PROCESS	PWP	METROPOLITAN TRANSPORTATION PLAN (5 Year Cycle)		METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	SPECIAL STUDIES
			MTP Activities	Major Update		
2024	Yes	Yes	Amendments as needed Tour Based Freight Model Adoption Household Travel Survey Adoption S/E Data/Parcel Data Collection	No	Adopt TIP	City of Graham Hawfields Comprehensive Plan BGMPMO Regional Transit Feasibility Study Link Transit Transit Feasibility Study
2025	Yes	Yes	Travel Demand Model Calibration	Yes	Amendments as needed/Priorization	BGMPO MTP Update
2026	Yes	Yes	Adopt 2050 MTP (Aug, 2025)	Yes	Adopt TIP	Regional Bicycle and Pedestrian Plan
2027	Yes	Yes	Amendments as needed	No	Amendments as needed/Priorization	Regional Resiliency Plan - Transition to Clean Energy Transportation Safety Plan Update
2028	Yes	Yes	S/E Parcel Updates		Adopt TIP	Regional Transportation Demand Management Plan

Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

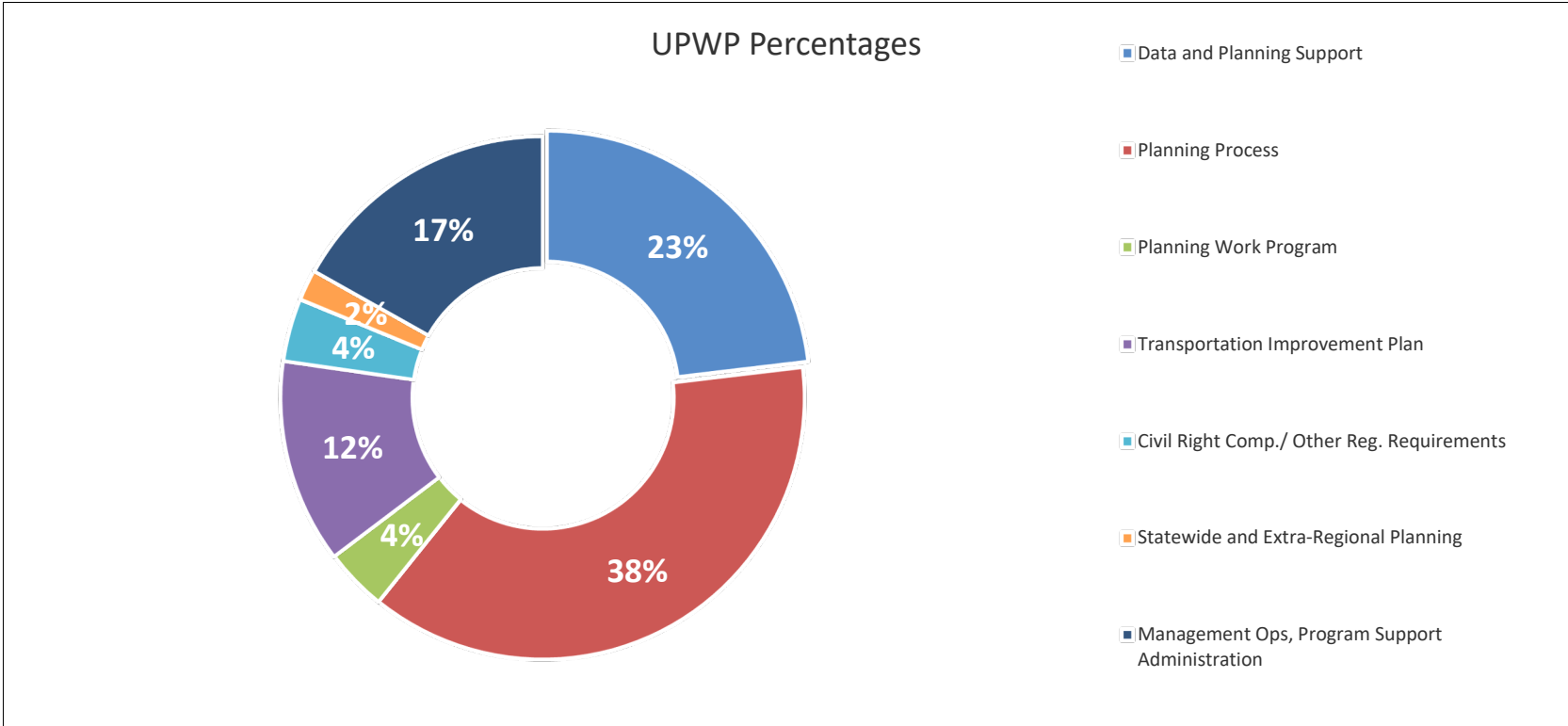
The MPO uses the PL funds to carry out tasks identified in the Planning Work Program. Some of the funds are used to pay staff salaries for time spent on transportation planning activities and for administration of the MPO. Some of the funds are used to pay outside consultants for special planning studies.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

Section 5303 Funds

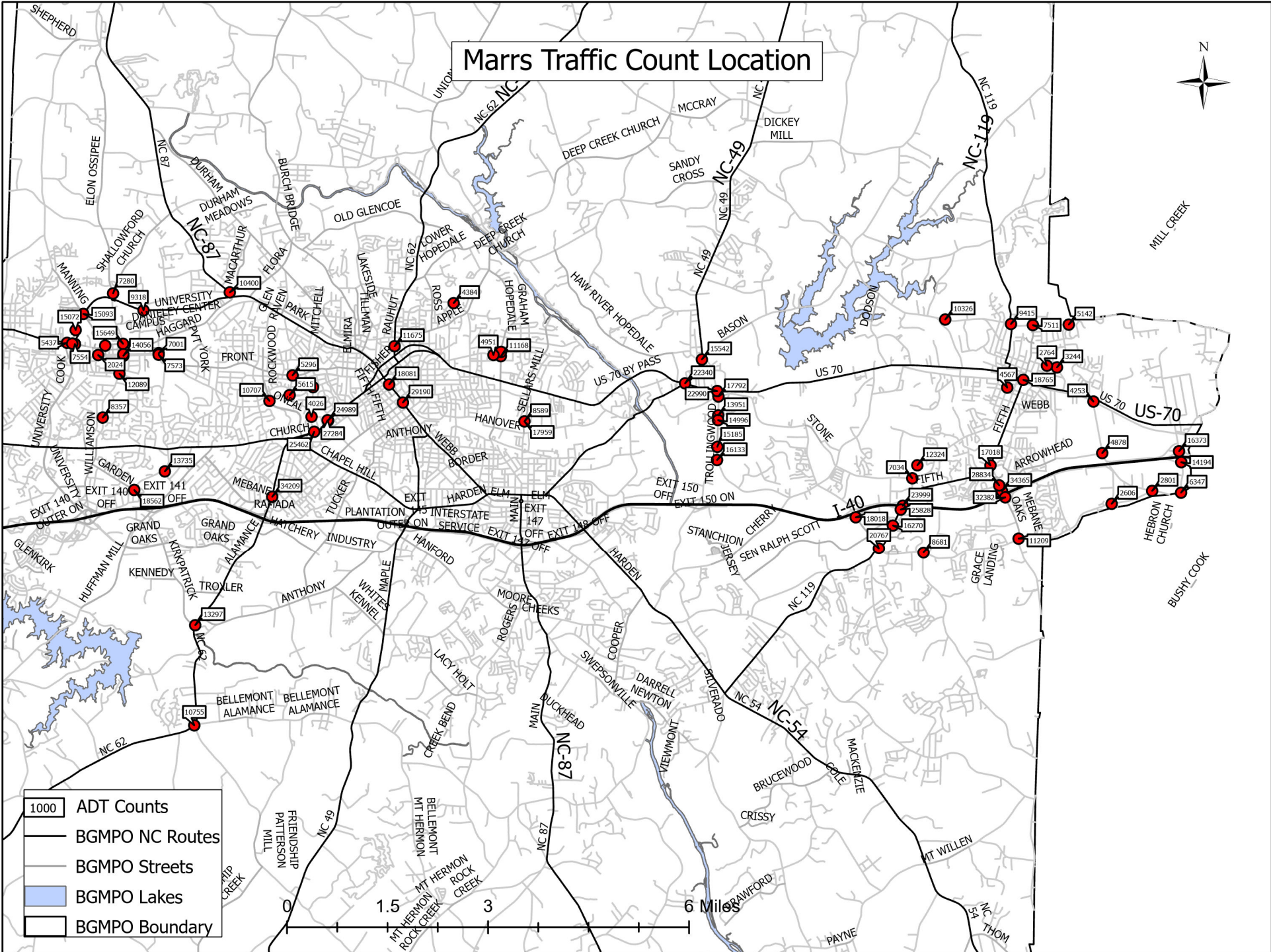
These are funds from the Federal Transit Administration (FTA) that are designated exclusively for transit planning. The funds are currently administered by the City of Burlington as a Direct Recipient of federal transit funds. The funds are primarily used to pay staff salaries for time spent on transit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

Section 5307 Funds

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



Marrs Traffic Count Location



NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Draft STIP Let Date	Completion Date	Cost	Status	Project Lead
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	Oct. 2021	N/A	FY2022	\$75,000	Final inspection completed 1/18/23	Dawn McPherson Chad Reimakoski
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.	6/22/2022	N/A	9/30/22	\$898,500	Construction underway - final pavement, signal loops and markings remain	Chad Reimakoski Derek Dixon
50667	Installation of all way stop (AWS) and overhead flasher at the intersection of NC 49 at SR 1130 (Friendship Patterson Mill Road) south of Burlington.	Oct. 2022	N/A	11/9/22	\$23,000	Construction completed	Dawn McPherson
SS-6207J 50667	NC 49 at SR 1130 (Friendship Patterson Mill Road) - convert intersection to all way stop	TBD	N/A	TBD	\$23,000	Funding approved, Design underway	Dawn McPherson
SM-6107B 50522	SR 1167 (Longpine Road) at SR 1146 (Kirkpatrick Road). Installation of a modular mini-roundabout.	6/2/23	N/A	10/31/23 7/1/2023	\$185,000	Materials ordered, installation expected in Summer 2023	Dawn McPherson Derek Dixon
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	6/15/23	FY2023	FY2025	\$2,100,000	Planning and design activities underway - ROW acquisitions complete - Utility relocations underway	Rob Weisz
W-5707D 44853.1.4 44853.2.4 44853.3.4	Safety Improvements to curve on NC 49 located between Buckingham Mountain Road and SR 2363 (Beale Road) in Snow Camp	6/15/23	N/A	Nov. 2023	\$450,000	Planning and design activities underway; ROW acquisition underway	Dawn McPherson
17BP.7.C.18	Replace pipe on Swep-Sax Road/Darrell Newton Road	6/28/23 1/5/23	N/A	FY2024 FY2023	\$500,000	Bids under review	Tim Powers
SS-6207G 50502	NC 87 (East Webb Avenue) at Flanner Street, Pedestrian signal installation and crosswalk pavement markings.	6/30/23	N/A	7/1/23	\$60,000	Planning and design activities underway.	Dawn McPherson
HS-2007F	NC 87 at I-40 installation of pedestrian improvements	9/23/23	N/A	Late 2023 Fall 2023	\$86,500	Planning and design activities underway	Dawn McPherson

NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Draft STIP Let Date	Completion Date	Cost	Status	Project Lead
EB-5885	Construct sidewalk on US 70 (N. Church St.) from Beaumont Avenue to SR 1716 (Graham Hopedale Road)	9/29/23 6/30/23	FY2023	FY 2025	\$120,000	Municipal Agreement required to begin work	City of Burlington/Stephen Robinson
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	FY2024	FY2026	\$6,200,000	Planning and design activities underway, ROW underway	Rob Weisz
15BPR.54	Rehab on Structure #197 in Guilford County on SR 1117 (S. Holden Street) over I-85 Business and on Structure #148 on I-40 over Haw River in Alamance County	12/19/23	N/A	FY2026	\$5,000,000	Planning and design activities underway	Kristy Alford
48916	Shift NC 61 and NC 100 intersection in Gibsonville to improve turning radii for trucks	1/12/24	N/A	FY2026	\$650,000	Planning and design activities underway - ROW to begin Jan. 2023	Chad Reimakoski
BR-0060	Replace Bridge #14 on NC 87 over Cane Creek	7/16/24	N/A	FY2025	\$5,900,000	Planning and design activities underway	Kevin Fischer
EB-5879	Construct sidewalk on US 70 (N. Church St.) from SR 1716 (Graham Hopedale Road) to SR 1719 (Sellars Mill Road)	9/30/24 9/29/23	FY2023	FY2026 FY2025	\$200,000	Municipal Agreement required to begin work	City of Burlington/Stephen Robinson
50547	NC 49 at Green Level Church Road/James Boswell Road - Realign Intersection	11/7/24	N/A	Spring 2025	\$650,000	Planning and design activities underway	Chad Reimakoski
AV-5851	Construct 100' paved overrun and make safety enhancements at the Burlington-Alamance Regional Airport	1/22/24	FY2024	FY26	\$2,080,000	Planning and design activities underway	Caleb Whitby
U-6011 47146.1.1 47146.2.1 47146.3.1	Intersection improvements at US 70 (South Church Street) and SR 1158 (Huffman Mill Rd) in Burlington	8/20/24	FY2025	FY2026	\$2,400,000	Planning and design activities underway - ROW acquisition pending	Brian Ketner
U-5844 50234.1.1 50234.2.1 50234.3.1	Construct multi-lanes on NC62 from SR 1430 (Ramada Road) to US 70 (South Church Street) in Burlington	3/18/25	FY2025	FY2028	\$10,000,000	Planning and design activities underway	Rob Weisz
U-6014 47159.1.1 47159.2.1 47159.3.1	Widen SR 1716 (Graham-Hopedale Rd) to multi-lanes with Bicycle/Pedestrian accommodations from SR 1720 (West Hanover Rd) to Morningside Drive in Burlington	3/18/25	FY2025	FY2027	\$13,200,000	Planning and design activities underway, Includes EB-5882	Rob Weisz

NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Draft STIP Let Date	Completion Date	Cost	Status	Project Lead
U-6131	Install dual left turn lanes in westbound direction at NC 54 (W. Harden Street) at NC 49 (Maple Ave.) in Burlington	1/15/26	FY2026	FY2028	\$3,500,000	Planning and design activities pending	Brian Ketner
B-6052 48709.1.1 48709.2.1 48709.3.1	Replace bridge 68 over NCRR / Norfolk Southern Railroad on SR 1928 (Trollingwood Road) in Haw River	1/20/26	FY2026	FY2027	\$2,500,000	PE funding approved 5/6/19	Kevin Fischer
EB-5988	Construct sidewalk on Lee Ave./W. Lebanon Ave. to SR 1454 (W. Haggard Ave.) in Elon	8/25/2026	FY2026	FY2028	\$272,000	Municipal Agreement required to begin work	Town of Elon/Stephen Robinson
U-6114	Install traffic signal and add turn lanes at NC 62 (Alamance Road) at SR 1155 (Hatchery Road)/Bonnie Lane intersection in Burlington	10/20/2026	Funded for Preliminary Engineering only	FY2028	\$900,000	Planning and design activities pending	Robbie Weisz
BP7-R016	Replace Bridge #113 on SR 1003 (Lindley Mill Road)	11/5/2026	N/A	FY2028	\$1,200,000	Planning and design activities underway - Plans at 25%	Tim Powers
BP7-R018	Replace Bridge #254 on SR 2104 (Mandale Road)	8/31/29 9/2/27	N/A	FY2031 FY2029	\$700,000	Planning and design activities pending	Tim Powers
BP7-R019	Replace Bridge #103 on SR 2182 (Perry Road)	10/7/30 10/7/27	N/A	FY2032 FY2029	\$700,000	Planning and design activities pending	Tim Powers
BP7-R023	Replace Bridge #238 on SR 2128 (Old Hillsborough Road)	8/2/29 12/2/27	N/A	FY2031 FY 2029	\$700,000	Planning and design activities underway	Tim Powers
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	6/7/29	Funded for Preliminary Engineering only	FY2031	\$936,000	Planning and design activities pending	Brian Ketner
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	Funded for Preliminary Engineering only	FY2040	\$6,337,000	Planning and design activities pending	Rob Weisz
I-6059 48689.1.1 48689.2.1 48689.3.1	Interchange improvements at I-40/I-85 and SR 1981 (Trollingwood-Hawfields Road) in Mebane	1/1/40	Funded for Preliminary Engineering only	FY2040	\$12,400,000	Planning and design activities pending	Laura Sutton

North Carolina Department of Transportation

Active Projects Under Construction - Alamance Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C203844	U-3109A	NC-119 RELOCATION FROM I-40/85 TO SR-1921 (MEBANE ROGERS RD/ STAGE COACH RD).	THALLE CONSTRUCTION CO., INC.	Howell, Bobby J	\$45,389,069.36	6/26/2017	1/28/2021	8/3/2017	2/28/2023	100.00	99.31
C204438	B-5728	REPLACE BRIDGE #112 OVER REEDY FORK CREEK ON NC 87 IN OSSIPEE	SMITH-ROWE, LLC	Howell, Bobby J	\$6,733,158.50	5/31/2022	12/12/2024	7/25/2022	12/26/2024	42.00	12.56
C204572	U-6010	INTERSECTION IMPROVEMENTS ON US 70 (SOUTH CHURCH STREET) AT SR 1226/SR 1311 (UNIVERSITY DRIVE) IN BURLINGTON	APAC ATLANTIC INC. THOMPSON ARTHUR DIVISION	Howell, Bobby J	\$13,975,135.25	7/6/2022	1/13/2025	9/29/2022	1/13/2025	25.00	6.50
C204603	I-5711	I-40/I-85 AND SR 1007 (MEBANE OAKS ROAD) IN MEBANE INTERCHANGE IMPROVEMENTS	ZACHRY CONSTRUCTION CORPORATION	Howell, Bobby J	\$12,865,732.71	4/26/2021	1/11/2024	4/26/2021	2/8/2024	58.50	60.76
C204626		RESURFACE 1 SECTION OF NC 87, 1 SECTION OF NC 49 AND 21 SECTIONS OF SECONDARY ROADS	FSC II LLC DBA FRED SMITH COMPANY	Lorenz, PE, Kris	\$4,639,570.37	6/3/2021	11/1/2022	6/28/2021	3/31/2023	100.00	91.35
C204788		RESURFACING OF SIX SECONDARY ROADS	VECELLIO & GROGAN INC DBA SHARPE BROTHERS	Howell, Bobby J	\$4,366,972.22	3/15/2023	9/15/2024	3/6/2023			
DG00520	R-5787F	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS ROUTES	DOT CONSTRUCTION INC	Howell, Bobby J	\$1,271,240.40	5/10/2021	4/14/2023	1/25/2022	4/14/2023	76.59	45.94
DG00556		REPLACE BRIDGE #003 ON SR 1529 (DURHAM STREET EXT.) OVER DRY CREEK	R.E. BURNS & SONS CO., INC.	Howell, Bobby J	\$789,559.95	4/19/2022	2/12/2022	4/19/2022	3/31/2023	98.00	88.22
DG00559		RESURFACE A SECTION OF NC 100, NC 49, US 70 & 3 SECONDARY ROADS IN ALAMANCE COUNTY	BOGGS CONTRACTING, INC	Howell, Bobby J	\$2,740,478.60	5/1/2022	6/30/2022	5/20/2022	6/30/2023	64.79	49.23
DG00574		RESURFACING OF ONE PRIMARY & SIX SECONDARY ROADS IN ALAMANCE COUNTY	APAC ATLANTIC INC. THOMPSON ARTHUR DIVISION	Howell, Bobby J	\$1,588,752.25	6/1/2022	6/30/2023	7/18/2022	6/30/2023	32.00	72.38
DG00589	HS-2007C	INSTALLATION THERMOPLASTIC PAVEMENT MARKINGS ON VARIOUS SECONDARY ROUTES IN DIVISION 7	TRP CONSTRUCTION GROUP LLC	Cvijetic, PE, Bojan	\$1,494,249.58	3/15/2023	11/7/2023				
DG00596	R-5787I	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS ROUTES	CAROLINA GROUP PROPERTIES LLC DBA CAROLINA GROUP CONTRACTING	Howell, Bobby J	\$312,070.00	10/12/2022	2/28/2024	11/9/2022			

NCDOT TPD NEWS



NCDOT TPD BGMPO Newsletter

March 2023

Traffic Forecasts (TF)

Project Level Traffic Forecasting is an essential part of the planning process. The traffic forecast informs the design of STIP projects. There are currently no traffic forecasts underway in the region

Burlington-Graham MPO CTP

The BGMPO CTP final adoption was June 8, 2022. NCDOT TPD is working on the more-detailed documentation of each highway recommendation. Final maps and a list of recommendations can be found at https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Burlington-Graham.

N.C. Freight Plan

The Statewide Multimodal Freight Plan Update was adopted by NCDOT Board of Transportation on February 7, 2023. The plan can be viewed on the following website: <https://connect.ncdot.gov/projects/planning/Statewide-Freight-Plan/Pages/default.aspx>

Multimodal Planning Grants 2024

The N.C. Department of Transportation is accepting applications for the [2023 Multimodal Planning Grant Program](#), which provides planning funds for identifying bike and walking paths and transit connections.

The plans would address a comprehensive strategy, rather than a single project, for expanding bicycle and pedestrian opportunities in a community. The plans may address facilities, programs, policies and design guidelines that encourage safe walking and bicycling.

The deadline for applications to be submitted electronically is **5 p.m. April 10**. Award recipients are expected to be notified by July.

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

- NCDOT Mission Statement

FHWA News

USDOT Responds to Roadway Safety Crisis

In response to the unacceptable increases in roadway fatalities, USDOT has committed to the [National Roadway Safety Strategy](#) (NRSS), a comprehensive strategy of priority actions to significantly reduce serious injuries and deaths while working toward zero roadway fatalities. At its core, the NRSS adopts a Department-wide [Safe System Approach](#) focused on five key objectives: safer people, safer roads, safer vehicles, safer speeds, and post-crash care. One year after the launch of the strategy, recent efforts include:

A [2023 report](#) documenting progress on 29 actions and announcing 14 new ones for the next year. An [online dashboard](#) also offers current information.

[Interactive maps](#) that illustrate the significant impacts to communities of motor vehicle-involved deaths of drivers, passengers, and people outside of vehicles who were walking, biking, or rolling.

National Bike & Roll to School Day

The 12th annual National Bike & Roll to School Day is **May 3, 2023**, and [registration](#) is now open!

Bike & Roll to School Day invites participants to celebrate the joy of active commuting while building a sense of community and school spirit. Whether addressing the need to make routes to school safer for active trips or encouraging children and teens to be more active, these events can be powerful tools to inspire lasting change.

While May 3 is this year's official date, communities are welcome to celebrate any day in May that best fits their schedules. [Register today to join the movement!](https://www.walkbiketoschool.org/registration/) (<https://www.walkbiketoschool.org/registration/>)

Pipe Replacement Requires Temporary Road Closure

State transportation crews will close **a section of East Greensboro Chapel Hill Road** in Alamance County to install a new pipe under the roadway.

The road is scheduled to close near South Preacher Roberson Road starting on March 13 at 9 a.m. and is expected to reopen on March 31.

A signed detour will be provided using Bethel South Fork, Lambe and Lindley Mill roads. Drivers should remain cautious and alert when approaching the road closure and factor the detour into their trips.

Highway Construction Trade Academy

The NCDOT Office of Civil Rights is hosting a new round of statewide Highway Construction Trade Academies through the end of April.

This training provides needed skills and resources for career opportunities in the highway construction industry. The training targets women, minorities and other disadvantaged populations, including veterans, the disabled and residents of poorer Tier 1 counties where there's a need for such training and jobs. Each HCTA lasts about two weeks. Those interested can email Myrakle Clark (mkclark2@ncdot.gov) or call 984-480-1085 for more info and pre-register here: (<https://connect.ncdot.gov/business/SmallBusiness/OnTheJobTraining/Pages/HCTA-Pre-Registration-Form.aspx>)

NCDOT Statewide Litter Sweep

NCDOT needs volunteers to help clean up trash along roads during the Adopt-A-Highway Fall Litter Sweep from April 16-30.

Each April and September, NCDOT asks volunteers to help remove litter from roadsides. Volunteers from local businesses, schools, nonprofits, churches, municipalities, law enforcement and community groups play an important role in keeping North Carolina's roads clean.

Volunteers can request clean-up supplies such as trash bags, gloves and safety vests from local NCDOT county maintenance offices. No sign up is required. [NCDOT County Coordinator and Maintenance Office](#) (for supplies) can be found at <https://www.ncdot.gov/littersweep>.

North Carolina Truck Network and Restrictions

Information can be found on line for designated truck routes: [Truck Network and Restrictions \(ncdot.gov\)](https://connect.ncdot.gov/business/trucking/Pages/Truck-Network-and-Restrictions.aspx) (https://connect.ncdot.gov/business/trucking/Pages/Truck-Network-and-Restrictions.aspx) There is also a link to “Posted Roads”, a system which records any secondary road on the State Highway System that is unable to carry heavy vehicles or equipment: [Posted Roads \(ncdot.gov\)](https://connect.ncdot.gov/resources/Asset-Management/Pages/Posted-Roads.aspx) (https://connect.ncdot.gov/resources/Asset-Management/Pages/Posted-Roads.aspx)

Contact Us

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NCDOT TPD

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Visit us on the web
www.ncdot.gov

Upcoming	Date
Last day to submit adopted FY 24 UPWP with resolution, 5-year planning calendar, and MPO self-certification of long-range planning. Documents are to be submitted with separate uploads for UPWP, self-certification, and 5-year work plan	March 31, 2023
Last day to submit revisions to TPD for FY 23 UPWP with signatures	April 19, 2023
3rd Quarter 5303 Claim (January 1, 2023 to March 31, 2023) due	April 28, 2023
3rd Quarter invoice and work summary due	May 10, 2023

Statewide Plans

- NC Moves 2050 Plan—<https://www.ncdot.gov/initiatives-policies/Transportation/nc-2050-plan/Pages/default.aspx>
- NCDOT Strategic Transportation Corridors—<https://www.ncdot.gov/initiatives-policies/Transportation/strategic-corridors/Pages/default.aspx>
- NCDOT Comprehensive State Rail Plan (25-Year Vision) - <https://www.ncdot.gov/divisions/rail/Pages/rail-plan.aspx>
- NC Statewide Multimodal Freight Plan (2023) - <https://connect.ncdot.gov/projects/planning/Statewide-Freight-Plan/Pages/default.aspx>
- Great Trails State Plan—<https://www.ncdot.gov/divisions/integrated-mobility/multimodal-planning/great-trails-state/Pages/default.aspx>
- Statewide Pedestrian & Bicycle Plan (2013) - <https://www.ncdot.gov/bikeped/walkbikenc/default.aspx>
- Connecting North Carolinians to Opportunities (Public Transportation Strategic Plan—2018) - <https://www.ncdot.gov/divisions/Integrated-mobility/public-transit-services/statewide-strategic-plan/Documents/december-2018-strategic-plan.pdf>
- NCDOT Resilience Strategy Report (2021) - [Department-of-Transportation-2021-Resilient-Strategy-Report.pdf \(nc.gov\)](https://www.ncdot.gov/Department-of-Transportation-2021-Resilient-Strategy-Report.pdf)

Helpful Links: To learn more, click on the following links or do an internet search using “NCDOT: and names in black:

- ncdot.gov—NCDOT home page
- <https://drivenc.gov/> - Real-Time Traffic
- <https://www.ncdot.gov/contact/Pages/form.aspx?UnitName=pothole&sourceUrl=/contact/> - Report a pothole
- [NCDOT Annual Average Daily Traffic \(AADT\) Mapping Application \(arcgis.com\)](https://www.ncdot.gov/resources/State-Mapping/Pages/Traffic-Survey-Group.aspx) - Interactive Annual Average Daily Traffic Map
- <https://www.ncdot.gov/initiatives-policies/transportation/stip/Pages/default.aspx>—NCDOT: State Transportation Improvement Program
- <https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—Interactive Bicycle Routes Map
- <https://connect.ncdot.gov/resources/State-Mapping/Pages/Traffic-Survey-Group.aspx>—Links to all traffic count data information - **The BGMPO is counted during odd/even years and released in August of the following year.**



US 70 Multimodal Corridor Study

The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC-MPO) is conducting a study of **U.S. 70 West, from NC 119 in Mebane to U.S. 751 in Orange County.** The Study will provide recommendations for future development of the transportation corridor with specific focus on multimodal facilities.

A corridor study for a transportation corridor defines policies and actions that will guide how a corridor should be maintained or changed. This is a process that is community-led and relies on significant community involvement. The project website (www.us70west.com) is a convenient resource for tracking the progress of the study, providing feedback, and checking the schedule and location of outreach activities.

Planning for the transportation use of the corridor moving forward is integral to maintaining the community vision and character of the area, while supporting growth and development.

Corridor Study Status

The study is expected to take approximately fifteen months, culminating with a published report in Fall 2023 (correct this timeframe as needed). The study team has analyzed the existing corridor with respect to traffic speeds and volumes, crashes, pedestrian and bicycle travel, transit service, and the character and condition of the roadway itself. Initial findings related to existing conditions will be available at the first round of community meetings. The team understands that the corridor is made up of many unique segments that will require tailored recommendations, and we need your input to help identify and prioritize both problems and potential solutions.

Project Schedule



Community Meetings Round #1

- ★ **MARCH 7 | 5:00 - 7:00 PM**
Passmore Center
 103 Meadowlands Dr
 Hillsborough, NC 27278
- ★ **MARCH 9 | 5:00 - 7:00 PM**
Mebane Arts and Community Center
 633 State Road 1997
 Mebane, NC 27302
- ★ **MARCH 14 | 5:00 - 7:00 PM**
Town Hall Annex
 105 E Corbin Street
 Hillsborough, NC 27278

Your Input is Needed!

Please visit the project website (www.us70west.com) to sign up for project updates. The website includes an online map to virtually provide your comments and concerns regarding the U.S. 70 West Corridor. We would like to hear where you might also like to see improvements including bicycle and pedestrian connections, and enhancements to local and regional bus service and facilities.

The meeting will be an open house informational meeting with a short presentation at 5:00 and 6:00 PM. There will also be an opportunity for interactive activities to express your thoughts as well as speak directly with study team members.

Other Ways to Get Involved

Visit the project website to sign-up for email updates (www.us70west.com), provide more comments, and review project materials.

PROJECT CONTACT

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 Project Manager, Orange
 County Public Transportation
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ntrivedi@orangecountync.gov

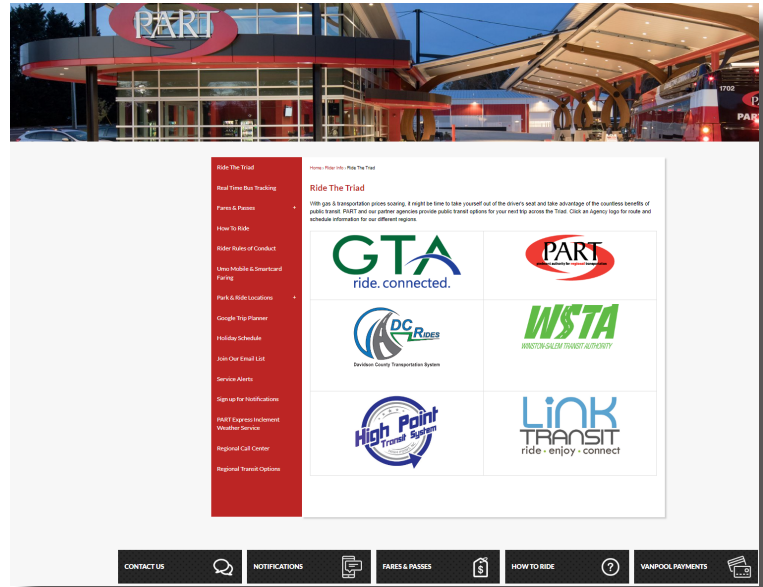


RideTheTriad.org

As part of an overall website redesign, PART is taking the initiative to produce a separate website portal for our regional URL (Uniform Resource Locators), RideTheTriad.org.

RideTheTriad.org currently links to PARTnc.org as a tab. The information in the current tab connects users to our partner agencies and their routes and schedules, along with other useful links that connect users to community-wide mobility options.

PART's goal in hosting a dedicated website for regional connectivity is to link riders easily to our vast network of partner agencies. Partnership support for this initiative is positive, and we look forward to streamlining information to our community. Stay tuned for us to roll out our website redesign and kick off RideTheTriad.org



current tab for RideTheTriad.org

When Work And Fun Connect!

PART is on the road to participating in two upcoming Community-Wide Events.

On March 25th, PART will participate in the Kiwanis Club Of Kernersville's 2023 Touch-a-Truck event. This is a family-friendly interactive, hands-on experience to get up close and personal with large vehicles of all types. The idea is to showcase vehicles that help protect, build, and sustain our community. Children will be invited on a PART Express bus to look inside the ride!

On April 22nd, PART will participate in "the biggest Earth Day celebration and one-day environmental education event in North Carolina"! The Piedmont Earth Day Fair. This event brings together the Triad's leading companies and organizations committed to sustainability. As the largest Earth Day celebration in the region, the event host crowds of 8,000+ people. PART is a proud Silver-level event sponsor and will also have staff hosting a tent. PART is dedicated to doing our part in creating a more sustainable community.

Piedmont Earth Day Fair

The biggest Earth Day celebration and one-day environmental education event in North Carolina!



**SATURDAY,
APRIL 22
10AM - 4PM
WS FAIRGROUNDS**
**FAMILY FUN! LIVE MUSIC!
FOOD TRUCKS!
ENVIRONMENTAL EDUCATION!**

FREE PARKING & BIKE VALET | RAIN OR SHINE

2023 Year Of The Trail

The 2023 Year of the Trail event celebrates North Carolina's vast and diverse collection of trails. It encourages all residents to recognize their role as stewards of these valuable resources. The initiative looks to a future where each of the state's 100 counties experiences the proven benefits of trails and advocates for their ongoing growth and development.

As a regional transportation authority focused on connecting communities, PART will leverage our Social Media and Website to showcase some of the region's vast trail and greenway systems and work to link citizens to mobility options they can utilize to get out and explore.

PART recently received a request from Randolph County's Trail Coordinator to sign a resolution in a show of support for this state-wide initiative, and the resolution is currently being taken into consideration.



March is Women's History Month

Women's History Month originated as a national celebration in 1981 when Congress authorized and requested the President to proclaim the week of March 7, 1982, as "Women's History Week." Throughout the next five years, Congress passed joint resolutions designating a week in March as "Women's History Week." In 1987 after being petitioned by the National Women's History Project, Congress established the month of March 1987 as "Women's History Month." Between 1988 and 1994, Congress passed additional resolutions requesting and authorizing the President to proclaim March of each year as Women's History Month. Since 1995, presidents have issued a series of annual proclamations designating the month of March as "Women's History Month." These proclamations celebrate women's contributions to the United States and recognize the specific achievements women have made throughout American history in various fields.

Follow PART's Social Media as we celebrate Women's History Month!



CELEBRATING
**WOMEN'S
HISTORY
MONTH**

PARTnc.org

