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Greensboro MPO TCC Meeting

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Attendee ID: 27836395

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5. The first time joining the meeting you will be asked to provide basic information (name, department, etc.). Please include responses so we can identify members easily.
6. Additional recommendations:
 - a. Join from a quiet place.
 - b. Please mute yourself during the meeting unless speaking.
 - c. If you having trouble during the meeting you may email [Lydia McIntyre](#).

Lead Planning Agency: City of Greensboro • Transportation Department



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Technical Coordinating Committee Meeting Agenda

Wednesday, September 20, 2:00 PM
WebEx Online Virtual Meeting

Introductory Items:

1. TCC Roll Call /Attendee Verification

Action Items:

1. June 22, 2021 Meeting Minutes
2. MTIP Amendment: Statewide Transit Projects
3. MTIP Amendment: Statewide Air Quality & Roadway Operations Projects
4. MTIP Amendment & Modifications: MPO Area Rail Projects
5. MTIP Amendment: MPO Area STI Sidewalk Projects
6. MTIP Amendment: Transit Listings
7. MTIP Amendment: MPO BGDA Pedestrian Signals Project
8. MTIP Amendment: MPO BGDA Roadway Modernization & Sidewalk Improvements
9. MTIP Amendment: MPO BGDA Greenway Projects
10. MTIP Modification: Transit Safety Planning and Target Setting

Business Items / Potential Action Item(s):

1. Prioritization 6.0 Update
2. Division 7 Updates
3. Project Updates
4. Strategic Reports

Other Items

1. Member Updates
2. Wrap-Up & Adjournment

Lead Planning Agency: City of Greensboro Department of Transportation



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Technical Coordinating Committee Agenda Summary

Wednesday, September 20, 2:00 PM
WebEx Online Virtual Meeting

Action Items:

2. **MTIP Amendment: Statewide Transit Projects:** adds three projects to continue ongoing programs started under prior TIP project numbers and modifies funding on one established project.
3. **MTIP Amendment: Statewide Air Quality & Roadway Operations Projects:** adds four air quality projects and one roadway operations project to continue work started under prior projects.
4. **MTIP Amendment & Modifications: MPO Area Rail Projects:** adjusts schedule for passenger rail car acquisition and shifts construction to FY 2022 for the Lowdermilk Street / Sykes Avenue intersection realignment / Pine Street crossing closure project.
5. **MTIP Amendment: MPO Area STI Sidewalk Projects:** shifts construction from FY 2021 to FY 2022 for Farmington and Meadowview, shifts right of way from FY 2021 to FY 2022 for Wendover and Cone, and accelerates engineering phase to FY 2022 for the Old Battleground/Bicentennial Greenway project.
6. **MTIP Amendment: MPO BGDA Pedestrian Signals Project:** directs BGDA funds and adds a pedestrian signal design and installation project in FY 2022 to add pedestrian signals at thirty intersections on completed BGDA sidewalk projects.
7. **MTIP Amendment: MPO BGDA Roadway Modernization & Sidewalk Improvements:** directs BGDA funds and adds East Gate City roadway modernization project and a project to modernize Yanceyville north of Lees Chapel to the Urban Loop interchange area and construct sidewalks on Sands Drive and the southern end of Old Battleground.
8. **MTIP Amendment: MPO BGDA Greenway Projects:** directs BGDA funds and adds a project to repair the Lake Daniel and Latham Park Greenways and construct the Vance Arlington Greenway in FY 2022.
9. **MTIP Modification: Transit Safety Planning and Target Setting:** endorses addition of needed work on the MTIP relating to transit safety measures and targets.

Business Items / Potential Action Item(s):

1. **Prioritization 6.0 Update:** review recent decisions for Prioritization 6.0 and FY 2024-2033 Transportation Improvement Program development.
2. **Division 7 Updates:** on current topics including NCDOT projects in the MPO area.
3. **Project Updates:** recent and upcoming project milestones and other information.
4. **Strategic Reports:** upcoming MPO work items and topics of current interest.

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Technical Coordinating Committee

Meeting Minutes of June 22, 2021

2:00 PM, Greensboro, NC

WebEx Online Virtual Meeting

Attendance

Tyler Meyer	<i>TCC Chair</i>	George Linney	<i>GTA</i>
Craig McKinney	<i>MPO Staff</i>	Mark Kirstner	<i>PART</i>
Lydia McIntyre	<i>MPO Staff</i>	Michael Abuya	<i>NCDOT TPB</i>
Tram Truong	<i>MPO Staff</i>	Scott Whitaker	<i>Town of Summerfield</i>
Yuan Zhou	<i>MPO Staff</i>	Sean Taylor	<i>Town of Oak Ridge</i>
Hanna Cockburn	<i>GDOT Director</i>	Susette Morales	<i>FHWA</i>
Chris Spencer	<i>GDOT/Engineering</i>	Elizabeth Jernigan	<i>GSO Parks & Rec</i>

Tyler Meyer called the meeting to order at approximately 2:00 PM.

Introductory Items

1. Orientation to WebEx Software

Lydia McIntyre welcomed everyone to the June virtual meeting and reviewed how to use the WebEx software.

2. Opening Remarks and Roll Call

Lydia McIntyre took roll call for the public record.

Action Items:

1. May 11, 2021 Meeting Minutes

Scott Whitaker moved to approve the minutes of May 11, 2021. Michael Abuya seconded. The TCC voted unanimously to approve.

2. MTIP: PTI Aviation Projects

Tyler Meyer presented an adjustment to the schedule of three aviation projects at the Piedmont Triad Airport. The projects will extend the parallel runway, complete the taxiway connections to the bridge over I-73, and improve a taxiway between the parallel runway and the main runway for high-



speed operations. The recommended change is to shift those projects from fiscal year 2021 to 2023 with no change to project funding amounts. STI rules cap the NCDOT funding at \$500,000 per project. This means the airport is responsible for assembling the rest of the funding packages shown for these projects. They typically do that with a mix of FAA funds as well as airport revenues. The recommendation is to modify the MTIP to make the schedule changes.

Hanna Cockburn moved to approve recommendation to TAC. Sean Taylor seconded. The TCC voted unanimously to approve.

3. MTIP: Statewide Roadway Projects

Tyler Meyer stated this action would amend/ modify a batch of statewide nineteen roadway projects. Five types of projects are included.

- Statewide CMAQ projects: adds \$20.4 million in FY 2022 split evenly between two projects. The first programs CMAQ funds for allocation to projects on the statewide tier. Examples of eligible projects include passenger rail improvements on major railroads or the North Carolina or freeway operational improvements like ramp metering. The second provides for projects with system wide benefits located in air quality management areas such as citywide signal system projects.
- NCDOT project development and delivery activities: Six projects to support project development and environmental analysis activities for a total of \$18 million spread evenly between fiscal year 2021 and 2029.
- NCDOT roadway design training: Six projects totaling \$1.58 million in FY 2022 and 2023.
- NCDOT project delivery process: for additional IT services and integrated project delivery.
- NCDOT mitigation services: Adds three projects in fiscal year 2022 and 2023 for a total of \$50 million. Mitigation services includes wetland or stream restoration projects to offset impacts of roadway construction and facilitate permitting.

The recommended action will maintain MTIP and STIP consistency and make the MPO area potentially eligible for the statewide CMAQ projects and mitigation services projects. The recommendation is to approve the items.

Chris Spencer moved to approve recommendation to TAC. Mark Kirstner seconded. The TCC voted unanimously to approve.

4. MTIP: Statewide Transit Projects

Tyler Meyer presented the item, noting it addresses two statewide transit projects. TM-0027 provides funding for rural transit operations across the state. This includes heavily urbanized counties like Guilford County, where TAMS receives these funds for operations outside the City of Greensboro. The action increases FY 22 funding from \$17 million to \$23 million by increasing the local matching funds. TU-0005 sets up \$3.3 million in federal Section 5303 transit planning grant funds for FY 2022. This project accounts for funds allocated to the various MPOs in the state for transit planning activities under the Unified Planning Work Program. As you might remember from your own recently adopted UPWP, the transit planning grant funds for this MPO is about \$195,000 for the year.

Mark Kirstner moved to approve recommendation to TAC. Sean Taylor seconded. The TCC voted unanimously to approve.

5. MPO Endorsement: GTA Request for NCDOT Matching Funds

Tyler Meyer presented the recommended endorsement of a GTA request to NCDOT for state matching funds for two projects programmed with federal and local matching funds. GTA will proceed with the projects regardless, but securing state participation would be helpful. NCDOT requires an MPO endorsement for such requests.

- TA-4771 provides for purchase of clean diesel buses for GTA under a FY 2021 CMAQ grant added to the MTIP in January. The federal funding amount is \$1.7 million on this \$2 million project. GTA requested \$145,000 state match.
- TA-4767 provides for purchase of two paratransit vans. The Federal funding is \$149,000 on this \$170,000 project. GTA requested a \$12,000 match from NCDOT.

Scott Whitaker moved to approve recommendation to TAC. Mark Kirstner seconded. The TCC voted unanimously to approve.

6. MTIP: MPO Area Transit Projects

Tyler Meyer presented the amendment/ modification to the MTIP transit listings. The action adjusts overall federal and matching fund levels to reflect final FY 2021 FTA appropriations. Funding levels are slightly higher than estimated. The action also shifts funding between projects to optimize grants before the end of the federal fiscal year. This includes shifting \$948,000 in GTA Section 5307 funds to purchase a CAD/AVL system for the fixed route fleet. CAD/AVL is a computer-aided dispatch and automatic vehicle locating system. The purpose is to upgrade GTA's capacities to collect data about system performance, including accurate bus stop boardings and alightings and on time performance at the stop level. This system will provide many benefits and improve operational performance. Another change is to shift excess Section 5339 Bus and Bus Facilities funds from the Depot renovation project to purchasing bus shelters and replacing seven GTA paratransit vehicles.

Changes for PART (1) adjust routine capital and operating assistance projects to add funds left over left over from prior years; and (2) removes the FY 2021 bus and bus facilities funds used for van purchases. PART requested the change because the COVID pandemic led to a steep drop in vanpool program ridership. PART had to dispose of much the vanpool fleet that would otherwise have been idle, and it is going to take a while to build it back. PART therefore determined to wait for a future time to use those funds when they are in a position to add vans again.

Mark Kirstner moved to approve recommendation to TAC. Hanna Cockburn seconded. The TCC voted unanimously to approve.

7. Transit Program of Projects FY 2021

Tram Truong presented the 2021 Program of Projects, an annually updated and publicly reviewed document accounting for formula and discretionary funds for GTA, PART and TAMS for the current fiscal federal year October 1, 2020 to September 30, 2021. This document provides more detailed information than the MTIP. A public comment period ran from May 14 to June 13. No comments were received. Interested persons may also speak at the public hearing for this document in the TAC meeting today.

Sean Taylor moved to approve recommendation to TAC. Chris Spencer seconded. The TCC voted unanimously to approve.

Business Items / Potential Action Item(s):

1. Division Engineer Updates

Stephen Robinson noted the schedule adjustments in the project handout.

2. Project Updates

Craig McKinney presented updates for

- EL-5101-DM: Lowdermilk Street repaving is finished and project work is nearly complete. Holts Chapel Road railroad crossing improvement expected in July with paving to follow shortly thereafter.
- U-5306, Battleground at Westridge: NCDOT is reviewing estimates for extra milling work needed before paving can occur. Once approved, approximately six weeks of work remain.
- U-5326, Market/College intersection: Norfolk Southern will close the railroad crossing June 24 - July 1 to make needed crossing improvements. A detour is in place for roadway traffic. The contractor says final paving will occur once the railroad crossing work is complete. A question was asked about a detour and Hanna Cockburn stated that Burnt Poplar Road to Swing Road to Market Street would be the detour.
- In addition, from last month, Steven Robinson told us that they awarded a contract for R-4707. The contractor has mobilized and work has started.

3. Strategic Reports

Yuan Zhou presented a quick overview of the travel demand model to refresh the committee's memory about the model. Travel demand models are necessary to satisfy the metropolitan planning requirements in the code of the federal regulations. Such as the MTP shall include the projected transportation demand of persons and goods in the MPO area, over the period of the transportation plan. The regional model we are using now is the Piedmont Triad Regional Model, also called PTRM. The travel demand model is an analytical tool used to support the transportation planning process by developing traffic forecasts for alternative transportation scenarios as well as evaluating transportation systems and policies. For our region, PART manages the regional modeling program in partnership with NCDOT, Greensboro, and the other Triad MPOs.

Zhou then presented the basic workflow of the model, referring to the figures on her slides. She noted the three major inputs of the model, the highway and transit network, the socioeconomic data, and behavior and field observation data. There are three categories of the data input. Then, when all this data used to develop the mathematical equations for the model, after the validation and the calibration of the model process, the model will be able to provide the forecasted travel demands, such as daily traffic flow volume and the traffic volume by period on the roadway network, over the planning horizon years. Regular roadway and transit network edits are important for effective analysis and reliable outputs. This output is a very important reference for the long-range transportation planning and short-term programming perspectives. The MTP and MTIP development process relies on these output results in many ways.

Model updates occur every four or five years on a similar timeframe as the MTP. The version we applied for our 2045 MTP is PTRM version 5.2, adopted last year. Development of the PTRM version 6 started shortly after. As everyone knows, the more accurate the inputs to the model, the

more reliable and accurate the output will be. The CommunityViz planning tool and the Triad Household Travel Survey are two efforts to keep the inputs current.

CommunityViz is a scenario-planning tool that PART has been leading the effort to introduce and develop in our region. This tool has the ability improve the accuracy of forecasts of the distribution of future population and employment growth across a region. The tool can therefore provide a great portion of socioeconomic data of our region for PTRM updates. The slide shows the general timeline for that process. Updates to other portions of the SE data, like household auto ownership and income will be complete by the September 2023.

The purpose of the Triad Household Survey is to obtain accurate information on the travel behavior characteristics of households in the Triad region to develop and calibrate the PTRM model. The MPO is actively working with PART to kick off this survey project. We are planning to release the RFQ of this project probably in September 2021 and the project will start in fall of this year. We expect to complete this survey in spring of 2023. Mark Kirstner from PART is here and can help me answer any questions you may have.

Lydia McIntyre added that CommunityViz is one of the major inputs into the model. A considerable amount of discussions with PART as well as other jurisdictions in the triad region has occurred because our model is regional. The CommunityViz model the information is at the parcel level, which requires close coordination with land use planning officials. We will reach out to our local jurisdictions to coordinate on parcel level data inputs.

Mark Kirstner added that he is optimistic that NCDOT will officially confirm the SPR funding award for the household survey before July 1, 2021. Tyler Meyer stated that it is very advantageous grant for us to receive as a region. Without NCDOT's generous participation, it would be much harder for us to fund the project in this timeframe.

Lydia McIntyre said she would provide an update on the prioritization process. The process has its origins in 2009 under executive order. The Strategic Transportation Investments Act (House Bill 817) formalized and codified the process in 2013. That law also removed statutory limitations on State Highway Trust Fund usage, and tied the allocation of those funds, as well as much of the Federal Highway Funding to the competitive project selection process. It also formally established the prioritization workgroup Tyler sits on which advises NCDOT on the process and project scoring formulas.

- The process is performance-based and multi-modal. Results are based on quantitative evaluation and formalized priority setting rather than on MPO-Board Member-Program Development negotiation as was done in prior years. Over the years the criteria has evolved. We are on the sixth cycle: Prioritization 6.0.
- The transportation system divides into three tiers for evaluation and funding purposes: statewide, regional, and division. The system also divides into modes: aviation, rail, highway, bicycle, pedestrian and public transportation. Each mode has different evaluation formulas, and the weights between the variables vary by tier.
- Interstates, major US and NC routes, NS and NCRRA railroads and PTI are statewide. Other US and NC routes and PART are regional. All other roadways, bicycle and pedestrian facilities, and GTA are on the division tier. Quantitative analysis formulas, weights and evaluation procedures vary by tier and by mode

- Statewide funding competition results are determined by the quantitative needs score, while the regional and division funding competitions also factor in local input points applied by MPOs, RPOs, and NCDOT Division Engineers. Project selection on the regional and division tier is based on quantitative scores plus local input points. Regional tier is 70% quantitative and 30% local input points while division tier is 50% quantitative and 50% local input points.
- MPOs, RPOs, and Division Engineers are responsible for identifying and submitting a limited set of candidate projects. The MPO coordinates closely with its member jurisdictions on identifying candidates.
- This MPO is able to submit up to 23 projects for each mode per round. Scoring includes newly submitted projects, non-committed projects listed in the TIP, and any additional carryover projects. The MPO is able to apply local input 1800 points on the regional tier and 1800 points to apply on the division tier, with no more than 100 points applied per project.
- Division 7 is able to submit 14 projects per mode per round and has an allocation of 2500 local input points. The MPO and Division work very closely together on the project identification, evaluation, and point assignment process.
- Specific improvement types (SITs) delineate project types on each mode. Evaluation procedures can vary per specific improvement type, though the evaluation criteria and weights are consistent across SITs. The highway category is a special case. Most highway SITs are considered mobility projects, with congestion being the dominant evaluation factor. The roadway modernization SIT though uses a modified set of criteria with an emphasis on safety and roadway conditions that do not meet current standards for lane and shoulder width as well as pavement condition. The primary intent of this P5.0 modification was to better support roadway improvement needs in rural areas.
- McIntyre then described aviation and rail criteria and weights. She noted the MPO works closely with PTI for aviation on with the NCDOT Rail Division on identifying projects and collective priorities. McIntyre then reviewed the bicycle and pedestrian criteria and weights, which put an emphasis on network connectivity, safety, and connecting populations to destinations.
- Projects not selected in their native tier can cascade down for funding consideration at the lower tiers. The MPO has instituted a one-step limit, meaning statewide projects not selected at the statewide tier can compete at the regional tier but not the division tier.
- Per a recent methodology change, the MPO now has the ability to flex up to 500 points between the regional and division tier.
- Finally, no less than 90% of funding is dedicated for highway projects, with 4% being committed to non-highway modes, and another 6% flexible funding able to go either way. This 6% relies on a process called normalization, which enables project scores across modes to compete on an even playing field.

McIntyre concluded with the anticipated schedule for the remainder of P6.0.

- NCDOT expects to release quantitative scores and statewide funding results in late August.
- The next step applies the MPO methodology to determine the recommended allocation of local input points at the regional tier. Once NCDOT releases the regional results, the process will repeat for the Division tier.
- NCDOT currently anticipates release of the final draft STIP in August 2022.

Tyler Meyer complemented McIntyre for her update and said NCDOT's cash flow situation is much better now than it was during the height of the pandemic. However, they still have financial issues,

specifically relating to project cost escalation. Cost escalation has been especially serious with the major projects at the statewide level. Some of this has been at the construction stage, but a good bit of it has been through the express design process they are using to go through the project listings, to try to get more realistic cost estimates.

The amount of funding available to add additional projects for this round of prioritization is under review, with the possibility of not adding any projects at all. The outlook should be more clear for our upcoming updates in the August-September timeframe. By that time NCDOT should have released a summary of the amount of funding available in each region across the state, as well as in each division for the regional and division needs competitions. P6.0 is going to be a highly constrained round at best.

Scott Whitaker asked about current trend towards cost escalation. Tyler Meyer said when we came into 2020 with the projects coming out of the deep freeze we were seeing favorable prices. Quite good prices, really. Then, more recently, prices have seemed to be going up quite a bit. However, it is unclear how long that will last. You might have read recently, talking about lumber prices. Just about a month ago, there was a lot of discussion about how they are an indicator of rising inflation and all that. However, just in the last week or so, those rises have started to moderate, and those prices have started to tick downwards. Therefore, I think it is a little too early to say. I think we probably just need to wait a little bit longer and see which direction the prices continue to go, because there are other variables as well that affect the prices in our region, such as the amount of work overall. When a great deal of work is available, contractors tend to raise their prices, because they can pick and choose. Whereas when fewer projects are available things become more competitive. A few years ago, we were clearly in a period where there was a saturation, and so that was driving our prices up. More recently, that moderated. However, because of the freeze in 2020, there are more projects coming available now. I think we might tend to see some cost escalation, but I do not necessarily expect we will see really extreme cost increases. However if we do, then the question will be one of duration. Will it last a long time or a short time? I think that is a discussion we should come back to, and try to keep you updated on what we are seeing over the next few months. Craig McKinney noted that the City anticipates several bid openings by August. This will be a bellwether of current trends. The fear that they currently have is that there will not be enough bidders, because as Tyler said, things have opened up, and there is more work available. However, workforce shortages are evidently also a factor.

Other Items

1. Member Updates

None.

2. Wrap-Up & Adjournment

Tyler Meyer advised the TAC meeting will be August 10, 2021 at 2:00 PM and thanked everyone for attending.

Tyler Meyer adjourned the meeting at 2:57 PM.



FY 2020-2029 MTIP Amendments: Statewide Transit Projects

Background:

The NCDOT requests the MPO amend the 2020-2029 MTIP for four statewide transit projects. Three of the projects continue or expand ongoing programs started under other TIP project numbers, while one modifies the funding on an established project. This amendment is needed to maintain MTIP-STIP consistency.

Project Situation:

- **TM-0036** funds elderly and disabled transportation program administration; *adds \$536,000 in FY 2022.*
- **TO-0003** adjusts funding for the statewide human trafficking awareness grant; *increases federal funding by \$30,000.*
- **TU-0008 & TU-0009** fund NCSU transit technical assistance and training activities; *adds \$1,353,000 in FY 2022.*



Recommended Action & Next Steps:

- TAC action to amend the FY 2020-2029 MTIP.
- NCDOT STIP actions for projects TM-0036, TO-0003, TU-0008, and TU-0009 on September 2, 2021 Board of Transportation meeting.

Lead Planning Agency: City of Greensboro Department of Transportation

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MTIP Amendment Details

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	FY 2021	FY 2022
New	<u>TM-0036*</u>	<u>Statewide, 5310 State Administrative Funds</u>	<u>5310</u>	<u>AD</u>		<u>\$ 567,000</u>
Current	TO-0003	Statewide, human trafficking awareness and public safety	5312	AD	\$ 90,000	
			5307	AD	\$ 30,000	
Change	TO-0003*	Statewide, human trafficking awareness and public safety	5312	AD	<u>\$ 120,000</u>	
			5307	AD	\$ 30,000	
New	<u>TU-0008*</u>	<u>Statewide, NCSU will provide technical assistance to the integrated mobility division and subrecipients</u>	<u>S</u>	<u>PL</u>		<u>\$ 118,000</u>
			<u>5311</u>	<u>PL</u>		<u>\$ 470,000</u>
New	<u>TU-0009*</u>	<u>Statewide, NCSU will provide training related to delivery of ADA training to transit professionals</u>	<u>RTAP</u>	<u>PL</u>		<u>\$ 765,000</u>

Notes:

*Gray shading = prior listings, unshaded = revised listings, strikethrough = deletions, underlined = revisions, * = amendment*

Funding Sources Key:

5307: FTA Urbanized Area Formula Grants

5310: FTA Enhanced Mobility of Seniors & Individuals with Disabilities

5311: FTA Formula Grants for Rural Areas

5312: FTA Public Transportation Innovation

RTAP: Rural Transportation Assistance Program

S: State Funds

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
STATEWIDE TRANSIT AMENDMENTS**

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

WHEREAS, the Transportation Advisory Committee has reviewed the current 2020-2029 Metropolitan Transportation Improvement Program, adopted by the TAC on November 13, 2019 and has found that an amendment is needed; AND

WHEREAS, the NCDOT requested the MPO amend the 2020-2029 MTIP for four statewide transit projects TM-0036, TO-0003, TU-0008, and TU-0009; AND

WHEREAS, TM-0036, TU-0008, and TU-0009 continue or expand ongoing programs started under other TIP project numbers, while TO-0003 modifies the funding on an established project; AND

WHEREAS, these amendments are needed to maintain STIP – MTIP consistency as well as to make Greensboro area transit agencies potentially eligible recipients; AND

WHEREAS, the NC Board of Transportation amended the STIP for all four projects on September 2, 2021; AND

WHEREAS, the Greensboro Urban Area conforms with the North Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; AND

WHEREAS, on April 21, 2021 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW Therefore be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to amend the Metropolitan Transportation Improvement Program for FY 2020-2029, for projects TM-0036, TO-0003, TU-0008, and TU-0009 on this day, September 22, 2021.

I, Marikay Abuzuaiter, TAC Chair,
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, September 22, 2021.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, September 22, 2021.

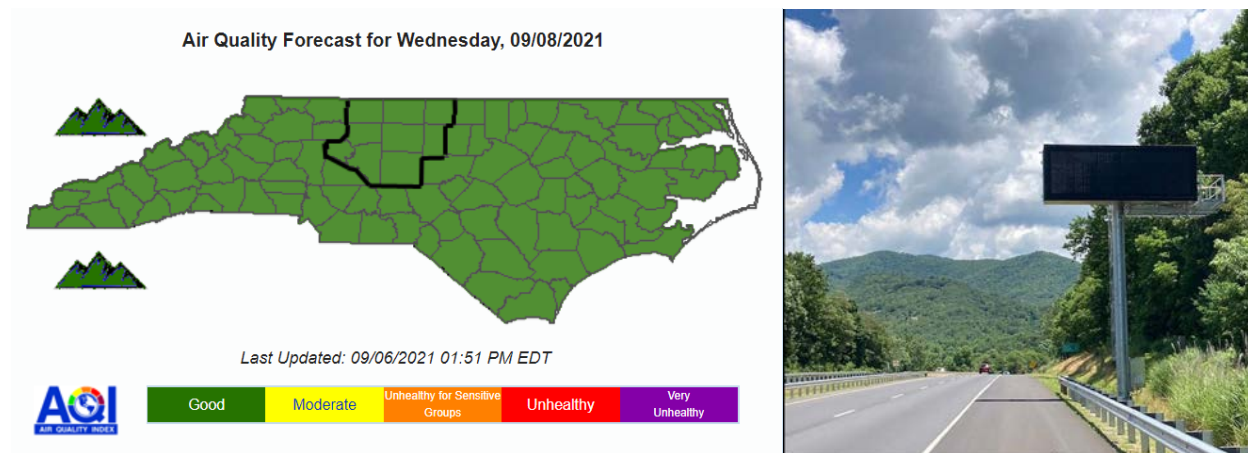
Notary Public

My commission expires _____

FY 2020-2029 MTIP Amendment: Statewide Air Quality & Roadway Operations Projects

Background:

NCDOT has asked the MPO to add four statewide air quality and one roadway operations projects to the MTIP in FY 2022 using NCDOT directed CMAQ funds. Each of the projects continues or expands ongoing programs started under other TIP project numbers. Implementation will generally be limited to counties whose air quality status makes them CMAQ-eligible.



Project Situation:

- **C-4903 and C-5702D:** fund public education and outreach efforts. C-4903 will promote public awareness of air quality conditions, the effects of air quality on health, and the role of individual choices. C-5702D focuses on clean fuel technical assistance for governments, companies, and other organizations. *Adds \$860,000 for C-4903, \$1,513,000 for C-5702D*
- **C-5702E:** funds the NC Clean Energy Technology Center to make subawards to public, private, and non-profit entities in CMAQ eligible counties for small-scale emissions reduction projects. *Adds \$1,528,000 in FY 22.*
- **HO-0005:** funds new ITS equipment on roadsides and/or at regional traffic management centers. *Adds \$6,700,000 in FY 22.*
- **HO-0009:** funds NCDEQ air quality forecasting, an important part of the public education effort. *Adds \$860,000 in FY 22.*

Recommended Action & Next Steps:

- TAC action to amend the 2020-2029 MTIP.
- NCDOT will amend and modify the 2020-2029 STIP at the September and October, 2021 Board of Transportation meeting.

Lead Planning Agency: City of Greensboro Department of Transportation

MTIP Amendment Details

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	FY 2021	FY 2022
New	<u>C-4903*</u>	<u>NC Department of Environment and Natural Resources, NC Air Awareness Outreach Program to produce education and daily air quality forecast</u>	<u>CMAQ</u>	<u>IMP</u>		\$ <u>578,000</u>
			<u>S</u>	<u>IMP</u>		\$ <u>282,000</u>
New	<u>C-5702D*</u>	<u>Statewide, NC Clean Energy Technology Center conducts a clean-fuel advanced technology outreach and awareness program in all CMAQ-eligible counties</u>	<u>CMAQ</u>	<u>IMP</u>		\$ <u>1,210,000</u>
			<u>T</u>	<u>IMP</u>		\$ <u>303,000</u>
New	<u>C-5702E*</u>	<u>Statewide, emission-reducing sub-awards in all CMAQ-eligible counties</u>	<u>CMAQ</u>	<u>IMP</u>		\$ <u>1,222,000</u>
			<u>L</u>	<u>IMP</u>		\$ <u>306,000</u>
New	<u>HO-0005*</u>	<u>NCDOT installs statewide ITS Traffic Systems Operations</u>	<u>CMAQ</u>	<u>CST</u>		\$ <u>5,360,000</u>
			<u>S(M)</u>	<u>CST</u>		\$ <u>1,340,000</u>
New	<u>HO-0009*</u>	<u>NC Department of Environment and Natural Resources, NC Air Awareness Outreach Program to produce education and daily air quality forecast</u>	<u>CMAQ</u>	<u>IMP</u>		\$ <u>578,000</u>
			<u>S</u>	<u>IMP</u>		\$ <u>282,000</u>

Notes:

*Gray shading = prior listings, unshaded = revised listings, strikethrough = deletions, underlined = revisions, * = amendment*

Funding Sources Key:

CMAQ: *Congestion Mitigation & Air Quality Funds*

L: *Local Funds*

S: *State Funds*

T: *State Highway Trust Fund*

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
STATEWIDE ROADWAY PROJECTS**

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 reviewed the current 2020-2029 Metropolitan Transportation Improvement Program, adopted by the TAC on November 13, 2019 and has found that an amendment is needed; AND

WHEREAS, NCDOT requests the MPO amend the MTIP to add four statewide air quality projects C-4903, C-5702D, C-5702E, HO-0009, and one roadway operations project HO-0005; AND

WHEREAS, each of the projects continues or expands ongoing programs started under other TIP project numbers; AND

WHEREAS, the addition these projects will ensure MTIP – STIP consistency and enable timely implementation of the projects using federal funds; AND

WHEREAS, the NC Board of Transportation is to modify the STIP on September 2 and October 7, 2021; AND

WHEREAS, the Greensboro Urban Area conforms with the North Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; AND

WHEREAS, on April 21, 2021 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW Therefore be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to act on the Metropolitan Transportation Improvement Program for FY 2020-2029 to amend the MTIP for C-4903, C-5702D, C-5702E, HO-0005, and HO-0009, on this day, September 22, 2021.

I, Marikay Abuzuaiter, TAC Chair,
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, September 22, 2021.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, September 22, 2021.

Notary Public

My commission expires _____



FY 2020-2029 MTIP Amendments & Modifications: MPO Area Rail Projects

Background:

The NCDOT requests the MPO to adjust MTIP implementation schedules and funding for NCDOT rail projects P-5719C (modification) and Y-4807B (amendment) in the MPO planning area.

Project Details:

P-5719C funds acquisition and refurbishment of eight rail cars for operations on the Piedmont service between Charlotte and Raleigh. This is part of a long-term program to improve the quality of passenger rail service and increase the number of trains operating daily. *Shifts implementation from FY 21,23,24 to FY 22,24,25.*



Y-4807B will realign and upgrade the intersection of Lowdermilk Street, Sykes Avenue, and East Market Street and remove the Pine Street rail crossing. This is part of a long term effort to improve safety at rail crossings. The project will extend sidewalk, curb and gutter, and roadway operational improvements recently completed by City of Greensboro on Lowdermilk and Holts Chapel Road under project EL-5101DM. *Adds \$500,000 utility relocation phase in FY 2021 and shifts construction from FY 2021 to FY 2022.*



Recommended Action & Next Steps:

- TAC action to amend the 2020-2029 MTIP.
- NCDOT amended/modified the 2020-2029 STIP at the August and September, 2021 Board of Transportation meeting.

Lead Planning Agency: City of Greensboro Department of Transportation



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WWW.GUAMPO.ORG

MTIP Amendment & Modification Details

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Current	P-5719C	Acquire and refurbish 8 rail cars from NCRR	O	CST	\$ 156,888,000				
			T	CST			\$ 27,820,000	\$ 27,820,000	
Change	P-5719C	Acquire and refurbish 8 rail cars from NCRR	O	CST		<u>\$ 156,888,000</u>			
			T	CST				<u>\$ 27,820,000</u>	<u>\$ 27,820,000</u>
Current	Y-4807B	Crossing closure at Lowdermilk St, Sykes Ave, and Pine St. Realignment at Lowdermilk St and Sykes Ave.	O	CST	\$ 1,100,000				
			RR	CST	\$ 1,450,000				
Change	Y-4807B*	Crossing closure at Lowdermilk St, Sykes Ave, and Pine St. Realignment at Lowdermilk St and Sykes Ave.	RR	<u>UTIL</u>	<u>\$ 500,000</u>				
			RR	CST		<u>\$ 1,450,000</u>			
			O	CST		<u>\$ 1,100,000</u>			

Notes:

*Gray shading = prior listings, unshaded = revised listings, strikethrough = deletions, underlined = revisions, * = amendment.*

Funding Sources Key:

O: Other

RR: Rail-Highway Safety

T: State Highway Trust Fund

**RESOLUTION AMENDING AND MODIFYING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
NCDOT RAIL DIVISION PROJECTS**

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 reviewed the current 2020-2029 Metropolitan Transportation Improvement Program, adopted by the TAC on November 13, 2019 and has found that an amendment is needed; AND

WHEREAS, NCDOT has requested the MPO modify the FY 2020-2029 MTIP for P-5719C and to amend Y-4807B to update funding and adjust schedules; AND

WHEREAS, the NC Board of Transportation amended project Y-4807B on August 5, 2021 and modified project P-5719C on September 2, 2021; AND

WHEREAS, the Greensboro Urban Area conforms with the North Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; AND

WHEREAS, on April 21, 2021 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW Therefore be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to modify the FY 2020-2029 MTIP for P-5719C and to amend Y-4807B, on this day, September 22, 2021.

I, Marikay Abuzuaiter, TAC Chair,
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, September 22, 2021.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, September 22, 2021.

Notary Public

My commission expires _____

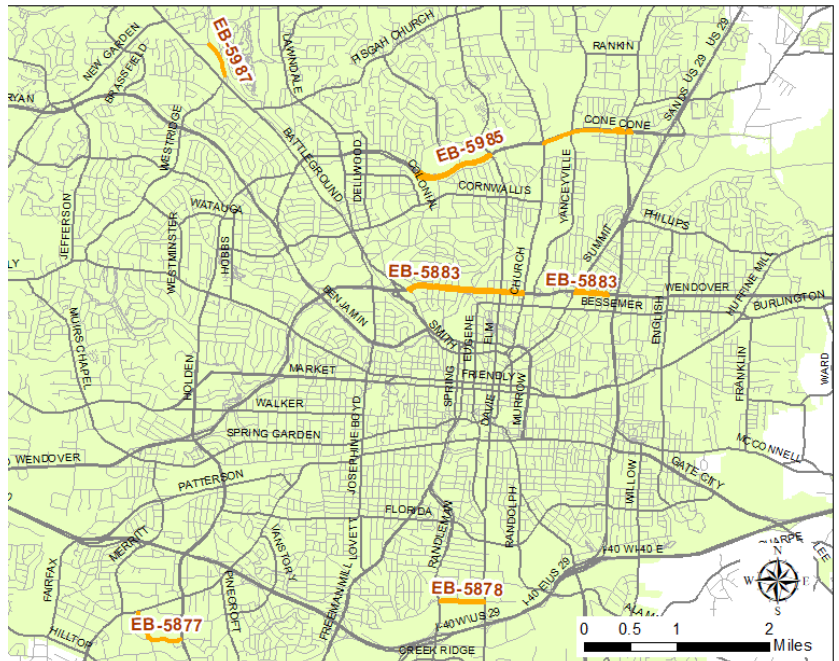
FY 2020-2029 MTIP Amendments and Modifications: MPO Area STI Pedestrian Improvements

Background:

Projects EB-5877, EB-5878, EB-5883, EB-5895, and EB-5987 are MPO identified, STI selected pedestrian improvement projects in Greensboro. The City of Greensboro has requested additional time to be ready to enter the next phase of work for four of the projects, and to accelerate the schedule for initiating the engineering phase for the fifth project.

Project Situation:

- **EB-5877:** Construct sidewalk on Farmington from Holden to W. Gate City. *Shifts construction from FY 21 -> 22.*
- **EB-5878:** Construct sidewalk on W. Meadowview from Elm-Eugene to Randleman. *Shifts construction FY 21 -> 22.*
- **EB-5883:** Construct sidewalk on Wendover Ave from Grecede St to US 29. *Shifts Right of Way FY 21 -> 22.*
- **EB-5985:** Construct sidewalk on Cone Blvd from US 29 to St. Regis Rd. *Establishes engineering phase for pedestrian signal design. Shifts Right of Way from FY 21 to FY 22.*
- **EB-5987:** Construct multi-use path on Old Battleground from Lake Brandt Rd to Bicentennial Greenway. *Accelerates Engineering from FY 23 to FY 22. Adds Right of Way.*



Recommended Action & Next Steps:

- TAC action to amend and modify the FY 2020-2029 MTIP.
- NCDOT amended the 2020-2029 STIP for projects EB-5877, EB-5878, EB-5883, and EB-5895 on September 2, 2021 and will amend the 2020-2029 STIP for project EB-5987 on October 7, 2021.

MTIP Amendment and Modification Details

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Current	EB-5877	Construct sidewalk on Farmington Dr from Holden to W. Gate City Blvd	L	CST	60,000				
			L	R/W	12,000				
			TAANY	CST	240,000				
			TAANY	R/W	48,000				
Change	EB-5877	Construct sidewalk on Farmington Dr from Holden to W. Gate City Blvd	TAANY	R/W	48,000				
			L	R/W	12,000				
			TAANY	CST		240,000			
			L	CST		60,000			
Current	EB-5878	Construct sidewalk on W. Meadowview from Elm-Eugene to Randleman	L	CST	52,000				
			L	R/W	10,000				
			TAANY	CST	207,000				
			TAANY	R/W	41,000				
Change	EB-5878	Construct sidewalk on W. Meadowview from Elm-Eugene to Randleman	TAANY	R/W	41,000				
			L	R/W	10,000				
			TAANY	CST		207,000			
			L	CST		52,000			
Current	EB-5883	Construct sidewalk on Wendover Ave from Grecale St to US 29	L	R/W	89,000				
			TAANY	R/W	357,000				
			L	CST		535,000			
			TAANY	CST		2,139,000			
Change	EB-5883	Construct sidewalk on Wendover Ave from Grecale St to US 29	TAANY	R/W		237,000			
			L	R/W		59,000			
			TAANY	CST		2,249,000			
			L	CST		562,000			
Current	EB-5985	Construct sidewalk on Cone Blvd from US 29 to St. Regis Rd	L	R/W	16,000				
			TAANY	R/W	62,000				
			L	CST		124,000			
			TAANY	CST		497,000			
Change	EB-5985*	Construct sidewalk on Cone Blvd from US 29 to St. Regis Rd	TAANY	ENG		120,000			
			L	ENG		30,000			
			TAANY	R/W		62,000			
			L	R/W		16,000			
			TAANY	CST		377,000			
			L	CST		94,000			
Current	EB-5987	Construct multi-use path on Old Battleground from Lake Brandt Rd to Bicentennial Greenway	L	ENG			20,000		
			TAANY	ENG			79,000		
			L	CST					177,000
			TAANY	CST					710,000
Change	EB-5987*	Construct multi-use path on Old Battleground from Lake Brandt Rd to Bicentennial Greenway	TAANY	ENG		79,000			
			L	ENG		20,000			
			TAANY	R/W				9,000	
			L	R/W				2,000	
			TAANY	CST					710,000
L	CST					177,000			

Notes:

Gray shading = prior listings, unshaded = revised listings, strikethrough = deletions, underlined = revisions, * = amendment

Funding Sources Key:

TAANY: Transportation Alternatives, any area

L: local matching funds

**RESOLUTION AMENDING AND MODIFICATION THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
MPO PEDESTRIAN IMPROVEMENTS**

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 reviewed the current FY 2020 -2029 Metropolitan Transportation Improvement Program adopted on November 13, 2019, and has found that an amendment is needed; AND

WHEREAS, projects EB-5877, EB-5878, EB-5883, EB-5895, and EB-5987 were selected under STI and the City of Greensboro requested to change the schedule of these projects based on status of the projects to have additional time for planning and design; AND

WHEREAS, the modification of EB-5877 and EB-5878 will delay construction from FY 21 to FY 22; AND

WHEREAS, the modification of EB-5883 will delay Right of Way from FY 21 to FY 22 and adjust the funding amount of Right of Way and Construction; AND

WHEREAS, the amendment of EB-5985 will add Engineering funds, delay Right of Way from FY 21 to FY 22, and adjust the funding amount of Construction; AND

WHEREAS, the amendment of EB-5987 will accelerate Engineering from FY 23 to FY 22, and add Right of Way; AND

WHEREAS, the NC Board of Transportation amended the 2020-2029 STIP for projects EB-5877, EB-5878, EB-5883, and EB-5895 on September 2, 2021 and will amend the 2020-2029 STIP for project EB-5987 on October 7, 2021; AND

WHEREAS, the Greensboro Urban Area conforms with the North Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; AND

WHEREAS, on April 21, 2021 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW Therefore be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to amend the Metropolitan Transportation Improvement Program for FY 2020-2029, for projects EB-5985 and EB-5987, and to modify projects EB-5877, EB-5878, and EB-5883, on this day, September 22, 2021.

I, Marikay Abuzuaiter, TAC Chair,
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, September 22, 2021.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, September 22, 2021.

Notary Public

My commission expires _____

FY 2020-2029 MTIP Amendment: MPO BGDA Pedestrian Signal Project

Background:

Pedestrian signals are an important part of the roadway infrastructure because they help pedestrians more safely navigate the roadway environment by providing information about when it is safest to cross signalized intersections. Based on review of recent BGDA funded sidewalk projects, NCDOT has advised that pedestrian signal design and installation should be part of future sidewalk projects when feasible or under follow-up retrofit projects where needed. Staff has prepared project HL-0048 as the first of a series of pedestrian signal retrofit projects for this purpose. HL-0048 includes recently constructed MPO priority sidewalks on English, Yanceyville, Lees Chapel, Pisgah Church, and West Friendly (EL-5101DL) as well as at selected locations from previous MPO BGDA sidewalk projects. The recommendation is to direct BGDA funds to HL-0048 and amend it into the TIP for implementation in FY 2022.

Project Situation:

HL-0048: Add pedestrian signals, replace wheel chair ramps, an upgrade traffic signal equipment at 30 intersections in Greensboro. *Adds \$240,000 for Engineering in FY 22; adds \$20,000 for R/W in FY 22 & 23; and adds \$1,000,000 for Construction in FY 22.*

- Includes twenty intersections from EL-5101DL on English Street, Yanceyville Street, Lees Chapel Road, Pisgah Church Road, and West Friendly Avenue.
- Includes ten intersections where sidewalk was completed in previous MPO supported DA sidewalk projects locations include Randleman Road at I-40, West Market Street between Norwalk and Westgate, and Bessemer Avenue near NCA&TSU.
- The ten intersections from previous projects were selected based on having a high crash frequency/severity index on the pedestrian and bicycle high injury network. Six of the intersections from EL-5101 also were included on the high injury network as well.

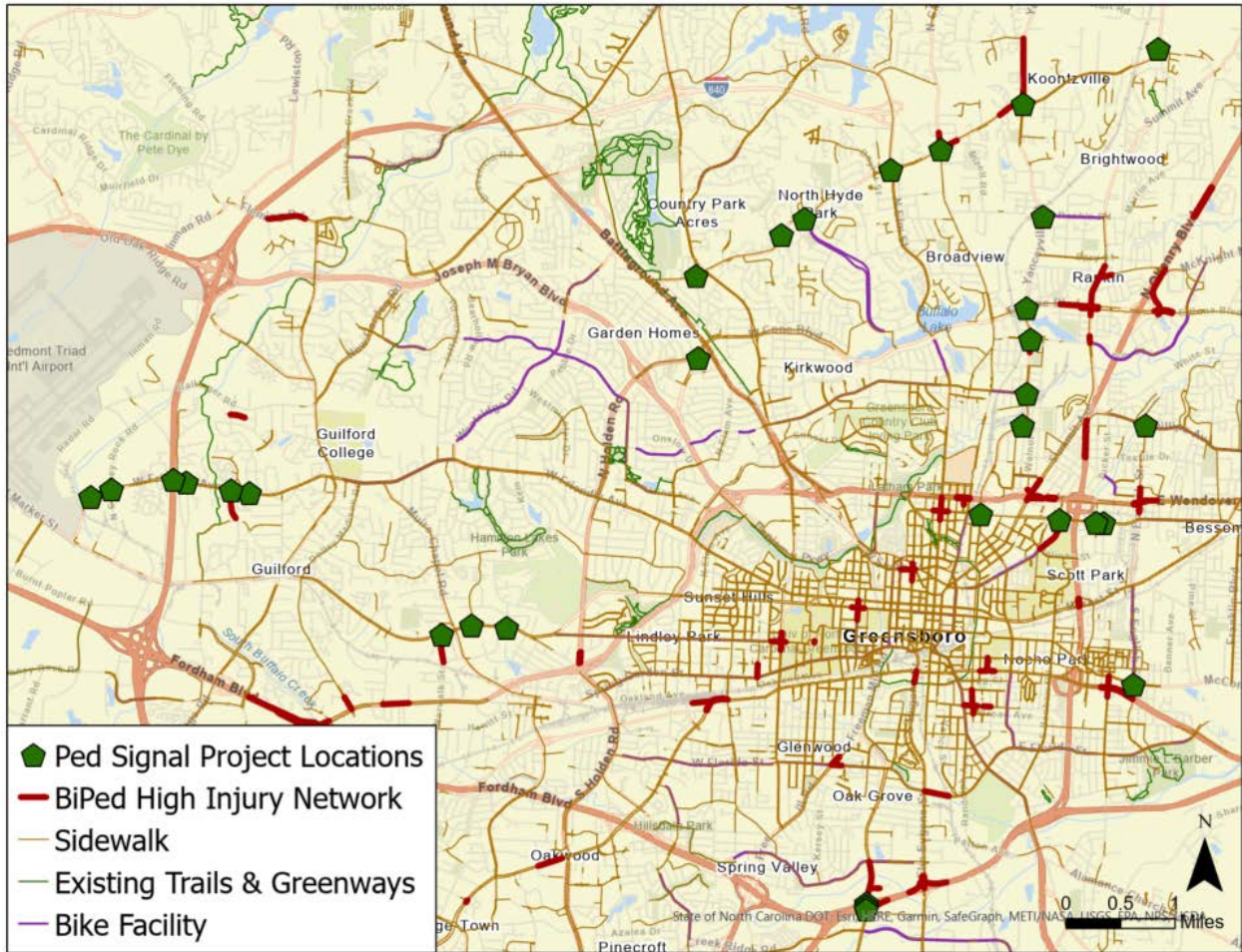


Recommended Action & Next Steps:

- TAC action to amend the 2020-2029 MTIP.
- NCDOT will amend the 2020-2029 STIP at the November 4 Board of Transportation meeting as appropriate.

Lead Planning Agency: City of Greensboro Department of Transportation

HL-0048 Locations Map



HL-0048 Locations Details

Sidewalks Constructed By	Intersection	# Existing Ped Signals	# of Pedestrian Signal Heads Needed
EL-5101DL	Bessemer / Yanceyville	0	4
EL-5101DL	Textile / Yanceyville	2	2
EL-5101DL	Cornwallis / Yanceyville	0	3
EL-5101DL	Sixteenth / Yanceyville	0	4
EL-5101DL	Cone / Yanceyville	2	2
EL-5101DL	Rankin / Yanceyville	0	3
EL-5101DL	Lees Chapel / Yanceyville	2	2
EL-5101DL	Brightwood School / Lees Chapel	3	relocation
EL-5101DL	Church / Lees Chapel	0	4
EL-5101DL	Elm / Pisgah Church	2	2
EL-5101DL	Willoughby / Pisgah Church	3	1
EL-5101DL	Pisgah Pl / Pisgah Church	0	3
EL-5101DL	Martinsville / Pisgah Church	3	1
EL-5101DL	English / McConnell	0	4
EL-5101DL	English / Phillips	1	2
EL-5101DL	Friendly / King George	1	1
EL-5101DL	Friendly / Frenndway / Coble Farm	1	2
EL-5101DL	Friendly / Stagecoach	0	4
EL-5101DL	Friendly / Urban Loop	0	8
EL-5101DL	Friendly / Chimney Rock	2	2
EL-5101DL	Friendly / Old Friendly	0	3
EB-5516	Lindsay / Bessemer	0	4
EL-5101 C	Bessemer / Winston	0	4
EL-5101 C	Bessemer / Huffman	0	4
EL-5101A	Randleman / I-40 WB Ramps	0	4
EL-5101A	Randleman / US 29 / 220 SB Ramp	0	2
EL-5101A	Randleman / I-40 EB Ramps	0	4
EL-5101 DB	Pinedale / Benjamin	1	3
EL-5101 DF	West Market / Norwalk	0	2
EL-5101 DF	West Market / Montrose	0	2
EL-5101 DF	West Market / Westgate	0	2
	Total Pedestrian Signal Heads		88

MTIP Amendment Details

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
New	<u>HL-0048*</u>	<u>Add pedestrian signals, replace wheelchair ramps and upgrade traffic signal equipment to comply with current local, state and national standards at various intersections in Greensboro</u>	<u>BGDA</u>	<u>PE</u>	<u>\$ 192,000</u>				
			<u>L</u>	<u>PE</u>	<u>\$ 48,000</u>				
			<u>BGDA</u>	<u>R/W</u>	<u>\$ 8,000</u>				
			<u>L</u>	<u>R/W</u>	<u>\$ 2,000</u>				
			<u>BGDA</u>	<u>CST</u>	<u>\$ 800,000</u>				
			<u>L</u>	<u>CST</u>	<u>\$ 200,000</u>				

Notes:

*Gray shading = prior listings, unshaded = revised listings, strikethrough = deletions, underlined = revisions, * = amendment*

Funding Sources Key:

***BGDA:** Surface Transportation Block Grant Program (Direct Apportionment)*

***L:** Local Funds*

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
MPO BGDA PEDESTRIAN SIGNAL PROJECT**

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 reviewed the current 2020-2029 Metropolitan Transportation Improvement Program, adopted by the TAC on November 13, 2019 and has found that an amendment is needed; AND

WHEREAS, NCDOT has advised that pedestrian signal design and installation should be part of future sidewalk projects when feasible or under follow-up retrofit projects where needed; AND

WHEREAS, the first retrofit project recommended for this purpose, HL-0048 will install pedestrian signals on recently completed sidewalks constructed under EL-5101DL on English, Yanceyville, Lees Chapel, Pisgah Church, and West Friendly as well as several intersections with high crash frequency/severity index scores on the pedestrian high injury network; AND

WHEREAS, the action will direct BGDA funds to project HL-0048 and amend it into the MTIP; AND

WHEREAS, the NC Board of Transportation will follow-up to modify the STIP as appropriate on November 4, 2021; AND

WHEREAS, the Greensboro Urban Area conforms with the North Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; AND

WHEREAS, on April 21, 2021 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW Therefore be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to direct BGDA funds and amend the FY 2020-2029 Metropolitan Transportation Improvement Program for project HL-0048 on this day, September 22, 2021.

I, Marikay Abuzuaiter, TAC Chair,

(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, September 22, 2021.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, September 22, 2021.

Notary Public

My commission expires _____



FY 2020-2029 MTIP Amendment: MPO BGDA Roadway Modernization & Sidewalk Projects

Background:

The MPO directs available Federal Highway BGDA and related funds to area transportation needs in consultation with NCDOT. At this time, two MPO priority projects have progressed to the point where they are ready to advance to their next phase of work. The recommendation is to direct BGDA funds to these projects and amend them into the TIP for FY 22 right-of-way and FY 23 construction.

Project Situation:

HL-0046: Construct sidewalks and modernize roadway with curb and gutter, bike lanes, and pedestrian signals on East Gate City Boulevard from Willow Road to Florida Street. *Adds \$150,000 for Right of Way in FY 22 and \$3,560,000 for Construction in FY 23.*

- Improves connections between downtown, urban neighborhoods, Gateway Research Center, Gateway Gardens, Hayes - Taylor YMCA, Barber Park, transit stops, and schools including Dudley High and Lincoln Middle.
- Improves pedestrian and bicycle safety on Gate City and on intersecting street crossings. Willow Road at East Gate City Boulevard is on the pedestrian and bicycle high injury network.
- Design is complete and the project is ready to enter the right-of-way phase.
- TAC approved this project for BGDA funding under grouped project U-5532 in 2014. NCDOT has phased out the use of U-5532 for new subprojects though, requiring use of a new TIP number for the project at this time.

HL-0047: Widen and modernize roadway and construct sidewalks and add curb and gutter on Yanceyville Street from Lees Chapel Road to Urban Loop project limits. Construct sidewalks on Sands Drive from Cone Blvd to McKnight Mill Road and on Old Battleground from Westridge Drive to British Lakes Drive. *Adds \$70,000 for Right of Way in FY 22 and adds \$550,000 for Construction in FY 23.*

- The Yanceyville Street project will provide a continuous cross section with sidewalks between Lees Chapel and the northern limit of the pending Urban Loop interchange (expected opening date late 2022); improve access to transit; and improve safety at this pedestrian and bicycle high injury network location. The City had requested NCDOT include this work under Urban Loop construction, but NCDOT was not able to due to technicalities with the environmental document for the Urban Loop project.
- Sands Drive section will improve safety at another high injury network location and will connect the US 29 pedestrian bridge at McKnight Mill Road to Cone Boulevard and nearby destinations. Design is complete and the project is ready for the right of way phase.
- Old Battleground section will connect residents to transit, retail, services, and employment as well as sidewalks and pedestrian crossing improvements recently completed by the Battleground at Westridge intersection project. The project will mitigate the impact of the 2018 relocation of GTA Route 17 from Old Battleground to Battleground for residents who depend on transit. Design is complete and right of way acquired.
- These projects will support MPO priorities for improving safety and travel options in the area and advance projects that are ready to enter their next phase of work.

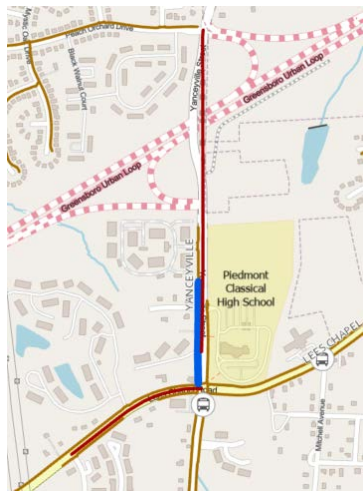
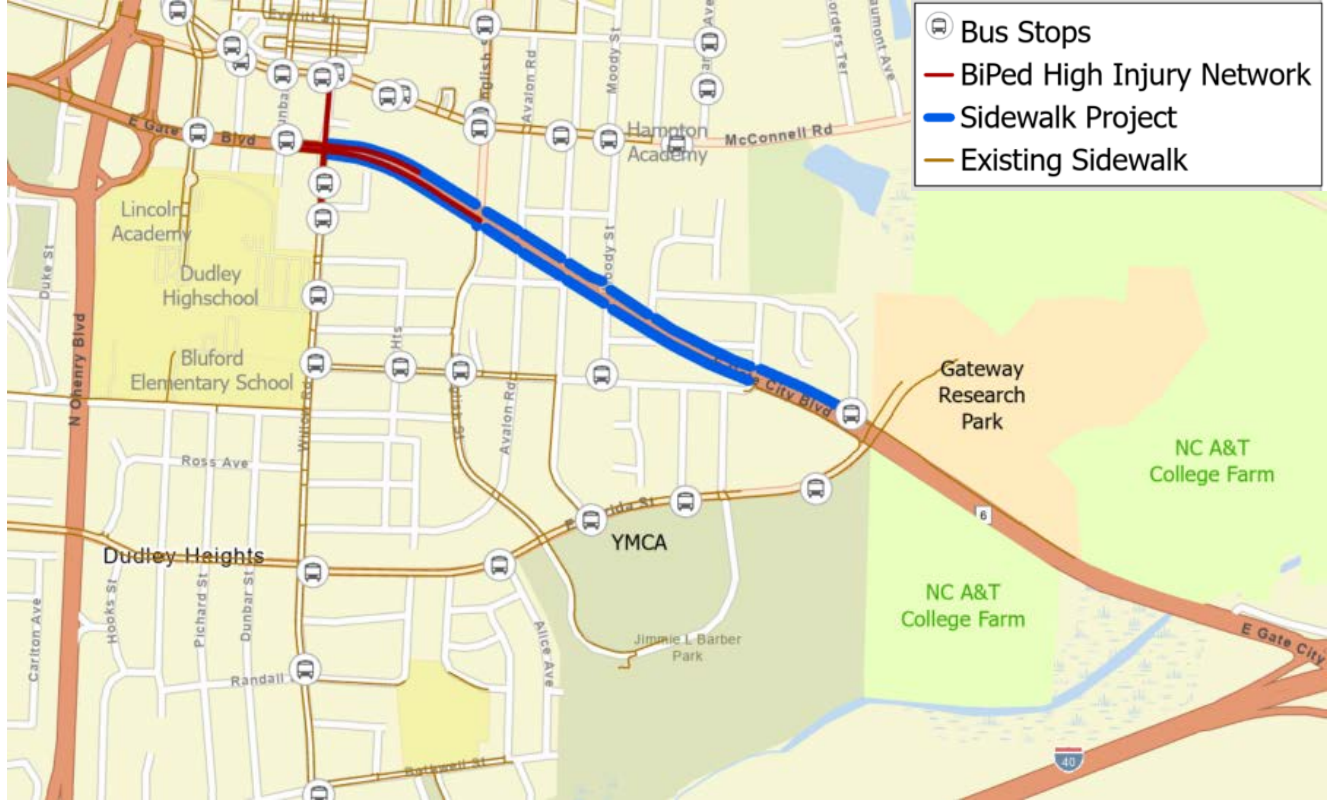
Recommended Action & Next Steps:

- TAC action to amend the 2020-2029 MTIP.
- NCDOT will amend the 2020-2029 STIP at the November 4, 2021 Board of Transportation meeting.

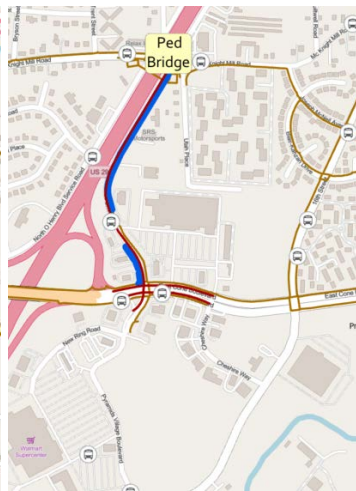
Lead Planning Agency: City of Greensboro Department of Transportation



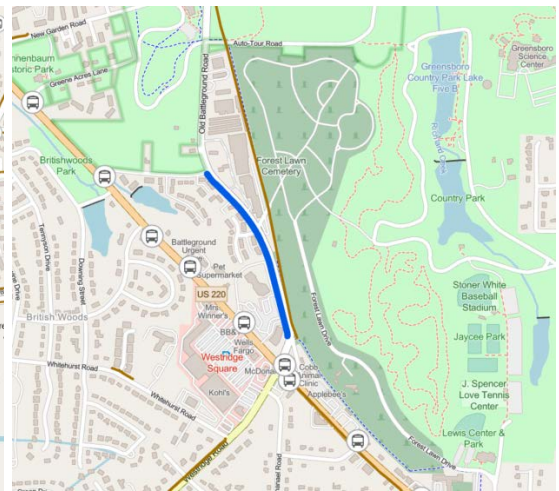
HL-0046: East Gate City Boulevard



HL-0047: Yanceyville Street



Sands Drive



Old Battleground

MTIP Amendment Details

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
New	<u>HL-0046*</u>	<u>East Gate City Blvd from Willow Road to Florida Street: construct sidewalks, add curb and gutter, and modernize roadway</u>	BGDA	R/w	\$ 120,000				
			L	R/w	\$ 30,000				
			BGDA	CST		\$2,848,000			
			L	CST		\$ 712,000			
New	<u>HL-0047*</u>	<u>Yanceville Street widening and modernization with sidewalks and curb and gutter from Lees Chapel Road to Urban Loop project limits; Sidewalk on Sands Dr from Cone Blvd to McKnight Mill Rd; Sidewalk on Old Battleground from Westridge Dr to British Lakes Dr</u>	BGDA	R/w	\$ 20,000				
			L	R/w	\$ 50,000				
			BGDA	CST		\$ 440,000			
			L	CST		\$ 110,000			

Notes:

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Funding Sources Key:

BGDA: Surface Transportation Block Grant Program (Direct Apportionment)

L: Local Funds

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
MPO ROADWAY MODERNIZATION AND SIDEWALK PROJECTS**

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 reviewed the current 2020-2029 Metropolitan Transportation Improvement Program, adopted by the TAC on November 13, 2019 and has found that an amendment is needed; AND

WHEREAS, two MPO priority projects have progressed to the point where they are ready to advance to their next phase of work; AND

WHEREAS, the projects will connect residents to transit, retail, services, and employment and will improve safety, including at areas identified in the pedestrian and bicycle high injury network; AND

WHEREAS, the action will direct BGDA funds to project HL-0046 and HL-0047 and amend them into the MTIP; AND

WHEREAS, the NC Board of Transportation will follow-up to modify the STIP as appropriate on November 4, 2021; AND

WHEREAS, the Greensboro Urban Area conforms with the North Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; AND

WHEREAS, on April 21, 2021 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW Therefore be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to act on the Metropolitan Transportation Improvement Program for FY 2020-2029 to direct BGDA funds and amend the MTIP for HL-0046 and HL-0047, on this day, September 22, 2021.

I, Marikay Abuzuaiter, TAC Chair,

(Name of Certifying Official) (Title of Certifying Official)

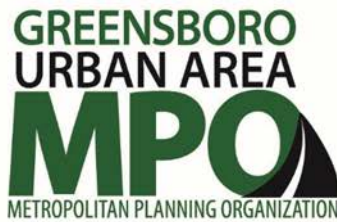
do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, September 22, 2021.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, September 22, 2021.

Notary Public

My commission expires _____



FY 2020-2029 MTIP Amendment: MPO BGDA Greenway Projects

Background:

The MPO directs available Federal Highway BGDA and related funds to area transportation needs in consultation with NCDOT. From time to time supplemental funds with special provisions are included in the MPO allocation. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSSAA) created one such funding opportunity, providing \$2.1 million in funding that be used at 100% federal share with no match requirement. This funding, abbreviated as BGDACV, is ideally suited for covering needed improvements that could be difficult to fund a different way and that are shovel ready or close to shovel ready. The recommendation is to direct BGDACV funds and add two shovel ready greenway projects that currently lack a committed funding source to the TIP under projects BL-0041 and BL-0042.

Project Situation:

BL-0041: Repair surface of Lake Daniel Greenway from Friendly Avenue to Josephine Boyd Street and Latham Park Greenway at Tennis Courts near Wendover Avenue. *Adds \$375,000 for Construction in FY 22.*

- Lake Daniel and Latham Park Greenway connect Friendly Center, Downtown, Grimsley High and Kiser Elementary, and Moses Cone and Wesley Long Hospital areas and are historically among the most heavily used greenways in the MPO area.
- Pavement condition is terrible between Josephine Boyd and Friendly. Also a serious drainage problem needs fixing near Wendover at the Tennis Courts.
- Elam to Friendly section has been closed since March 2020 due to bridge failure. Bridge replacement is pending later this year, paid for by donations from area foundations and individuals.
- City has already prepared construction drawings for the work, and the project is shovel ready.



BL-0042: Construct Vance Arlington Greenway from north of Florida Street to Bragg Street. *Adds \$900,000 for Construction in FY 22.*

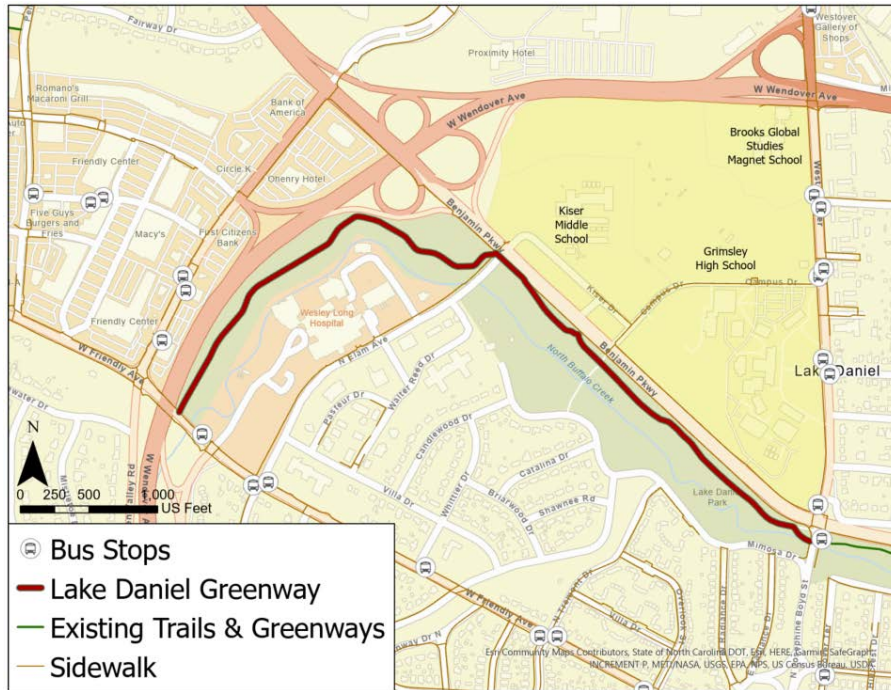
- Vance Arlington Greenway will connect the Southeast Greenway near Florida Street to the Downtown Greenway at Bragg Street.
- The facility will improve pedestrian and bicycle connections from neighborhood areas to the Downtown Greenway and the central business district.
- The project design is complete and the locally funded right of way phase is nearing completion. The project is nearly shovel ready.

Recommended Action & Next Steps:

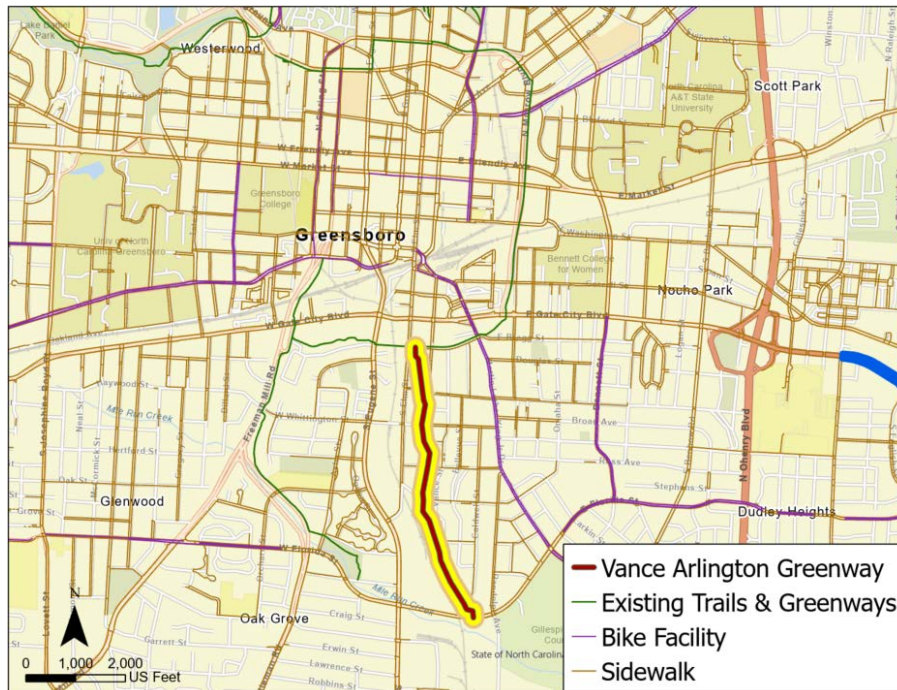
- TAC action to amend the 2020-2029 MTIP.
- NCDOT will amend the 2020-2029 STIP at the November 4 Board of Transportation meeting as appropriate.

Lead Planning Agency: City of Greensboro Department of Transportation





BL-0041: Repair surface of Lake Daniel Greenway



BL-0042: Construct Vance Arlington Greenway

MTIP Amendment Details

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
New	<u>BL-0041*</u>	<u>Lake Daniel Greenway surface repairs from Friendly Avenue to Josephine Boyd Street and Latham</u>	BGDACV	CST	\$ 500,000				
		<u>Park Greenway surface repair at Tennis Courts near Wendover Avenue</u>	BGDACV	CST					
New	<u>BL-0042*</u>	<u>Vance Arlington Greenway from north of Florida Street to Bragg Street: construct greenway and</u>	BGDACV	CST	\$1,200,000				
		<u>sidepath</u>	BGDACV	CST					

Notes:

*Gray shading = prior listings, unshaded = revised listings, strikethrough = deletions, underlined = revisions, * = amendment*

Funding Sources Key:

BGDACV: Surface Transportation Block Grant Program Direct Apportionment - Coronavirus Relief

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
MPO GREENWAY PROJECTS**

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 reviewed the current 2020-2029 Metropolitan Transportation Improvement Program, adopted by the TAC on November 13, 2019 and has found that an modification is needed; AND

WHEREAS, the MPO BGDA allocation has been supplemented by \$2 million in corona virus relief funds (BGDACV) that do not require matching funds allowing a 100% federal share; AND

WHEREAS, these funds are well suited for covering needed improvements that could be difficult to fund a different way and that are shovel ready or close to shovel ready; AND

WHEREAS, two projects have been identified meeting those criteria, BL-0041 Lake Daniel and Latham Park Greenway Repairs and BL-0042 Vance Arlington Greenway; AND

WHEREAS, the amendment would direct BGDACV funds to BL-0041 and BL-0042 and amend the projects into the MTIP; AND

WHEREAS, the NC Board of Transportation will follow-up to modify the STIP as appropriate on November 4, 2021; AND

WHEREAS, the Greensboro Urban Area conforms with the North Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; AND

WHEREAS, on April 21, 2021 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW Therefore be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to direct BGDACV funds and amend the FY 2020-2029 Metropolitan Transportation Improvement Program on this day, September 22, 2021.

I, Marikay Abuzuaiter, TAC Chair,

(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, September 22, 2021.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, September 22, 2021.

Notary Public

My commission expires _____



FY 2020-2029 MTIP Administrative Modification: Transit Safety Planning and Target Setting

Background

FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307) and all rail transit operator recipients. FTA is deferring applicability of this requirement for operators that only receive funds through FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (Section 5310) and/or Rural Area Formula Program (Section 5311).

The MPO is required to set performance targets for each performance measure, per 23 C.F.R. § 450.306. Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their safety performance targets by July 20, 2020. In accordance with 49 U.S.C. 5303(h)(2)(B) and 5304(d)(2)(B), each State and transit agency must make its safety performance targets available to States and Metropolitan Planning Organizations to aid in the planning process. 49 C.F.R. § 673.15(b) requires, to the maximum extent practicable, a State or transit agency to coordinate with States and Metropolitan Planning Organizations in the selection of State and MPO safety performance targets.

MPOs are required to reference the safety performance targets and agency safety plans in their TIPs and Metropolitan Transportation Plans updated or amended after July 20, 2021. The planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system, for transit asset management, safety, and the FHWA performance measures. This should also include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

MTIP Administrative Modification Description

Adds the following statement to the FY 2020-2029 MTIP Appendix D. This language supplements the discussion found in Chapter 1, Section 4, page 4: *How does the MTIP Support Performance Measures?*

Public Transportation Agency Safety Plans link to the MTIP. Public transit projects included in the STIP align with the transit safety planning and target setting process undertaken by the transit agencies and MPOs. While the North Carolina DOT aided with the development of a template for the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are

Lead Planning Agency: City of Greensboro Department of Transportation



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outlined in the Public Transportation Project Funding section of the MTIP 2020-2029 Greensboro Urban Area. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Recommended Action & Next Steps

Endorse the administrative modification on Transit Safety Planning and Target Setting language to FY 2020-2029 MTIP.

**RESOLUTION ENDORSING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
TRANSIT SAFETY PLANNING AND TARGET SETTING ADMINISTRATIVE
MODIFICATION**

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 Greensboro MPO has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; AND

WHEREAS the current surface transportation authorization law and regulations require the ongoing implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); AND

WHEREAS, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule on July 19, 2018 requiring certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plan that include the processes and procedures to implement Safety Management Systems; AND

WHEREAS, FHWA/FTA planning rules requires that specific written provisions for the transit safety measure are jointly agreed upon and adopted by the MPO(s), State(s), and providers of public transportation by July 20, 2021, and the MPO reflects the transit safety measures and targets in all MTPs and TIPs updated or amended after this date; AND

WHEREAS, the NCDOT updated STIP prologue to fulfill the requirement and requested the MPO modify the 2020-2029 MTIP to maintain STIP–MTIP consistency; AND

WHEREAS, Greensboro Urban Area MPO made the administrative modification to the 2020-2029 MTIP on July 1, 2021;

NOW THEREFORE be it resolved that the Greensboro Urban Area Transportation Advisory Committee acknowledges and endorses the administrative modification made to add the Transit Safety Planning and Target Setting language to the FY 2020-2029 MTIP adopted on November 13, 2019 by the Greensboro MPO.

I, Marikay Abuzuaiter, TAC Chair,
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, September 22, 2021.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, September 22, 2021.

Notary Public

My commission expires _____

Appendix D

**Metropolitan Transportation Improvement
Program (MTIP)**

Transit Safety Targets FHWA/FTA Requirements

Public Transportation Agency Safety Plans link to the MTIP

Public transit projects included in the STIP align with the transit safety planning and target setting process undertaken by the transit agencies and MPOs. While the North Carolina DOT aided with the development of a template for the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the Public Transportation Project Funding section of the MTIP 2020-2029 Greensboro Urban Area. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907CE 47938.1.1 47938.3.1	Install severe duty impact attenuators at four locations on multiple routes in Guilford County: I-73 NB at Exit 2 (Friendly Avenue), I-73 SB at Exit 1 (I-40 WB), I-73 SB at Exit 97A (US 29/US 70), I-85 SB at Exit 121 (I-73 NB) in Greensboro	4/19/21	Sept. 2021	\$145,000	Construction underway	Bobby Norris
SS-4907CO 48784.3.1	Install severe duty impact attenuator on I-85 North at Exit 126 A-B collector ramp to US 421 South in Greensboro	4/20/21	Sept. 2021	\$35,000	Construction underway	Bobby Norris
I-5964 45914.1.1 45914.2.1 45914.3.1	Interchange improvements at I-40/Business 85/US29/US70/US220 and Elm-Eugene Street in Greensboro	10/07/21 8/5/2021	FY 2023	\$600,000	Final plans complete, ROW certified 1/17/19, to be Re-Let in October 2021	Brian Ketner
SS-6007S 49558.1.1 49558.3.1	Warning sign revisions, pavement marking and delineator installations, directional signing upgrades and sign distance improvements at SR 2254 (Wendover Avenue) from 1591 feet southwest of Market Street to 858 feet northeast of Market Street in Greensboro.	6/13/21	10/31/21	\$49,950	Planning activities underway. Construction pending material arrivals. City to coordinate press release.	Dawn McPherson
SS-4907CL 48630.3.1	Traffic Signal revisions at the following locations: US 70 (Wendover Avenue) at Gatewood Avenue; SR 3163 (Market Street) at English Street; SR 4240 (Gate City Boulevard) at Willow Road; SR 1007 (Randleman Rd) at W Elmsley Dr/Nestleway Drive; SR 1007 (Randleman Rd) at Glendale Drive; SR 1007 (Randleman Rd) at Vandalia Road; US 220 (Battleground Avenue) at Cornwallis Drive; and SR 1008 (Market Street) at Holden Road in Greensboro	7/1/21 Oct. 2021	Apr. 2022	\$67,500	Funds approved 3/7/19 and released, Agreement executed for construction by City of Greensboro	Dawn McPherson
SS-4907CM 48631.3.1	Traffic Signal revisions at the following locations: US 220 (Battleground Avenue) at Green Valley Road/Pembroke Road; US 70 (Wendover Avenue) at Elwell Avenue; SR 2526 (Summit Avenue) at Sixteenth Street; SR 3841 (Market Street) at Edgeworth Street; US 220 (Battleground Avenue) at Edney Ridge Road; US 220 (Battleground Avenue) at Markland Drive; and US 29 at E. Cone Boulevard in Greensboro	7/1/21 Oct. 2021	Apr. 2022	\$200,700	Funds approved 3/7/19 and released, Agreement executed for construction by City of Greensboro	Dawn McPherson
SS-6007AB 49703.3.1 49703.1.1	Installation of guardrail on US 70/US 220 (Wendover Avenue) between SR 2523 (Yanceyville Street) and Cypress Street.	12/31/21 11/1/2021	1/31/22 12/31/2021	\$90,000	Construction schedule pending	Bobby Norris

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
Y-4807B 40325.2.59 40325.3.59	Pine Street RR crossing closure and Lowdermilk St./ Sykes Ave. realignment in Greensboro	2/17/2022 6/30/2021	FY2024 FY2023	\$2,550,000	Planning and design activities underway, COG acquiring ROW - complete	Kumar Trivedi
U-5754 54034.1.1 54034.3.1	US 29 / US 70 / US 220 (O'Henry Blvd.) from I-40 / Business 85 to south of Florida St in Greensboro. Add lane on I-40/Business 85 EB Ramp onto NB US 29/US 70/US 220 and extend US 29/US 70/US 220 SB Ramp onto SR 3762 (Martin Luther King, Jr. Drive) in Greensboro	11/16/21	FY2023	\$3,650,000	Project let in March 2019, No bids, Re-let June 2019, Bids high not awarded, Re-let scheduled 11/16/21	Laura Sutton
SS-6007W 49707.3.1	All-way stop to be installed on NC 62 at SR 3437 (Branson Mill Road) and on SR 2832 (Rankine Mill Road) at SR 2732 (Hines Chapel Road).	Aug. 2021	6/30/22	\$52,200	Construction Completed - Final Inspection completed 9/8/2021	Dawn McPherson
SS-6007X 49707.1.1 49707.3.1	All-way stop and overhead flashers to be installed on NC 62 at SR 1005 (Alamance Church Road) and on SR 1113 (Kivett Drive) at SR 1129 (Groometown Road).	1/3/22	6/30/22	\$60,300	Planning and design activities underway	Dawn McPherson
SS-4907CH 48254.1.1 48254.2.1 48254.3.1	Construct left turn lane on NC 150 at SR 4963 (Chesterbrooke Drive) in Summerfield	Jun. 2022	Dec. 2022	\$300,000	R/W acquisition - 100% complete, Utility relocations complete - State forces to build after final utilities relocated - Construction completed 8/11/21	Chad Reimakoski
SM-5707G 48907.1.1 48907.2.1 48907.3.1	Installation of left and right turn lanes on SR 2526 (Summit Avenue) at SR 2565 (Hicone Road) in Greensboro	Apr. 2022	Oct. 2022	\$385,000	Funds approved 9/5/19 and released 6/23/20 - Design work to begin pending approval	Chad Reimakoski
SS-4907CI 48304.1.1 48304.3.1	Directional crossover construction on US 29 at Lakeview Memorial Park Cemetery Entrance in Greensboro	1/6/22	6/1/22	\$300,000	Funds approved and released 12/6/18 - Design underway	Chad Reimakoski
48919	Realign lanes on eastbound SR 2254 (West Wendover Ave) at Holden Rd (non-system) to create an acceleration lane in Greensboro	Jan. 2022	Jun. 2022	\$150,000	Funds approved 9/5/19 and released 6/23/20 - Planning and design activities underway	Dawn McPherson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
48916	Realign intersection to improve turning radius on the north side of NC-61 / NC-100 (Main St) and NC-61 (N Wharton Ave) in Gibsonville	Jun. 2022	Jan. 2023	\$610,000	Funds approved 9/5/19 and released 6/23/20 - Design underway	Chad Reimakoski
U-6019 47164.1.1 47164.2.1 47164.3.1	Construct turn lanes and sidewalks at the intersection of SR 2334 (Air Harbor Road) and SR 2347 (Lake Brandt Road) in Greensboro	3/17/22	FY2024	\$875,000	Final design underway, ROW acquisition is 80% complete	Rob Weisz
SS-6007F 49116.1.1 49116.2.1 49116.3.1	All Way Stop and overhead red flasher installation at intersection of SR 1005 (Alamance Church Road) and SR 3093 (Old Julian Road) southeast of Greensboro	3/22/21	FY2023	\$27,900	Funds approved 3/5/20 and released 6/23/20. - ALL WAY STOP installed 5/26/21 - Final Inspection completed 8/12/2021.	Dawn McPherson
49598	Reconfigure SR 2254 (Wendover Ave.) on/off ramp intersection at Westover Terrace (non-system) and add traffic signal	8/9/21 7/29/2022	FY 2024	\$450,000	Planning and design activities underway	Chad Reimakoski
SS-6007I 49119.1.1 49119.3.1	Traffic signal revisions at the intersection of SR 1115 (Rehobeth Church Road) and West Vandalia Road in Greensboro	Jul. 2022	FY2023	\$4,500	Funds approved 3/5/20 and released 6/23/20, Agreement pending for construction by City of Greensboro	Dawn McPherson
SS-6007J 49156.1.1 49156.2.1 49156.3.1	All Way Stop with overhead flashing beacon installation at the intersection of SR 3336 (Coble Church Road) and SR 3093 (Old Julian Road) southeast of Greensboro	4/12/21	FY2023	\$26,280	Funds approved 3/5/20 and released 6/23/20. Work started 4/12/21. Installation on 6/15/21. - Final inspection completed on 8/3/21	Dawn McPherson
SS-6007K 49263.1.1 49263.3.1	Traffic signal revisions at intersection of SR 4121 (Gate City Boulevard) and Patterson Street in Greensboro . Install FYA heads on both approaches of SR 4121 and for the southbound Patterson Avenue approach to the intersection. Lengthen mast arm #17 for improved lateral positioning for the recommended FYA for the southbound Patterson Avenue approach.	Jul. 2022	FY2023	\$9,900	Funds approved 3/5/20 and released 6/23/20, Agreement pending for construction by City of Greensboro	Dawn McPherson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-6007L 49829.2.1 49829.3.1	Traffic signal installation and pedestrian accommodations at the intersection of SR 4240 (W Gate City Boulevard) at Fulton Street in Greensboro	Jun. 2022	FY2023	\$81,000	Funds approved 6/4/20 but not released. Agreement pending for construction by City of Greensboro	Dawn McPherson
SS-6007M 49290.1.1 49290.2.1 49290.3.1	Traffic signal installation at the intersection of SR 2565 (Hicone Road) and SR 2835 (McKnight Mill Road) northeast of Greensboro	6/8/21	FY2023	\$72,000	Funds approved 6/4/20 and released 6/23/20. Installation complete. Final Inspection completed 8/12/2021.	Dawn McPherson
SM-5707I 49147.1.1 49147.2.1 49147.3.1	Traffic signal installation at NC 61 and I-85 NB/I-40 EB ramps south of Whitsett	Jun. 2022	FY2023	\$100,000	Funds approved 3/5/20 and released 6/23/20. Installation Complete. Waiting on final inspection.	Dawn McPherson
U-5841 50232.1.1 50232.2.1 50232.3.1	Widen Lindell Road (SR 2254 Wendover Ave. Off Ramp) and Friendly Avenue to accept dual left turn lanes in Greensboro	2/17/2022 7/20/2021	FY2024 FY2023	\$1,500,000	Final design underway, ROW certified 2/4/20, advertised, bids rejected, additional let pending	Brian Ketner
R-5725 50474.1.1 50474.2.1 50474.3.1	Intersection improvements on NC68 from NC150 to SR 2129 (Fogelman Rd.) in Oak Ridge . Improvements consist of access management and safety enhancements.	9/20/22	FY2025	\$6,000,000	Planning and design activities underway, Public meeting held 3/5/19 - ROW pending	Brian Ketner
W-5807A 48952.1.2 48952.2.2 48952.3.2	Intersection improvements at SR 2526 (Summit Ave.) and Eastbound US 220 (Wendover Ave.) ramps in Greensboro .	10/22/22	FY2024	\$280,000	Funding approved, design underway	Chad Reimakoski
U-6016 47161.1.1 47161.2.1 47161.3.1	Intersection improvements at SR 2124 (Lewiston Road) and SR2136 (Fleming Road) in Greensboro	11/17/22	FY 2024	\$1,300,000	Planning and design activities underway	Chad Reimakoski
P-5709 46920.1.1 46920.2.1 46920.3.1	Construct grade separation at Franklin Boulevard and NSRR H line in Greensboro	1/17/23	FY2025	\$12,375,000	Planning and design activities underway	Brad Smythe

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
U-5812 54040.1.1 54040.2.1 54040.3.1	Intersection improvements at Pisgah Church Rd. and Lawndale Ave., at Lawndale Ave. and Martinsville Rd., and at Martinsville Rd. and Pisgah Church Road in Greensboro	3/30/23	FY2025	\$750,000	Planning and design activities underway, Project transferred to City of Greensboro (LAP), PE move forward list 11/24/20	Donnie Huffines Chris Smitherman
I-5955 45908.1.1 45908.3.1	Pavement Rehabilitation on I-40 from east of Freeman Mill Rd to east of SR 3037/ SR 4240 (Gate City Boulevard) in Greensboro	8/16/22	FY2025	\$12,855,000	PE funding approved 10/10/17, Planning and design activities underway	Chad Reimakoski
U-4015A 35013.1.4 35013.2.4 35013.3.4	Widen SR 1556 (Gallimore Dairy Road) to multilanes from NC 68 to Airpark East in Greensboro	5/16/23	FY2025	\$6,600,000	Planning and design activities underway, Coordinate with U-5974, ROW underway	Brian Ketner
U-6008 47143.1.1 47143.2.1 47143.3.1	Interchange improvements at SR 2085 (Bryan Boulevard) and New Garden Road in Greensboro . Improvements include new ramp from Westbound New Garden Road to Westbound SR 2085 (Bryan Boulevard)	2/1/2029 6/22/2023	FY2032 FY2025	\$2,250,000	Planning and design activities underway, Public meeting held 6/6/19 - The City of Greensboro and the Division have agreed on delaying the project until further analysis is completed	Rob Weisz
U-4758 40251.2.1 40251.3.1	Improvements to Johnson Street/Sandy Ridge Road from SR 1820 (Skeet Club Road) to south of I-40 in High Point	12/19/23	FY2026	\$45,700,000	Planning and Design activities underway, Public meeting 8/14/18	Laura Sutton
U-5852 50241.1.1 50241.2.1 50241.3.1	Widening on SR 2085 (Benjamin Parkway/Bryan Boulevard) from SR 2254 (Wendover Ave.) to Holden Road in Greensboro .	1/16/24	FY2026	\$12,458,000	Planning and design activities underway	Laura Sutton
U-5842 54042.1.1 54042.2.1 54042.3.FD1	Intersection improvements at Pisgah Church Rd. and North Elm Street in Greensboro	3/19/24	FY2026	\$750,000	Planning and design activities underway, Project transferred to City of Greensboro (LAP)	Donnie Huffines Chris Smitherman
R-5823 47095.1.1 47095.2.1 47098.3.1	Widening of NC 65/NC 68 from NC65 in Stokesdale (Southernmost intersection) to US 220/ Future I-73 in Rockingham Co.	5/21/24	FY2026	\$17,000,000	Planning and design activities underway, Coordinate with R-2577C	Brian Ketner

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
U-5850 50239.1.1 50239.2.1 50239.3.1	Widen SR 1007 (Randleman Road) to multilanes from Glendale Drive to Elmsley Drive in Greensboro	7/16/24	FY2026	\$2,400,000	Planning and design activities underway	Brian Ketner
U-5892 44673.1.1 44673.2.1 44673.3.1	Add lanes on US 220 (Battleground Ave.) from Westridge Road to Cotswold Avenue in Greensboro	12/16/25	FY2028	\$18,173,000	Planning and design activities underway	Brian Ketner
B-5713 45669.1.1 45669.2.1 45669.3.1	Replace Bridge 352 over I-40/I-85 Business on Willow Road (Non-System) in Greensboro	1/20/26	FY2027	\$3,318,000	Planning and design activities underway, Coordinate with B-5718	Kevin Fisher
I-5712 50126.1.FS1 50126.2.1 50126.3.1	I-40/US 421 at the intersection of SR 1850 (Sandy Ridge Road) interchange in Greensboro Raleigh Eastbound and Westbound Ramps, Construct Loop Ramps in Northeast and Southwest Quadrants, and Widen SR 1850 through Interchange	12/15/26	FY 2027	\$14,500,000	Planning and design activities underway, Coordinate with U-4758 and U-6045	Laura Sutton
B-5356 46070.3.FS1	Replace Bridge #299 over South Buffalo Creek on I-40 in Greensboro	10/19/27	FY2030	\$11,700,000	Planning and design activities underway, Coordinate with I-5965	Kevin Fisher
B-5718 45674.1.1 45674.2.1 45674.3.1	Replace Bridge #329 over I-40/I-85 Business/US 29/US 70 US 220 on Patton Avenue (Non-System) in Greensboro	10/19/27	FY2030	\$3,350,000	Planning and design activities underway, Coordinate with B-5713	Kevin Fisher
U-5974 45962.1.1 45962.2.1 45962.3.1	Upgrade NC 68 to Superstreet from SR 1523 (Hickwood Road) to SR 1556 (Gallimore Dairy Road) in High Point	7/18/28	FY2030	\$48,100,000	Planning and design activities underway, Coordinate with U-4015A	Brian Ketner
R-5889 48394.1.1 48394.2.1 48394.3.1	US 29 (Future I-785) from SR 2565 (Hicone Rd) in Greensboro to US 158 / NC 14 in Reidsville . Upgrade corridor to Interstate Standards	8/15/28	FY2032	\$190,700,000	PE funds approved 11/13/18, NTP scheduled 9/20/21, Includes U-5898 (NC 150 Interchange)	Laura Sutton
I-5735 52017.1.1 52017.3.1	Pavement Rehabilitation on I-73 from Randolph county line to I-85 US 421 in Greensboro	9/19/28	FY2030	\$5,316,000	PE funds approved 10/10/17	Chad Reimakoski

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
U-5851 50240.1.1 50240.2.1 50240.3.1	Widening of SR 1001 (Church Street) from US 220 (Wendover Avenue) to East Cone Boulevard in Greensboro	1/1/40	Post Years	\$12,312,000	Planning and design activities underway	Laura Sutton
I-6004 47958.1.1 47958.2.1 47958.3.1	Upgrade interchange at I-40/I-85 and SR 3056 (Rock Creek Dairy Road) in Guilford Co.	1/1/40	Post years	\$10,900,000	PE funds approved 6/5/18, NTP scheduled 3/21/23	Chad Reimakoski
I-5965 45195.1.1 45195.2.1 45195.3.1	Improvements to I-40 / Business 85 / US29 / US70 / US220 from SR 1398 (Freeman Mill Road) to US29 / US70 / US220 in Greensboro . Add lanes, improve SR 1007(Randleman Road) and Elm-Eugene Street interchanges and replace Norfolk-Southern Railroad Bridge overpass east of Elm-Eugene Street	1/1/40	Post years	\$103,437,000	Planning and design activities underway	Laura Sutton
U-6045 54040.1.1 54040.2.1 54040.3.1	Roadway improvements (widen to multi-lanes)on SR 1850 (Sandy Ridge Rd.) from I-40 to SR 1008 (West Market Street) in Greensboro	1/1/40	Post years	\$13,661,000	Planning and design activities underway, Coordinate with I-5712 (Public meeting 5/21/19)	Laura Sutton
U-6100 48133.1.1 48133.2.1 48133.3.1	Access management improvements and safety enhancements, including ramp closures and consolidations on US 29 / US 70 / US 220 from SR 4240 (Gate City Boulevard) to south of I-785 in Greensboro	1/1/40	Post years	\$102,500,000	PE funds approved 6/5/18, State EA/FONSI scheduled 8/18/27	Brian Ketner
R-2577C 37405.1.1	US158 from North of SR2034 (Anthony Road) to US220 in Stokesdale	Post years	Post years	\$30,200,000	Planning and environmental studies underway, Coordinate with R-5823	Laura Sutton

North Carolina Department of Transportation
Active Projects Under Construction - Guilford Co.

9/13/2021

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
C203256	U-3615B	SR-1820 (SKEET CLUB RD) FROM EAST OF SR-1818 (JOHNSON ST) TO WEST OF NC-68 (EASTCHESTER DR) IN HIGH POINT.	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Hayes, PE, Meredith	\$30,898,017.15	3/2/2015	3/29/2019	5/20/2015	8/16/2021	99.5	99.5
C203433	I-5110 I-5110A R-2413A	FUTURE I-73 FROM EXISTING SR-2085 (JOSEPH M BRYAN BLVD) / AIRPORT PKWY INTERCHANGE TO SOUTH OF US-220 NEAR HAW RIVER.	FLATIRON CONSTRUCTORS INC - BLYTHE DEVELOPMENT CO JOINT VENT	Smith, Brian V	\$176,550,000.00	5/7/2014	4/25/2017	5/7/2014	6/30/2021	100	99.94
C203627	C-5558	CITY OF HIGH POINT SIGNAL SYSTEM	MB HAYNES CORPORATION DBA HAYNES ELECTRIC UTILITY A DIVISION	Lorenz, PE, Kris	\$7,099,452.53	11/30/2015	2/15/2019	5/9/2016	5/21/2021	100	94.13
C203914	I-5738	PAVEMENT REHAB. ON I-85 FROM I-85 BUSINESS TO MAIN STREET IN ARCHDALE.	TRIANGLE GRADING & PAVING INC	Lorenz, PE, Kris	\$14,981,507.83	9/26/2016	11/1/2018	11/10/2016	7/31/2021	100	91.06
C204045	I-5852B	PAVEMENT REHAB. ON I-73 FROM 0.7 MILES SOUTH OF I-40 TO 0.73 MILES SOUTH OF SR-2085 (JOSEPH M. BRYAN BLVD.) IN GREENSBORO.	TRIANGLE GRADING & PAVING INC	Snell, PE, William H	\$5,464,750.19	8/28/2017	9/15/2018	10/7/2017	12/1/2021	100	90.34
C204071	U-5169	I-74/US-311 AND NC-68 (EASTCHESTER DR) INTERCHANGE IMPROVEMENTS.	BRANCH CIVIL INC	Snell, PE, William H	\$22,481,354.65	7/30/2018	1/28/2021	9/14/2018	12/31/2021	100	80.59
C204096	U-2525C	GREENSBORO EASTERN LOOP FROM US-29 NORTH OF GREENSBORO TO SR-2303 (LAWNDALE DR).	ES WAGNER COMPANY LLC/SMITH-ROWE LL	Julian, Jason R	\$120,471,182.82	4/30/2018	11/20/2022	5/7/2018	7/14/2023	81	71.72
C204100	B-5351	REPLACE BRIDGE #237 AND #242 OVER DEEP RIVER ON US-29/US-70/I-85 BUS IN HIGH POINT.	SMITH-ROWE, LLC	Snell, PE, William H	\$8,026,687.83	7/30/2018	3/14/2021	8/1/2018	6/15/2021	100	97.15
C204103	U-2412A	SR-1486/SR-4121 (GREENSBORO/HIGH POINT RD) FROM US-311 BYPASS TO WEST OF SR-1480 (VICKREY CHAPEL RD).	BRANCH CIVIL INC	Lorenz, PE, Kris	\$55,963,119.69	7/30/2018	12/28/2021	9/12/2018	9/13/2022	91	78.26
C204174	I-5852A	PAVEMENT REHAB. ON I-73/US-421 FROM I-85 TO I-40 IN GREENSBORO.	DIAMOND SURFACE INC	Snell, PE, William H	\$13,393,320.88	3/15/2019	10/15/2020	3/18/2019	2/16/2021	100	92.42
C204371	U-2581BA	US-70 (BURLINGTON RD) FROM WEST OF SR-3045 (MT HOPE CHURCH RD) /SR-2819 (MCLEANSVILLE RD) TO EAST OF SR-2826 (BIRCH CREEK RD)	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Snell, PE, William H	\$11,125,538.10	7/1/2020	4/30/2022	7/1/2020	4/30/2022	77.4	68.4

North Carolina Department of Transportation
Active Projects Under Construction - Guilford Co.

9/13/2021

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
C204465		RESURFACE 1 SECTION OF US 29 AND 21 SECTIONS OF RAMPS AND LOOPS FOR US 29	BLYTHE CONSTRUCTION, INC	Lorenz, PE, Kris	\$3,884,488.85	4/1/2021	7/1/2022	7/9/2021	7/1/2022	16.4	91
C204499	R-4707	INTERCHANGE OF US 29 AND SR 4771 (REEDY FORK PARKWAY)	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Hayes, PE, Meredith	\$46,382,713.04	6/2/2021	10/28/2024	6/7/2021	10/28/2024	4.7	5.77
C204626		RESURFACE 1 SECTION OF NC 87, 1 SECTION OF NC 49 AND 21 SECTIONS OF SECONDARY ROADS	FSC II LLC DBA FRED SMITH COMPANY	Lorenz, PE, Kris	\$4,639,570.37	6/3/2021	11/1/2022	6/28/2021	11/1/2022	11.5	14.44
DG00429	B-4958	REPLACE BRIDGE #106 ON SR 2128 (BUNCH ROAD) OVER REEDY FORK CREEK	NATIONAL BRIDGE BUILDERS LLC	Lorenz, PE, Kris	\$939,493.90	6/10/2019	2/24/2020	6/11/2019	7/22/2020	100	89.59
DG00446	B-5726	REPLACE BRIDGE # 135 ON SR 1001 (NORTH CHURCH STREET) OVER SQUIRREL CREEK	TRIANGLE GRADING & PAVING INC	Lorenz, PE, Kris	\$1,069,372.80	8/6/2018	6/1/2019	9/19/2018	7/31/2020	100	91.16
DG00454		WIDENING, MILLING, RESURFACING AND ADA COMPLIANT CURB RAMPS ON PORTIONS OF 57 SECONDARY ROADS	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Lorenz, PE, Kris	\$3,538,049.26	7/9/2018	11/1/2019	9/4/2018	5/12/2020	100	100
DG00462		REHAB. BRIDGES 264, 288, 260, 543 IN GUILFORD COUNTY AND BRIDGE 031 IN ORANGE COUNTY	ELITE INDUSTRIAL PAINTING INC	Snell, PE, William H	\$967,383.15	8/1/2019	1/1/2020				
DG00480	U-2412B(L)	LANDSCAPE PLANTING ALONG GATE CITY BLVD FROM SR 4121 (EAST MAIN ST) TO SR 1546 (GUILFORD COLLEGE ROAD)	MOTS LANDSCAPING & LAWNS LLC	Hayes, PE, Meredith	\$175,647.50	9/1/2019	12/31/2021	9/9/2019	12/31/2021	100	100
DG00490		AST TREATMENT OF 26 SECONDARY ROADS IN GUILFORD COUNTY	CAROLINA ROAD SOLUTIONS LLC	Lorenz, PE, Kris	\$832,311.02	4/1/2021	10/30/2021	4/8/2021	10/30/2021	100	97.46
DG00493		REPLACE PIPE #2134 ON SR 2835 (MCKNIGHT MILL ROAD) APPROX. 0.1 MILE SOUTH OF INTERSECTION WITH SR 2732 (HINES CHAPEL ROAD)	HUNTING CREEK CONSTRUCTION INC	Snell, PE, William H	\$374,444.44	7/8/2021	9/9/2021	7/8/2021	11/9/2021	82.5	99.69
DG00499		RESURFACE A SECTION OF 1 PRIMARY AND 33 SR'S IN GUILFORD COUNTY AND ONE SECTION OF SR IN ROCKINGHAM	SHARPE BROTHERS A DIVISION OF VECELLIO & GROGAN INC.	Hayes, PE, Meredith	\$1,878,711.88	4/1/2021	6/30/2022	3/15/2021	6/30/2021	99.5	99.21

North Carolina Department of Transportation
Active Projects Under Construction - Guilford Co.

9/13/2021

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
DG00500		WIDENING 2 SECONDARY ROADS AND MILLING AND RESURFACING 4 SECONDARY ROADS	BLYTHE CONSTRUCTION	Hayes, PE, Meredith	\$1,367,596.39	4/1/2021	11/1/2021	5/17/2021	11/29/2021	62	55.59
DG00505		WIDENING AND RESURFACING A PORTION OF US 70 AND RESURFACING 48 SECONDARY ROADS	SHARPE BROTHERS A DIVISION OF VECELLIO & GROGAN INC.	Snell, PE, William H	\$2,711,163.82	7/1/2021	11/1/2021	4/15/2021	11/30/2021	21.8	92.94
DG00512		RESURFACE 43 VARIOUS STATE ROUTES	SHARPE BROTHERS A DIVISION OF VECELLIO & GROGAN INC.	Hayes, PE, Meredith	\$2,562,749.29	7/1/2021	11/1/2022	7/1/2022			
DG00513		REPLACE BRIDGE #235 OVER BIG ALAMANCE CREEK ON SR 1005 (ALAMANCE CHURCH ROAD)	SMITH-ROWE, LLC	Hayes, PE, Meredith	\$1,675,367.75	6/21/2021	10/25/2022				
DG00524	R-5787-G R-5787-H	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS ROUTES	ATLANTIC CONTRACTING COMPANY, INC.	Lorenz, PE, Kris	\$717,704.25	6/1/2021	4/14/2023	7/26/2021	4/14/2023	10	9.78
DG00525		REPLACE BRIDGE #40 ON SR 2735 (SOCKWELL ROAD)	HUNTING CREEK CONSTRUCTION INC	Howell, Bobby J	\$284,444.44	6/28/2021	9/26/2021	7/19/2021	9/28/2021	35	68.54
DG00526		RESURFACE US 421 AT NORTHBOUND AND SOUTHBOUND I-85 RAMPS	SHARPE BROTHERS A DIVISION OF VECELLIO & GROGAN INC.	Snell, PE, William H	\$971,172.66	7/1/2021	11/19/2021				
DG00531		RESURFACE SR 1001 (CHURCH STREET) - 3 SECTIONS, SR 2714 (RED CEDAR ROAD) AND SR 2748 (SPRINGWOOD CHURCH ROAD)	SHARPE BROTHERS A DIVISION OF VECELLIO & GROGAN INC.	Hayes, PE, Meredith	\$2,780,006.94	7/8/2021	7/7/2022	8/12/2021	7/7/2022	20	19.06



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

August 18, 2021

MEMO TO: MPOs, RPOs, NCDOT Division Planning staff
FROM: Van Argabright, PE
Director, Division of Planning & Programming
SUBJECT: Prioritization 6.0 (P6) Schedule Halted

The P6 Workgroup met in July 2021 to review the latest update on funding availability for new projects resulting from P6 scoring. Bottom line is that low initial cost estimates coupled with rising right of way, utilities, and construction costs have caused the outlook for programming the future 2024-2033 STIP to be a major concern. When considering just currently committed projects, little to no funding will be available for programming of new P6 project submittals. The Workgroup reached consensus that moving forward with P6 local input points does not seem appropriate and recommended to the NC Board of Transportation that the remainder of P6 be halted. **SPOT shared this recommendation with the NCDOT BOT on August 4th and the Board Members concurred.**

The SPOT Office continues to finalize quantitative scores for P6 project submittals and intend to release this information in September 2021. The Workgroup continues to meet with NCDOT STIP staff on determining a solution to balance and schedule the future 2024-2033 STIP using a subset of existing projects from the currently adopted 2020-2029 STIP. The plan will be to present the draft 2024-2033 STIP to the Board of Transportation in the Fall of 2022.

If you have any questions, please contact me or Jason Schronce (SPOT Manager) via email to discuss. Thank you.

cc: Ronnie Keeter, Chief Engineer
Chris Peoples, Deputy Chief Engineer
Greg Burns, Eastern Deputy Chief Engineer
Brian Burch, Western Deputy Chief Engineer
Joey Hopkins, Planning Deputy Chief Engineer
Division Engineers
Lamar Sylvester, Director of Field Support
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COVID-19, Traffic, and the Return to Normal (Or will it be a new norm?)

Monitoring the impacts of COVID-19 is tricky. Most aspects of our lives have changed – in some cases slightly and others quite seriously. This presentation of data focuses on impacts to traffic volumes and patterns. The goal is to understand when volumes and patterns have normalized. The data presented in this report falls into three categories. Social and economic factors look at institutional responses and economic indicators. The second category looks at COVID-19 Metrics including the spread of the virus and vaccination rates. The final category looks at several comparative measures of transit ridership, traffic volumes, and travel behavior determinates. Updates from prior reports are highlighted in red. Comments and suggestions for additional factors are welcomed. They can be e-mailed to Mark E. Kirstner, AICP at markk@partnc.org.

Social and Economic Factors

NC's Phased Response

No Restrictions
Executive Order 220

Executive Order 209

Executive Order 195

Phase 3

Phase 2.5

Phase 2

Phase 1

North Carolina's response to COVID-19 has the most impact on all the other factors. **The Governors' most recent executive order was extended through July 30th. The face covering requirements now only apply to settings where children are present, for example day cares, health care settings and public transportation. All indications are that schools will return to primarily In Person instruction in August.**

Source: <https://covid19.ncdhhs.gov/dashboard>

Return to School

In Person

Hybrid

Remote

While only about 1/3 of all trips are work related, these trips are the greatest contributor to peak period travel demand. A return to work begins to imply a normalization of traffic patterns and the economy. **While the outlook remains positive, unemployment rates remain high in several sectors and for persons of color. Overall, unemployment is up with most of the conversation pointing to stimulus checks keeping people out of the job market. Now Hiring signs are still prevalent especially in minimum wage service sector jobs.**

Source: NC Department of Commerce
<https://d4.nccommerce.com/LausSelection.aspx>

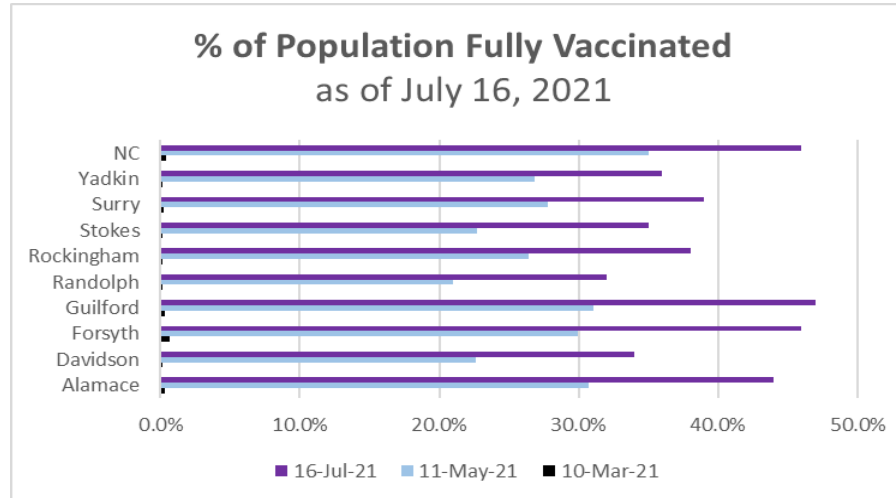
Unemployment Rates (unadjusted)

Area	Pre-COVID	Low Point	Past 3-months		
	Jan-20	Apr-20	Apr-21	May-21	Jun-21
United States	3.6	14.7	5.7	5.5	6.1
North Carolina	3.6	12.9	4.4	4.5	4.9
Triad Region	4.0	13.4	4.6	4.7	na
Burlington MSA	3.9	12.8	4.3	4.4	na
Greensboro-High Point MSA	4.3	14.8	4.9	5.1	na
Winston-Salem MSA	3.9	12.7	4.3	4.4	na

COVID-19 METRICS

Vaccinations Completed in NC

> 80%
 71% to 80%
 51% to 70%
26% to 50%
 < 25%



North Carolina began vaccinating in December 14, 2020. **46 % of the State's population has been fully vaccinated. There are several counties in the State with rates greater than 50% but none in the Piedmont Triad Region. The average increase from May to July in the region is 12.4%, across the it's State 11%. Forsyth leads the way with a 16% increase.**

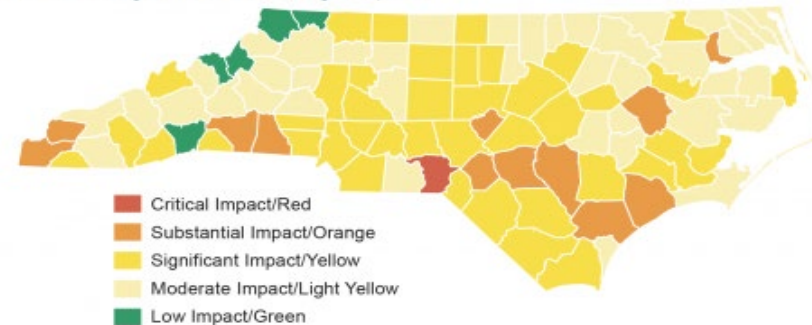
Source: North Carolina Department of Health and Human Services website, <https://covid19.ncdhhs.gov/about-covid-19>, accessed on July 19, 2021.

Infection Rates

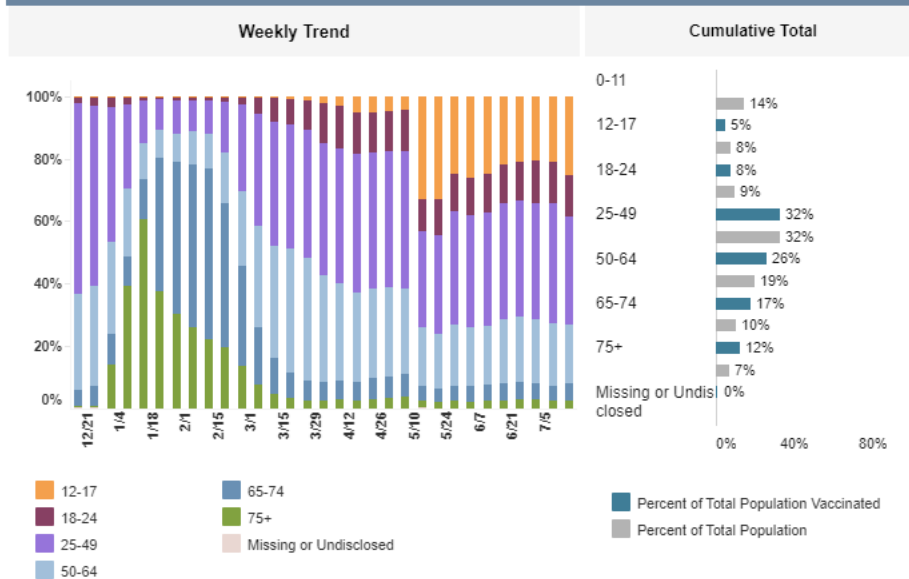
The source for infection rates used in previous reports has stopped providing data. The chart below focuses on the current infection rate in North Carolina. It reflects the infectious nature of the Delta Variant.

Source: North Carolina Department of Health and Human Services website, <https://covid19.ncdhhs.gov/dashboard/county-alert-system>, accessed on July 28, 2021.

NC Counties by Tier: Data from July 4-17, 2021



Percent of People Vaccinated with at Least One Dose by Age - North Carolina



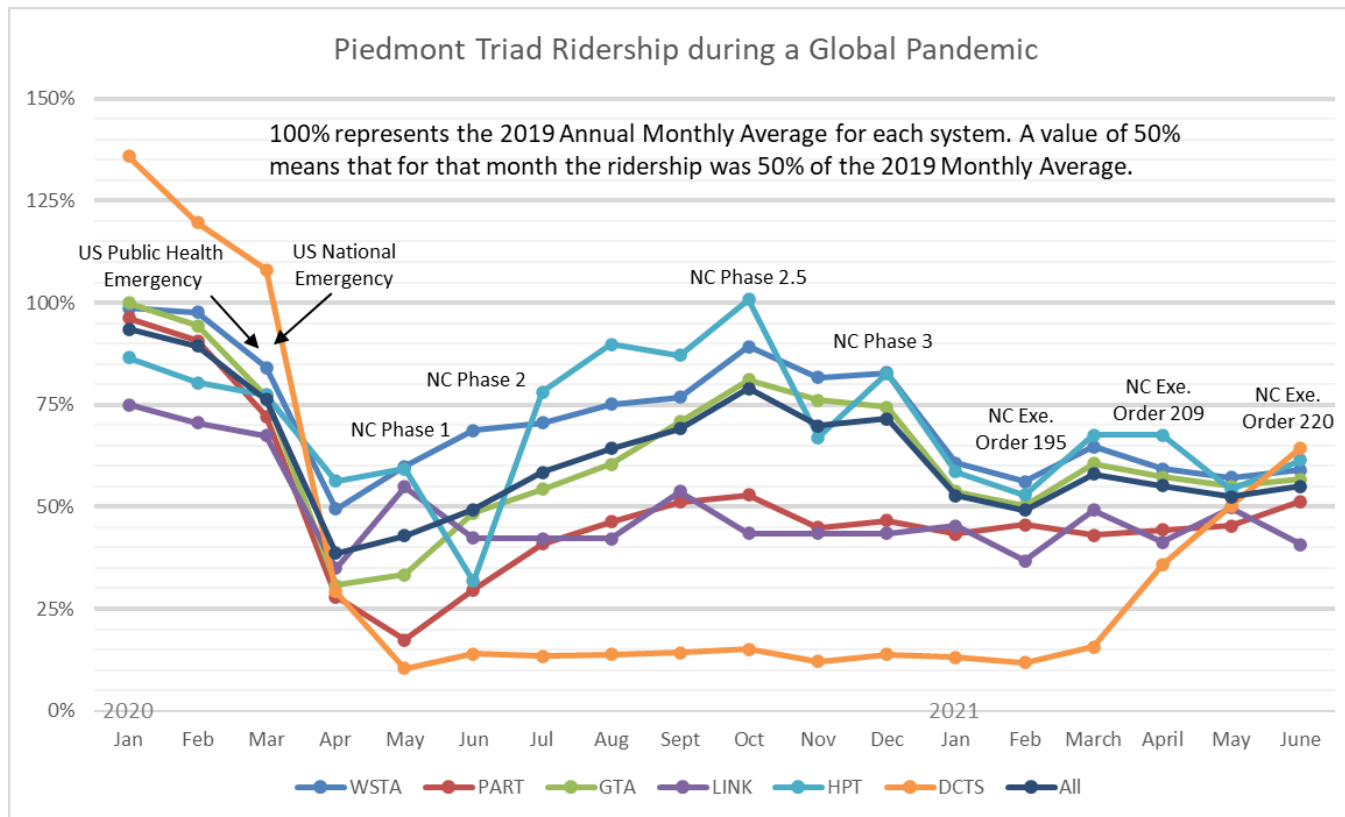
Transportation Factors

Transit Ridership

Greater than 5% of Norm
 Within 5% of Norm
 Within 25% of Norm
Less than 25% of Norm

The long-term impact of the pandemic on public transportation is unknown. Remote work, lost revenue, route modifications, a federal mask mandate on public transportation, and driver shortages have and will continue to impact ridership. Some now project that ridership will not return to the old norm and that it may be the fall of 2022 before we know. The analysis of public transportation ridership has been revised. In the past, a negative percentage of ridership compared to a January 2020 baseline was reported. Now, ridership is reported as a positive percentage compared to the 2019 monthly average ridership, making the 2019 average monthly ridership the baseline. If a month hits the 100% mark that means the ridership for that month equals the 2019 monthly average. If a month hits 75% then ridership for that month, it represents 75% of the 2019 monthly average. The 2019 monthly ridership average represents a full year of service prior to the pandemic.

Source: Piedmont Triad Transit Systems



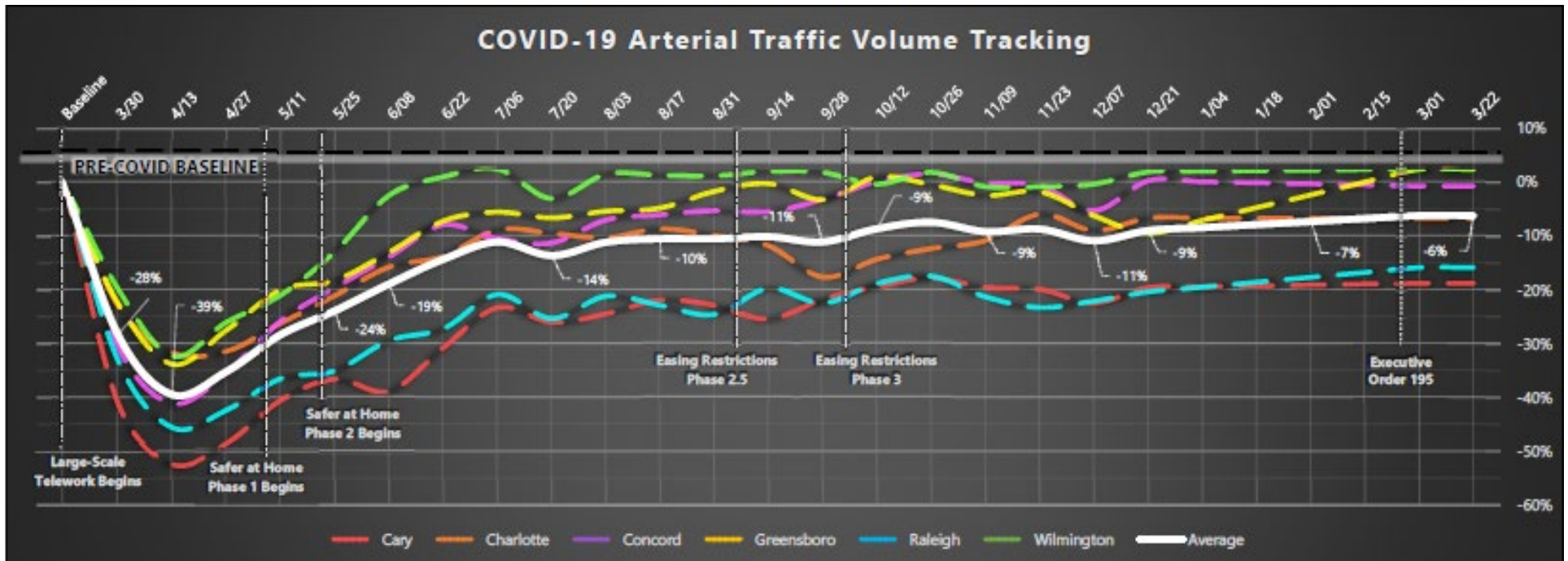
Note: Each system collects and reports monthly ridership on different schedules. If data is not available at the time of publication ridership from the previous month is used.

Traffic Volume

A 10-week norm
 Greater than 5% of baseline
+/- 5% of baseline
 -25% to -5% of baseline
 Less than -25% of baseline

Traffic volumes in the Greensboro area have reached +2% from the pre-COVID baseline. However, personal observation does not match the numbers. Another shift may occur this summer and then again when schools go back to in class learning. Moving above the baseline only means that traffic volumes have returned to a pre-COVID level and should not be considered a return or establishment of a new norm. Volumes will continue to fluctuate over the next six months, and normalization may not appear in the data until fall of 2021. The current predication related to remote work is that a new hybrid model may be embraced by companies. The impact will look different depending on which employment sectors are dominate within a region.

Source: NCDOT (Last Updated March 2021)

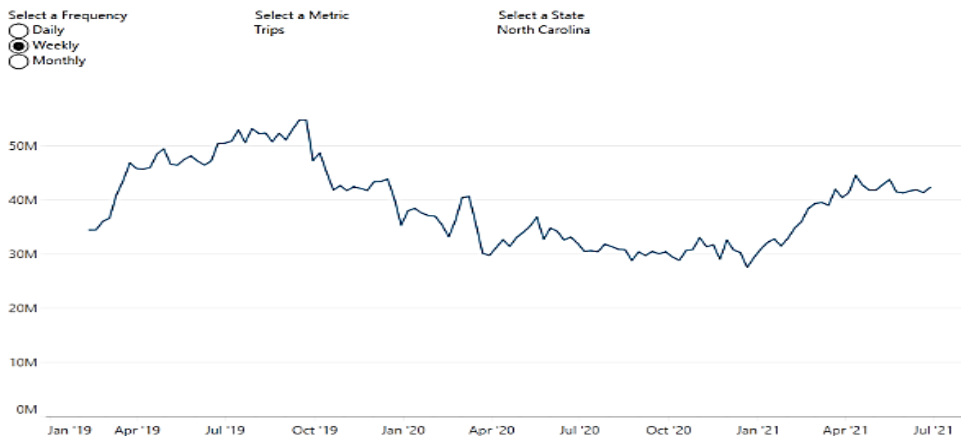


Mobility and Trip Generation

Traffic volumes and travel behavior are key indicators for establishing a new normal. While remote work is not measured below one can easily infer through social distance and staying at home that remote work is a significant factor. Traffic trips and patterns may never return to pre-COVID levels so establishing the new normal will be challenging. **The source for travel and trips used in previous reports have stopped providing data. The charts below provide a different picture related to trip and travel patterns. The chart on the left shows the number of trips by month in North Carolina since January 2019. In July 2019 there were about 50 million trips, in July 2020 around 30 million and in July 2021 a little over 40 million. The chart on the right shows the daily average number of people staying home. The number of people staying home in late March and early April of this year were close to 2019 figures. But then by May and June the figures were like those in 2020. However, the numbers in early July of his year started a downward trend. While these numbers are not “remote workers”, the fewer trips people take, the less opportunity for a trip using public transportation. Or perhaps, as some are speculating, will the importance of owning a car lessen giving rise to choosing other mobility options?**

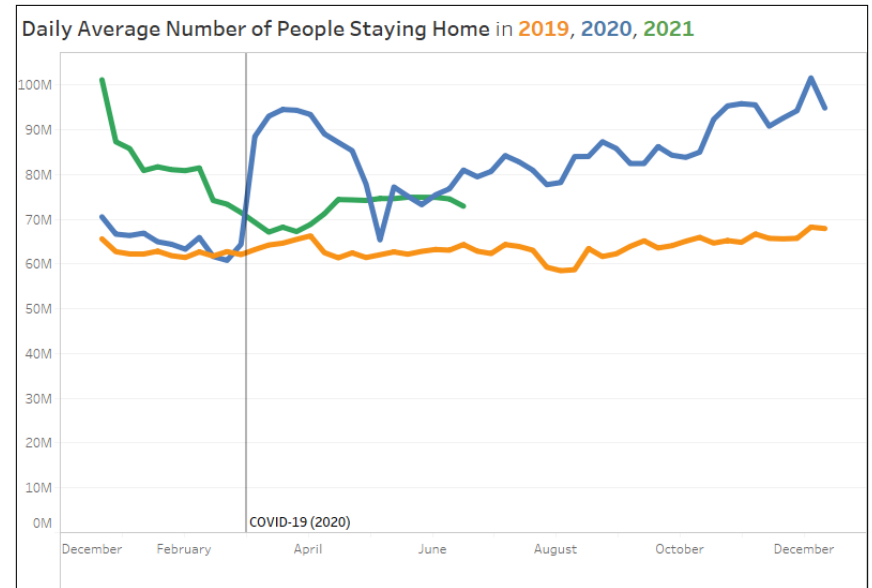
Source: US Department. of Transportation, Bureau of Transportation Statistics, <https://www.bts.gov/covid-19>

Trips per Day



2/10/2019 12:00:00 AM to 7/3/2021 12:00:00 AM and Null values

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Trips by Distance, <https://data.bts.gov/Research-and-Statistics/Trips-by-Distance/w26p-f2qy>



Are we there yet?

Below is an objective account of where we are in establishing a new norm or returning to the pre-COVID normal.

The progression is shown by the shading of the blocks. The dark blocks represent the current month, and the light blocks are prior months

Factor	Goal	Progression from COVID Peak to Goal			
		COVID peak	Getting there		"New" Normal?
NC's Phased Response	No restrictions				
Return to School	In person				
Unemployment	< 4% State unemployment				
2nd Dose Vaccinations	> 80% of the State				
New Cases	No new spikes for 3 months				
Transit Ridership	Within 5% of baseline				
Traffic Volume	Within 5% of baseline				
Social Distancing	Pre-COVID levels				
% Staying Home	Pre-COVID levels				
Trips per Person	Pre-COVID levels				

Why a return to norm analysis?

The impacts of COVID-19 are well documented. The impacts on traffic are evident on our roadways. Summertime usually means more interstate traffic. Then when schools are in session, parents are taking children to school on different routes from home to work. Stay-at-home, no school, remote work and take out or delivery not only have lowered traffic volumes but also changed traffic patterns. The impacts COVID-19 had on traffic quickly revealed themselves. Understanding when volumes and patterns normalize will be challenging. For PART, understanding when normalization has occurred or when we have settled into a new normal is critical. The Piedmont Triad MPO's and PART have two regional studies related to travel behavior on hold; one is related to freight and delivery truck movements and the other to household travel. Tracking the six factors above will provide insight as to when a return to normal occurs or when the new normal is reached. In all cases, moving up the list reflects a return to normal. Normalization would be defined when a numerical measure remains consistent after 3-months.

THE PARTiculars

Piedmont Authority for Regional Transportation

August 2021



A New Look

There are many variables to **Connecting Communities** within the Triad. The **PART**iculars is our monthly newsletter that gives us an opportunity to check in, connect, and share the latest news about PART and our PARTnerships. As we work hard to provide great commuter services, stay “in-the-know” with The **PART**iculars.

PART Riders Enjoy New Comfort and Style

PART welcomes a new addition to our fleet family! **Our New Flyer Xcelsior**, 40-foot buses are packed with innovative style and increased comfort, providing our valued commuters with an enhanced riding experience. PART purchased a total of 10 new buses. In March 2021, we received six buses that went into operation in May. In June 2021, we received four additional buses; service is scheduled to begin in August. Here are some of the amenities:

- Seating accommodations are for 38 and can hold up to 52 passengers
- Passenger windows can open and close on the upper transom
- Installation of boarding camera above driver’s headspace
- Enhanced ‘talking bus’ features, announcing stop arrivals
- Driver Safety partitions
- Rear route signage

The Diamond Dropbox Fare Boxes are a big change! These new fare boxes are the beginning of a full transition from our old GFI Fare boxes. By using Umo and the Diamond Fare Boxes, we’re making it easier for commuters to ride. The total cost for the new additions to PART’s fleet was roughly \$4.9 million with 80% FTA grant funds and 20% local funds.



Driver Shortages Bring On Temporary Suspension of Service

Due to driver shortages, PART was forced to make the hard choice to temporarily suspend PART Express **Route 9 – Davidson County Greensboro Express and Route 10 – Randolph County Express**. This decision went into effect Monday, July 12, 2021, and will remain in effect until we can ensure runs will not be missed due to lack of personnel. These decisions are never easy as we know they affect our valued passengers. We fully recognize this means the passengers will have to find alternative transportation until more drivers are hired, and we can consistently provide service.

Our contractor, National Express, has been challenged with seeking new driver talent, but they are taking aggressive steps to fill the void. They have recently increased driver wages, launched an intensive recruiting campaign, and will be holding on-site career events every Wednesday, beginning August 11, 2021. PART will be evaluating our circumstances daily and looking to re-establish service early this fall.

Route Changes

It's that time of year! Over the past several years, the fall has introduced service changes for PART Express; the same holds true during August 2021. With the reopening of UNC, PART is bringing back our full **Route 4 Greensboro to Chapel Hill and Route 4 – Alamance Burlington Express** service with a few minor modifications. These changes will enable employees, patients, and students, to have greater opportunities to get back and forth between Chapel Hill and other areas across our region.

There are also two minor bus stop changes that will take place on **Route 24 – Burgess/Regional Road** to service customers in more convenient locations including improved access to Truist (formally BB&T).

Visit www.partnc.org/routechanges for more information on the changes, beginning on August 2, 2021.

Did You Know?



Keeping you safe is our number one priority! Because PART receives Federal Funding, we are required to participate in the Federal Transit Administration Drug & Alcohol Program. All employees are required to conduct pre-employment drug testing and post-accident drug and alcohol testing.

In addition to these regulations, all employees working in safety-sensitive positions such as driving, maintenance workers, and even our ticket agents, must participate in a random drug and alcohol testing program. When testing is necessary, the tests are conducted at Certified Collection and Testing Facilities to ensure the tests and methods used are accurate, and in compliance with the regulations. Drug and alcohol testing is just one critical component used to ensure all employees, passengers, and the public are as safe as possible as they travel throughout the Piedmont Triad region.

It's Time to Get Engaged...

...in our social media, that is! PART is interested in connecting with you to read your comments, see your likes, check out your shares, and retweet your sweet tweets. And we'd like you to do the same!



A Special Note of Thanks to Our Partners

As with most agencies, PART has been directly impacted due to COVID-19. Our main local funding source comes from rental car proceeds. The shutting down of businesses, restrictions on travel, and changes in workforce, meant PART began last fiscal year 57% below "normal" levels. Although this fiscal year has seen some improvement, we are still looking at a 23% decrease.

Special recognition and thanks to our PARTner agencies including our local cities and Metropolitan Planning Organizations (MPOs), for providing much needed Federal Transit Administration Cares Act, Coronavirus Response and Relief Supplemental Appropriations Act, and American Rescue Plan funds. These dollars have supported PART Express service and additional safety measures we've implemented, since March 2020.

CHALK TALK

At PART, we love hearing from our commuters

"I take PART public transit, so my commute is spent relaxing, instead of fighting traffic. I can focus on myself more and relax on the way home if it's been a stressful day. I can also read and learn something new." ~ Miguel F.

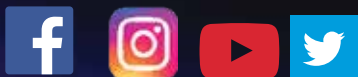
It's a wise choice to ride with PART!

Why ride?

Less time behind the wheel = less stress

Get a few extras steps in

Check up on your emails!



THE PARTiculars

Piedmont Authority for Regional Transportation

PART

SEPTEMBER 2021

FUNDING TO SUPPORT TRANSIT

On August 11, the Senate voted 69 to 30 to approve the “Infrastructure Investment and Jobs Act”. The 2,702-page bill had unprecedented bipartisan support and is now on the way to the House of Representatives for approval.

The \$1 trillion bill includes funding to rebuild the nation’s deteriorating roads and bridges, fund new climate resilience, and broadband initiatives. This includes:

- \$106.9 billion for public transit
- \$102.1 billion for passenger and freight rail
- Significant opportunities for other public transit investments



If approved by the House, this will be the largest Federal investment in the history of public transit. It has the opportunity to repair and upgrade infrastructure, modernize fleets, improve access for users, and expand transit to new communities.

PART Reintroduces Service

August introduced a “return to campus” for many of our colleges & universities. This meant the need to reestablish the Route 4 Alamance Burlington Express to pre-COVID service levels. The Route 4 was suspended from March 25, 2020 – July 8, 2020. Although service returned in July, it was on a limited schedule.

Route 4 has traditionally been one of our highest performing routes. In fact, there have been times the buses were standing room only. Although we did not expect that level of ridership when the bus started August 4th, we have been pleased to see a return of passengers.



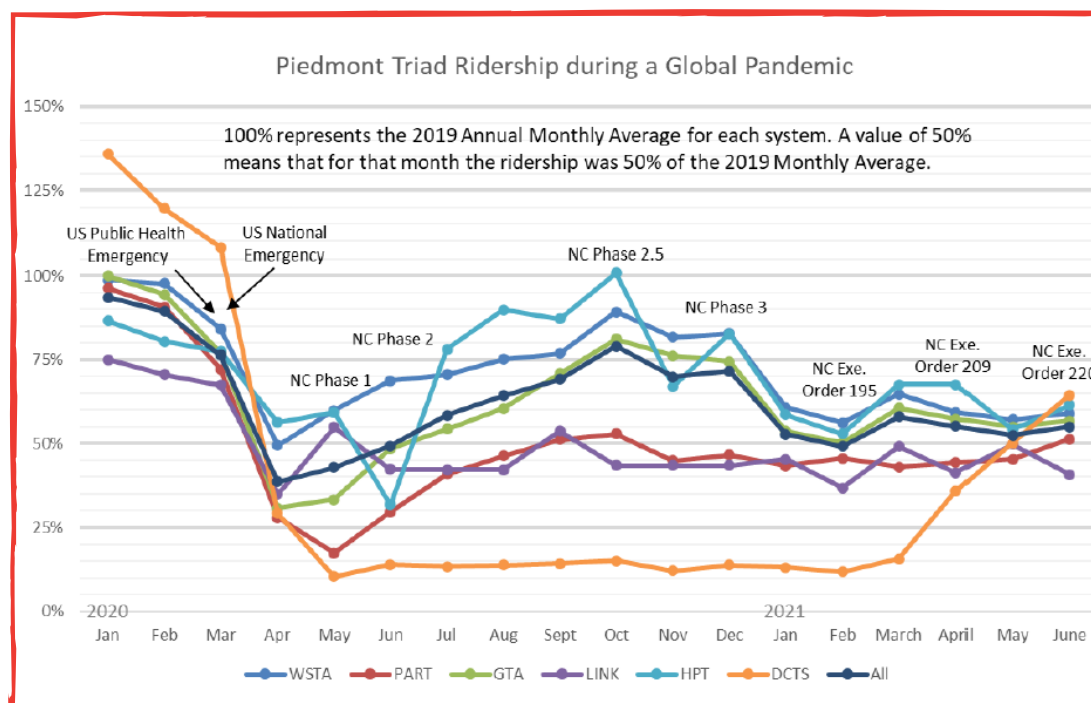
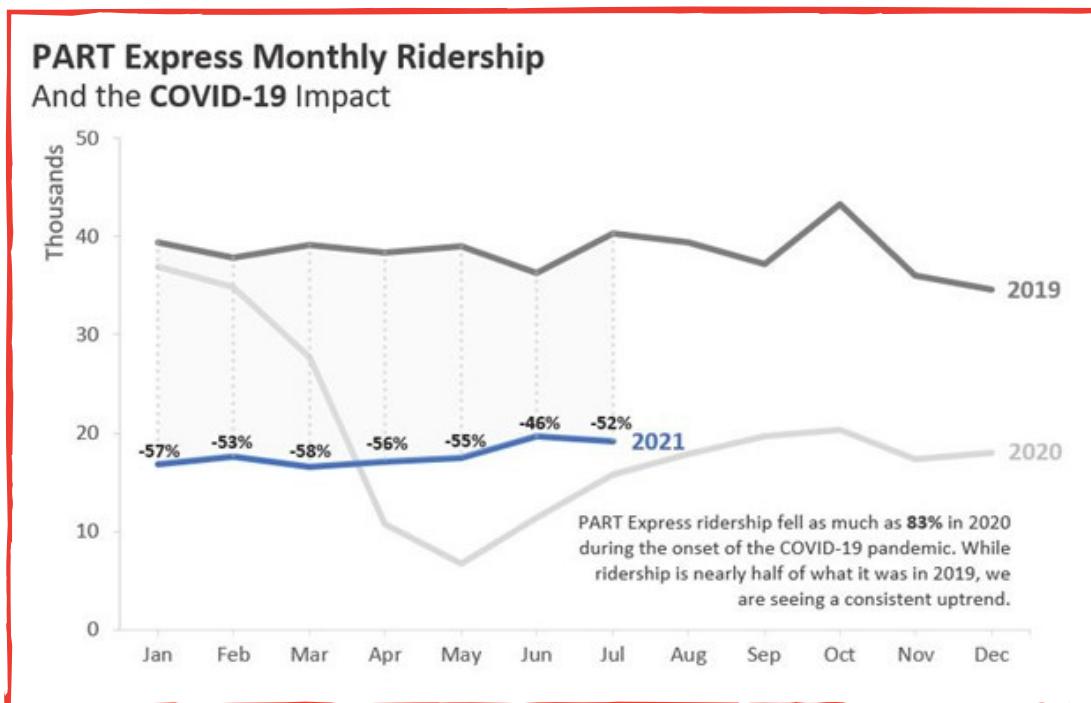
PART is also looking forward to the restart of other services, including the Route 9 Davidson County Greensboro Express and Route 10 Randolph County Express on Tuesday, September 7th.

Additional changes to Route 1, 2, 3 & North/South Saturday service and Route 5 Amtrak connector are proposed for October 2021.

RIDERSHIP: A Look At the Past & Present

Transit agencies across the Country continue to struggle through the impact of COVID-19. Unfortunately, there are no clear indications when ridership may see a return to pre-COVID levels.

At one point at the beginning of the pandemic, PART recognized an 83% drop in ridership. Although we are still experiencing a 52% decrease from 2019, we are excited to see the incremental increases month over month.



Exploring a New Way to Ride



At PART, we aim to stay on the cutting edge of the innovations and evolutions in public transportation. For example, we were the first public transit agency in North Carolina to add mobile fareing on fixed route transit buses. Understanding how the needs and wants of our ridership are changing, we are already planning for what's next.

The COVID-19 Pandemic has shown us all the importance of being flexible. This includes flexibility in how we provide our public services. That's why PART is looking at adding a new vehicle to our fleet. We are extremely proud of our 40-foot New Flyer Excelsiors and 25-foot StarTrans Shuttles. But we know the future demands a bus that can comfortably travel the highways of the Triad, and easily travel our local community streets.



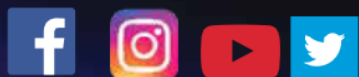
This spring, PART plans to purchase four new 30-foot vehicles. These new vehicles will replace old buses that have met their useful life. That's why, last month, El Dorado National had their E-Z Rider II Mid-Size Bus onsite. PART staff reviewed the bus from bumper-to-bumper, evaluating whether this model would be a good fit. We even had a test ride around the city!

Career PARTnership Events

Transit agencies across the country have had challenges hiring drivers, and PART is no exception. We have been working closely with our contractor, National Express to develop recruiting efforts for our commuter services. Assistant General Manager at National Express, Norma Candelaria leads their hiring efforts. Including our new Career PARTnership Events!

The events are held Wednesdays from 10:00am-2:00pm at the Coble Transportation Center (CTC) at 8301 West Market St in Greensboro. The open houses are designed for potential employees to complete all the paperwork, testing, and requirements needed to join our PART/National Express family on the spot. While we encourage people to register in advance, walk-ins are welcome. Applicants can also make an appointment to schedule an alternate visit!

As our PARTners, the National Team understands the importance of hiring drivers that will be a good fit. Setting high standards, applicants must have 1,000,000 safe miles of driving, a passion for customer service, and a servant leadership attitude. To date, the Career PARTnership Event has been able to hire, train, and retain 16 operators, one technician, and a utility worker within the last 90 days!



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