



# Technical Coordinating Committee Meeting Agenda

February 26, 2020, 10:30 AM  
Third Floor, GDOT Conference Room  
300 W. Washington Street

## Action Items

1. January 22, 2020 Meeting Minutes
2. MPO Self Certification for FY 2020-2021
3. FY 2020-2021 Unified Planning Work Program
4. MTIP Amendment: FY 2020-2029 Transit Listings
5. MTIP Amendment: M-0539 Environmental Mitigation & Minimization
6. Congestion Management Process

## Business Items / Potential Action Item

1. Piedmont Land Conservancy Presentation on the Piedmont Greenway
2. Division Engineer Updates
3. Project Updates
4. Strategic Reports

## Other Items

1. Member Updates
2. Wrap Up

Planning for the transportation future



# Technical Coordinating Committee Agenda Summary

February 26, 2020, 2:00 PM  
Third Floor, GDOT Conference Room  
300 W. Washington Street

## Action Items

2. **MPO Self Certification for FY 2020-2021:** the MPO certifies its planning process complies with all applicable federal laws and regulations.
3. **FY 2020-2021 Unified Planning Work Program:** the 2020-2021 UPWP provides for USDOT Planning grant funds anticipated for the coming fiscal year and their use.
4. **MTIP Amendment: FY 2020-2029 Transit Listings:** amends various project details per area transit operators input and consistent with the adopted Transit Resource Allocation Plan.
5. **MTIP Amendment: M-0539 Environmental Mitigation & Minimization:** project addition provides Division 7 with funds for implementation of environmental mitigation and minimization for roadway, highway and rail projects.
6. **Congestion Management Process:** a federally mandated document and tool in the MPO transportation planning process. This is the fifth edition for the Greensboro MPO CMP and new data to support the performance measures identified for the MPO's transportation system.

## Business Items / Potential Action Item

1. **PLC Presentation on the Piedmont Greenway:** An update on the planning and implementation of the Piedmont Greenway from Forsyth County to the future A&Y Greenway in Summerfield.
2. **Division Engineer** Updates on various projects in the MPO area.
3. **Project Updates:** Items presented included bid open result for the Latham Park Greenway Project EB-5518 and resolution of issues with obtaining construction authorizations for U-5532A and B-5513.
4. **Strategic Reports:** TAC reminded to file SEI's with State Ethic Commission by 4/15/20 and staff preparing candidate P6.o projects for April approval.

Planning for the transportation future



## TECHNICAL COORDINATING COMMITTEE

### Minutes of January 22, 2020 10:30 a.m., Greensboro, NC Third Floor, GDOT Conference Room Melvin Municipal Office Building

#### Attendance

Tyler Meyer	<i>GDOT/MPO</i>	Cari Hopson	<i>GTA</i>
Craig McKinney	<i>GDOT/MPO</i>	Mark Kirstner	<i>PART</i>
Lydia McIntyre	<i>GDOT/MPO</i>	John Kim	<i>PART</i>
Tram Truong	<i>GDOT/MPO</i>	Michael Abuya	<i>NCDOT TPD</i>
Yuan Zhou	<i>GDOT/MPO</i>	Scott Whitaker	<i>Summerfield</i>
Gray Johnston	<i>GDOT/GTA</i>	Joe Geigle	<i>FHWA</i>
George Linney	<i>GTA</i>		

***Tyler Meyer called the meeting to order at approximately 10:35 AM.***

#### Action Items

##### 1. November 13, 2019 Meeting Minutes

*Mark Kirstner moved to approve the minutes of November 13, 2019. Chris Spencer seconded the motion. The TCC voted unanimously to approve.*

##### 2. FY 2018-2027 & 2020-2029 MTIP Amendment: R-5966 Statewide Project

Tyler Meyer described the amendment as a simple administrative action requested by NCDOT. MTIPs should be consistent with the STIP, and as a general rule all statewide projects should be reflected in all MTIPs even for statewide projects that will not be used in the MPO area. This amendment is a statewide project to improve access to tribal lands. There are no tribal lands in the Greensboro MPO area, but the amendment will maintain consistency between the MTIP and the STIP.

Chris Spencer clarified that the \$2,275,000 in funds for FY 2020 is money that is available statewide.

*Mark Kirstner moved to approve the recommendation for TAC approval of FY 2018-2027 & 2020-2029 MTIP Amendment: R-5966 Statewide Project. Scott Whitaker seconded the motion. The TCC voted unanimously to approve.*

##### 3. FY 2018-2027 & 2020-2029 MTIP Amendment: TD-5279 Galyon Depot Renovation

Tyler Meyer stated a major rain event in July had demonstrated the need to add roof replacement costs to the pending Galyon Depot renovation project. A November MTIP amendment increased the federal and

local funding to enable the roof replacement to be added to the project scope. Since then, NCDOT agreed to the MPO staff request to increase the Department's funding share from \$270,000 to \$373,000 to match the City's share. This increase is slated to be approved by the Board of Transportation on February 6.

Cari Hopson said that GTA is still waiting on the roof replacement specs from the architect before knowing what the bidding schedule will be.

*Chris Spencer moved to approve the recommendation for TAC approval of FY 2018-2027 & 2020-2029 MTIP Amendment: TD-5279 Galyon Depot Renovation. George Linney seconded the motion. The TCC voted unanimously to approve.*

**4. FY 2018-2027 & 2020-2029 MTIP Amendments: TA-6732 PART Replacement & Expansion Fleet Vehicles**

Tyler Meyer noted that PART applied for and was awarded a \$6.8 million discretionary Section 5339 grant late last year. This grant, matched with \$1.7 million in local funds, will allow PART to replace 14 full-sized buses, 6 paratransit style vehicles, and 25 vanpool vehicles between 2020 and 2022. This is a major accomplishment, in that the project will substantially cover PART's bus replacement needs for quite a while. PART's excellent work on the application, as well as strong political support from the NC congressional delegation made this award possible.

*Scott Whitaker moved to approve the recommendation for TAC approval of the FY 2018-2027 & 2020-2029 MTIP Amendments: TA-6732 PART Replacement & Expansion Fleet Vehicles. Mark Kirstner seconded the motion. The TCC voted unanimously to approve.*

**5. FY 2018-2027 & 2020-2029 MTIP Amendments: EB-6037C A&Y Greenway/Downtown Greenway Phase 4**

Tyler Meyer noted this project resulted from an application that he and his staff developed and submitted for discretionary funding from NCDOT in summer 2019. The request was for funding to support the City's acquisition of the CF rail line in Greensboro for a rail trail conversion to enable construction of the A&Y Greenway, including Phase 4 of the Downtown Greenway.

In late 2019, after the City had completed all of the required steps to receive the right-of-way authorization, the goal was stymied when NCDOT informed the City that the Department would not be able to provide the funding until FY 2021 due to the Department's cash flow crisis as well as a series of programming technicalities

Unfortunately the program was set up for right-of-way only, and did not provide for construction funding. Meyer initiated a request to shift the funds to construction and with the support of the Division Engineer and Board member the shift was approved. Meyer requested the funds be shifted to FY 2020, but NCDOT determined FY 2021 was the earliest feasible date.

This amendment shifts the \$4.4 million federal funding commitment and the \$1.1 million local match from FY 2019 right-of-way funding to FY 2021 construction funding, which should enable the funds to be authorized in late October/November 2020, after which the City will be able to begin construction. The project will be implemented in phases, with the first being the Downtown Greenway Phase 4 running from Spring Garden Street to north of the Mitchel Water Treatment Plant at Benjamin Parkway.

*Chris Spencer moved to approve the recommendation for TAC approval of the FY 2018-2027 & 2020-2029 MTIP Amendments: EB-6037C A&Y Greenway/Downtown Greenway Phase 4. Michael Abuya seconded the motion. The TCC voted unanimously to approve.*

## 6. Transit Resource Allocation Plan Update

Tyler Meyer said the Transit Resource Allocation Plan documents the MPO's policies for distribution of FTA transit formula funds between MPO-area transit agencies; GTA, PART, and Guilford County Transportation and Mobility Services (TAMS). The FY 2020-2022 Update includes new methodology using a version of the FTA distribution formula modified to account for total annual unlinked passenger trips. MPO staff consulted with the transit operators in development of the update and all have concurred with the revisions.

*Mark Kirstner moved to approve the recommendation for TAC approval of the Transit Resource Allocation Plan Update. George Linney seconded the motion. The TCC voted unanimously to approve.*

## 7. 2020 Safety Performance Measure Targets

Yuan Zhou noted that federal transportation law requires States and MPOs to implement performance-based planning and performance-measurement and reporting on an annual basis. Performance measures are required for 1) Safety 2) Pavement/Bridge, and 3) CMAQ, Reliability, and Freight.

For the safety targets, MPOs must establish new annual targets by 180 days after August 31, 2019 (the date when NCDOT approved their targets), which means the MPO must approve the targets for this year by February 27, 2020. MPOs can calculate their own targets, or follow NCDOT's targets. MPO staff have recommended following NCDOT's targets, like they did in 2018 and 2019. The performance measure targets for this year have increased slightly because of a slight increase in the baseline 5-year rolling averages for fatalities and serious injuries.

As is the case for many MPOs nationwide, the GUAMPO currently has insufficient data to use to calculate its own targets. Zhou explained that data within the MPO limits outside of City limits is not sufficient. However, MPO staff are in the process of analyzing past crash data and identifying the issues and countermeasures to reduce fatalities and serious injury numbers at the system level within the City of Greensboro.

*Scott Whitaker moved to approve the recommendation for TAC support of the 2020 Safety Performance Measure Targets. Chris Spencer seconded the motion. The TCC voted unanimously to approve.*

## Business Items

### 1. Revised 2020 MPO Meeting Schedule

Craig McKinney presented the revised 2020 MPO meeting schedule shifting a few dates to better fit work deadlines and member availability. On the dates with asterisks, the TAC meetings will be held in the Plaza Level Conference Room.

### 2. PART Presentation on Regional Modelling Program

Mark Kirstner and John Kim presented an update on the Piedmont Triad Regional Travel Demand Model for which PART is model custodian. They reviewed the history of the model, how the model works, what it is used for, the role of data including travel, socioeconomic and land use data, and a preview of what's next. They also noted the relationship between the model and the T-BEST transit ridership estimation tool. While the PRTM generally is not effective at estimating fixed route bus ridership, T-BEST is, relying in part on PTRM model data and outputs

There are three basic inputs to the Travel Demand Model: the highway and street network, travel behavior and field observation data, and socio-economic data. PART just completed a base-year update for socio-economic data with help from the MPO, and it is about to start a household travel survey to contribute to travel behavior and field observation data.

The travel demand model is a four step model. The model uses development patterns and socioeconomic data to determine trip generation, mode choice/modal split (car, bus, etc.), trip/traffic assignment (which route someone will take), and the number of trips per roadway segment.

John Kim stressed the importance of socioeconomic data, explained the purpose of the model, and showed examples of input and output data. The model can use population, employment, number of students, street networks, transit routes, travel characteristics, and intermediate outputs to find the number of trips characterized by purpose and mode, trip exchanges, and traffic flow.

PART is working on developing a Freight Truck Touring Model, and Commercial Vehicle Touring Model. A tour-based model is based on one tour with multiple stops included that are not usually included in a trip-based model. This is best for freight/commercial vehicles that take long distance trips. The data from this model can be shared on an output dashboard that can then be shared online.

Kirstner described an implementation tool called CommunityViz as software that works from the bottom up with parcel level data to estimate future socio-economic data changes. The model needs place types and development status for every parcel in order to run. The CommunityViz team will be working on a 2020 base year update.

Tram Truong asked if any MPOs or cities are finished with the base data. Kirstner said the Centralina region and Triangle region are actively using CommunityViz, but he is not sure if they are using the model to generate socio-economic data yet. Greensboro has purchased the CommunityViz software.

Chris Spencer asked if there will be as much focus on system-level data as parcel data? Kirstner replied that the quality system-level data is also essential.

### **3. Draft FY 2021 Unified Planning Work Program**

The FY 2021 Unified Planning Work Program (UPWP) will cover the period from July 2020 – June 2021. Anticipated FY 21 planning grants include \$432,866 from FHWA PL, \$200,000 from BGDA, and \$195,322 from FTA 5303 transit planning funds. The key work items for next year include Prioritization 6.0 and the MTIP; 2045 MTP and CTP (long range transportation plan); Mobility Greensboro 2040 implementation; Vision Zero Action Plan implementation; pedestrian and bicycle planning, outreach, and projects; model update, freight model development, and household travel survey; and data collection and performance management. The UPWP adoption is due February 26 to meet a March 15 deadline.

### **4. Draft 2020 Congestion Management Process Overview**

Lydia McIntyre stated the 2020 Congestion Management Process evaluates the multi-modal transportation system, identifies and applies system and corridor level congestion and performance measures, and identifies strategies for maintaining and improving transportation mobility in the MPO area.

Federal transportation law requires MPOs with a population greater than 200,000 to develop and approve Congestion Management Processes to support Metropolitan Transportation Plan. The CMP is a companion document to the Metropolitan Transportation Plan. The MTP draws from the CMP analysis and incorporates its findings and recommendations to a large degree.

The CMP documents existing conditions and identifies congestion needs and differentiates where capacity improvements are needed and traffic operational strategies or multimodal improvements are insufficient to meet the need. McIntyre provided examples of analyses included in the document: a map of bottleneck locations, a map of areas where there are high levels of vehicle hours of delay, GTA and PART ridership, and bicycle and pedestrian crash summary data.

It will be brought to the TAC for approval in February. The full document is available online.

## 5. Division Engineer Updates

*There were none.*

## 6. Project Updates

Tyler Meyer stated two MPO-priority projects, U-5532 A: Josephine Boyd at Walker Avenue Safety Improvements and B-5553 Ballinger Road Bridge Replacement, remain stalled at NCDOT pending conclusion of a review of which locally administered projects across the state to move forward on at this time. This is one way that the Department is seeking to manage its cash outlays and thereby get out of the current cash crunch over the next year. These projects have already received the federal funds authorization but have yet to receive their construction authorizations / permission to advertise. Meyer said he has communicated on behalf of the City the willingness to defer billing until a later than usual date and that these are among the highest MPO priorities for moving forward at this time. He wanted to advise TAC of the current status and to request the Division Engineer and Board Member support the release of these projects at the soonest possible juncture.

Craig McKinney noted that January 24 is the next MPO BPAC meeting; January 23 is the pre-bid meeting for the EB-5518 Latham Park Greenway project and February 6 is the bid opening for the EB-5518 Latham Park Greenway project if there are no amendments to the contract.

## 7. Strategic Reports

- February 26 is the next MPO meeting date.
- Some BPAC members have requested refinements to how the BPAC process. Staff are evaluating best practices from other organizations and will report back.
- Prioritization 6.0 candidate projects are under review. These projects will be presented at the March MPO meeting for MPO approval on April 15.
- The second annual Vision Zero Summit will be from 9AM to 12PM on February 13 at the Ruth Wicker Center Tribute to Women at Barber Park.

## Other Items

### 1. Member Updates

- The 2020 North Carolina Association of Metropolitan Planning Organization conference is scheduled for April 21-24 in Greenville, North Carolina. Online registration is now open.
- GTA will be launching a Human Trafficking Public Awareness initiative in February. There will be posters on buses, coordination with the police department, and human trafficking facts posted on Twitter.

### 2. Wrap-Up

*Gray Johnston moved to adjourn the meeting. Mark Kirstner seconded the motion. The TAC unanimously voted to adjourn the meeting.*

**The meeting was adjourned by Tyler Meyer at approximately 12 PM.**



## MPO Self-Certification Checklist for FY 2020-2021

The MPO must annually certify to the FHWA and the FTA that its planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of various laws, including the Federal Transit Act, the Clean Air Act, Title VI of the Civil Rights Act of 1964, Fixing America's Surface Transportation (FAST) Act, and the Americans with Disabilities Act of 1990.

### Checklist

The following detailed checklist is a guide to the issues considered in this self-certification process.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law? *Yes*
2. Does the policy board include elected officials, providers of major modes of transportation, and appropriate state officials? *Yes*
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period? *Yes*
4. Is there a currently adopted Unified Planning Work Program (UPWP)?
  - a. Is there an adopted prospectus? *Yes*
  - b. Are tasks and products clearly outlined? *Yes*
  - c. Is the UPWP consistent with the Metropolitan Transportation Plan (MTP)? *Yes*
  - d. Is the work identified in the UPWP completed in a timely fashion? *Yes*
5. Does the area have a valid transportation planning process?
  - a. Is the transportation planning process continuous, cooperative and comprehensive? *Yes*
  - b. Is there a valid MTP? *Yes*
  - c. Did the MTP have at least a 20-year horizon at the time of adoption? *Yes*
  - d. Does it address the 8 planning factors? *Yes*
  - e. Does it cover all modes applicable to the area? *Yes*
  - f. Is it financially constrained? *Yes*
  - g. Does it include funding for the maintenance and operation of the system? *Yes*
  - h. Does it conform to the State Implementation Plan (SIP)? *Yes though this requirement has been lifted*
  - i. Is it updated/reevaluated in a timely fashion (at least every 4 years)? *Yes*
6. Is there a valid Transportation Improvement Program (TIP)?
  - a. Is it consistent with the MTP? *Yes*
  - b. Is it fiscally constrained? *Yes*
  - c. Is it developed cooperatively with the state and local transit operators? *Yes*
  - d. Is it updated at least every 4 years and adopted by the MPO and the Governor? *Yes*
7. Does the area have a valid Congestion Management Process?
  - a. Is it consistent with the MTP? *Yes*
  - b. Was it used for the development of the TIP? *Yes*
  - c. Is it monitored and reevaluated to meet the needs of the area? *Yes*

### Planning for the transportation future



8. Does the area have a process for including environmental mitigation discussions in the planning process?  
*Yes*
9. Does the planning process meet the following requirements of federal law?
  - a. Title VI: Are there procedures in place to address Title VI complaints and do they comply with federal regulation? *Yes*
  - b. Environmental Justice: Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process? *Yes*
  - c. ADA: Are there procedures in place to address ADA complaints of non-compliance and do they comply with federal regulation? *Yes*
  - d. Disadvantaged Business Enterprises (DBE): Does the MPO have a DBE policy statement that expresses commitment to the DBE program? *Yes*
10. Does the area have an adopted Public Participation Plan?
  - a. Did the public participate in the development of the PPP? *Yes*
  - b. Was the PPP made available for public review for at least 45 days prior to adoption? *Yes*
  - c. Is adequate notice provided for public meetings? *Yes*
  - d. Are meetings held at convenient times and at accessible locations? *Yes*
  - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? *Yes*
  - f. Is the PPP periodically reviewed and updated to ensure its effectiveness? *Yes*
  - g. Are plans/program documents available in an electronic accessible format, i.e. MPO Web site?  
*Yes*
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? *Yes*

**RESOLUTION CERTIFYING THE GREENSBORO URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION'S  
TRANSPORTATION PLANNING PROCESS FOR FY 2020-2021**

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

**WHEREAS**, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is addressing the major issues facing the area through conducting the transportation planning process in a continuing, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303; this finding includes that

- the *Metropolitan Transportation Improvement Program FY 2020 – FY 2029* is a subset of the *2040 Metropolitan Transportation Plan* and that
- the Transportation Plan has a planning horizon year of 2040 and meets all the requirements for an adequate Transportation Plan; AND

**WHEREAS**, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93); AND

**WHEREAS**, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 (42 U.S.C 2000d-1), 49 CFR part 21, 49 U.S.C 5332, and Section 324 of title 23 U.S.C; AND

**WHEREAS**, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in FHWA- and FTA-funded planning projects (Section 1101(b) of SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26) and affect equal employment opportunity program (23 CFR part 230); AND

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

**NOW, THEREFORE, be it resolved** that the Greensboro Urban Area Transportation Advisory Committee certifies the transportation planning process for the Greensboro Urban Area Metropolitan Planning Organization on this day February 26, 2020.

\*\*\*\*\*

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 February 26, 2020.

\_\_\_\_\_  
Chair, Transportation Advisory Committee

\*\*\*\*\*

Subscribed and sworn to me on this day February 26, 2020.

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_.



To: TAC and TCC  
From: Tyler Meyer, AICP, Transportation Planning Division Manager  
Subject: **FY 2020-21 Unified Planning Work Program & FY 2020-29 MTIP Modification**  
Date: February 26, 2020

### **Background**

The Unified Planning Work Program (UPWP) will guide MPO planning activities for FY 2020-2021. The UPWP identifies transportation planning, engineering and other MPO work for reimbursement by annual planning grants from FHWA (passed through and administered by NCDOT) and FTA. The UPWP describes work to be conducted, accounts for expected level of effort/expenditure by task code, and provides documentation required by USDOT and NCDOT.

The FY 2020-2021 UPWP provides for \$432,866 in FHWA PL funds with a local match of 108,217; \$200,000 in FHWA BGDA funds with a local match of \$ 50,000; and \$195,322 in FTA Section 5303 matched by \$24,415 local and \$24,415 in state funding. A modification to the MTIP to adjust the FY 2020 funding level to match the UPWP is also included.

### **Recommended Action & Next Steps**

- Approve UPWP and modify MTIP on February 26, 2020 before the March 15 deadline.
- NCDOT & FHWA approval will follow.

### **Enclosures**

- Priority Work Initiatives
- UPWP Administrative Table
- FTA Task Narrative
- MTIP FY 2020-2029 Modification
- Long Range Planning Calendar
- UPWP Task Descriptions Narrative
- DBE Form
- Resolution Approving the FY 2020-2021 UPWP

## **Planning for the transportation future**

## PRIORITY WORK INITIATIVES

### Plan and Program Development & Implementation

- Work on *Mobility Greensboro 2040 Long Range Public Transportation Plan* implementation including route modifications, on the ground infrastructure, financing and funding options, and strategic partnerships with businesses, institutions, and the community.
  - Evaluate ridership and schedule adherence for GTA Fixed Routes and HEAT service.
  - Conduct a customer service evaluation process.
  - Create presentation materials to facilitate conversations about tradeoffs and decision making.
  - Coordinate with traffic engineers and land-use planners about implementation of roadway design, and land-use policies to enact comprehensive improvements to GTA's system.
  - Use Remix and TBEST software to support GTA route planning and Mobility Greensboro Implementation.
  - Support development of financial strategies to support operations, maintenance, and capital funding, including a long range financial plan in collaboration with GTA.
  - Restructure GTA's GIFS feed, bring it up to date, and implement protocol for managing it in future.
- Implement the *Coordinated Human Services Public Transportation Plan*. Issue a call for projects and award grants.
- Support the *City of Greensboro Comprehensive Plan Update* and land use planning by other member agencies.
- Support implementation of the *Vision Zero Greensboro Action Plan*.
  - Support partnerships between transportation, public health, law enforcement, education, and others agencies.
  - Identify and prioritize infrastructure improvement needs, policy changes, and other steps.
- Work on *BiPed Plan* implementation.
  - Implement *Watch for Me NC* in conjunction with area law enforcement agencies.
  - Implement bicycle and pedestrian education and promotion programs including Bike Month.
  - Support area *Safe Routes to Schools* initiative to coordinate and carryout non-infrastructure safe routes to schools activities within the MPO area. Manage NCDOT SRTS non-infrastructure grant for the City.
  - Produce a sidewalk maintenance needs assessment for City sidewalks based on City ADA Transition Plan data.
  - Incorporate BiPed elements into the MTP update.
  - Continue working to develop a Pedestrian and Bicycle Count Program.
  - Prepare for the next BiPed Plan Update: plan updates to the recommended bicycle facilities and future sidewalk projects map, priority greenway recommendations in coordination with Parks and Recreation's Plan to Play Master Plan, and incorporation of overlapping goals and initiatives of the Vision Zero Program, PLANIT GSO Comprehensive Plan, and Mobility Greensboro Long Range Public Transportation Plan.
  - Conduct pedestrian studies at NC A&T
- Develop and administer the Metropolitan Transportation Improvement Program.
  - Process amendments to FY 2020-2029 MTIP and ensure consistency with the STIP.
  - Implement the MPO Ranking Process for Prioritization 6.0 including public involvement activities.
  - Issue a call for Transportation Alternatives DA projects for FY 21+ and administer TAPDA program.
- Develop the 2045 Metropolitan Transportation Plan Update for adoption in September 2020.
  - Assess infrastructure improvement needs and identify candidate projects.
  - Assess freight issues and related transportation needs.
  - Integrate Vision Zero Greensboro, BiPed, Mobility Greensboro, and PLANIT GSO plans
  - Integrate performance measurement and management processes and incorporate new planning factors

### Performance Measures, Tools, and Data

- Support Regional Model Work Plan implementation.
  - Initiate household travel survey update. Administer the SPR funded project for the PRTM area in coordination with PART and NCDOT.
  - Continue freight model development.
- Continue shift towards performance based planning.
  - Collect, analyze, and publish data to support performance measures and meet federal performance measure establishment and reporting requirements. Report progress on performance targets for PM2 and PM3 (these targets will need to be updated in 2023). Update safety targets annually.

## PRIORITY WORK INITIATIVES

- Support GTA in implementing and refining the Public Transportation Agency Safety Plan for GTA Monitor the established Congestion Management Process (CMP).
- Devise additional performance measures and collect data for the next CMP and MTP updates.
- Pursue staff development and training needed to strengthen the data-driven planning and analysis.
- Use sidewalk and curb ramp condition data to prepare an analysis of repair, reconstruction, and modernization needs. Collect other transportation infrastructure conditions data as needed.
- Collect and as needed purchase processed data or real time data services including motorized traffic counts and speeds, bicycle and pedestrian volume counts, freight information, crash data, socioeconomic data, and environmental data. As appropriate, purchase specialized database and analysis software for count data, crash data, and related data sets.
- Support motorized and non-motorized volume count programs by maintaining permanent count stations, deploying temporary counters, and purchasing additional counting equipment as needed.
- Integrate bicycle and pedestrian counts and intensity information into functional geodatabases that are compatible with and easily analyzable against motorized traffic counts and other data.
  - Determine how to reconcile disparate data sources, including Miovision and EcoCounter counts, Strava data (relative intensity of usage information rather than comprehensive counts), and micromobility provider data.
  - Determine how to integrate with vehicular volume data.
  - Create enhanced motorized traffic count geodatabases.
- Update Vehicular, Bicycle, and Pedestrian data and crash analyses. Work with NC Vision Zero and the Vision Zero Greensboro Initiative to mine additional data sources. Develop a platform for data and information sharing among relevant agencies and/or public to facilitate further analysis.

### Projects

- Manage the MPO's locally administered federal and state project programs, including agreements and ensuring MTIP consistency. Participate in the NCDOT project development, environmental study, and permitting process for area projects.
- Oversee local government federal-aid project development activities for pedestrian and bicycle facilities, transit, and highway improvements.
- Increase public awareness of pending projects through means such as the online Roadway Project Locator tool and Project Update Newsletter.
- Coordinate review and involvement for local government feedback on NCDOT project designs.
- Give design guidance to NCDOT, the City, MPO Area Towns and developers on bicycle & pedestrian facility construction.
- Coordination on developing and maintaining greenways of regional significance.
- Coordination with micromobility providers and stakeholders such as UNC-G and DGI on data and implementation.

### Administration

- Administer the MPO planning process including TAC and TCC meetings and associated correspondence.
- Administer public involvement activities, including public meetings, outreach efforts, and the BPAC.
- Conduct staff development and training activities to support MPO planning and administration functions. This includes webinars, classes, and conferences. Conferences will include NCAMPO, NCAPA, NCSITE, NC Bike Summit, NC Transportation Summit, and the Transportation Research Board Annual meeting and others.
- Participate in NCAMPO and maintain membership and involvement in AMPO
- Participate in statewide and other NCDOT planning and prioritization activities, including STI Workgroup.

## UPWP Administrative Table

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning - PL104		STP-DA		Transit Planning - 5303			Additional	OVERALL TOTALS			
			Local 20%	Federal 80%	Local 20%	Federal 80%	Local (10%)	State (10%)	Federal (80%)	Local (100%)	Local	State	Federal	Grand Total
<b>II-A Data and Planning Support</b>														
44.24.00	II-A-1	Networks and Support Systems	\$ 20,000	\$ 80,000	\$ 50,000	\$ 200,000	\$ 24,415	\$ 24,415	\$ 195,322	\$ -	\$ 94,415	\$ 24,415	\$ 475,322	\$ 594,153
44.23.01	II-A-2	Travelers and Behavior	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.23.02	II-A-3	Transportation Modeling	\$ 20,000	\$ 80,000			\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 80,000	\$ 100,000
<b>II-B Planning Process</b>														
44.23.02	II-B-1	Target Planning	\$ 12,500	\$ 50,000			\$ -	\$ -	\$ -	\$ -	\$ 12,500	\$ -	\$ 50,000	\$ 62,500
44.23.01	II-B-2	Regional Planning	\$ 25,000	\$ 100,000			\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 100,000	\$ 125,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>III-A Planning Work Program</b>														
44.21.00	III-A-1	Planning Work Program	\$ 1,250	\$ 5,000			\$ -	\$ -	\$ -	\$ -	\$ 1,250	\$ -	\$ 5,000	\$ 6,250
44.24.00	III-A-2	Metrics and Performance Measures	\$ 2,500	\$ 10,000			\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ 10,000	\$ 12,500
<b>III-B Transp. Improvement Plan</b>														
44.25.00	III-B-1	Prioritization	\$ 6,250	\$ 25,000			\$ -	\$ -	\$ -	\$ -	\$ 6,250	\$ -	\$ 25,000	\$ 31,250
44.25.00	III-B-2	Metropolitan TIP	\$ 2,500	\$ 10,000			\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ 10,000	\$ 12,500
44.25.00	III-B-3	Merger/Project Development	\$ 625	\$ 2,500			\$ -	\$ -	\$ -	\$ -	\$ 625	\$ -	\$ 2,500	\$ 3,125
<b>III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
44.27.00	III-C-1	Title VI Compliance	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-2	Environmental Justice	\$ 375	\$ 1,500			\$ -	\$ -	\$ -	\$ -	\$ 375	\$ -	\$ 1,500	\$ 1,875
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 2,500	\$ 10,000			\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ 10,000	\$ 12,500
44.27.00	III-C-7	Private Sector Participation												
<b>III-D Statewide &amp; Extra-Regional Planning</b>														
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 1,250	\$ 5,000			\$ -	\$ -	\$ -	\$ -	\$ 1,250	\$ -	\$ 5,000	\$ 6,250
<b>III-E Management Ops, Program Suppt Admin</b>														
44.27.00		Management Operations	\$ 13,467	\$ 53,866			\$ -	\$ -	\$ -	\$ -	\$ 13,467	\$ -	\$ 53,866	\$ 67,333
<b>TOTALS:</b>			<b>\$ 108,217</b>	<b>\$ 432,866</b>	<b>\$ 50,000</b>	<b>\$ 200,000</b>	<b>\$ 24,415</b>	<b>\$ 24,415</b>	<b>\$ 195,322</b>	<b>\$ -</b>	<b>\$ 182,632</b>	<b>\$ 24,415</b>	<b>\$ 828,188</b>	<b>\$ 1,035,235</b>
			Local	Federal	Local	Federal	Local	State	Federal	Local	Local	State	Federal	Grand Total
			PL 104		STP-DA		Transit Planning - 5303			Additional	Totals			

## FTA Task Narrative

1-	MPO Name	Greensboro Urban Area MPO
2-	FTA Code	44.24.00
3-	Task Code	II-A-1
4-	Title of Planning Task	Networks & Support Systems
5-	Task Objective	MPO Staff & GTA will work to implement the Mobility Greensboro 2040 Master Plan including route modifications, on the ground infrastructure, strategic partnerships with businesses, institutions and the community, as well as data collection and management. This includes evaluating ridership and schedule adherence for GTA fixed routes and Heat routes. Also, initiate RFP, select a consultant, and conduct a functional analysis of a component of the City's paratransit service (i.e. scheduling, reservations, run bids, etc).
6-	Tangible Product Expected	Staff position executing work functions noted above excepting the Customer Service Analysis. The functional analysis of a component of the City's paratransit service will produce summary information and a report.
7-	Expected Completion Date of Product(s)	Sep-20
8-	Previous Work	Mobility Greensboro 2040 Plan Phase II, the 2019 route modifications including the new route 13 and the restructured route 12 & Transit Systems Planner staff work
9-	Prior FTA Funds	
10-	Relationship To Other Activities	
11-	Agency Responsible for Task Completion	GDOT - Public Transportation Division, MPO Transportation Planning Staff, and Consultants
12-	HPR - Highway - NCDOT 20%	
13-	HPR - Highway - FHWA 80%	
14-	Section 104 (f) PL Local 20%	
15-	Section 104 (f) PL FHWA 80%	
16-	Section 5303 Local 10%	\$24,415
17-	Section 5303 NCDOT 10%	\$24,415
18-	Section 5303 FTA 80%	\$195,322
19-	Section 5307 Transit - Local 10%	
20-	Section 5307 Transit - NCDOT 10%	
21-	Section 5307 Transit - FTA 80%	
22-	Additional Funds - Local 100%	



## MTIP FY 2020-2029

**MTIP Modification** *(Struckthrough text indicates items to be changed)*

ID #	DESCRIPTION	FUNDS	FY 2021	FY 2022	FY 2023	FY 2024
<b>U-6085 / M-0433</b>	Various, Supplemental Funding for Geensboro Urban Area MPO Unified Planning Work Program	L	<del>\$25,000</del>	\$25,000	\$25,000	\$25,000
		BGDA	<del>\$100,000</del>	\$100,000	\$100,000	\$100,000

**MTIP Modification** *(Underlined text indicates proposed changes or additions)*

ID #	DESCRIPTION	FUNDS	FY 2021	FY 2022	FY 2023	FY 2024
<b>U-6085 / M-0433</b>	Various, Supplemental Funding for Geensboro Urban Area MPO Unified Planning Work Program	L	<u>\$50,000</u>	\$25,000	\$25,000	\$25,000
		BGDA	<u>\$200,000</u>	\$100,000	\$100,000	\$100,000

# Long Range Planning Calendar

	20-21	21-22	22-23	24-25	25-26
<b><u>Surveillance of Change</u></b>					
ongoing data collection					
<b><u>Metropolitan Transp. Plan</u></b>					
Implement New Regional Travel Demand Model designed for ongoing enhancement & data collection					
Travel Demand Model freight enhancements					
Update Bicycle & Pedestrian Plan					
Update CTP, Thoroughfare & Collector Plans					
Develop MTP Update					
Congestion Management Process Update					
Conformity Actions	<i>N/A or TBD if redesignated</i>				
<b><u>Planning Work Program</u></b>					
ongoing activities					
<b><u>Update Coordinated Human Services Transportation Plan</u></b>					
Transp. Improvement Program					
ongoing TIP administration					
administer 2020-2029 TIP					
develop 2022-2031 TIP					
develop 2026-2033 TIP					
<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>					32000
Environmental Justice analysis & outreach efforts - ongoing					
<b><u>Incidental Png./Project Dev.</u></b>					
ongoing activities					
<b><u>Management &amp; Operations</u></b>					
ongoing activities					

**Key:**  
 work and/or MPO action required:  minimal work needed: *blank*  
 TBD:

# UPWP Task Descriptions Narrative

## II-A Data and Planning Support

### II-A-I Networks and Support Systems

Network and Support systems relates to data collection, analysis, and the processes used to support transportation planning related to transportation infrastructure. *Work under Network and Support Systems will be carried using staff work supported by professional services. It will include purchase of data collection devices, data processing services, analytical software, and data packages as needed*

II-A-1 includes (but is not limited to):

#### **Traffic Volume Counts**

Collect data and purchase software, equipment, and services needed for counting motor vehicle, bicycle, and pedestrian trips. Integrate bicycle and pedestrian counts and intensity information into functional geodatabases that are compatible with and easily analyzable against motorized traffic counts and other data. This includes efforts to reconcile disparate data sources, including Miovision and EcoCounter counts, Strava data (relative intensity of usage information rather than comprehensive counts), and data from shared mobility/ micromobility companies into easily usable formats. Determine how to integrate with vehicular volume data. As needed, create enhanced motorized traffic count geodatabases. Also explore and procure additional data sources and platforms such as Sreetlight data, MS2 and etc. as appropriate

#### **Traffic Crashes**

Collect data and analyze vehicular, bicycle and pedestrian crashes. Update bicycle and pedestrian crash analysis. Work with NC Vision Zero and the Greensboro Vision Zero Initiative to mine additional data sources. Develop a platform for data and information sharing among relevant agencies and/or public to facilitate further analysis.

#### **Transit System Data**

Work on Mobility Greensboro 2040 implementation including route modifications, on the ground infrastructure, financing and funding options, and strategic partnerships with businesses, institutions, and the community. This includes evaluating ridership and schedule adherence for GTA Fixed Routes and HEAT service. Purchase of transit route planning software and retaining professional services to conduct a customer service evaluation process are planned. Support development of financial strategies to support operations, maintenance, and capital funding, including a long range financial plan in collaboration with GTA.

#### **Bicycle and Pedestrian Facilities Inventory**

Collect data and conduct mapping work to maintain the MPO inventory of bicycle and pedestrian facilities. This work helps prioritize sidewalk and bicycle construction and maintenance needs, develop inputs to multi-modal performance measures and support; and guide pedestrian and bicycle improvement planning more generally. Work items include:

1. Manage and update infrastructure asset management data for sidewalk and curb ramps.
2. Complete a detailed review of current sidewalk infrastructure conditions and associated repair, reconstruction, and modernization needs.
3. Collect other transportation infrastructure conditions data as needed.
4. Develop, maintain, and update database to support data analysis and planning, including sidewalk and greenway projects, bicycle facilities, bicycle and pedestrian counting, and roadway projects.

## **II-A-3 Transportation Modeling**

### ***Travel Model Updates***

Collaborate with regional partners to implement the Regional Model Work Plan. Continue freight model development. Implement the household survey update in cooperation with regional partners. Refine and use TBEST model for transit ridership estimation. Costs will include the MPO's share of routine maintenance and development efforts by the PART staff, contributions to professional service costs under the Regional Model Work Program, and corresponding work performed by the MPO staff.

## **II-B Planning Process**

### **II-B-1 Targeted Planning**

This section includes non-modal specific planning, and focuses on themes across modes. Work will be conducted by staff and will include as needed professional services, data packages, and/or analytical support software and devices as needed. It can include (but is not limited to):

#### ***Air Quality Planning/Conformity Analysis***

Participate in the statewide interagency consultation process if the need arises.

#### ***Congestion Management Strategies***

Conduct data collection and analysis for performance measures established in the Congestion Management Process. Devise additional performance measures, collect data, and take steps to lay groundwork on next CMP update. This will include staff work and professional services as necessary.

#### ***Freight Movement/Mobility Planning***

Assess freight issues. Identify freight related transportation needs. Coordinate this needs identification process with the Prioritization 6.0 Process, CMP, and MTP update process.

#### ***Land Use***

Work with the City Planning Department to implement and refine the *City of Greensboro Comprehensive Plan*. Support ongoing land-use and comprehensive planning activities of local governments and regional agencies throughout the MPO area including through coordinated land-use and transportation planning initiatives.

### **II-B-2 Regional Planning**

This element includes development and administration of the Metropolitan Transportation Plan, the BiPed Plan, and Transit Plans. Focus areas include BiPed Plan implementation, Mobility Greensboro implementation and refinement, and MTP completion. This will include staff work and may include professional services.

#### ***Highway Element of the CTP/MTP***

Assess roadway needs to identify revisions to the highway element for the 2045 Metropolitan Transportation Plan and Comprehensive Transportation Plan, as well as to identify future candidate projects for NCDOT Prioritization. This may include planning for "Smart Cities" projects and initiatives, including competing for related Federal, State, or private grants. Conduct corridor or spot evaluations or studies as needed.

#### ***Transit Element of the CTP/MTP***

Work on *Mobility Greensboro 2040 Long Range Public Transportation Plan* implementation. This includes identifying and gaining input on route modifications, on the ground infrastructure, and strategic partnerships with businesses, institutions, and the community. Implement the *Coordinated Human Services Public Transportation Plan*. Work on implementation including a call for projects and allocation of available funds to eligible projects. These costs cover staff work, as well as consultant support as needed.

## **Bicycle and Pedestrian Element of CTP/MTIP**

Work on BiPed Plan implementation:

1. Refine the short-term urban on-street bicycle project implementation plan as well as pedestrian and greenway plans.
2. Study other bicycle and pedestrian projects as needed to refine project assumptions, plans, and priorities.
3. Implement bicycle and pedestrian education and safety programs in coordination with Vision Zero and in cooperation with area partners like law enforcement, universities, and health organizations. Efforts will include Bike Month and Watch for Me NC and may include a new Pedestrian Safety Month.
4. Give design guidance to NCDOT, the City, MPO Area Towns, and developers on bicycle & pedestrian facility construction.
5. Prepare for the next BiPed Plan Update: plan updates to the recommended bicycle facilities and future sidewalk projects map, priority greenway recommendations in coordination with Parks and Recreation's Plan to Play Master Plan, and incorporation of overlapping goals and initiatives of the Vision Zero Program, PLANIT GSO Comprehensive Plan, and Mobility Greensboro Long Range Public Transportation Plan.

### **II-B-3 Special Studies**

Special studies include staff time as well as consultant services. No special studies are anticipated in FY 2019-2020 under II-B-3. Instead, professional services may be retained under other work codes as noted elsewhere in this document.

## **III-A Unified Planning Work Program**

### **III-A-1: Unified Planning Work Program**

Administer the FY 2020-21 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2021-2022 UPWP.

### **III-A-2: Metrics and Performance Measures**

Staff will refine the framework for collecting, analyzing, and publishing data to support performance measures and meet federal performance measure establishment and reporting requirements. Monitor performance targets for PM2 and PM3 items as required for FAST Act compliance and set annual safety targets. Goals include strengthening the data-driven analytical components of the planning process and enhancing understanding of transportation issues in the MPO area. This will overlap with work conducted under item II-B-1 Target Planning.

## **III-B Transportation Improvement Program**

### **III-B-1 Prioritization**

Implement the MPO's adopted Prioritization 6.0 methodology. Refine methodology as needed. Also coordinate and conduct Transportation Alternatives Program project development activities. This may include soliciting projects, evaluating projects, project selection, and the administration of TAP projects and projects funded with Transportation Enhancement program funds. This will include staff work and professional services as necessary.

### **III-B-2 Metropolitan TIP (TIP)**

Administer the FY 2020-2029 MTIP. Work on development of the FY 2022-2031 MTIP to reflect the results of Prioritization 6.0. Closely monitor STIP amendments to include in MTIP and vice versa.

### **III-B-3 Merger and Project Development**

The proposed Metropolitan Transportation Plan (MTP) and selected alternative plans will be evaluated based on criteria established by the goals and objectives reevaluation study and impact on the environment. Staff will also be responsible for coordinating the review and involvement of local government with feedback on NCDOT project designs, project development activities, and federal funding timelines. MPO representatives will participate in NCDOT project development, environmental, and permitting processes as needed.

## **III-C Civil Rights Compliance/Other Regulatory Requirements**

### **III-C-1 Environmental Justice**

Conduct ongoing Environmental Justice analysis and public involvement strategies.

### **III-C-2 Public Involvement**

Continue to provide for an open exchange of information and ideas between the public and transportation policy makers and staff. Conduct public involvement activities for MPO documents and processes (such activities may also be accounted for under their specific task codes). Provide additional support for public education and information campaigns for transportation project information as well as bicycle and pedestrian safety education initiatives (such activities may also be conducted under task code II-B-2). Increase public awareness of pending projects, such as the use of the online Roadway Project Locator tool and the Project Update Newsletter. Reassess and refine the Public Participation Plan as appropriate.

## **III-D Statewide and Extra-Regional Planning**

Regional planning involves cooperation with the other three Triad MPOs, the Piedmont Authority for Regional Transportation, NCDOT, and the Rural Planning Organization. This includes participation in PART and RPO Board Meetings and regional transportation planning working groups and committees. Examples include the Model Team, the Executive Committee, and the Regional Transit Development plan. Statewide planning includes participation in various statewide planning initiatives including the SPOT 6.0 / 7.0 Committee and the activities of the North Carolina Association of Metropolitan Planning Organizations.

## **III-E Management, Operations, and Program Support Administration**

Management and operations includes items such as:

1. MPO administration including TAC and TCC meetings and the development of materials, presentations, correspondence, and documentation.
2. Administration of the UPWP and related activities.
3. Continuing evaluation of administrative practices and the review and implementation of MPO process enhancements including those recommended by the 2017 USDOT MPO Certification review.
4. Conduct staff development and training activities to support MPO planning and administration functions. This includes webinars, classes, and conferences. Conferences may include but are not limited to NCAMPO, NCAPA, NCSITE, NC Bike Summit, NC Safety Summit, NC Transportation Summit, and the Transportation Research Board Annual meeting and others.
5. Acquisition of needed software, books, equipment and other materials.
6. Other MPO capacity-building efforts for the TAC, TCC and MPO staff.
7. Professional organizational dues.
8. Participation in NCAMPO.

## Anticipated DBE Contracting Opportunities for 2020-2021

Name of MPO: Greensboro Urban Area MPO \_\_\_\_\_ Check here if no anticipated DBE opportunities

Person Completing Form: Cari Hopson, Grants Administrator Telephone Number: 336-412-3900

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
	ADA Paratransit Operational Analysis	City of Greensboro/Greensboro Transit Agency	Consultant	\$40,500	\$45,000

**Sample Entry:**

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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**Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.**

**RESOLUTION APPROVING THE FY 2020-2021 UNIFIED PLANNING WORK PROGRAM  
FOR THE GREENSBORO URBAN AREA**

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

**WHEREAS**, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Greensboro Urban Area Metropolitan Planning Organization; AND

**WHEREAS**, the Greensboro Urban Area Metropolitan Planning Organization has been designated as the recipient of USDOT FHWA and FTA Metropolitan Planning Program funds; AND

**WHEREAS**, the Greensboro Urban Area Metropolitan Planning Organization has determined to supplement these funding allocations with Surface Transportation Block Grant Direct Apportionment funds; AND

**WHEREAS**, the Greensboro Urban Area Metropolitan Planning Organization has made the prerequisite self-certification finding of compliance with federal requirements; AND

**WHEREAS**, the Transportation Advisory Committee agrees that the Unified Planning Work Program will effectively advance transportation planning for Fiscal Year 2020-2021;

**NOW THEREFORE** be it resolved that the Greensboro Urban Area Transportation Advisory Committee hereby approves the Fiscal Year 2020-2021 Unified Planning Work Program for the Greensboro Urban Area on this day February 26, 2020



\*\*\*\*\*

I, Marikay Abuzuaiter, TAC Chair (Title of Certifying Official) ,  
(Name 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 February 26, 2020.

Chair, Transportation Advisory Committee

\*\*\*\*\*

Subscribed and sworn to me on this day February 26, 2020

\_\_\_\_\_  
Notary Public

My commission expires .



## Amend FY 2020-2029 & FY 2018-2027 MTIP Transit Listings

### Background

The MPO programs FTA transit formula funds to area transit projects based on future year funding estimates in a manner consistent with the adopted Transit Resource Allocation Plan. Each year, appropriations acts establish actual funding levels. Actual levels always vary somewhat from estimated levels, so each year a modification to the transit listings is required in order to account for the correct amount of available funding. This amendment does that for FY 2020. FY 2020 listings are generally carried over future years (2021-2029) since current year funding amounts tend to be the best estimate for future year funding levels. This amendment also makes corrections to various project details per area transit operator input and consistent with the adopted Transit Resource Allocation Plan.

### Project Situation

Highlights of changes made by this amendment include:

- Adjust FTA formula funded projects to reflect actual FY 2020 appropriated amounts
- Adjust PART routine capital and operating assistance projects to draw down available prior year funding for use in FY 2020
- Add a project for a new FTA discretionary grant awarded to GTA – Transit Safety Innovations – to support efforts to combat human trafficking.
- Update Section 5310 Elderly & Disabled project funding per recent discussions with GTA and TAMs.



### Requested Action & Next Steps:

- Approve this amendment to the FY 2020-2029 MTIP.
- NCDOT will approve a corresponding amendment to the FY 2020-2029 STIP at the next available NC Board of Transportation meeting.

**Planning for the transportation future**

Current FY 2020-2029 MTIP Transit Listing (strikethrough text reflects needed changes)

STIP#	System	Description	Funding	Section	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
TA-4767	GTA	REPLACEMENT PARATRANSIT BUSES	FBUS	5339	0	529	529	529	529	529	529	529	529	529
			Local		0	93	93	93	93	93	93	93	93	93
TA-6690	PART	REPLACEMENT VEHICLES	FBUS	5339	38	38	38	38	38	38	38	38	38	38
			L		7	7	7	7	7	7	7	7	7	
TD-5279	GTA	RENOVATION OF J. DOUGLAS GALYON DEPOT	FBUS		1,489									
			L		373									
			T		373									
TG-4759	GTA	PREVENTIVE MAINTENANCE	FUZ	5307	2,546	2,546	2,546	2,546	2,546	2,546	2,546	2,546	2,546	2,546
			L		637	637	637	637	637	637	637	637	637	
TG-4957	GTA	OPERATING-ADA PARATRANSIT SERVICE	FUZ	5307	439	439	439	439	439	439	439	439	439	439
			L		110	110	110	110	110	110	110	110		
TG-6185	PART	ROUTINE CAPITAL	FUZ	5307	74	74	74	74	74	74	74	74	74	74
			L		19	19	19	19	19	19	19	19		
TO-4971	GTA	OPERATING- FIXED ROUTE	FUZ	5307	1243	1243	1243	1243	1243	1243	1243	1243	1243	1243
			L		1243	1243	1243	1243	1243	1243	1243	1243		
			L		1878	1878	1878	1878	1878	1878	1878	1878		
			SMAP		1878	1878	1878	1878	1878	1878	1878	1878		
TO-5209	PART	OPERATING- FIXED ROUTE	FUZ	5307	227	227	227	227	227	227	227	227	227	
			L		227	227	227	227	227	227	227	227		
TO-5221	TAMS	OPERATING- RURAL TRANSIT	FUZ		100	100	100	100	100	100	100	100	100	
			L		100	100	100	100	100	100	100			
TO-6139	GTA	SECTION 5310 OPERATING	FEPD	5310	51	51	51	51	51	51	51	51	51	
			L		51	51	51	51	51	51	51	51		
TP-5101	GTA	PLANNING ASSISTANCE-5303	FMPL	5303	141	141	141	141	141	141	141	141	141	
			L		18	18	18	18	18	18	18	18		
			STATE		18	18	18	18	18	18	18	18		
TQ-6783	GTA	SECTION 5310 CAPITAL PROJECT	FEPD	5310	181	181	181	181	181	181	181	181	181	
			L		46	46	46	46	46	46	46	46		
TQ-7000	GTA	SECTION 5310 PROGRAM ADMINISTRATION	FEPD	5310	26	26	26	26	26	26	26	26	26	
TS-4758	GTA	SAFETY & SECURITY	FUZ	5307	44	44	44	44	44	44	44	44	44	
			L		11	11	11	11	11	11	11	11		

Recommended FY 2020-2029 MTIP Transit Listing (underlined text reflects requested changes)

STIP#	System	Description	Funding	Section	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
TA-4767	GTA	REPLACEMENT PARATRANSIT BUSES	FBUS Local	5339	0 0	<u>579</u> <u>102</u>	<u>579</u> <u>102</u>	<u>579</u> <u>102</u>	<u>579</u> <u>102</u>	<u>579</u> <u>102</u>	<u>579</u> <u>102</u>	<u>579</u> <u>102</u>	<u>579</u> <u>102</u>	<u>579</u> <u>102</u>
TA-4771	GTA	CLEAN DIESEL REPLACEMENT BUSES	CMAQ Local	CMAQ	<u>1,900</u> <u>335</u>									
TA-6690	PART	REPLACEMENT VEHICLES	FBUS L	5339	<u>43</u> <u>8</u>	<u>43</u> <u>8</u>	<u>43</u> <u>8</u>	<u>43</u> <u>8</u>	<u>43</u> <u>8</u>	<u>43</u> <u>8</u>	<u>43</u> <u>8</u>	<u>43</u> <u>8</u>	<u>43</u> <u>8</u>	<u>43</u> <u>8</u>
TD-5279	GTA	RENOVATION OF J. DOUGLAS GALYON DEPOT	FBUS L T		<u>1538</u> 373 373									
TG-4759	GTA	PREVENTIVE MAINTENANCE	FUZ L	5307	<u>2,858</u> <u>715</u>	<u>2,858</u> <u>715</u>	<u>2,858</u> <u>715</u>	<u>2,858</u> <u>715</u>	<u>2,858</u> <u>715</u>	<u>2,858</u> <u>715</u>	<u>2,858</u> <u>715</u>	<u>2,858</u> <u>715</u>	<u>2,858</u> <u>715</u>	<u>2,858</u> <u>715</u>
TG-4957	GTA	OPERATING-ADA PARATRANSIT SERVICE	FUZ L	5307	<u>470</u> <u>118</u>	<u>470</u> <u>118</u>	<u>470</u> <u>118</u>	<u>470</u> <u>118</u>	<u>470</u> <u>118</u>	<u>470</u> <u>118</u>	<u>470</u> <u>118</u>	<u>470</u> <u>118</u>	<u>470</u> <u>118</u>	<u>470</u> <u>118</u>
TG-6185	PART	ROUTINE CAPITAL	FUZ L	5307	<u>240</u> <u>60</u>	<u>20</u> <u>5</u>	<u>20</u> <u>5</u>	<u>20</u> <u>5</u>	<u>20</u> <u>5</u>	<u>20</u> <u>5</u>	<u>20</u> <u>5</u>	<u>20</u> <u>5</u>	<u>20</u> <u>5</u>	<u>20</u> <u>5</u>
TG-XXXX	GTA	TRANSIT SAFETY INNOVATIONS	FUZ L	5312		<u>22</u> <u>6</u>	<u>12</u> <u>3</u>							
TO-4971	GTA	OPERATING- FIXED ROUTE	FUZ L L SMAP	5307	1243 1243 <u>1736</u> <u>1736</u>	1243 1243 1878 1878	1243 1243 1878 1878	1243 1243 1878 1878	1243 1243 1878 1878	1243 1243 1878 1878	1243 1243 1878 1878	1243 1243 1878 1878	1243 1243 1878 1878	1243 1243 1878 1878
TO-5209	PART	OPERATING- FIXED ROUTE	FUZ L	5307	<u>326</u> <u>326</u>	<u>294</u> <u>294</u>	<u>294</u> <u>294</u>	<u>294</u> <u>294</u>	<u>294</u> <u>294</u>	<u>294</u> <u>294</u>	<u>294</u> <u>294</u>	<u>294</u> <u>294</u>	<u>294</u> <u>294</u>	<u>294</u> <u>294</u>
TO-5221	TAMS	OPERATING- RURAL TRANSIT	FUZ L	5307	0 0	<u>35</u> <u>35</u>	<u>35</u> <u>35</u>	<u>35</u> <u>35</u>	<u>35</u> <u>35</u>	<u>35</u> <u>35</u>	<u>35</u> <u>35</u>	<u>35</u> <u>35</u>	<u>35</u> <u>35</u>	<u>35</u> <u>35</u>
TO-6139	GTA	SECTION 5310 OPERATING	FEPD L	5310	<u>30</u> <u>30</u>	<u>30</u> <u>30</u>	<u>30</u> <u>30</u>	<u>30</u> <u>30</u>	<u>30</u> <u>30</u>	<u>30</u> <u>30</u>	<u>30</u> <u>30</u>	<u>30</u> <u>30</u>	<u>30</u> <u>30</u>	<u>30</u> <u>30</u>
TP-5101	GTA	PLANNING ASSISTANCE-5303	FMPL L STATE	5303	<u>141</u> 18 18	<u>195</u> 24 24	<u>195</u> 24 24	<u>195</u> 24 24	<u>195</u> 24 24	<u>195</u> 24 24	<u>195</u> 24 24	<u>195</u> 24 24	<u>195</u> 24 24	<u>195</u> 24 24
TQ-6783	GTA	SECTION 5310 CAPITAL PROJECT	FEPD L	5310	<u>209</u> <u>52</u>	<u>209</u> <u>52</u>	<u>209</u> <u>52</u>	<u>209</u> <u>52</u>	<u>209</u> <u>52</u>	<u>209</u> <u>52</u>	<u>209</u> <u>52</u>	<u>209</u> <u>52</u>	<u>209</u> <u>52</u>	<u>209</u> <u>52</u>
TQ-7000	GTA	SECTION 5310 PROGRAM ADMINISTRATION	FEPD	5310	<u>27</u>	<u>27</u>	<u>27</u>	<u>27</u>	<u>27</u>	<u>27</u>	<u>27</u>	<u>27</u>	<u>27</u>	<u>27</u>
TS-4758	GTA	SAFETY & SECURITY	FUZ L	5307	<u>47</u> <u>12</u>	<u>47</u> <u>12</u>	<u>47</u> <u>12</u>	<u>47</u> <u>12</u>	<u>47</u> <u>12</u>	<u>47</u> <u>12</u>	<u>47</u> <u>12</u>	<u>47</u> <u>12</u>	<u>47</u> <u>12</u>	<u>47</u> <u>12</u>

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA FY 2020-2029 & FY 2018-2027 MTIP TRANSIT LISTINGS**

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 FY 2020-2029 MTIP as adopted by TAC on November 13, 2019, and the FY 2018-2027 MTIP, and has found that an amendment is needed; AND

**WHEREAS**, the MPO and GTA have identified needed changes to the funding levels and uses of the FTA Formula Funds Programs Section 5307, Section 5339, Section 5310, Section 5312, and Section 5303; AND

**WHEREAS**, The FY 2020-2029 MTIP as adopted by TAC on November 13, 2019 includes information consistent with the adopted STIP to ensure the consistency of both documents at the time of adoption per USDOT requirements; AND

**WHEREAS**, this amendment will make needed changes to update annual funding levels; AND

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

**WHEREAS**, on April 2, 2017 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 FY 2020-2029 and FY 2018-2027 MTIPs, on this day February 26, 2020.

\*\*\*\*\*

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, February 26, 2020.

\_\_\_\_\_  
Chair, Transportation Advisory Committee

\*\*\*\*\*

Subscribed and sworn to me on this day February 26, 2020.

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_



## FY 2018-2027 & 2020-2029 MTIP Amendment: M-0539 Environmental Mitigation & Minimization

### Background:

NCDOT requests an MTIP amendment to add Environmental Mitigation & Minimization phase from FY 2020-2029. This umbrella project provides for implementation of environmental mitigation and minimization for roadway, highway and rail projects at various locations in Division 7.

### Project Situation:

- **M-0539DIV:** Division Category roadway, highway and rail improvements.
- **M-0539REG:** Regional Category roadway, highway and rail improvements.
- **M-0539SW:** Statewide Category roadway, highway and rail improvements.

ID #	DESCRIPTION	FUNDS	PHASE	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	Various Division Tier Projects,												
M-0539DIV	Environmental Mitigation and Minimization.	I	MIT	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
	Various Regional Tier Projects,												
M-0539REG	Environmental Mitigation and Minimization.	I	MIT	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
	Various Statewide Tier Projects,												
M-0539SW	Environmental Mitigation and Minimization.	I	MIT	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000

### Recommended Action & Next Steps:

- TAC action to modify the FY 2018-2027 & 2020-2029 MTIP.
- NCDOT will amended the FY 2019-2027 & 2020-2029 STIPs at the March 5, 2020 Board of Transportation meeting.

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA  
FY 2018-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:  
M-0539 ENVIRONMENTAL MITIGATION & MINIMIZATION**

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 2018 - FY 2027 Metropolitan Transportation Improvement Program, adopted by the TAC on November 8, 2017, and the 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 to add funding for environmental mitigation and minimization not previously programmed; AND

**WHEREAS**, the NC Board of Transportation will amend the STIP on March 6, 2020; 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 2, 2017 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 2018 – 2027 and FY 2020-2029, for project M-0539, on this day, February 26, 2020.



\*\*\*\*\*

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, February 26, 2020.

\_\_\_\_\_  
Chair, Transportation Advisory Committee

\*\*\*\*\*

Subscribed and sworn to me on this day, February 26, 2020.

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_



DRAFT

# CONGESTION MANAGEMENT PROCESS

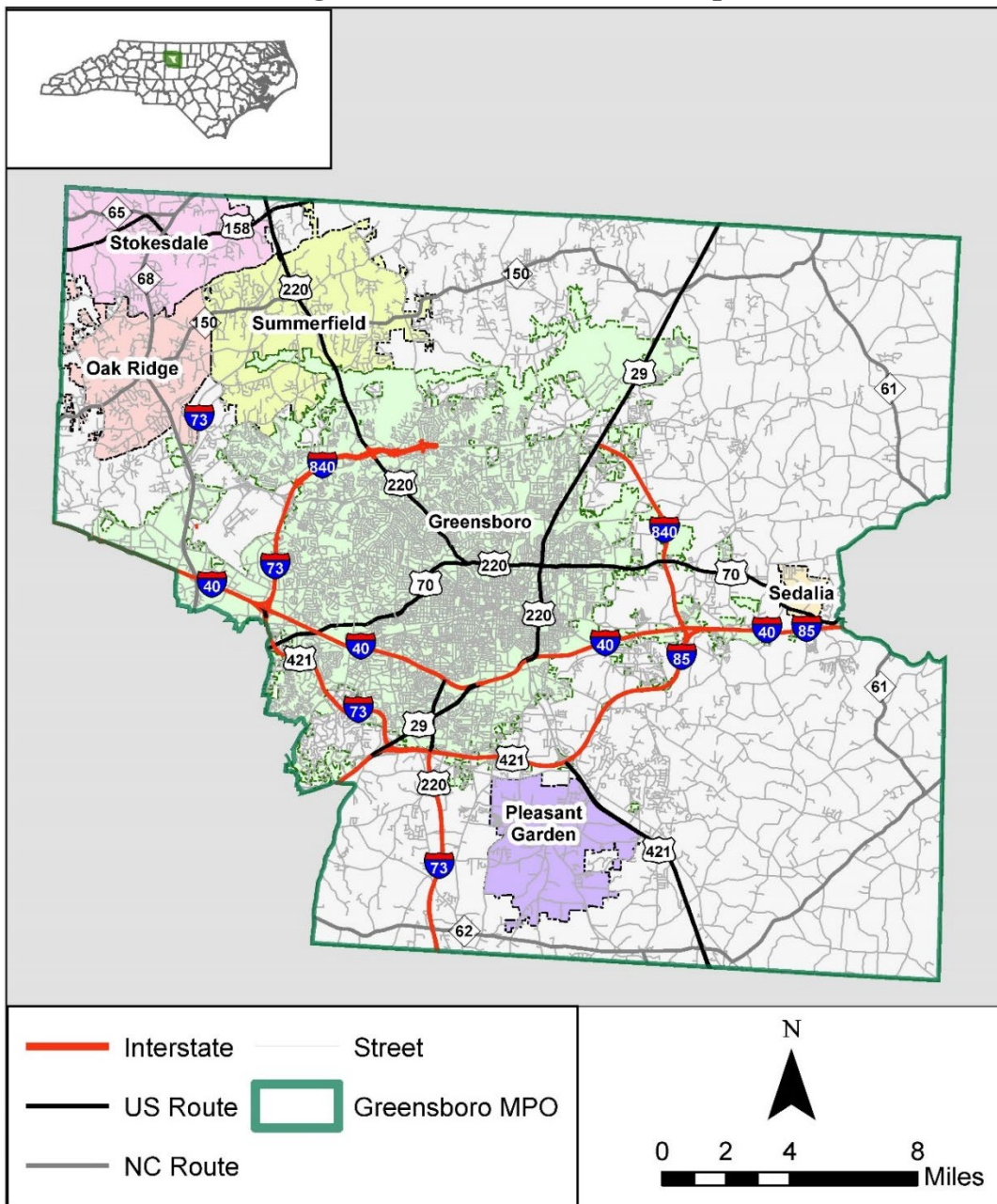
# EXECUTIVE SUMMARY

The executive summary consists of excerpts from the complete Congestion Management Process document. The summary includes Chapter 1, the introduction which provides an overview and purpose of the CMP. Chapter 5 is also included and outlines high level strategies to mitigate congestion. The full CMP document which also includes existing conditions and detailed strategies for mitigating congestion can be found online at:

# 1 INTRODUCTION

The Greensboro Urban Area Metropolitan Planning Organization (GUAMPO) is the federally designated agency responsible for transportation planning in the Greensboro Urbanized Area. The City of Greensboro Department of Transportation is the Lead Planning Agency (LPA) for the GUAMPO. The current Metropolitan Area Boundary (MAB) encompasses not only the City of Greensboro, but also much of Guilford County. The GUAMPO area is shown in **Figure 1.1**.

**Figure 1.1 GUAMPO Area Map**



## **HISTORY OF CONGESTION MANAGEMENT PROCESS**

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21) established the Congestion Management System as a necessary part of the transportation planning process. The current transportation authorization, Fixing America's Surface Transportation Act (FAST Act), continues the requirement. As per the regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) it is required that all Transportation Management Areas (TMA), urbanized areas with a population greater than 200,000, develop and implement a CMP. Federal regulations state the CMP should result in multi-modal system performance measures and strategies that can be reflected in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). On July 8, 2002 US Bureau of the Census officially designated the City of Greensboro, North Carolina, population 223,891, as a TMA.

## **HISTORY OF GREENSBORO'S CMP**

The first CMP for GUAMPO was published in 2003. This report is the sixth update to the GUAMPO Congestion Management Process. This sixth edition of the CMP builds upon the fifth with revisions to reflect comments from the FHWA Division Office and the updated performance measures, as well as addition of new data to support the performance measures identified for the Greensboro MPO's multi-modal system.

## **RELATIONSHIP TO MTP AND MTIP**

As per federal guidelines, regular updates to the CMP are required, but an exact time frame is not prescribed. However, it is suggested that it be updated with the Metropolitan Transportation Plan (MTP), which is required every five years. This ensures that transportation planners and local officials are constantly up to date on current conditions and expected near term conditions. Dutiful updates of the CMP should provide the necessary identification of problematic corridors. It is not expected that specific projects will be identified by the CMP. However, it will be necessary to develop a new CMP within close proximity to an MTP update and document the areas of congestion as defined by the CMP prior to adding any projects that increase roadway capacity in to a new MTP. Failure to analyze projects in the CMP prior to their addition to the MTP would fail to meet the requirements set forth by FHWA and other federal agencies.

The MTP identifies transportation projects and priorities up to a thirty-year planning horizon. The MTP allows local planners to allocate resources in accordance with the long-



term mobility goals. The CMP should become another tool in the long range planning process by detailing the cumulative effects caused by the completion of new projects between iterations of the MTP. In the future, this knowledge will allow local transportation planners to more accurately identify future needs during the process of updating the MTP.

The CMP should also assist in validating and prioritizing projects. Implementation of projects shown in the MTP is done through Metropolitan Transportation Improvement Program (MTIP). The MTIP lists highway, transit, rail, bicycle, and pedestrian investments within the Greensboro Urban Area scheduled for federal or state funding. All projects include in the MTIP must be consistent with the MTP and the State Transportation Improvement Program (STIP). Therefore, the CMP not only supports projects reflected in the MTP but also provides valuable data for the development of the MTIP.

## **PROCESS GOALS**

An effective congestion management process can serve many varied functions to a regional transportation planning organization. To the technician, the CMP can be a comprehensive collection of all regional traffic and roadway data. To the decision-makers, the CMP can be an invaluable tool in setting priorities for both the short term and long term planning horizons. The vision of the Greensboro CMP is to expand the current planning process with a new tool to help examine the current multi-modal system, identify causes of congestion, and explore options for reducing congestion. In addition to examining capacity constraints, methodologies for improving system efficiency and providing strategies for possible implementation.

The CMP will specifically serve to meet the needs of the MTP and MTIP, as well as become a source of information for the areas of roadway, public transportation, and bicycle and pedestrian.

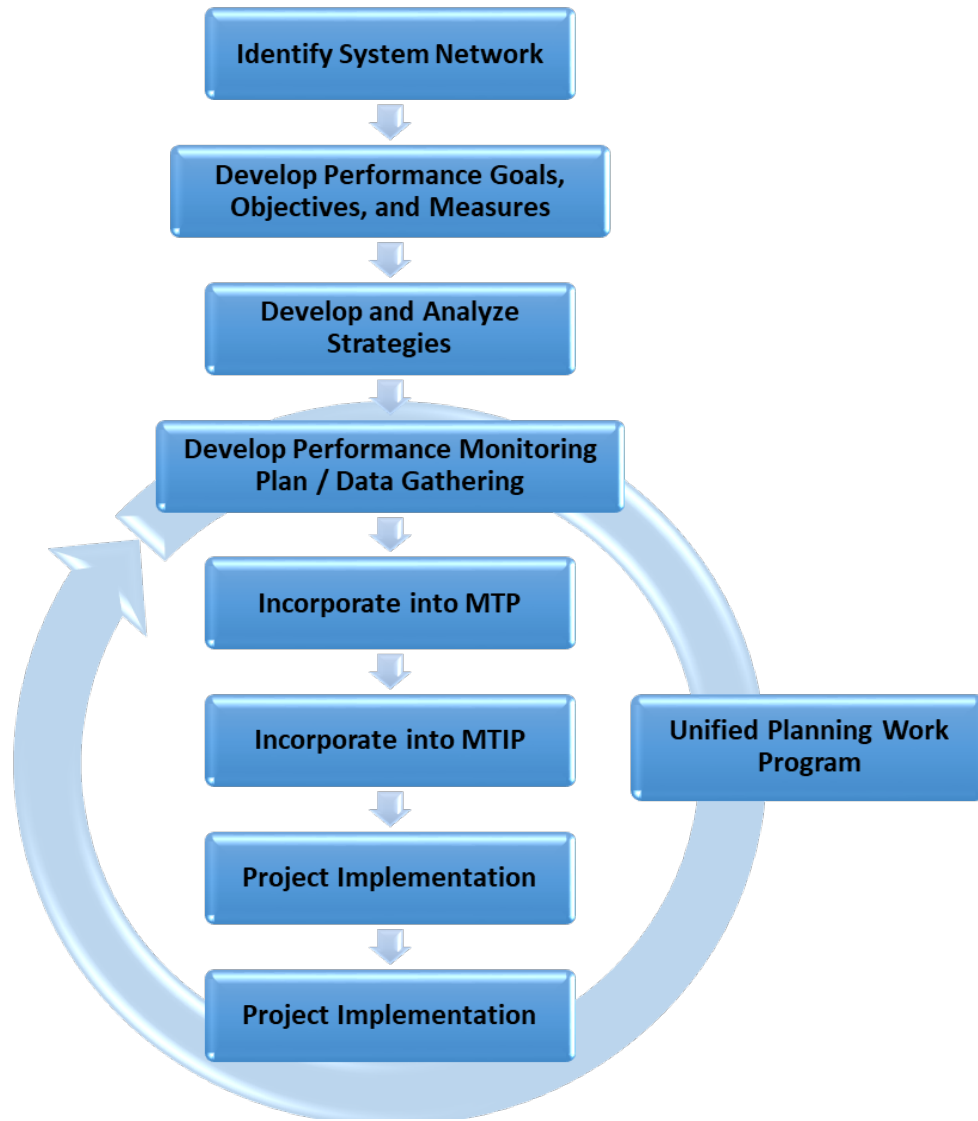
Goals the CMP may support ([TITLE 23 / CHAPTER 1 / § 134](#)) include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.

**Figure 1.2** illustrates the Greensboro Urban Area Congestion Management Process. Several steps are included in the Process. The execution of each step occurs over a number of years and includes the expertise of various stakeholders. The Performance Monitoring Plan development and related data gathering and management is essential to a solid congestion management process. Adequate resources, including staffing and access to appropriate technology is essential to a successful CMP.

**Figure 1.2 Greensboro Urban Area Congestion Management Process**





## 5 FINDINGS AND RECOMMENDATIONS

The MPO worked with various stakeholders and used various resources to compile data for roadways, public transportation, and bicycle and pedestrian modes in the Greensboro Urban Area. The findings below focus on the roadway mode, but highlight possible areas of improvement for the other modes.

The entire Greensboro Urban Area Vehicle Probe Project (VPP) network was evaluated for years 2014 through 2018. VPP provides data on travel speeds and delays calculated from on-board readings from participating private fleet vehicles and mobile phone applications. Three measures were used to identify possible congestion on the roadway network. The measures were Highest Bottleneck Locations, Percent below Free Flow Speed, and Vehicle Hours of Delay. A summary of the three measures are shown below.

Identifying the Highest Bottleneck Locations was a key measure in assessing congested intersections and possible corridors. An Adjusted Impact Factor was used to rank the locations and is calculated based on queue length, queue duration, and number of occurrences. The table includes the 20 Highest Bottleneck Locations in the MPO area.

Many of the locations intersect with major interstate or freeway routes including NC 68 and US-220. The other locations are along major roadways that provide access to shopping, medical, and residential uses including Wendover Avenue, Ellisboro Rd, Elm St, Spring Garden St, and Aycock St.

**Table 5.1** lists the top bottleneck locations through 2015 to 2018. Most of the bottlenecks are along I-40 and US-220, and a few on Wendover Ave.

**Table 5.1 Highest Bottleneck Locations**

Map ID	Head Location	2018 Rank	2017 Rank	2016 Rank	2015 Rank	Counts
1	I-40 W @ Mt Hope Church Rd/Exit 132	3	5	32	6	4
2	US 29 S @ I-40/I-85-Br/US 421	4	6	1	3	4
3	Wendover Ave S @ I-40/Fordham Blvd	6	9	2	1	4
4	I-85 N @ I-85-BI/US 29/US 70/Exit 118	8	12	22	5	4
5	I-40 W @ I-40-Br/Exit 206	12	8	10	30	4
6	I-40 E @ I-85-Br/US 29/US 70/Exit 219	19	22	14	14	4
7	I-40 E @ Elm-Eugene St/Exit 125	25	24	19	9	4
8	Wendover Ave N @ N Elm St	32	20	20	28	4
9	US 220 S @ Benjamin Pky/W Cone Blvd	33	25	0	22	4
10	US 220 N @ Pisgah Church Rd	46	34	36	20	4
11	I-40 W @ Sandy Ridge Rd/Exit 208	2	3	4	0	3
12	I-40 W @ Rock Cr Dairy Rd/Exit 135	1	0	7	18	3
13	Cotswold Ave E @ US 220/Battleground Ave	13	2	3	0	3
14	I-40 E @ I-40-Br/Exit 206	15	13	28	0	3
15	I-40 W @ Wendover Ave/Exit 214	22	0	34	2	3
16	I-40 W @ NC-68/Regional Rd/Exit 210	23	18	25	0	3
17	I-40 W @ Gallimore Dairy Rd	24	11	29	0	3
18	Benjamin Pky S @ W Wendover Ave/Green Valley Rd	27	30	0	0	3
19	I-40 E @ Gallimore Dairy Rd	17	0	15	0	2
20	I-40 E @ I-73/US 421	26	36	0	0	2

**Table 5.2** represents the total congested centerline miles based on the VHD and %BFFS measures. The MPO has experienced increasing congestion miles through 2014 to 2018, with some improvement in 2018. Notice that, collectors contributed the most congested centerline miles, followed by local roads.

**Table 5.2 Total Congested Centerline miles (%BFFS and VHD)**

Categories	2014	2015	2016	2017	2018
Interstate (Freeway/Expressway)	0	0	0	0	0
Principal Arterials	5.27	7.12	4.24	7.28	8.97
Minor Arterials	6.74	7.59	13.21	11.96	10.15
Collectors	18.91	33.06	24.40	68.70	45.26
Local Roads	2.01	7.77	14.25	24.13	20.01
<b>Total</b>	<b>32.92</b>	<b>55.55</b>	<b>56.11</b>	<b>112.07</b>	<b>84.41</b>

**Percent Below Free Flow Speed** measure was used to identify roadways where drivers may be experiencing congested conditions. **Table 5.3** lists top locations with High % Below Free Flow Speed Roadways (2014~2018). The measures reflects segments of roadway where drivers are traveling at speeds below the posted speed or free flow speeds. This measure allows the MPO to quickly assess the efficiency of the overall network and the categories of facilities or roadways that need further evaluation.

**Vehicle Hours of Delay** identifies segments of roadway that may take longer to transverse due congested conditions. Top locations with High VHD Roadways between 2014 and 2018 reflected in the **Table 5.4**. For details, please refer to Chapter 3.

**Table 5.3 Top locations with High % Below Free Flow Speed Roadways (2014~2018)**

Road	From	To	Counts	2018	2017	2016	2015	2014
Ellisboro Rd	NC 65	NC 68	4	x	x	x	x	
W Wendover Ave	Spring Garden Rd	I-40	3			x	x	x
I-85-BR/US 29 NB	I-85	I-73	3	x	x	x		
I-73/US 220			3	x	x	x		
NC 68	NC 150	I-73W	2				x	x
US 29	I-40		2				x	x
New Garden Rd	Joseph Bryan Blvd	Old Battleground Rd	2				x	x
Holden Rd	US 220	Brobin Hood Dr	2				x	x
US 220	W Cone Blvd		2			x		x
S Aycock St	College Park Dr	NC 6	2				x	x
Benjamin Pky	Joseph M Bryan Blvd	Green Vally Rd	2			x		x
Rock Creek Dairy Rd	US 70	I-40	2	x			x	
Mcgee St	Spring St	Eugene St	2	x		x		
Benjamin Pky	US 220	N Holden Rd	2		x	x		
I-40 / I-85	I-840		2	x		x		
Pisgah Church Rd	Elm St	Church St	2	x	x			
Grecade St	Wendover Ave	Battleground Ave	2	x	x			
Dudley St	Market St	W Washington St	2	x	x			

**Table 5.4 Top locations with High VHD Roadways (2014~2018)**

Year	Road	From	To	VHD
2014	NC 68	NC 150	I-73	0.71
	W Wendover Ave	Spring Garden St	I-40	0.52
	Scalesville Rd	Lake Brandt Rd	Nutt Rd	0.46
	N Elm St	Wendover Ave	Cone Blvd	0.37
	New Garden Rd	Joseph Bryan Blvd	US 220	0.27
	W Mcgee St	Edgar St	S Spring St	0.27
2015	NC 68	NC 150	I-73	0.84
	NC 22	Ritters Lake Rd	Appomattox Rd	0.82
	W Wendover Ave	Spring Garden St	I-40	0.76
	N Elm St	Wendover Ave	Cone Blvd	0.51
	Old Battleground Rd	Lake Brandt Rd	US 220	0.46
	S Aycock St	Market St	NC 6	0.43
	N Church St	Wendover Ave	Cone Blvd	0.38
	Spring Garden St	S Holden Rd	Aycock St	0.38
	New Garden Rd	Joseph Bryan Blvd	US 220	0.33
S Elm St	Smith St	NC 6	0.32	
2016	NC 68	NC 150	I-73	1.58
	Wendover Ave	Spring Garden St	I-40	0.88
	Cotswold Ave	Market St	NC 6	0.77
	Aycock St	Market St	NC 6	0.49
	US 220	New Garden Rd	Old Battleground Rd	0.48
	Church St	Wendover Ave	Cone Blvd	0.46
	US 29	Hackett St	I-40	0.43
	Rock Creek Dairy Rd	Mt Hope Church Rd	I-40	0.42
	Spring Garden St	S Holden Rd	Aycock St	0.42
	Elm St	Wendover Ave	Cone Blvd	0.37
2017	Spring Garden St	S Holden Rd	Aycock St	1.06
	Elm St	Wendover Ave	Cone Blvd	0.80
	Church St	Wendover Ave	Cone Blvd	0.76
	Aycock St	Market St	NC 6	0.73
	Randleman Rd	Vandalia Rd	NC 62	0.71
	Wendover Ave	Spring Garden St	I-40	0.68
	Elm St	Market St	NC 6	0.62
	NC 68	NC 150	I-73	0.61
	Cotswold Ave	Drawbridge Pkwy	Old Battleground Rd	0.58
	W Meadowview Rd	Mt Hope Church Rd	I-40	0.55
2018	Wendover Ave	Spring Garden St	I-40	0.79
	S Elm St	Market St	NC 6	0.77
	Spring Garden St	S Holden Rd	Aycock St	0.76
	US 220	New Garden Rd	Old Battleground Rd	0.66
	Aycock St	Market St	NC 6	0.60
	Church St	Wendover Ave	Cone Blvd	0.60
	W Meadowview Rd	US 29A/Highpoint Rd	Coliseum Blvd	0.58
	N Elm St	Wendover Ave	Cone Blvd	0.58
	Randleman Rd	Vandalia Rd	NC 62	0.53
Rock Creek Dairy Rd	Mt Hope Church Rd	I-40	0.44	

## RECOMMENDATIONS

The GUAMPO has been very proactive in implementing policies and programs to efficiently manage the transportation system in the region, however there are areas where improvements can be made.

- The City and MPO should continue to study, prepare for, and pursue smart city initiatives to improve traffic management, incident management, and data collection.
- The MPO should continue implementing Vision Zero Greensboro program to better address safety problems and integrate safety more centrally into its mobility and planning philosophy.
- Further development and collection of data for evaluating the performance of the transportation system.
- The MPO should expand the focus of the CMP in the future to be more of a Performance Management Plan tracking the MPOs performance management goals and targets.
- Identify other transportation related data sources and smart technologies that can be used to gather and analyze data.
- Continue the system monitoring efforts and expand the collection of peak hour vehicle travel speeds. Peak hour travel speeds are the true indicator of system efficiency. The MPO should aim for the goal of collecting vehicle travel speeds on all facilities in the Thoroughfare Plan by the next update of the CMP.
- Continue to expand, through PART, a transportation demand management strategy (TDM) focusing on the larger employers in the region. Successful transportation demand management programs will reduce local parking demand and traffic congestion. TDM programs could focus on ridesharing and the use of transit.
- Accelerate funding to implement improvements to the local and regional transit system including the construction of park and ride lots.
- Continue to collect roadway geometric data for new roads and expand traffic volume data collection to cover more of the CMP network. The coverage of data collection should be expanded in concert with the expansion of regional transportation planning priorities.

- Coordinate CMP development with the congestion and safety related intersection improvement programs of the City of Greensboro and NCDOT.

In addition to implementing new efforts, it also recommended that current efforts continue:

- Encourage NCDOT to continue the State Farm Safety Patrol motorist assistance program on the existing interstates in the region and expand the system onto the new interstates as they open to traffic.
- Continue the joint efforts with NCDOT to monitor the regional transportation system.
- Continue expanding and enhancing the management systems that are already in place.

**RESOLUTION ADOPTING THE UPDATED GREENSBORO URBAN AREA  
CONGESTION MANAGEMENT PROCESS**

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

**WHEREAS**, the Transportation Advisory Committee has found the Metropolitan Planning Organization is conducting planning in a continuous, cooperative, and comprehensive (C3) manner in accordance with 23 U.S.C. and 49 U.S.C. 1607; AND

**WHEREAS**, the Fixing America's Surface Transportation Act requires all Metropolitan Planning Organizations (MPO's) that are Transportation Management Areas (MPO's with urbanized area population over 200,000) to develop a Congestion Management Process (CMP); AND

**WHEREAS**, the CMP must identify a process to evaluate and address congestion for the area's multimodal transportation system; AND

**WHEREAS**, the CMP should contain multimodal system performance measures and strategies that reflect in the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Plan; AND

**WHEREAS**, the CMP should identify a monitoring plan to evaluate the performance of the multimodal transportation system; AND

**WHEREAS**, on April 2, 2017 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; AND

**WHEREAS**, the MPO, FHWA and NCDOT have reviewed the draft CMP and found that it is complete and ready for adoption per requirements of 23 U.S.C § 450.322:

**NOW THEREFORE be it resolved**, by the Greensboro Urban Area Transportation Advisory Committee, that the updated Congestion Management Process be adopted for the Greensboro Urban Area Planning Organization, on this day February 26, 2020.



\*\*\*\*\*

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, February 26, 2020.

\_\_\_\_\_  
Chair, Transportation Advisory Committee

\*\*\*\*\*

Subscribed and sworn to me on this day February 26, 2020.

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_

**NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT**

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
U-2581BA 34840.1.4 34840.2.4 34840.3.4	Widen to Multilanes on US 70 from SR 3045 (Mt Hope Church Road) to SR 3175/ SR 2826 (Birch Creek Road)	3/17/20	FY2022	\$11,700,000	R/W acquisition - 100% complete, Utility relocations underway	Laura Sutton
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)	Apr. 2020	Jun. 2020	\$145,000	Construction schedule pending	Bobby Norris
SS-4907CJ 48305.1.1 48305.3.1	Guardrail installation on SR 2819 (McLeansville Road) at Bridge 4000156 over Reedy Fork Creek	Apr. 2020	Jun. 2020	\$41,000	Funds approved and released 12/6/18	Bobby Norris
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.	Apr. 2020	Jul. 2020	\$67,500	Funds approved Mar. 7, 2019, 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.	Apr. 2020	Jul. 2020	\$200,700	Funds approved Mar. 7, 2019, Agreement executed for construction by City of Greensboro	Dawn McPherson
R-4707 36599.2.1 36599.2.U1 36599.3.1	Interchange modification at US29 and SR 4771 (Reedy Fork Parkway). Modification includes new interchange location South of the existing location, replace Bridge 360, relocate SR 2526 (Summit Ave.) from North of SR 2641 (Bryan Park Rd.) to US 29 in <b>Greensboro</b>	6/16/20	FY2023	\$44,800,000	R/W acquisition underway - 70% complete	Laura Sutton

**NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT**

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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)	Jul. 2020	Nov. 2020	\$710,000	Funds approved 9/5/19 but not released	Chris Smitherman
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 <b>Greensboro</b>	8/20/20	FY2022	\$1,750,000	Final design underway, R/W acquisition underway	Brian Ketner
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 <b>Greensboro</b>	10/15/20	FY2022	\$400,000	Final plans complete, let pending	Brian Ketner
U-6016 47161.1.1 47161.2.1 47161.3.1	Intersection improvements at SR 2124 (Lewiston Road) and SR2136 (Fleming Road) in <b>Greensboro</b>	11/5/20	FY2022	\$1,250,000	Planning and design activities underway	Chad Reimakoski
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)	11/17/20	FY2021	\$3,950,000	Project let in March 2019, No bids, Re-let June 2019, Bids high not awarded, Re-let scheduled 11/17/20	Laura Sutton
SS-4907CH 48254.1.1 48254.2.1 48254.3.1	Construct left turn lane on NC 150 at SR 4963 (Chesterbrooke Drive) in <b>Summerfield</b>	12/18/20	May. 2021	\$300,000	R/W acquisition - 100% complete, Utility relocations underway	Chad Reimakoski
SS-4907CI 48304.1.1 48304.3.1	Directional crossover construction on US 29 at Lakeview Memorial Park Cemetery Entrance in <b>Greensboro</b>	Dec. 2020	Apr. 2021	\$300,000	Funds approved and released 12/6/18	Chad Reimakoski

**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	Jan. 2021	Jun. 2021	\$610,000	Funds approved 9/5/19 but not released	Chris Smitherman
48919	Realign lanes on eastbound SR 2254 (West Wendover Ave) at Holden Rd (non-system) to create an acceleration lane in Greensboro	Jan. 2021	Jun. 2021	\$150,000	Funds approved 9/5/19 but not released	Dawn McPherson
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 <b>Greensboro</b>	3/5/21	FY2021	\$475,000	Final design underway, ROW acquisition underway - 20% complete	Chris Smitherman
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 <b>Greensboro</b>	3/18/21	FY2023	\$930,000	Planning and design activities underway, Project transferred to City of Greensboro (LAP)	Donnie Huffines Chris Smitherman
U-5842 54042.1.1 54042.2.1 54042.3.FD1	Intersection improvements at Pisgah Church Rd. and North Elm Street in <b>Greensboro</b>	3/18/21	FY2023	\$930,000	Planning and design activities underway, Project transferred to City of Greensboro (LAP)	Donnie Huffines Chris Smitherman
R-5725 504740.1.1	Intersection improvements on NC68 from NC150 to SR 2129 (Fogelman Rd.) in <b>Oak Ridge</b> . Improvements consist of access management and safety enhancements.	4/20/21	FY2022	\$7,563,000	Planning and design activities underway, Public meeting held 3/5/19	Brian Ketner
U-6008 47143.1.1 47143.2.1 471433.1	Interchange improvements at SR 2085 (Bryan Boulevard) and New Garden Road in <b>Greensboro</b> . Improvements include new ramp from Westbound New Garden Road to Westbound SR 2085 (Bryan Boulevard)	6/17/21	FY2022	\$3,600,000	Planning and design activities underway, Public meeting held 6/6/19	Chris Smitherman

**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 <b>Greensboro</b>	6/17/21	FY2022	\$2,250,000	Planning and design activities underway, COG acquiring ROW - 30% complete	Kumar Trivedi
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	9/21/21	FY2024	\$35,800,000	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 SR2254 (Wendover Ave.) to Holden Road in <b>Greensboro</b> .	10/19/21	FY2024	\$13,416,000	Planning and design activities underway, Project includes Build NC Bonds	Laura Sutton
I-5712 50126.2.1 50126.3.1	Interchange improvements at I-40/US 421 and SR 1850 (Sandy Ridge Road) in <b>Greensboro</b> . Sandy Ridge Road widening to Cider Lane	1/18/22	FY2024	\$17,134,000	Planning and Design activities underway, Public meeting 5/21/19	Laura Sutton
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 <b>Greensboro</b>	5/17/22	FY2024	\$15,771,000	Planning and design activities underway	Laura Sutton
P-5709 46920.1.1 46920.2.1 46920.3.1	Construct grade separation at Franklin Boulevard and NSRR H line in <b>Greensboro</b>	1/31/23	FY2025	\$12,375,000	Planning and design activities underway	Brad Smythe
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 <b>Greensboro</b>	5/16/23	FY2025	\$25,800,000	Planning and design activities underway, Coordinate with U-5974	Brian Ketner

**NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT**

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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 <b>Rockingham Co.</b>	5/16/23	FY2025	\$23,048,000	Planning and design activities underway, Coordinate with R-2577C	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 <b>Greensboro</b>	6/20/23	FY2025	\$3,484,000	Planning and design activities underway, Letting combined with B-5718	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	6/20/23	FY2025	\$3,568,000	Planning and design activities underway, Letting combined with B-5713	Kevin Fisher
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 <b>Greensboro</b>	7/18/23	FY2025	\$2,923,000	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 <b>Greensboro</b>	12/19/23	FY2026	\$18,173,000	Planning and design activities underway	Brian Ketner
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 <b>High Point</b>	5/21/24	FY2025	\$52,479,000	Planning and design activities underway, Coordinate with U-4015A	Brian Ketner

**NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT**

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
I-5735 52017.1.1 52017.3.1	Pavement Rehabilitation on I-73 from Randolph county line to I-85 US 421 in Greensboro	9/16/25	FY2027	\$5,316,000	PE funds approved 10/10/17	Chris Smitherman
B-5356 46070.3.FS1	Replace Bridge #299 over South Buffalo Creek on I-40 in <b>Greensboro</b>	10/21/25	FY2026	\$11,880,000	Planning and design activities underway	Kevin Fisher
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).	6/16/26	FY2029	\$5,500,000	PE funds approved 6/5/18, NTP scheduled 3/21/23	Chad Reimakoski
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	8/18/26	FY2029	\$230,880,000	PE funds approved 11/13/18, NTP scheduled 9/20/21, Includes U-5898 (NC 150 Interchange)	Laura Sutton
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 <b>Greensboro</b> . Add lanes, improve SR 1007(Randleman Road) and Elm-Eugene Street interchanges and replace Norfolk-Southern Railroad Bridge overpass east of Elm-Eugene Street	10/19/27	FY2030	\$116,330,000	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 <b>Greensboro</b>	3/21/28	FY2030	\$18,461,000	Planning and design activities underway, Coordinate with I-5712 (Public meeting 5/21/19)	Laura Sutton
U-6100 48133.11 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 <b>Greensboro</b>	6/20/28	FY2030	\$67,000,000	PE funds approved 6/5/18, State EA/FONSI scheduled 7/30/25	Brian Ketner

**NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT**

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
R-2577C 37405.1.1	US158 from North of SR2034 (Anthony Road) to US220	Post years	Post years	\$30,200,000	Planning and environmental studies underway, Coordinate with R-5823	Laura Sutton



North Carolina Department of Transportation

2/7/2020

Active Projects Under Construction - Guilford Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
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	Ingram, PE, J. Paul	\$30,898,017.15	3/2/2015	3/29/2019	5/20/2015	7/25/2021	61.2	76.64
C203399	U-2525B	GREENSBORO EASTERN LOOP FROM NORTH OF US-70 TO US-29 NORTH OF GREENSBORO.	FLATIRON CONSTRUCTORS INC - BLYTHE DEVELOPMENT CO JOINT VENT	Snell, PE, William H	\$111,683,421.13	7/28/2014	12/28/2018	8/8/2014	12/28/2019	100	94.37
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	3/1/2020	100	100
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	1/31/2020	100	84.07
C203792	U-2524D	GREENSBORO WESTERN LOOP - FROM US-220 (BATTLEGROUND AVENUE) TO SR-2303 (LAWNDALE DRIVE).	FLATIRON CONSTRUCTORS INC - BLYTHE DEVELOPMENT CO JOINT VENT	Ingram, PE, J. Paul	\$57,956,530.84	10/31/2016	12/28/2020	11/7/2016	12/28/2020	71	100
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	12/31/2019	100	83.82
C203974	I-5812	PAVEMENT REHAB ON I-40/85 FROM EAST OF SR-4240 (GATE CITY BLVD.) TO EAST OF SR-3056 (ROCK CREEK DAIRY RD.)	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Ingram, PE, J. Paul	\$8,506,519.41	8/28/2017	10/1/2018	9/15/2017	6/1/2019	100	100
C204026	I-5956	PAVEMENT REHAB. ON I-40/I-85 FROM EAST OF SR-3056 (ROCK CREEK DAIRY RD) TO WEST OF SR-1226 (UNIVERSITY DR).	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Ingram, PE, J. Paul	\$4,067,357.08	8/28/2017	7/1/2018	4/30/2018	8/31/2019	100	98.42
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	2/29/2020	66.3	85.11
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	7/28/2021	53.2	43.56
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	11/20/2022	39	37
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	3/14/2021	67.3	49.76
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	1/6/2022	34.7	35.84
C204122	I-5811	PAVEMENT REHAB. ON I-40 FROM WEST OF I-73 TO EAST OF HOLDEN RD OVERPASS IN GREENSBORO.	SHARPE BROTHERS A DIVISION OF VECELLIO & GROGAN INC	Ingram, PE, J. Paul	\$8,292,044.45	7/30/2018	10/15/2019	9/24/2018	8/7/2020	100	93.22
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	10/15/2020	21.7	44.85
DG00392		RESURFACE 26 SECONDARY ROADS IN ALAMANCE CO. AND 1 SECONDARY ROAD IN GUILFORD COUNTY SR 3349 (ALAMANCE COUNTY LINF RD.)	RILEY PAVING INC	Howell, Bobby J	\$1,059,904.41	4/2/2018	10/12/2018	8/2/2018	12/15/2018	100	65.12
DG00401		RESURFACE US 29 FROM PROJECT U-2525B NORTHERN LIMITS (APRIL LANE) TO NORTH OF GUILFORD-ROCKINGHAM COUNTY LINF	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Lorenz, PE, Kris	\$2,569,232.46	7/9/2018	11/1/2019	4/19/2019	11/1/2019	98.3	99.74
DG00423		REHAB. ON BRIDGE #58 SR 1961 (WEST MARKET CENTER DRIVE) OVER PROSPECT ST., CSX RAILROAD & SHERMAN COURT	AMERICAN CIVIL CONSTRUCTORS WEST COAST LLC	Snell, PE, William H	\$3,699,999.00	5/21/2018	11/30/2018	6/19/2018	1/31/2020	100	77.44
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	2/24/2020	63.8	89.57

North Carolina Department of Transportation

2/7/2020

Active Projects Under Construction - Guilford Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
DG00432		RESURFACE A PORTION OF US 70 AND 6 SECONDARY ROADS IN ALAMANCE COUNTY AND A PORTION OF 1 SR IN GUILFORD CO.	RILEY PAVING INC	Howell, Bobby J	\$1,878,598.12	7/9/2018	11/1/2019	3/29/2019	1/10/2020	100	97.02
DG00441		DECK OVERLAYS W/LATEX MODIFIED CONCRETE - VERY EARLY STR BRDG JNT REPL ON BRIDGE #71-ALAMANCE CO. AND #90.#195.#261 - GUILFORD CO.	EXTREME CONCRETE CUTTING OF GAFFNEY LLC	Howell, Bobby J	\$1,248,556.25	6/4/2018	9/24/2018	8/8/2018	12/22/2018	100	94.13
DG00442		RESURFACING A PORTION OF SR 1541 (WENDOVER AVE.) INCL RAMPS AND A PORTION OF SR 4121 (GATE CITY BLVD)	BLYTHE CONSTRUCTION INC	Ingram, PE, J. Paul	\$3,347,856.96	7/9/2018	11/1/2019	6/24/2019	11/15/2019	100	100
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	10/31/2019	100	83.27
DG00448		REPLACE BRIDGE #293 ON SR 3314 (WILEY LEWIS ROAD) OVER LITTLE ALAMANCE CREEK	NATIONAL BRIDGE BUILDERS LLC	Snell, PE, William H	\$693,416.69	3/1/2019	12/15/2019	3/4/2019	12/15/2019	100	93.2
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	11/1/2019	98.1	100
DG00460		DECK REHAB. BRIDGES 264, 288, 530, 543 IN GUILFORD COUNTY	LANFORD BROTHERS CO., INC.	Snell, PE, William H	\$3,589,101.82	11/12/2018	7/15/2019	10/22/2018	11/30/2019	100	93.83
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				
DG00471		RESURFACE PORTIONS OF 1 NC ROUTE IN GUILFORD COUNTY, 1 US/NC ROUTE AND 2 NC ROUTES IN ROCKINGHAM COUNTY	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Julian, Jason R	\$1,689,469.14	7/8/2019	10/30/2020				
DG00472	B-4960 I-5812	REMOVE BRIDGE # 214 ON SR 3058 (JUDGE ADAMS RD.) AND INSTALL GRAVEL EXTENSION OF SR 3224 (KONICA DR.)	SMITH-ROWE, LLC	Howell, Bobby J	\$1,689,142.69	4/1/2019	3/1/2020	5/29/2019	3/1/2020	100	98.18
DG00475		WIDEN AND RESURFACE SR 2305 (WITTY RD), SR 2321 (STRAWBERRY ROAD) AND SR 2347 (LAKE BRANDT ROAD)	SHARPE BROTHERS A DIVISION OF VECELLIO & GROGAN INC	Ingram, PE, J. Paul	\$2,899,676.41	7/8/2019	10/30/2020				
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	Ingram, PE, J. Paul	\$175,647.50	9/1/2019	12/31/2021	9/9/2019	12/31/2021	100	98.18



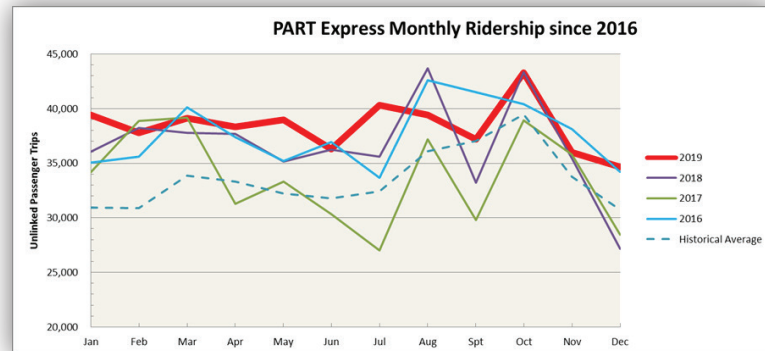
Piedmont Authority  
for **Regional** Transportation

# What's Happening at PART

## Updates for February 2020

**Top 20 PART Express Stops - In Session Season 2019** (Aug, Sept, Oct)

Stop Name / Location	Seasonal Ranking		Avg. Daily Boardings	Served by Route
	Current	Previous		
Coble Transportation Center	1	1	662.98	1,2,3,4,17,20,21,22,23,27
Greensboro Depot Slip 16	2	2	259.23	2,4, 10
Winston-Salem Transportation Center	3	3	156.35	1, 5, 6, 17, 28
High Point Terminal (Outer Slip)	4	4	145.89	3, 9
Mebane Cone Health Park & Ride	5	5	51.15	4
Four Seasons Mall	6	6	46.28	2, 4
Manning Dr at UNC Hospitals	7	7	40.09	4
High Point Amtrak Station	8	9	30.63	5
4th & Chestnut	9	10	27.03	1, 17
Ambulatory Care Center	10	14	25.94	4
Mount Airy Park & Ride	11	13	23.22	6
Graham Park & Ride	12	8	20.68	4
Alamance Regional Medical Center	13	11	18.73	4
Columbia & Rosemary	14	24	18.24	4
Freeman Mill & Florida (West)	15	16	17.47	2
Alamance Community College	16	20	16.79	4
Centennial & Charlotte (Northbound)	17	18	16.17	3
Baptist Medical Center (Meads Hall)	18	15	15.89	6, 17, 18
Hwy 68 N & Sutton Way (La Fiesta)	19	17	13.26	3
E Washington & Eugene	20	27	13.1	2



**December PART Express Ridership totaled 34,650 (27% Increase over last Dec)**

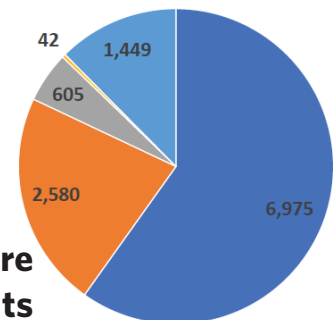
### TouchPass Users

923 TouchPass

Smartcard Users

1,373 TouchPass

Mobile App Users



### TouchPass Fare Payments

■ Full Fare ■ Half Fare ■ Student ■ Triad XPass ■ Biz40 XPass



### PART Express Operator of the Month

Congrats to our longest tenured driver, James (JW) Gilley, who has been with us going on 18 years, since PART Express started! Thanks for all you do to keep things running smoothly.



### In The Region

- Participate in the 2030 Downtown Greensboro Vision
- Burlington Metro Leads Growth in the Triad
- Join the GTA Scavenger Hunt to win prizes



## STAY CONNECTED

[www.PARTNC.org](http://www.PARTNC.org)

336.883.7278

[contactus@partnc.org](mailto:contactus@partnc.org)



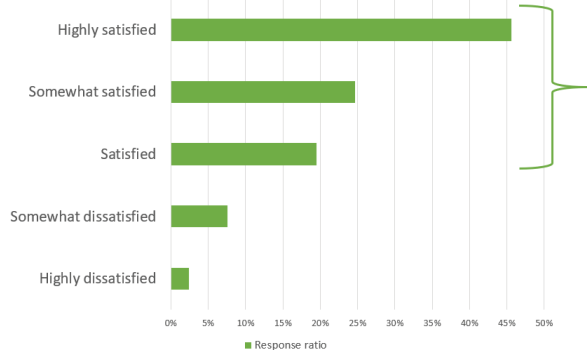
TransLoc® Bus Tracking App

# Updates for February 2020

## PART Express Customer Satisfaction Survey Results

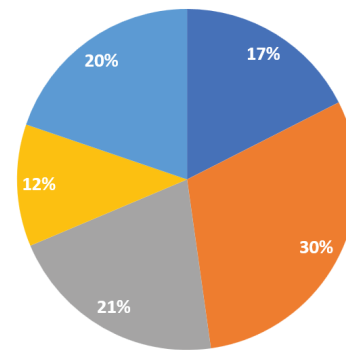
PART conducted our yearly Customer Satisfaction Survey October 7th through November 1st. There were 287 completed surveys. There were 22 questions including demographic questions. Below are some of the results.

### How would you rate your level of satisfaction with PART?



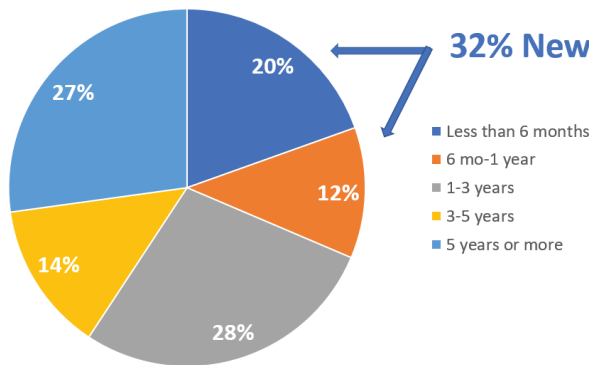
**89.8% Satisfied!**

### What do you hope to see regarding PART bus system?



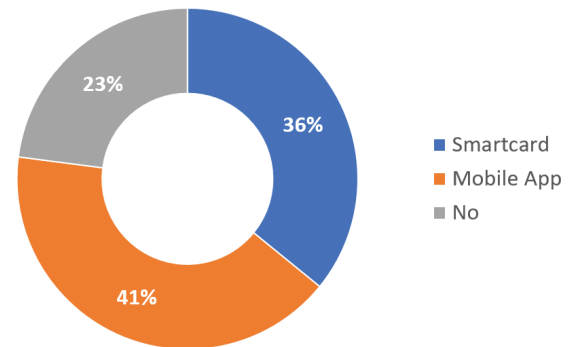
- Top 3 Ranking by Passengers:**
1. Shelters at Bus Stops
  2. Benches at Bus Stops
  3. 30-Minute Service All Day (Rt 1,2,3)

### How long have you used PART Services?



**32% New this year**

### Are you currently using TouchPass?



**77% Have Transitioned to Use TouchPass!**

With the extended hours I can now comfortably apply to jobs outside of my city knowing I can get to and from work with out issues.

Riding PART is relaxing, reliable and saves me gas money. Also, it is usually fun with nice people to chat with.

It's comfortable and convenient. WIFI & charging access are plus!

I like riding the bus because I don't have to worry with the stress of driving. It is very economical and I get to work while on the bus in the morning.

It's the cheapest and most relaxing way there is to get to Greensboro!

I am very grateful for PART Express. The service is great!

I ride from WS to CTC and arrive relaxed because I can snooze or read instead of dealing with traffic. Because I qualify for the half price fare, I can ride for 31 days for about the same amount I would spend on gas for one week.

Drivers are always friendly and helpful.

It is the most practical way for me to get to work!

### General Comments

## Updates for February 2020



Visit  
[www.partnc.org/carpool](http://www.partnc.org/carpool)  
to learn more

### Share the Ride NC at Surry Community College

Colleges and Universities across the Piedmont Triad have been aligning with PART to develop Share the Ride NC Carpooling sub-sites for their institutions. PART helps with promoting the program to students as well. Surry Community College has recently joined into this initiative and will go live with their site in the coming months to help address transportation to campus.

Current STRNC partnerships include: Alamance Community College, Davidson Community College, Elon University, Wake Forest University, Forsyth Technical Community College, Guilford College, University at NC Greensboro, Guilford Technical Community College, and High Point University.

### PART Selected as Winner in 2020 APTA Photo Invitational

The American Public Transportation Association recently announced its selection of 12 winners for the 2020 Photo Invitational which will be shared one at a time as APTA's "Photo of the month" in Passenger Transport, on APTA's social media accounts, at APTA.com, and on the walls of APTA's DC headquarters. The winning photo is ---->

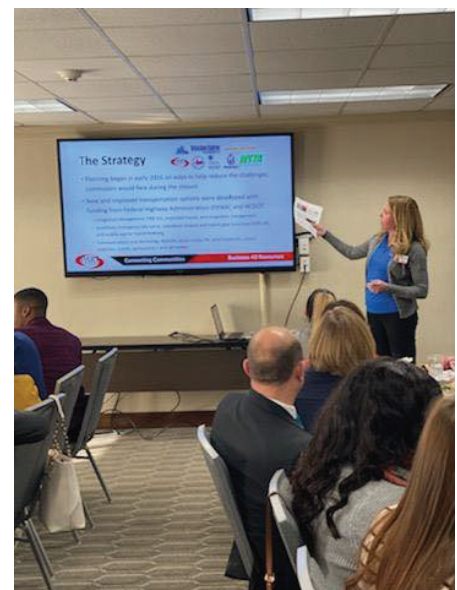


Photographer: Jon Eric Johnson

### Presentation to Forsyth County Hotel Association

Thanks to the Forsyth County Hotel Association for having PART present at their monthly meeting.

Brooke Kochanski, PART Manager of Marketing, gave an update on Business 40 Mitigation and the impact PART services have made including reducing vehicles that travel into Downtown Winston-Salem during the closure!



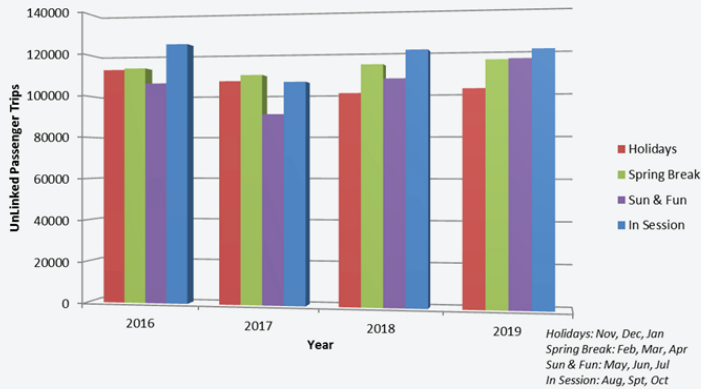
View more information at [www.partnc.org/biz40](http://www.partnc.org/biz40)



# Updates for February 2020

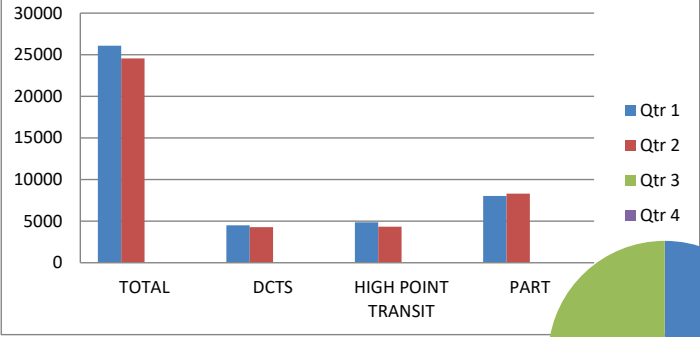
## PART Express Data

PART Express Ridership by the Season

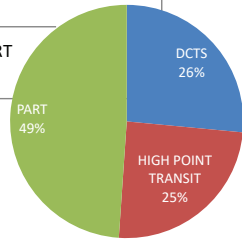


## Piedmont Transit Resources Call Center

Quarterly Call Volume



In December the Piedmont Triad Resources Call Center had 7,788 presented calls.



# FEATURED ROUTE OF THE MONTH - ROUTE 5

**Route 5 NC Amtrak Connector** provides a link between Winston-Salem and High Point for passengers needing access to the train. This service has been provided since 2004 by a partnership with North Carolina Department of Transportation. You do not have to be a train passenger to ride the service, it is open to the general public for riding as well. Visit [www.partnc.org/route5](http://www.partnc.org/route5) for more info.

**Miles Round Trip** - 41

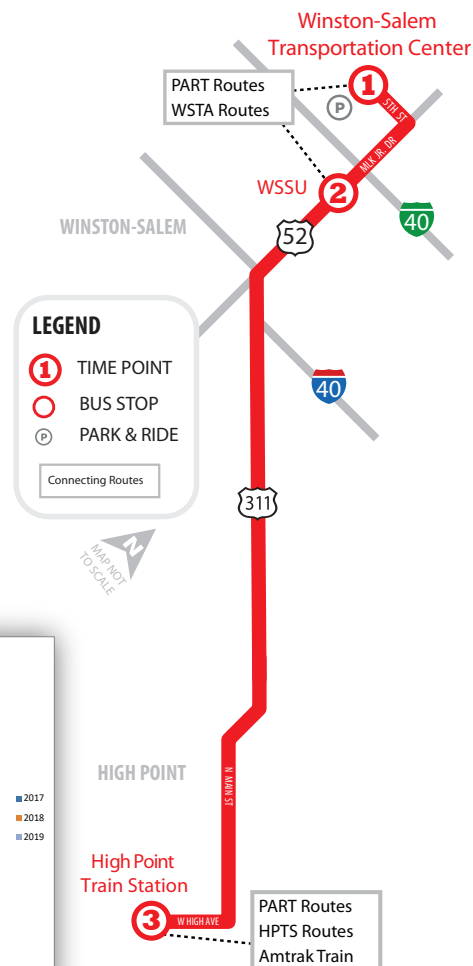
**# of Stops** - 3

**Travel Time (One Way)** - 45 mins

**Transit Connections** - WSTA, Greyhound, Baptist Shuttle, WFU Downtown Shuttle, Trans Aid, WSSU Rams Shuttle, High Point Transit

**Connecting Communities**

Winston-Salem to High Point



**PART is a participant in the NC Last Mile Program**

The program gives passengers on the NC Rail/Amtrak Raleigh-to-Charlotte (Piedmont train) the option of a free pass to help them reach their final destination through public transportation.

