



Cisco WebEx Virtual Meeting Instructions

Greensboro MPO TCC Meeting

1. Download the Cisco *WebEx Meetings* software [here](#).
2. To ensure continuity in meeting streaming recommend closing any programs or applications running in the background. You may also need to ask others in the home to suspend their applications if you are having trouble viewing the meeting.
3. Day of the meeting open the calendar meeting invitation or email with the meeting link. Please join meeting 10-15 minutes early in case technical difficulties arise. Just click *the link below*:

2:00 pm – 4:00 pm | Tuesday, June 23, 2020

By Computer or Smart Phone:

[Join Meeting](#), Access Code 132 971 9534, Password ZtZ6aNvvp88

By Phone:

+1-408-418-9388 United States Toll
Access code: 132 971 9534 Participant ID: 134086
Password 98962688

4. Recommend joining by computer.
 - a. A preview video window will open before joining meeting. Once ready, click *Join Meeting*.
 - b. Will be prompted to join by computer audio or by calling in.
 - c. **Note:** You can login via your computer and call in so you are able to see the slides.
5. First time joining the meeting will be ask to provide basic information (name, department, ect.). Please include responses so we can identify members easily.
6. Note the MPO is also providing meeting access information to the public for the TCC meeting.
7. Additional recommendations:
 - a. Join from a quiet place
 - b. You may mute yourself during the meeting
 - c. If you having trouble during the meeting you may email [Lydia McIntyre](#).

Planning for the transportation future



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Planning for the transportation future



Technical Coordinating Committee Meeting Agenda

August 18, 2020, 2:00 PM
WebEx Online Virtual Meeting

Action Items

1. June 24, 2020 Meeting Minutes
2. Resolution of Appreciation for Mike Mills Service
3. FY 2020-2029 MTIP Amendment: Add Statewide Transit Projects
4. FY 2020-2029 MTIP Amendment / Modification: B-5713 Willow Road Bridge / U-5850 Randleman Road
5. FY 2020-2029 MTIP Amendment: MPO Bicycle and Pedestrian Projects U-5532 & C-5555
6. FY 2020-2029 MTIP Amendment: TA-6714 Electric Buses & Charging Infrastructure
7. 2020 Memorandum of Agreement for Air Quality
8. 2020 Public Participation Plan

Business Items / Potential Action Item

1. Division Engineer Updates
2. Project Updates
3. Strategic Reports

Other Items

1. Member Updates
2. Wrap Up

Planning for the transportation future



Technical Coordinating Committee Agenda Summary

August 18, 2020, 2:00 PM
WebEx Online Virtual Meeting

Action Items

2. **Resolution of Appreciation for Mike Mills Service:** Expresses appreciation for Mike Mills service and as Division 7 Engineer following his recent retirement.
3. **FY 2020-2029 MTIP Amendment: Add Statewide Transit Projects:** Adds new statewide transit projects to provide for NCDOT to distribute funds to transit systems across NC for facilities, bus purchases, and operating support.
4. **FY 2020-2029 MTIP Amendment / Modification: B-5713 Willow Road Bridge / U-5850 Randleman Road:** Delays right-of-way and/or construction to assist NCDOT to balance funds.
5. **FY 2020-2029 MTIP Amendment: MPO Bicycle and Pedestrian Projects U-5532 & C-5555:** Shifts funding from FY 2020 to FY 2021. Adjusts funding sources and amounts for these two MPO umbrella sidewalk projects.
6. **FY 2020-2029 MTIP Amendment: TA-6714 Electric Buses & Charging Infrastructure:** Adds funding for an electric replacement bus and a fast charging station using a recent state award of VW settlement funds and CMAQ funds left over from an old grant.
7. **2020 Memorandum of Agreement for Air Quality:** Replaces the current 2013 agreement for air quality consultation between the MPO, NCDOT, DAQ, and EPA. Updates regulatory and legal references and better reflects the current process.
8. **2020 Public Participation Plan:** Provides for the use of online meetings and streamlines procedures for document distribution.

Business Items / Potential Action Item

1. **Division Engineer Updates:** Review progress on key projects in the MPO area and current topics.
2. **Project Updates:** Recent and upcoming project milestones and other information.
3. **Strategic Reports:** Note upcoming MPO work items, topics of current interest, and plans for the next meeting.

Planning for the transportation future



TECHNICAL COORDINATING COMMITTEE

Minutes of June 23, 2020 2:00 p.m., Greensboro, NC WebEx Online Virtual Meeting

Attendance

Tyler Meyer	GDOT/MPO	Scott Whitaker	Town of Summerfield
Hanna Cockburn	GDOT	Michael Abuya	NCDOT TPD
Chris Spencer	GDOT	Tamara Njegovan	NCDOT Div. 7
Denise Conway	GDOT	Stephen Robinson	NCDOT Div. 7
Craig McKinney	GDOT/MPO	Joe Geigle	FHWA
Lydia McIntyre	GDOT/MPO	Suzette Morales	FHWA
Tram Truong	GDOT/MPO	Glen Ayes	Division of Aviation
Yuan Zhou	GDOT/MPO	Colin Frosch	Kimley-Horn
Chandler Hagen	GDOT/MPO	Nick Kuhn	Kimley-Horn
Gray Johnston	GDOT/GTA	Rhodes Hunt	Kimley-Horn
George Linney	GTA	Jeff Moore	Kimley-Horn
Cari Hopson	GTA	Adam Fischer	Ramey Kemp Associates
Elizabeth Jernigan	GSO Parks and Recreation		

Tyler Meyer called the meeting to order at approximately 2:22 PM.

Introductory Items

Orientation to WebEx Software

Lydia McIntyre welcomed everyone to the June virtual meeting. Virtual meetings are required during the COVID-19 pandemic, and the MPO anticipates having virtual meetings until the state deems it safe for in-person meetings.

A special arrangement was made for all public comments to be submitted prior to the TAC meeting on June 24 via email or by phone. Information about the new process was posted on the MPO website, and comments were due by 5:00 PM on June 23.

McIntyre described the voting procedures for TCC members. All voting is to be done verbally, with a motion first, then a second. Members must state their last name as they make the motion and second. Members will

not be asked who is in favor, but instead, if there are any “no’s” or abstentions. Those who are voting against an item under discussion must also state their last name.

McIntyre gave a brief overview of the Cisco WebEx software, detailing the layout and features.

McIntyre took a roll call of everyone in the meeting for the record.

Joe Geigle introduced Suzette Morales, as the new FHWA liaison for the Triad.

Action Items

1. May 12, 2020 Meeting Minutes

Michael Abuya moved to approve the minutes of May 12, 2020. Scott Whittaker seconded the motion. The TCC voted unanimously to approve.

2. FY 2020-2029 MTIP Amendment: Add New Projects HS-2007, RC-2007 & RX-2007 (25:00)

Tyler Meyer presented an MTIP amendment requested by NCDOT to add three new umbrella projects, which provide for a series of subprojects for future and existing highway safety improvement projects at various locations in Division 7. Project HS-2007 will provide for safety improvements such as guard rails, vegetation clearance, and roadway upgrades at highly needed locations. RC-2007 will be allocated for rail and roadway separation study implementation as identified by the Rail Division and Division 7, and RX 2007 is designated for at-grade rail crossing improvements determined by the Rail or Traffic Safety Divisions. The project numbers were created to begin preliminary work for future projects, and funding will be added once projects are developed.

Scott Whittaker requested clarification about the specific recommendation, and Meyer confirmed the motion was to recommend the resolution to the TAC.

Scott Whittaker moved to approve. Michael Abuya seconded the motion. The TCC voted unanimously to approve.

3. FY 2020-2029 MTIP Amendment: EB-5883 Wendover Avenue Sidewalks

Tyler Meyer presented the amendment to update the right-of-way and construction schedule for new sidewalk installation and repair or replacement of existing sidewalk along Wendover Ave and roadway including modifications on the N. Buffalo Creek and Elm Street bridges to accommodate the addition of sidewalks. The eastern project section connects Summit Avenue to US 29, and the western project section extends from Battleground Avenue to Church Street.

Meyer noted the project had taken more time than initially expected in order to conduct detailed structural evaluations of the bridges to determine if they would support the additional weight from the new sidewalks and coordination with NCDOT to estimate the operation impacts as a result of reducing travel lanes to widen the roadway median. The additional work has extended the project timeline, and with the analyses complete, NCDOT requests updating right-of-way from FY 2019 to FY 2021 and moving construction from FY 2020 to FY 2022 to allow more time for the bridge modifications. The amendment also calls for increasing funds for the right-of-way to \$450,000 and construction to \$2.7 million based on current cost estimates. The project is an STI funded project that was submitted to NCDOT by the MPO under the prioritization process.

George Linney moved to approved. Scott Whittaker seconded the motion. The TCC voted unanimously to approve.

4. FY 2020-2029 MTIP Modifications: Delayed Projects R-4707, R-5725, U-5851 & U-5852

Tyler Meyer noted this modification provides for additional project schedule delays, mostly due to the NCDOT’s financial crisis. The delayed project phases were mostly to support fund balancing needs and, in some cases, to allow additional time for planning and design. Construction of the R-4707 (Reedy Fork / US 29 Interchange) project shifts from FY 2020 to 2021. Meyer stated the construction phase is expected to be authorized in early FY 2021. The R-5725 (NC 68: Fogleman to NC 150) construction moves from 2021 to

2022, and the U-5851 (Church St: Wendover to Cone) project R/W project shifts from FY 2020 to 2022 and construction shifts from FY 2022 to 2024. U-5852 Benjamin Parkway widening is also delayed, with R/W shifting from FY 2021 to 2022, and construction from FY 2022 to 2024. Meyer noted that in some cases these timelines might be able to be accelerated at a later date, future NCDOT finances permitting, but that any acceleration would be difficult on projects like U-5852 on which all project development was shelved when the fiscal crises hit and has not yet resumed. Meyer added the U-5851 project includes a sidepath along Church Street from Tankersley rive to the Revolution Mills site. This sidepath will be a key link in the N. Buffalo Creek Greenway. Meyer noted the U-5851 project includes a side-path along Church Street from Tankersley Drive to the Revolution Mills site, which will connect to N. Buffalo Creek Greenway section to be constructed along a railroad trestle. McKinney noted NCDOT had not yet had the public involvement period, and the design phase may be delayed as the design was still unavailable for review.

Michael Abuya asked if R-4707 was in the right-of-way phase and Meyer confirmed but said he was not sure it was financially related as the FY 2020 is scheduled to end September 30, or if the delay was a project development issue. McKinney specified the let date was shifted forward by six months for financial balancing purposes.

Michael Abuya moved to approve. Scott Whittaker seconded the motion. The TCC voted unanimously to approve.

5. FY 2020-2029 MTIP Amendment: U-6108 Battleground / Lawndale / Westover Improvements

Tyler Meyer reminded TCC staff of the TIP amendment from the May TAC meeting to update the project schedule and construction costs and specified that the current amendment was to update right-of-way and utility costs according to estimates from a recent study by NCDOT. Both costs showed substantial increases as right-of-way costs were adjusted from \$11.1 million to 44.6 million, and the utility costs rose from \$1.5 million to \$6.4 million.

The project is still in the early stages, and additional work is necessary to determine specifics of the scope. The updated construction costs of \$12.5 million were determined by NCDOT based on their express design are expected to increase in the future based on review between NCDOT and local officials.

Elizabeth Jernigan inquired about the greenway construction, whether project costs include the new alignment for the A&Y Greenway.

Meyer clarified the current cost estimates were designed to accommodate the future greenway alignment, but if the City had not constructed it by that time, it will be completed as part of the project, which would significantly increase project costs. Cost-estimates provided in a feasibility study conducted on the greenway routing assumed minimal upgrades for at-grade crossing improvements, and more information was needed about the assumptions behind the proposed cost-estimates.

Craig McKinney noted the design materials addressed grade-separation at a few locations.

Michael Abuya moved to approve. Scott Whittaker seconded the motion. The TCC voted unanimously to approve.

6. Transit MTIP Amendments

Tyler Meyer stated this amendment will modify the TIP transits listing to optimize the use of FTA formula funds here at the end of the FY 2020 based on current needs, project costs, and available funding balances. Under this amendment Section 5339 funds freed up by lower than expected bids for Depot Renovation project are shifted to purchase an electric bus fast-charging station to support the GTA fleet of 16 electric buses. Section 5307 funds are shifted from operating funds to the critical replacement of four dilapidated HEAT bus replacements and the purchase of two paratransit vehicles. The last modification was for changes to Section 5310 administrative, capital, and operating line items.

GTA will finalize the applications after the amendment is approved by the NC Board of Transportation on July 25.

Scott Whitaker requested clarification on the number of electric buses and fast chargers in Greensboro.

Meyer confirmed GTA currently only has one charger for their 16 electric buses and the addition of a second charger and will improve operations by increasing opportunities for the buses to charge throughout the day.

Scott Whitaker moved to approve. George Linney seconded the motion. The TCC voted unanimously to approve.

7. Program of Projects Amendments:

Tyler Meyer presented the amendment to update the FY 2020 Program of Projects document to reflect the June Transit MTIP amendments described above, and account for FY 2020 transit grants. The Program of Projects document provides the public with a detailed list of funded projects and their descriptions. As an amendment, another public review period was not required, but the document was placed online for a 30 day review and comment period anyway to provide for any comments. None were offered.

George Linney moved to approve. Michael Abuya seconded the motion. The TCC voted unanimously to approve.

8. Resolution to Support BiPed Plan Update Grant Application

Tyler Meyer said that NCDOT's Bicycle and Pedestrian planning grants have been around for quite a while now, with annual or semiannual rounds of funding. These grants have most typically assisted small towns that do not have much experience in bicycle and pedestrian planning and to promote the NC Complete Streets policy by increasing the number of plans statewide. Oak Ridge and Sedalia have both gotten these grants in the past but the MPO or the City have never applied.

Meyer said the City of Greensboro plans to apply this round with the purpose of securing supplemental funds to hire a consultant to support technical tasks for the pending MPO BiPed Plan update. The scope would include expanding review of project details, maintenance issues, and connections to transit within the City of Greensboro. The MPO staff would fold this in as part of a broader update to the BiPed Plan document.

Scott Whitaker requested more information on the costs associated with updating the BiPed Plan.

Chandler Hagen clarified that NCDOT determines the cost range, and the application asked the City to match within a range of around \$70,000.

Whitaker requested further clarification as to who the resolution is for the TAC, or the NCDOT.

Meyer explained the resolution of support from the TAC to the NCDOT, and the TAC requires support from the MPO.

Scott Whitaker moved to approve. Michael Abuya seconded the motion. The TCC voted unanimously to approve.

9. Prioritization 6.0 Project List and MPO Ranking Methodology

Lydia McIntyre presented two Prioritization related items for approval; the recommended P6.0 Project Lists and the MPO Ranking Methodology.

McIntyre briefly summarized the P6.0 process and then presented the recommended the P6.0 Project Lists. She noted project highlights starting with a city-wide signal system project to add new operating software, automated traffic signal detection, enhanced data collection, and capabilities for vehicle to infrastructure communications. A similar project was along Gate City Blvd for the installation of dedicated wireless advanced vehicle, pedestrian, and bicycle detection technology, and connective vehicle roadside equipment for enhanced surveillance from I-40 to Elm-Eugene. This project was previously submitted for the 2016 USDOT Smart City challenge and under P5.0 under which it did not score well. It will be re-submitted under a new category that should do a better job measuring potential project benefit. Another project on Gate City Blvd from Pinecroft Road to Merritt Drive was initially identified by the Vision Zero High Injury Network (HIN) analysis. The P5.0 carryover project for US 29 access management and safety improvements is also identified in the HIN. The Towns of Oak Ridge, Pleasant Garden, and Summerfield submitted roadway

projects during the call for projects, with the majority focused on intersection improvements, and these are included on the roadway list.

Twelve expansion bus projects for new service priorities are also included. These projects are identified by Mobility Greensboro 2040 (approved in May 2018) and include projects to increase frequency from 30 to 15 minutes on GTA core routes and create new cross-town routes. These projects are listed in order of their anticipated scoring performance. Although 12 are listed, the likelihood is that only one or two of the top scoring projects might be strong contenders for funding.

Four aviation projects were submitted by Piedmont Triad International Airport including runway, taxiway, and a perimeter road project. Rail projects were identified in coordination with the NCDOT Rail Division. These include grade separation projects at Ward Road and Wagoner Bend Road and Mackay Road.

Pedestrian and bicycle projects include some much needed and highly competitive projects including the North Buffalo Creek Greenway, the A&Y Greenway connection to Downtown Greensboro, and the Summit Avenue Complete Streets and Safety project.

Documents were submitted for public review. No comments were received.

Hanna Cockburn moved to approve. Michael Abuya seconded the motion. The TCC voted unanimously to approve.

McIntyre specified that after the approval of the recommended project list, they will be submitted to NCDOT by July 31.

The second item related to Prioritization, the Project Ranking Methodology, constitutes Step Four of the Prioritization Process. The ranking methodology is both quantitative and qualitative, and guides the application of local input points by the MPO. Projects are primarily weighted by their performance in the NCDOT scoring process (40%), and then their MPO priority list ranking (15%), and feasibility in obtaining funding during FY 2023–2032 (15%). The remaining 30% is determined by the project's support of multi-modalism (10%), and its impacts on local budget (10%) and economic development (10%). Only minor updates from the P5.0 methodology are being made for P6.0.

Michael Abuya moved to approve. Scott Whitaker seconded the motion. The TCC voted unanimously to approve.

10. Resolution to NCDOT to Resume Priority Local Project Funding

Tyler Meyer noted that this resolution further builds off discussions from the previous meeting, concerning the NCDOT's financial picture and the steps taken to stabilize finances. NCDOT is still experiencing a financial crisis related to the pandemic and previous issues from storm recovery costs and Map Act settlements. Measures taken to respond to the crisis include putting a hold on new authorizations for locally administered federal or state-funded projects.

These are projects that are just entering a new phase, such as construction authorization. The request is for NCDOT to resume project funding authorizations for locally administered, federally funded projects, prioritizing MPO Direct Apportionment (DA) Projects (BGDA, TADA), CMAQ projects, and STI financed projects. An updated list of projects in priority order will also be provided per NCDOT request.

Meyer said that since NCDOT funds had fallen below the mandated cash-floor, they are prevented from entering new contracts which impacts projects under construction that need change orders. However, NCDOT is expected to be above the cash floor in July, which may resume some activity, making the timing of this resolution optimal.

Hanna Cockburn moved to approve. Scott Whitaker seconded the motion. The TCC voted unanimously to approve.

Business Items

1. Division Engineer Updates

Stephen Robinson provided NCDOT project updates:

The guardrail installation on McLeansville Road over Reedy Fork Creek was pushed out over a year, and is expected to start in April 2021 and complete in June 2021

US-6019, construction of turn lanes and sidewalks at the intersection of Air Harbor and Lake Brant Road. The Let/Start date remains March 2022, however, the completion date was pushed back to FY 2024.

Several new traffic related projects will start in June 2022, and finish in FY 2023. Projects include an always-stop and overhead red-flasher installation at the intersections of Alamance Church Road and Old Julien Road, and at Coble Church Road and Old Julian Road. Traffic signal revisions at the intersections of Gate City Blvd and Patterson Street, and at Rehobeth Church Road and West Vandalia Road.

Traffic signal installation and pedestrian accommodation at Westgate City Blvd and Bolton Street. Traffic signal installation at High Cone Road and McKnight Mill Road. Traffic signal installation at NC61 and I-85 N. Improvements at Northern Guilford High School main entrance for the site-distance and the internal queuing capacity to keep school traffic off roads.

2. Project Updates

Tyler Meyer presented a list of short term MPO DA Project Priorities and short term locally administered STI priorities. This was developed in response to a request from NCDOT Program Development Branch for requested a list of DA funded projects priorities. They intend to follow-up with requests for CMAQ priorities next and finally for locally administered STI projects. The purpose of these lists is to assist NCDOT in identifying which projects to approve first when funding availability starts to improve. Meyer said the MPO was identifying an initial list of STI proprieties in order to call attention to the high profile Downtown Greenway Phase 4 construction project, as well as the need to cover additional Downtown Greenway Phase 2 costs in the short term since project construction is well underway.

NCDOT is applying for a USDOT Build Grant to support intelligent transportation system improvements from Raleigh to Charlotte along I-40. This project would complete the NCDOT fiber optic cable backbone from Raleigh to Charlotte to support the deployment of connected/autonomous vehicles and the connection of freight facilities. The project will also include countermeasures to deter unsafe driving (i.e. wrong way driving onto the freeway) and may enhance broadband in neighboring communities. The TAC Chair has provided a letter of endorsement for this project. The project would complement the ITS efforts of the City and regional DOT such as the Triad's ITS deployment plan, and Greensboro's plans for upgrading signal systems with enhanced detection.

GDOT submitted a Helping Obtain Prosperity for Everyone (HOPE) grant application to the Federal Transit Administration earlier in June. HOPE is a new grant program to support projects that would benefit transit users and communities in areas of persistent poverty. The grant would fund a project study and plan for how the City could use fiber optic cables and existing assets, such as police stations, recreation centers, bus stations, and street lights, to distribute Wi-Fi access in areas of persistent poverty to bridge the digital divide. Many of the needed assets are in place, but gaps need to be identified, and a detailed implementation strategy devised. The current COVID-19 pandemic highlights the need for the project, as shown by Guilford County Schools deploying school buses equipped with long range Wi-Fi antenna to serve students working from home in areas of persistent poverty in spring 2020. Even if the city does not receive the grant, the city plans to continue to work with internal and external partners to find a way to implement the project.

3. Strategic Reports

Tyler Meyer noted MPO staff developed a proposed amendment to the Public Participation Plan for electronic meetings, promoting social media use in the City, and reducing the use of paper copies. Meyer

added Lime had resumed electric scooter operations, which had halted service during shelter-in-place. GDOT has also implemented a pilot Slow Street program.

Chandler Hagen provided information on the two pilot locations, an active project on W. Greenway Street, which had seen a lot of neighborhood support, and a deactivated project in the Glenwood neighborhood that experienced little participation. Slow Street projects are “soft closures” on neighborhood streets, which restrict thru traffic using traffic barriers and signs. The intention is to prevent traffic from entering the area unless accessing a home within the section, thereby reducing the number of cars on the street and improving the safety of the community.

Meyer noted the July meeting is canceled, and the next TCC meeting will be held on August 18 at 2:00 PM.

Other Items

1. Member Updates

Lydia McIntyre noted Vision Zero Greensboro is still in effect and that a Summer Coloring and Essay Contest is being implemented for students ages 5 to 18 years old, and will run from July 10 to August 14. John Clock from State Farm is partnering with Vision Zero to provide prizes for first, second, and third place winners.

2. Wrap-Up

The next meeting will be August 18, 2020, at 2:00 PM.

Scott Whitaker moved to adjourn the meeting. Chris Spencer seconded the motion. The TCC unanimously voted to adjourn.

The meeting was adjourned by Tyler Meyer at approximately 3:30 PM.

RESOLUTION OF APPRECIATION FOR MIKE MILLS SERVICE

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, Mike Mills has retired after almost 45 years at NCDOT and 21 years as NCDOT Division 7 Division Engineer; AND

WHEREAS, Mike has been a valued participant at TCC and TAC meetings over the course of his 21 year tenure as Division Engineer; AND

WHEREAS, Mike has been a great partner to the MPO in the STI prioritization process, working effectively with staff and TAC to identify and prioritize transportation needs including through open and frank consultation with the MPO on the allocation of local input points; AND

WHEREAS, Mike’s leadership has been instrumental in the planning, design, and construction of area projects including the Greensboro Urban Loop, I-73, US 220 and many more; AND

WHEREAS, Mike’s steady and professional oversight of Division 7 operations, maintenance, emergency response, and other activities has made a real difference for area communities and residents; AND

WHEREAS, Mike’s contributions and support over the years leave a substantial and long lasting impact and legacy; AND

WHEREAS, the TAC recognizes, commemorates, and celebrates his 44 ½ years of service to NCDOT and wishes Mike the very best in his retirement.

NOW Therefore be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to recognize Mike Mills for his service and contribution to the MPO, on this day, August 19, 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, August 19, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, August 19, 2020.

Notary Public

My commission expires _____



Add FY 2020-2029 MTIP Statewide Transit Projects

Background:

The NCDOT requests the MPO amend the 2020-2029 MTIP to add seventeen statewide transit projects. By adding the project numbers and establishing the funding now, NCDOT can save time later when it awards individual projects to eligible transit agencies across North Carolina. The MPO is being asked to add these projects to maintain consistency between the MTIP and the STIP. Also, listing the projects in the MTIP will make Greensboro area transit agencies potentially eligible to receive a funding award at a later date.

Project Details:

TC-005 through TC-012: provide for grants to support transit facility construction and renovation projects. TC-012 provides for electric buses and charging stations. *Establish Section 5339 Bus & Bus Facilities funding.*

TG-002 through TG-006: provides for bus purchases. *Establish Section 5307 Urbanized Area Formula Funding received by NCDOT for Governor's Apportionment systems (systems in areas under 200,000 in population)*

TM-010 through TM-022: provides for operating support funding for transit systems. *Establish Section 5307 Urbanized Area Formula Funding received by NCDOT for Governor's Apportionment systems (systems in areas under 200,000 in population)*

Requested Action & Next Steps:

- Approve this amendment to the FY 2020-2029 MTIP.
- NCDOT to approve an amendment to the FY 2020-2029 STIP at the September 3, 2020 NC Board of Transportation meeting.

Proposed MTIP (*Underlined indicates additions or changes*)

ID #	DESCRIPTION	FUNDS	PHASE	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
TC-0005	<u>Statewide, Discretionary Grant For Facility Construction</u>	<u>5339</u>	<u>CST</u>		<u>\$1,668,000</u>			
TC-0006	<u>Statewide, Discretionary Grant For Facility Construction</u>	<u>5339</u>	<u>CST</u>		<u>\$335,000</u>			
TC-0007	<u>Statewide, Discretionary Grant For Facility Construction</u>	<u>5339</u>	<u>CST</u>		<u>\$1,189,000</u>			
TC-0008	<u>Statewide, Discretionary Grant For Facility Construction</u>	<u>5339</u>	<u>CST</u>		<u>\$4,000,000</u>			
TC-0010	<u>Statewide, Discretionary Grant For Facility Construction</u>	<u>5339</u>	<u>CST</u>		<u>\$1,135,000</u>			
TC-0011	<u>Statewide, Discretionary Grant For Facility Construction</u>	<u>5339</u>	<u>CAP</u>		<u>\$2,391,000</u>			
TC-0012	<u>Statewide, Discretionary Grant To Purchase Electric Buses And Charging Stations</u>	<u>5339</u>	<u>PUR</u>		<u>\$894,000</u>			
TG-0002	<u>Statewide, FY 21 5307 SBUS Capital</u>	<u>5307</u>	<u>CAP</u>		<u>\$21,000</u>			
TG-0004	<u>Statewide, FY 21 5307 SBUS Capital</u>	<u>5307</u>	<u>CAP</u>		<u>\$168,000</u>			
TG-0005	<u>Statewide, FY 21 5307 SBUS Capital</u>	<u>5307</u>	<u>CAP</u>		<u>\$168,000</u>			
TG-0006	<u>Statewide, FY 21 5307 SBUS Capital</u>	<u>5307</u>	<u>CAP</u>		<u>\$122,000</u>			
TM-0010	<u>Statewide, 5307 Operating Funds</u>	<u>5307</u>	<u>OPER</u>		<u>\$142,000</u>			
TM-0012	<u>Statewide, 5307 Operating Funds</u>	<u>5307</u>	<u>OPER</u>		<u>\$129,000</u>			
TM-0014	<u>Statewide, 5307 Operating Funds</u>	<u>5307</u>	<u>OPER</u>		<u>\$75,000</u>			
TM-0015	<u>Statewide, 5307 Operating Funds</u>	<u>5307</u>	<u>ADMIN</u>		<u>\$145,000</u>			
TM-0020	<u>Statewide, 5307 Operating Funds</u>	<u>5307</u>	<u>ADMIN</u>		<u>\$45,000</u>			
TM-0022	<u>Statewide, 5307 Operating Funds</u>	<u>5307</u>	<u>ADMIN</u>		<u>\$18,000</u>			

Funding Sources: **5339:** FTA Bus & Bus Facilities Funds
5307: FTA Urbanized Area Formula Funds

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

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

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2020-2029 MTIP as adopted by TAC on November 13, 2019, and has found that an amendment is needed; AND

WHEREAS, the NCDOT requested the MPO has to add new statewide transit projects in FY 2021 using FTA Section 5307 and Section 5339 funding, making the MTIP consist with the State TIP; AND

WHEREAS, this amendment will allow Greensboro area transit agencies to be potentially eligible for funding awards; AND

WHEREAS, The NC Board of Transportation to amend the STIP on September 3, 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 FY 2020-2029 MTIP, for Statewide Transit Projects, on this day, August 19, 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, August 19, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, August 19, 2020.

Notary Public

My commission expires _____



**FY 2020-2029 MTIP:
Amend B-5713 Willow Road Bridge &
Modify U-5850 Randleman Road**

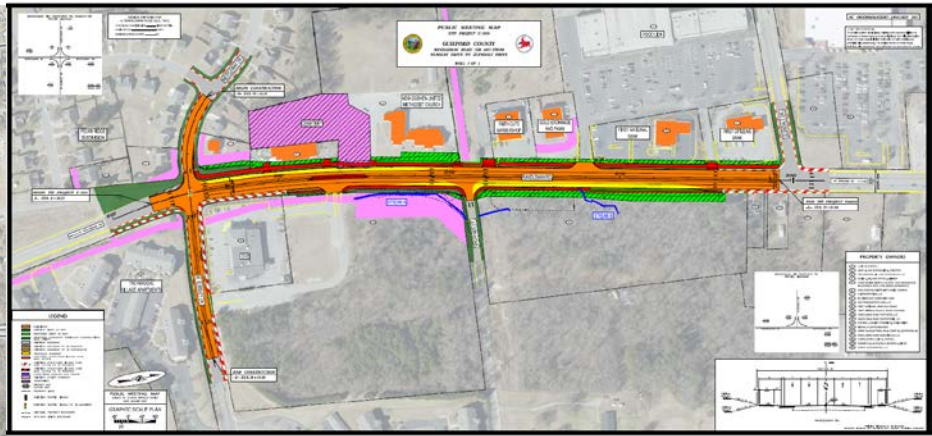
Project Situation:

Due to the unexpected economic disaster of COVID-19 plus preexisting financial challenges, NCDOT's cash balances had fallen below the cash floor established under state law. This limits the Department's ability to start new projects and creates cascading delays throughout the TIP. On this basis, NCDOT is delaying a wide range of current STIP projects at this time, including in the Greensboro MPO area.

Project Details:



B-5713



U-5850

Project Name - Description	Right-of-Way (FY)		Construction (FY)	
	Current	Proposed	Current	Proposed
B-5713 Willow Road Bridge Replacement over I-40/Bus 85	2022	2025	2023	2026
U-5850 Randleman Road, Elmsley Drive to Glendale Road Complete Street Widening Project.	2021	2022	2024	NA

Recommended Action & Next Steps:

- TAC action to amend the FY 2020-2029 MTIP.
- NCDOT amended the 2020-2029 TIP at the September 3, 2020 Board of Transportation meeting.

Planning for the transportation future

Current MTIP (*Struck through text for items to changed*)

ID #	DESCRIPTION	FUNDS	PHASE	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	2025	2026
B-5713	Willow Road, Replace Bridge Over	NHPB	R/W			\$166,000				
	I-40 / Busniess 85.	NHPB	CST				\$3,318,000			
U-5850	Randleman Road, Elmsley Drive To	T	R/W		\$467,000					
	Glendale Drive. Widen to Multilanes.	T	UTIL		\$56,000					
		T	CST					\$2,400,000		

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

ID #	DESCRIPTION	FUNDS	PHASE	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	2025	2026
B-5713	Willow Road, Replace Bridge Over	NHPB	R/W						<u>\$166,000</u>	
	I-40 / Busniess 85.	NHPB	CST							<u>\$3,318,000</u>
U-5850	Randleman Road, Elmsley Drive To	T	R/W			<u>\$467,000</u>				
	Glendale Drive. Widen to Multilanes.	T	UTIL			<u>\$56,000</u>				
		T	CST					<u>\$2,400,000</u>		

Funding Sources: **NHPB:** National Highway Performance Program (Bridge)

T: Highway Trust Fund

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
FOR B-5713 WILLOW ROAD BRIDGE REPLACEMENT &
MODIFYING FOR U-5850 RANDLEMAN ROAD WIDENING**

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 has found that an amendment is needed; AND

WHEREAS, NCDOT's cash situation is in a dire condition due to the unexpected economic disaster of COVID-19 plus preexisting financial challenges; AND

WHEREAS, the funding crisis may take years to resolve; AND

WHEREAS, NCDOT proposes to delay projects B-5713 and U-5850 for fund balancing purposes, AND

WHEREAS, the NC Board of Transportation will amend the STIP on September 3, 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 2020 - 2029, for B-5713 and modify it for U-5850, on this day, August 19, 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, August 19, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, August 19, 2020.

Notary Public

My commission expires _____



**FY 2020-2029 MTIP Amendment:
MPO Bicycle and Pedestrian Projects U-5532 & C-5555**

Project Situation:

U-5532 and C-5555 are MPO directed umbrella pedestrian and bicycle projects. The description for these projects is general, and provides for multiple subprojects to proceed under a single TIP number over a multi-year period. Due to NCDOT funding issues in FFY 2020, most of the work scheduled under these projects in FY 2020 will need to move to FY 2021. Also, funding sources and amounts need updating to reflect expected costs and funding availability.

Project Details:

U-5532 provides for BGDA and TADA funded pedestrian & bicycle projects approved by the MPO. Pending subprojects under U-5532 include:

U-5532 A	Josephine Boyd - Walker Roadway & Sidewalks (funds already obligated; construction approval pending)
U-5532 E	Bridford, Hornaday, Big Tree, Hewitt, Shelby Sidewalks
U-5532 F	Holden Road Sidewalks
U-5532 G	Summit, Four Seasons, Pear, Byers Sidewalks
U-5532 H	Seminole - Whippoorwill - Bessemer Sidewalks
U-5532 I	Holden-Cotswold-Greenbriar-Swing Sidewalks
U-5532 K	North Elm Sidewalks

Move U-5532A construction funding from FY 2020 to FY 2021, and adjust funding amounts. Include additional available funding in FY 2021 to provide for anticipated costs.

C-5555 originally provided for CMAQ funded transit oriented sidewalk projects. One subproject remains pending under this number: College/New Garden Sidewalks from Ballinger Road to Guida Drive. The construction phase will be funded by BGDA funds supplemented by CMAQ funds left over from a previous C-5555 subproject provided those funds are still available at this time.

Move C-5555 construction funding from FY 2020 to FY 2021, and adjust funding amounts. Include CMAQ funding left over from a previous C-5555 subproject.

Recommended Action & Next Steps:

- TAC action to amend the FY 2020-2029 MTIP.
- NCDOT will amend the 2020-2029 STIP on October 8, 2020.

Planning for the transportation future

Current MTIP (*Struck through text indicates proposed changes or additions to be made*)

ID #	DESCRIPTION	FUNDS	PHASE	FY 2020	FY 2021	FY 2022	FY 2023
U-5532	Greensboro Urban Area MPO: Bicycle, Pedestrian, and Transportation Alternatives Program (TAP)-Eligible Projects	BGDA	CST	3,608,000			
		L	CST	902,000			
		TAANY	CST	512,000			
		L	CST	108,000			
C-5555	Sidewalk Projects At Selected Locations In Greensboro	BGDA	CST	600,000			
		L	CST	150,000			

Proposed MTIP (*Underlined text indication change or addition*)

ID #	DESCRIPTION	FUNDS	PHASE	FY 2020	FY 2021	FY 2022	FY 2023
U-5532	Greensboro Urban Area MPO: Bicycle, Pedestrian, and Transportation Alternatives Program (TAP)-Eligible Projects	BGDA	CST		<u>4,000,000</u>		
		L	CST		<u>1,000,000</u>		
		BGANY	CST		<u>500,000</u>		
		L	CST		<u>125,000</u>		
		TAANY	CST		<u>512,000</u>		
		L	CST		<u>108,000</u>		
		TAPDA	CST		<u>250,000</u>		
		L	CST		<u>62,500</u>		
C-5555	Sidewalk Projects At Selected Locations In Greensboro	BGDA	CST		<u>600,000</u>		
		L	CST		<u>150,000</u>		
		CMAQ	CST		<u>200,000</u>		
		L	CST		<u>50,000</u>		

Funding Source Key

- **BGDA:** Surface Transportation Block Grant (Direct Apportionment)
- **BGANY:** Surface Transportation Block Grant (Any Area)
- **TAANY:** Transportation Alternatives Program (Any Area)
- **TAPDA:** Transportation Alternatives Program (Direct Apportionment)
- **CMAQ:** Congestion Mitigation & Air Quality Funds
- **L:** Local Matching Funds

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
MPO BICYCLE AND PEDESTRIAN PROJECTS U-5532 & C-5555**

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

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

WHEREAS, a schedule adjustment is needed to move funds from FY 2021 to FY 2021 for U-5532 and C-5555; AND

WHEREAS, an update to funding sources and amounts is also needed for U-5532 and C-5555; and

WHEREAS, the NC Board of Transportation amend the STIP on September 3, 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 2020-2029, for projects U-5532 and C-5555, on this day, August 19, 2020.

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

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, August 19, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, August 19, 2020.

Notary Public

My commission expires _____



FY 2018-2027 MTIP Amendment: Electric Replacement Buses (TA-6714)

Background:

Project TA-6714 was created in 2018 and was used in FY 2019 to purchase GTA's current fleet of 16 battery electric buses. In June 2020 the MPO added Section 5339 Bus and Bus Facilities funds for an additional electric bus fast charger in FY 20 under this project number. More recently, GTA received a state award of VW settlement funds to purchase an additional electric bus. This will be added under TA-6714, will bring the GTA electric bus fleet to 17.

Project Descriptions:

TA-6714 currently provides for one fast charging station in FY 2020. This amendment will add funds to provide for a new electric replacement bus in FY 2021. This amendment is made possible thanks to an award of VW settlement funds awarded to GTA by NCDEQ following a discretionary grant funding competition. The funding package will be rounded out by CMAQ funds left over from a prior GTA grant and local funds. *Add 502,000 in VW Settlement funds, 191,000 in CMAQ funds, and 167,000 in local funds in FY 2021.*



Requested Action: & Next Steps

- MPO approval of the MTIP Amendment.
- The NCDOT Board of Transportation will amend the STIP at their October 8 or November 5 meeting.

Planning for the transportation future

Current MTIP (*Struck through text indicates proposed changes or additions to be made*)

STIP#	System	Description	Funding	Section	FY 2020	FY 2021	FY 2022	FY 2023
TA-6714	GTA	ELECTRIC VEHICLE AND CHARGING INFRASTRUCTURE	FBUS	5339	578			
			L		102			

Proposed MTIP (*Underlined text indication change or addition*)

STIP#	System	Description	Funding	Section	FY 2020	FY 2021	FY 2022	FY 2023
TA-6714	GTA	ELECTRIC VEHICLE AND CHARGING INFRASTRUCTURE	FBUS	5339	578			
			L		102	<u>167</u>		
			VW			<u>502</u>		
			CMAQ			<u>191</u>		

Funding Source:

5339: Section 5339 Bus & Bus Facilities funds

VW: VW Settlement funds – funds disbursed to states as part of settlement of VW emissions testing cheating case

CMAQ: Congestion Mitigation & Air Quality Funds

L: Local funds provide by the City of Greensboro

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
TA-6714 ELECTRIC VEHICLE AND CHARGING INFRASTRUCTURE**

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

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

WHEREAS, the City of Greensboro was recently awarded a grant for a new battery electric bus using VE Settlement funds following a discretionary grant competition; AND

WHEREAS, the funding package will be rounded out by CMAQ funds left over from a prior GTA grant and additional local funds AND

WHEREAS, the additional funding under TA-6714 will replace an existing GTA bus that has far exceeded its useful life making this a much needed and very timely project action; 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 2020-2029 Metropolitan Transportation Improvement Program for TA-6714 on this day August 19, 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 the meeting of the Greensboro Urban Area TAC duly held on this day, August 19, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, August 19, 2020.

Notary Public

My commission expires _____

**RESOLUTION APPROVING THE GREENSBORO URBAN AREA MEMORANDUM
OF AGREEMENT FOR INTERAGENCY CONSULTATION**

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

WHEREAS, the Greensboro Urban Area (Guilford County) was first designated as non-attainment in 1992 for one-hour ozone (O₃) and re-designated to "maintenance" for one-hour ozone (O₃) on November 8, 1993; AND

WHEREAS, since that time the MPO as has been a regulated air quality area, subject to various level of oversight and documentation requirements for transportation / air quality conformity; AND

WHEREAS, the air quality regulation process is highly structured, and achieving compliance requires a regime of ongoing interagency coordination and consultation; AND

WHEREAS, the Memorandum of Agreement governs the air quality consultation process between the MPO, the NCDOT, the NCDAQ, and the EPA and must be kept current and up to date with law and regulation;

WHEREAS, the current Memorandum of Agreement (MOA) was fully executed on January 8, 2013; AND

WHEREAS, this new MOA updates interagency consultation procedures for transportation / air quality conformity for consistency with current law, regulation, and interagency consultation practice; AND

WHEREAS, the Greensboro MPO area is currently in attainment, but could potentially be redesignated in the future as a nonattainment area;

WHEREAS, having up an up to date MOA will be highly beneficial and necessary were that to occur;

NOW Therefore be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to agree to enter into the Memorandum of Agreement, on this day, August 19, 2020.

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

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, August 19, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, August 19, 2020.

Notary Public

My commission expires _____

MEMORANDUM OF AGREEMENT

THIS MEMORANDUM OF AGREEMENT, is made by and between the GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION (hereinafter, "MPO"), the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (hereinafter, "NCDOT"), the NORTH CAROLINA DEPARTMENT OF ENVIRONMENTAL QUALITY (hereinafter, "NCDEQ"), the UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (hereinafter, "USEPA"), the FEDERAL HIGHWAY ADMINISTRATION (hereinafter, "FHWA"), the FEDERAL TRANSIT ADMINISTRATION (hereinafter, "FTA"), and collectively referred to hereinafter as the Parties.

RECITALS

WHEREAS, the Parties enter into this Memorandum of Agreement (hereinafter, "MOA" or "Agreement") for the purpose of implementing interagency consultation procedures for developing a State Implementation Plan (hereinafter, "SIP") and/or revisions, regional emissions budget comparisons and conformity determinations of Metropolitan Transportation Plans (hereinafter, "MTP"), Metropolitan Transportation Improvement Programs (hereinafter, "TIPs"), and Regionally Significant Projects (hereinafter, "RSP");

WHEREAS, the Parties enter into this Agreement in accordance with Section 176(c)(4)(E) of the Clean Air Act (hereinafter, "CAA"), as amended (42 USC 7401 et seq.) with respect to the conformity of MTPs, TIPs and FHWA/FTA projects, which are developed, funded or approved by the United States Department of Transportation (hereinafter, "USDOT") and by the MPO or other recipients of funds under Title 23 USC, or the Federal Transit Act (49 USC Chapter 53), and Title 15A North Carolina Administrative Code (hereinafter, "NCAC"), Subchapter 02D, Section .2000, relating to nonattainment and maintenance areas;

WHEREAS, the MPO desires to comply with the aforementioned federal laws and regulations and parallel state and local laws and regulations by preparing, modifying and evaluating MTPs and TIPs (which may include RSPs) in accordance with the SIP and in order to preserve the integrity of the SIP;

WHEREAS, NCDOT desires to comply with the aforementioned federal laws and regulations and parallel state and local laws and regulations by assisting the MPO in its conformity determination in accordance with the State Transportation Plan and State Transportation Improvement Program (hereinafter, "STIP") and in order to preserve the integrity of the SIP;

WHEREAS, NCDEQ desires to assist the MPO in its compliance with the aforementioned federal requirements and must enforce applicable state environmental laws and regulations regarding air quality;

WHEREAS, USEPA desires to effectively enforce the relevant federal laws and regulations regarding air quality and compliance with SIP requirements;

WHEREAS, FHWA desires to effectively enforce and administer the relevant aforementioned federal laws and regulations regarding metropolitan and statewide transportation planning and transportation conformity;

WHEREAS, FTA desires to effectively enforce and administer the relevant aforementioned federal laws and regulations regarding metropolitan and statewide transportation planning and transportation conformity; and

WHEREAS, the Parties wish to work together to perform the duties imposed upon them by law and to coordinate among themselves for efficient and thorough planning for air quality in the geographic area included within the MPO.

THEREFORE, in consideration of these conditions and for good and valuable consideration and the benefits flowing to the Parties from each other, the receipt of which is hereby acknowledged, and in further consideration of the mutual covenants, terms, conditions, and restrictions hereinafter set forth, the Parties hereby agree as follows:

PURPOSE

The purpose of this MOA is to satisfy the requirement in CAA Section 176(c)(4)(E) to create a state conformity SIP containing the following three requirements of the Federal Transportation Conformity Rule, 40 CFR, Part 93, Subpart A: (1) 40 CFR 93.105, which addresses consultation procedures; (2) 40 CFR 93.122(a)(4)(ii), which states that conformity SIPs must require written commitments to control measures to be obtained prior to a conformity determination if the control measures are not included in an MPO's transportation plan and TIP, and that such commitments be fulfilled; and (3) 40 CFR 93.125(c), which states that conformity SIPs must require written commitments to mitigation measures to be obtained prior to a project-level conformity determination, and that project sponsors comply with such commitments.

1.0 DEFINITIONS

- 1.1** "Conformity" -- refers to the status of transportation plans, programs and projects within a region designated as nonattainment or maintenance for transportation-related pollutants, as to whether they comply with air emission levels and standards required by existing state and/or federal implementation plans for that region.
- 1.2** "Consultation" -- means when one Party confers with another identified Party, prior to any final decision, provides all information necessary to that Party needed for meaningful input, and considers and responds to the views of that Party in a timely and written manner.
- 1.3** "Interagency Consultation Conformity Determination Meeting" -- refers to a meeting called by the MPO or its designee and open to all Parties, designed to establish agreed upon procedures, protocols, and schedules for conducting a conformity analysis and determination.
- 1.4** "Metropolitan Transportation Plan" (MTP) -- means the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation process.

- 1.5** "Transportation Improvement Program" (TIP) -- means a prioritized listing/program of transportation projects that are developed and formally adopted by the MPO as part of the metropolitan planning process, consistent with the MTP pursuant to 23 CFR, Part 450, and required for projects to be eligible for funding pursuant to Title 23 USC and 49 USC Chapter 53.
- 1.6** "State Implementation Plan" (SIP) -- means documents, including, but not limited to, State adopted regulations, attainment demonstrations, and maintenance plans, submitted by North Carolina to, and approved by, the USEPA, or the most recent revision thereof, in accordance with Sections 110, 301(d), and 175(A) of the CAA (42 USC 7410, 7601, and 7505(a)) and regulations promulgated by USEPA pursuant to the provisions of those Sections.
- 1.7** "Statewide Interagency Consultation Meetings" (SICM) -- refers to regularly scheduled informational meetings, sponsored by NCDEQ to which all Parties are invited, including all MPOs and Regional Planning Organizations throughout the State, which are required to have air quality conformity determinations pursuant to Title 15A NCAC Subchapter 02D, Section .2000.
- 1.8** "Statewide Transportation Improvement Program" (STIP) -- means a statewide prioritized listing/program of transportation projects that is consistent with the long-range statewide transportation plan, the MTP, TIPS, and required for projects to be eligible for funding pursuant to Title 23 USC and Title 49 USC Chapter 53.
- 1.9** "Timely" -- means within the timeframe agreed to in the schedule set at the Interagency Consultation Conformity Determination Meeting(s).
- 1.10** "Transportation Providers" -- means public agencies that provide transportation services to the public, these agencies are publicly owned and operated.
- 1.11** "Parties" -- means representatives from all signatory agencies to this Agreement.
- 1.12** "Transportation Control Measures" (TCMs) -- are strategies that are specifically identified and committed to in SIPs; and are either listed in Section 108 of the CAA, or will reduce transportation-related emissions by reducing vehicle use or improving traffic flow.
- 1.13** All other terms used herein but not defined in this Agreement shall have the meaning given to them by the CAA, Title 23 and 49 USC, 40 CFR 93.101, other USEPA regulations, other USDOT regulations, or 15A NCAC 02D.

2.0 DUTIES OF THE PARTIES

The roles and responsibilities of each Party are defined below:

- 2.0.1 Each Party member shall determine which staff members will represent the Party in the conformity process and shall take responsibility to see that the appropriate representatives are available to ensure a cooperative process and adequate communication among the Parties. Each Party shall choose its representative(s) and at least one alternate staff person for interagency consultation and provide their names and contact information to NCDEQ. It is the responsibility of each Party to notify NCDEQ of changes in their appointed designee(s) or contact(s).
- 2.0.2 All Parties shall review and provide comments to the MPO on draft MTPs, TIPs, and conformity analyses. All Parties shall review and provide comments to NCDEQ on draft SIP submissions. All Parties shall review and provide comments to NCDOT and/or local project sponsors on project-level conformity determination prepared during the National Environmental Policy Act (NEPA) process for FHWA/FTA projects located in the MPO jurisdiction. Parties shall provide their written review comments, if any, to these agencies within twenty-one (21) days of receipt of draft documents unless an alternate deadline has been agreed upon at an interagency consultation meeting. The MPO, NCDEQ, or NCDOT, as appropriate, shall respond in writing to all Parties to explain how comments were addressed or why they were not addressed in the subsequent version of the document that is distributed to all Parties.

2.1 MPO DUTIES

- 2.1.1 The MPO, or its designee, shall sponsor the Interagency Consultation Conformity Determination Meetings and prepare meeting agendas and meeting materials required for fulfillment of consultation procedures outlined in this Agreement. Any adjacent MPO will be invited to this meeting for purposes of coordination and consultation.
- 2.1.2 The MPO, or its designee, shall prepare meeting summaries and conclusions of said Interagency Consultation Conformity Determination Meetings and other appropriate meetings it sponsors. The MPO, or its designee, shall provide meeting summaries and conclusions to all Parties within a timely manner not to exceed fourteen (14) days after the meeting. The other Parties may provide comments on meeting summaries/conclusions to the MPO within a timely manner not to exceed fourteen (14) days, copying other Parties. The MPO, or its designee, shall respond to comments from Parties in writing in a timely manner not to exceed fourteen (14) days of receiving comments. The MPO's response to comments shall be distributed to all Parties.
- 2.1.3 The MPO shall consult with the Parties on the development process for MTPs, TIPs, and amendments thereto. This process will begin no later than one year prior to when the conformity determination is needed.

- 2.1.4 Notification of the MTP and TIP revisions and amendments that add or delete non-exempt projects.
- 2.1.5 Before the MPO conducts conformity analyses and determinations, as initiated under the terms and conditions of this Agreement, the MPO, or its designee, shall initiate and facilitate an Interagency Consultation Conformity Determination Meeting with all Parties on proposed procedures and protocol for conducting and performing conformity analysis prior to making a conformity determination. This meeting will take place preferably one year prior to, but no less than 9 months before the determination is needed.
- 2.1.6 The MPO, NCDOT, or its designee, shall conduct project-level conformity analysis for MPO-sponsored projects as part of the NEPA process for FHWA/FTA projects located in the MPO boundary. The MPO does not have to make project-level conformity determinations.
- 2.1.7 The MPO, or its designee, shall provide information requested by other Parties to track the implementation of TCMs funded by the MPO, or local municipalities, and included in the SIP by the dates agreed to in the Interagency Consultation Conformity Determination Meeting.
- 2.1.8 The MPO shall be responsible for development and maintenance of the travel demand model for the MPO area in consultation with the Parties. The MPO may delegate such responsibility to a third party through an agreement with NCDOT and/or neighboring MPOs and associated transportation agencies to develop a regional travel demand model. Any Party delegating responsibility to a third party shall notify the third party, in writing, that all documentation is subject to the applicable public records law. Responsibility for development and maintenance of a regional travel demand model should be established through a separate memorandum of agreement between the affected MPOs, NCDOT, and associated transportation agencies.
- 2.1.9 Upon written request by the Parties, the MPO, or its designee, shall provide all Parties with available travel data needed to determine various transportation emissions budgets, if they are responsible for this data.
- 2.1.10 The MPO, or its designee, shall assist NCDEQ and NCDOT as needed for modifications or revisions to the SIP, which includes the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP, and providing critical input to the SIP development process, such as vehicle miles traveled (VMT) and speed assumptions for various road classifications.

- 2.1.11 The MPO, or its designee, shall submit concurrently, upon completion, a draft and/or final MTP and/or TIP document and related conformity determination to the NCDOT, NCDEQ, and FHWA. FHWA will coordinate the federal review effort and will forward the documents to FTA and USEPA unless an alternate coordination process is specified through interagency consultation. The MPO shall respond in writing to comments made by the other Parties on draft documents.
- 2.1.12 The MPO shall maintain procedures for public involvement in the conformity determination process consistent with its adopted Public Involvement Procedures including receiving and responding to public input on conformity findings, consistent with 23 CFR 450.316(a) and 40 CFR 93.105(e).
- 2.1.13 The MPO, or its designee, shall submit a written request for emissions modeling results required for conformity determinations to NCDEQ or its designee, and shall provide vehicle speed, VMT, and other data necessary to generate the emissions modeling results.
- 2.1.14 Enforceability of design concept and scope and project-level mitigation and control measures.
 - 2.1.14.1 Prior to making a conformity determination on the MTP and/or TIP, the MPO will ensure any project-level mitigation or control measures are included in the project design concept and scope and are appropriately identified in the regional emissions analysis used in the conformity analysis.
 - 2.1.14.2 The MPO shall fulfill commitments made for mitigation measures that were required for facilitating positive conformity determinations.
 - 2.1.14.3 Written commitments to mitigation measures must be obtained prior to a positive conformity determination, and project sponsors and/or operators must comply with the agreed upon commitment obligations (in accordance with 40 CFR 93.122(a)(4)(ii)).

2.2 NCDEQ DUTIES

- 2.2.1 NCDEQ shall maintain a list of current interagency consultation members and distribute it to all members whenever a change in membership occurs.
- 2.2.2 NCDEQ shall participate in the Interagency Consultation Conformity Determination Meetings, sponsor the SICM meeting, and other appropriate committees/meetings established to advise the Parties on SIP and emissions control strategies and programs particularly as these relate to transportation issues.

- 2.2.3 NCDEQ shall participate in consultations with the Parties regarding the development process for MTPs, TIPs, and amendments thereto.
- 2.2.4 NCDEQ shall participate in the development and review of transportation system and emissions modeling activities and projection procedures to ensure consistency of air quality and transportation system evaluations.
- 2.2.5 NCDEQ shall ensure the SIP is developed using appropriate emissions and control measures. NCDEQ is to develop the applicable motor vehicle emissions budgets in consultation with the Parties to ensure that accurate and up-to-date data assumptions are being used at the initial phases of the development of the SIP by the deadline established by NCDEQ during the consultation process. NCDEQ shall update the SIP consistent with federal CAA requirements.
- 2.2.6 NCDEQ shall provide applicable transportation-related emission budgets and revisions to the NCDOT, MPO, and USDOT (FHWA and FTA).
- 2.2.7 NCDEQ shall keep the Parties apprised of its SIP revision submittals and USEPA's approval thereof and provide for and respond in writing to comments made by the MPO and NCDOT and the other Parties in transportation-related SIP development processes.
- 2.2.8 NCDEQ shall obtain MPO and NCDOT approval for the inclusion of transportation-related TCMs (for any TCM funded by the federal and state transportation budgets or local funds and where the implementing agency is the MPO) in the SIP.
- 2.2.9 NCDEQ shall provide a list of TCMs included in the SIP as well as their SIP implementation schedules at the Interagency Consultation Conformity Determination Meeting.
- 2.2.10 Upon initiating a modification or revision to the SIP, NCDEQ shall consult with NCDOT and the MPO, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP. Additionally, NCDEQ will consult with NCDOT and the MPO about what critical transportation-related inputs for the SIP development process should be used, such as VMT and speed assumptions for various road classifications. A draft version of the SIP will be shared with the Parties, at a minimum, thirty (30) days prior to the end of the public comment period.
- 2.2.11 NCDEQ shall consult and review project narratives provided by NCDOT or appropriate project sponsor to determine if the project is an air quality concern pursuant to 40 CFR, Part 93.

- 2.2.12 NCDEQ, at the written request of NCDOT or the MPO, shall provide appropriate emissions modeling results to NCDOT or the MPO for completion of the conformity analysis. NCDEQ shall provide a schedule for completion of work within two (2) business days of the written request. NCDEQ shall consult with NCDOT and/or the MPO for the availability and appropriate use of local data in the latest USEPA-approved emissions model.
- 2.2.13 NCDEQ shall review and provide comments to the MPO on draft conformity analyses. NCDEQ shall provide timely review comments to the MPO within twenty-one (21) days of receipt for inclusion in the final report in accordance with the terms and conditions of this Agreement.

2.3 NCDOT DUTIES

- 2.3.1 NCDOT shall participate in the SICM, Interagency Consultation Conformity Determination Meeting(s), and other appropriate committees/meetings established to discuss with the Parties on the development of a revised statewide transportation plan, including programs and projects.
- 2.3.2 NCDOT shall consult with the Parties to develop the STIP and amendments thereto. Furthermore, NCDOT shall keep the Parties apprised of the status and content of statewide transportation plans and the STIP.
- 2.3.3 NCDOT shall consult with the Parties to develop MTPs, TIPs, and amendments thereto by the dates agreed to in the Interagency Consultation Conformity Determination Meeting.
- 2.3.4 NCDOT shall participate in the development and review of transportation system emissions modeling activities and projection procedures to ensure consistency of air quality and transportation system evaluations.
- 2.3.5 NCDOT shall review and provide comments to the MPO on draft conformity analyses by the dates agreed upon in the Interagency Consultation Conformity Determination Meeting unless NCDOT has authored said conformity analysis report.
- 2.3.6 NCDOT shall also provide information requested by other Parties to track the implementation of TCMs included in the SIP by the dates agreed to in the Interagency Consultation Conformity Determination Meeting.
- 2.3.7 NCDOT shall assist NCDEQ and the MPOs as needed for modifications or revisions to the SIP, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP.

- 2.3.8 NCDOT shall conduct project level conformity analysis for NCDOT sponsored projects as part of the NEPA process for FHWA/FTA projects located in the MPO boundary.
- 2.3.9 Enforceability of design concept and scope and project-level mitigation and control measures.
 - 2.3.9.1 The NCDOT shall obtain written commitments from the project sponsor and/or operator to fulfill and complete all of the projects and operations identified by the project-level NEPA mitigation or control measures with respect to local hot-spot analysis.
 - 2.3.9.2 The NCDOT shall fulfill commitments made for mitigation measures that were required for facilitating positive conformity determinations.
 - 2.3.9.3 Written commitments to mitigation measures must be obtained prior to a positive conformity determination, and project sponsors and/or operators must comply with the agreed upon commitment obligations.

2.4 FHWA and FTA (USDOT) DUTIES

- 2.4.1 FHWA and FTA shall consult with the Parties regarding the SICM, the Interagency Consultation Conformity Determination Meetings, and other appropriate committees/meetings established to advise the Parties on the development of transportation plans, programs, and projects, particularly as these relate to air quality-related issues.
- 2.4.2 FHWA and FTA shall advise the Parties of changes to USDOT technical, regulatory, and policy guidance as it relates to the planning process and conformity.
- 2.4.3 FHWA and FTA shall assist NCDEQ, NCDOT, and the MPOs as needed for modifications or revisions to the SIP, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP.
- 2.4.4 FHWA and FTA shall assess the MPO's compliance with public participation policy and procedures that meet the requirements of 23 CFR 450.316(a) and 40 CFR 93.105(e).
- 2.4.5 FHWA and FTA shall provide written comments to the other Parties concerning both draft and final conformity findings in accordance with the terms of this Agreement. The final conformity finding made by FHWA shall be consistent with the requirements of the national conformity memorandum of understanding.

- 2.4.6 FHWA shall review and provide timely approval or rejection, in writing, of the final conformity determination report by the MPO of an amended and/or adopted transportation plan, program, or project subject to conformity analysis and determination according to this Agreement by the dates agreed to in the Interagency Consultation Conformity Determination Meetings.
- 2.4.7 The FHWA will coordinate the federal review effort and will forward copies of the draft or final MTP and/or TIP document and related conformity determination to the FTA and USEPA unless an alternate coordination process is specified through interagency consultation.
- 2.4.8 In accordance with 40 CFR 93.125(c), prior to making a project-level conformity determination for a transportation project, FHWA must obtain from the project sponsor and/or operator written commitments, as defined in 40 CFR 93.101, to implement any project-level mitigation or control measures in the construction or operation of the project identified as conditions for NEPA process completion. The written commitments to implement those project-level mitigation or control measures must be fulfilled by the appropriate entities.
- 2.4.9 FHWA shall be responsible for final approval or rejection of project-level conformity determinations on FHWA projects.

2.5 USEPA DUTIES

- 2.5.1 USEPA shall participate in the SICM, the Interagency Consultation Conformity Determination Meetings, and other appropriate committees/meetings established to advise the Parties on the development of transportation plans, programs, and projects, particularly as these relate to air quality-related issues.
- 2.5.2 USEPA shall, in a timely fashion, advise the Parties of changes to USEPA policy, regulation, and guidance related to air quality and conformity.
- 2.5.3 USEPA shall review and comment, in writing to FHWA and the MPO, on draft and final conformity analyses in accordance with the terms of this Agreement and consistent with the requirements of the national conformity memorandum of understanding within twenty-one (21) days of receipt.
- 2.5.4 USEPA shall assist NCDEQ, NCDOT, and the MPOs as needed for modifications or revisions to the SIP, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP.

- 2.5.5 USEPA shall review the adequacy of the motor vehicle emissions budgets, and determine the approvability determination of submitted SIPs, including the Conformity SIP (the subject of this MOA) and any subsequent revisions, and of control strategy SIPs and any revisions. USEPA's determination of approvability shall be published in the Federal Register.
- 2.5.6 USEPA shall be consulted with and will review compliance for hotspot requirements related to individual FHWA/FTA projects and provide comment in writing.

3.0 CONTENT AND SUBMISSION OF TRANSPORTATION PLANS, PROGRAMS, AND PROJECTS

3.1 CONTENT AND DESIGN

The MTP/TIP, programs, and/or projects to be analyzed for conformity shall meet the requirements of the current federal transportation authorizing legislation, and the most current USDOT and USEPA regulations. At the time that a new or revised transportation plan is proposed, the MPO, in cooperation with NCDOT and local transportation planning agencies, shall prepare a list of new or modified transportation projects and services included in the transportation plan and identify the time frame each new project or service is expected to become operational.

3.2 PUBLIC PARTICIPATION

Conformity determinations for MTP and TIPs shall follow the specific public involvement process established by the MPO, consistent with the requirements of 23 CFR, Part 450, which provides opportunity for public review and comment prior to formal action on a conformity determination. The public review must provide reasonable public access to technical and policy information considered by the affected parties in making the conformity determination.

Conformity determinations in rural portions of nonattainment and maintenance areas outside and adjacent to the MPO boundaries shall follow the specific public involvement process established by NCDOT, consistent with the requirements of 23 CFR, Part 450, which provides opportunity for public review and comment prior to formal action to update the STIP.

Any charges imposed for public review and copying should be consistent with applicable fee schedules including but not limited to 49 CFR 7.43 and North Carolina General Statute 132-6.2.

4.0 STATEWIDE INTERAGENCY CONSULTATION MEETINGS

NCDEQ shall sponsor a SICM meeting on a regular basis for the purpose of keeping all Parties and all MPOs abreast of new information concerning transportation planning generally and as it relates to conformity analysis and determination.

4.1 MEETING FREQUENCY

SICM shall be held monthly unless otherwise agreed upon by all Parties. Meeting dates shall be determined by NCDEQ after consultation with the Parties. The meeting shall consist of updates and other pertinent information provided by each Party.

4.2 SPECIAL MEETINGS

If NCDEQ determines, in consultation with other Parties, a need for an unscheduled SICM meeting and there is a consensus among the Parties to have an unscheduled meeting, NCDEQ must provide prior notice to all Parties, at least fourteen (14) days in advance of the meeting. However, the Parties may waive the fourteen (14) day advance notice requirement if all Parties agree that an earlier scheduled meeting is in the best interest of the Parties.

4.3 MEETING LOCATION AND AGENDA

The SICM meeting location shall be determined based upon convenience and agreement by the Parties. NCDEQ shall provide all Parties, including all Statewide MPOs, advanced notice of the meeting time, location, and agenda. If necessary and convenient, the SICM meeting need not be a face-to-face meeting but may occur by telephone, video, or some other practical electronic means.

4.4 DISCUSSION OF SIP-RELATED ISSUES

NCDEQ shall use the SICM meeting as an opportunity to update the Parties on SIPs under development and SIP revisions submitted to USEPA. NCDEQ shall allow the Parties to review and comment on transportation-related SIP issues and respond to said comments. See Section 2.0.2 for the general process for commenting and responding to comments.

5.0 INITIATING CONFORMITY DETERMINATIONS OR ANALYSIS

The Parties shall make conformity determinations and consultations consistent with this Agreement and in accordance with the conditions described in 40 CFR, Part 93 for MTPs, TIPs, and FHWA/FTA projects.

5.1 EXEMPTIONS TO CONFORMITY DETERMINATIONS

- 5.1.1 Notification of Exempt Status Required -- The MPO shall notify the Parties of adoption or approval of projects determined to be exempt by the MPO and provide a basis for such exempt status. Notification by the MPO shall also be made when the MTP or TIP is revised to add or delete exempt projects as defined in 40 CFR 93.126, 93.127, and 93.128. Notification of deleted projects does not have to be made prior to an MPO action.
- 5.1.2 Objection to Exempt Determination -- If the Parties disagree with the MPO's finding that the amendment to the MTP or TIP contains only exempt projects, the objecting Party shall notify all Parties in writing. See Section 9.0 for conflict resolution procedures.

6.0 INTERAGENCY CONSULTATION CONFORMITY DETERMINATION MEETING

When the need for conformity analysis and determination is initiated in accordance with this Agreement and aforementioned regulations, the MPO, or its designee, shall call an Interagency Consultation Conformity Determination Meeting to which all Parties of this Agreement shall be invited by the MPO, or its designee. The Interagency Consultation Conformity Determination Meeting shall be held prior to performing any conformity analysis or determination and shall address the specific processes outlined in 40 CFR 93.105(c). The purpose is to coordinate early with the Parties on information regarding the choice of some major parameters of the conformity analysis and to determine the schedule of preparation and review of the analysis. All of the information agreed upon by the Parties will be documented in the pre-analysis plan. If during the meeting a conflict arises, the Parties shall follow the conflict resolution procedures as outlined in Section 9.0 of this document.

6.1 NOTICE OF MEETING

The MPO, or its designee, shall provide at least fourteen (14) days prior written notice to the Parties that an Interagency Consultation Conformity Determination Meeting has been scheduled. Said prior notice shall also be given to local transportation providers represented by the MPO. However, the Parties may waive the fourteen (14) day advance notice requirement if all Parties agree that an earlier scheduled meeting is in the best interest of the Parties.

6.2 MEETING PLACE, TIME AND AGENDA

The meeting shall be scheduled at a time and location that allows representatives from the Parties to participate. The MPO, or its designee, shall distribute to the Parties draft agenda and meeting materials at least five (5) business days prior to the meeting. The Parties shall have the opportunity to add agenda items and will be responsible for presenting them. If it is agreed among the Parties that additional meetings are required the MPO, or its designee, may schedule such additional meetings.

Attendance at the Interagency Consultation Conformity Determination Meeting may be by telephone or teleconference so long as all the Parties agree. If some Parties are unable to attend the Interagency Consultation Conformity Determination Meeting(s), the MPO or its designee shall consider whether meaningful consensus can be reached with the available Parties. If the MPO or its designee determines the overall Party representation to be adequate, it shall document the meeting and provide all Parties with a summary of the important discussions and conclusions.

6.3 CONSULTATION ON CONFORMITY ANALYSIS APPROACH

The MPO, or its designee, shall outline, in the pre-analysis plan, the proposed methodologies to be used in the conformity analysis and share the pre-analysis plan with the Parties for comment at least seven (7) days prior to the meeting unless otherwise agreed upon by all Parties.

- 6.3.1 Interagency Consultation Procedures -- The issues listed in 40 CFR 93.105(c) shall be reviewed and discussed at this meeting, including but not limited to, the following activities:
 - 6.3.1.1 Evaluating and choosing an appropriate model (or models) and associated methods and assumptions to be used in hot-spot analyses and regional emissions analyses;
 - 6.3.1.2 Determining which minor arterial and other transportation projects should be considered RSPs for the purpose of regional emissions analysis, (in addition to those functionally classified as principal arterials or higher or fixed guideway systems or extensions that offer an alternative to regional highway travel);
 - 6.3.1.3 Evaluating whether projects otherwise exempted from meeting the requirements of 40 CFR 93.126 and 93.127 should be treated as non-exempt in cases where potential adverse emissions impacts may exist;
 - 6.3.1.4 Discussing whether or not adopted TCMs are on schedule and performing as anticipated, as required by 40 CFR 93.113. If TCMs are not on schedule, Parties shall discuss whether 40 CFR 93.113(c)(1) can be met and what will occur if 40 CFR 93.113(c)(1) cannot be met;
 - 6.3.1.5 Choosing conformity tests and methodologies for areas outside the MPO boundary but within the nonattainment or maintenance area as required by 93.109(g)(2)(iii);
 - 6.3.1.6 Consulting on emissions analysis for transportation activities which cross MPO, nonattainment area, or air basin boundaries;
 - 6.3.1.7 For the metropolitan planning area that does not include the entire nonattainment or maintenance area, the MPO and NCDOT will work to provide cooperative planning and analysis for the purposes of determining conformity of all projects outside the metropolitan area and within the nonattainment or maintenance area through interagency consultation meetings;

- 6.3.1.8 Ensuring that plans for construction of RSPs, that are not FHWA/FTA projects, are disclosed to the MPO on a regular basis and any changes to those plans disclosed in writing to the MPO;
 - 6.3.1.9 NCDOT and the MPO, or its designee, will consult on the design, schedule and funding of research and data collection efforts and regional transportation model development through interagency consultation meetings;
 - 6.3.1.10 As defined in Section 2.1.10, the MPO, or its designee will provide final documents and supporting information to each applicable Party after adoption or approval;
 - 6.3.1.11 Latest planning assumptions for developing emissions modeling results for the conformity analysis;
 - 6.3.1.12 Projects without a determined design concept and scope shall be discussed at the Interagency Consultation Conformity Determination Meeting; and
 - 6.3.1.13 Parties must agree on sufficient details of the design concept and scope for the project to be included in the conformity analysis and determination.
- 6.3.2 TCM Analysis and Implementation -- The Interagency Consultation Conformity Determination Meeting shall be used for assuring implementation of TCMs, which shall be a joint responsibility of NCDEQ, the MPO, and NCDOT. NCDEQ shall submit (at the Interagency Consultation Conformity Determination Meeting) a list of the TCMs and their implementation schedules included in the applicable SIP, to be included in the MTP or TIP.
- 6.3.3 Scheduling Implementation -- The MPO or its designee shall provide a list of transportation system elements from the most recent conforming MTP for inclusion in the current TIP to be completed in the time frame established in the MTP. NCDEQ or its designee (at the request of the MPO) shall provide the emissions modeling results to the MPO within a time agreed upon during the interagency consultations and to allow the MPO sufficient time to complete the conformity analysis on schedule. Additional meetings to address schedule changes or modifications shall be scheduled as needed. Due to the difficulty in assembling all Parties at one time, subsequent meetings may involve various subsets of the larger group. However, pertinent information discussed in these sub-meetings shall be shared with the other Parties as defined in Section 2.1.2.

- 6.3.4 TIP Conformity Analysis and Determination -- The MPO shall also discuss the TIP as it relates to conformity-related issues. If the TIP is a subset of a currently conforming MTP, the discussion of the TIP conformity analysis and determination may be made via e-mail or postal mail unless a Party member identifies sufficient reasons for including such discussions in a scheduled face-to-face meeting. If e-mail or postal mail is used, the MPO shall outline the manner in which the upcoming TIP conformity determination is to be carried out. The MPO shall inform the Parties of any proposed changes in procedure from the last TIP Conformity Analysis and Determination. The review and commenting procedures are outlined in Section 2.0.2.

7.0 CONFORMITY ANALYSIS RESULTS AND REPORTING

The draft conformity analysis report shall be circulated to the Parties defined during the Interagency Consultation Conformity Determination Meeting for their review prior to releasing said draft report for public review as required by Title 15A NCAC 02D .2003. After the Parties' twenty-one (21) day review period, or review period agreed upon by all Parties, the MPO shall provide public review and comments of the draft report in accordance with the MPO's public participation policies and procedures. The MPO shall not make a conformity determination or plan adoption or approval until after the agency review is completed or the required review period has ended and after public participation.

7.1 DOCUMENTATION OF CONFORMITY ANALYSIS

The conformity analysis shall document all assumptions and relevant information used to determine the impact of the MTP, TIP, or FHWA/FTA project on travel and emissions in the region.

Contents of the Regional Conformity Analysis Report --The conformity analysis report shall include, but not be limited to, the following documentation:

- 7.1.1 Forecasts of population, households, and employment in the analysis shall be either mentioned or referenced in report;
- 7.1.2 Mobile model inputs and outputs used to develop road network emissions modeling results; and
- 7.1.3 VMT and average speed for each federal functional classification.

7.2 COMMENTS BY THE PARTIES AND THE PUBLIC

The Parties may comment upon the analysis results after receiving the results of the draft conformity analysis and report. The results shall also be made available to the public for review and comment in accordance with the MPO's public participation policy and procedures and 23 CFR 450.316(a) and 40 CFR 93.105(e).

- 7.2.1 Evaluation of Comments from the Public -- After the completion of the public comment period, the comments received from the public on the conformity analysis shall be addressed in the final report and may be raised in an additional meeting between the Parties. Comments may be addressed individually or in summary form at the discretion of the MPO.
- 7.2.2 Evaluation of Comments from the Parties -- If the Parties disagree with the conclusions of the analysis, the MPO shall convene a meeting or consult with the Parties via an electronic communication means (telephone, teleconference, e-mail, etc.) if agreed to by the Parties, to consider and discuss the comments and determine whether further conformity-related analysis is needed.

8.0 CONFORMITY DETERMINATION ADOPTED BY MPO RESOLUTION

The MPO may make a conformity determination and approval/adoption of the MTP, TIP, RSP, or applicable transit project after addressing conformity-related objections and concerns raised by both the public and the Parties.

8.1 NOTIFICATION OF MPO RESOLUTION

The MPO shall provide FHWA and NCDOT with written notification of a conformity determination by MPO resolution within the time period agreed upon during interagency consultation meetings. The MPO shall include, along with the notification, a copy of the final conformity analysis and report. FHWA will be responsible for distribution of the final conformity analysis and report to the USEPA and FTA for formal review.

8.2 NCDEQ OBJECTION TO CONFORMITY DETERMINATION

If NCDEQ objects to the MPO's conformity determination, NCDEQ may appeal the MPO determination within fourteen (14) days of receiving notification of the MPO's determination. The appeal process and procedure to be followed shall be in accordance with the Conflict Resolution Section of this Agreement. Notwithstanding NCDEQ's right of appeal, NCDEQ may waive its right to object, in writing, at any time during the fourteen (14) day appeal period.

8.3 USDOT REJECTION OF CONFORMITY DETERMINATION

USDOT may reject the MPO determination within forty-five (45) days of receiving notification of the MPO's determination. The MPO may appeal the rejection to the Secretary of the USDOT. If no written approval or rejection has been received from USDOT after forty-five (45) days, the Secretary of NCDOT, the Chairperson of the MPO or the Secretary of NCDEQ may provide a written request of review by the Secretary of the USDOT seeking a resolution among the FHWA and FTA. The rejection of conformity determination and appeal procedure and process shall be in accordance with the Conflict Resolution Section of this Agreement.

9.0 CONFLICT RESOLUTION

The purpose of this Agreement is to ensure that necessary conformity analyses and determinations are made efficiently and with limited conflict. The Parties believe this Agreement establishes a means and protocol for consultation and document review that will avoid conflicts and disagreements among the Parties regarding final conformity determinations. Nevertheless, a means must be established to address the possibility that certain conflicts may arise that cannot be resolved among the designated representatives of the Parties. It is the purpose of this Section to address such situations.

9.1 RESOLUTION OF CONFLICTS AT THE STATE LEVEL

9.1.1 Conflicts Arising Prior to Conformity Determination -- Any conflict or disagreement between NCDOT, NCDEQ, and the MPO causing a lack of consensus among the state Parties as to acceptance of MPO conformity analysis may be resolved in the manner described below. If NCDOT or NCDEQ objects to the proposed conformity analysis prior to the MPO making a conformity determination by resolution, the issue may be resolved by the following procedure:

9.1.1.1 **Level I Resolution** -- After the objecting Party gives five (5) days written notice to the other Party members explaining the reasons for objection, each staff level Party member shall forward written objections to the Level I Resolution Negotiators who are defined as follows:

NCDOT-- the Transportation Planning Division Director
NCDEQ -- the Division of Air Quality Director
MPO -- the Chair of Technical Coordinating Committee or his or her designee.

The Level I Resolution negotiators shall have five (5) business days, from notice, to resolve the matter by mutually agreed upon meeting forum, including, but not limited to, face-to-face meetings, telephone, and e-mail.

9.1.1.2 **Level II Resolution** -If the Level I Resolution Negotiators are unable to resolve the dispute, it may be raised to Level II Resolution negotiators who are defined as follows:

NCDOT -- The Secretary of the NCDOT
NCDEQ -- The Secretary of NCDEQ
MPO -- the Chair of the MPO or his/her designee.

The Level II Resolution Negotiators shall have ten (10) business days to resolve the matter by mutually agreed upon meeting forum, including, but not limited to face-to-face meetings, telephone, and e-mail.

9.1.2 Conflicts Arising After MPO Regional Conformity Determination -- After the MPO has made its conformity determination by resolution and adoption/approval, NCDEQ may appeal said conformity determination by resolution and adoption/approval to the Governor of North Carolina within fourteen (14) days of confirmation that NCDEQ received notice. If NCDEQ appeals to the Governor, the final conformity analysis and determination must have the concurrence of the Governor of North Carolina. NCDEQ shall provide written notice of appeal under this Subsection to the Chairperson of the MPO, the Secretary of NCDOT, the FHWA North Carolina Division Administrator, and the USEPA and FTA Region 4 Administrators. Notwithstanding NCDEQ's right of appeal, if NCDEQ supports the final conformity determination, NCDEQ may voluntarily waive its right of appeal, in writing.

9.1.2.1 **Resolution of NCDEQ Appeal** --The Governor may delegate his or her role in this appeals process to another official or agency within the State, but not to the head or staff of NCDEQ, NCDOT, MPO, the North Carolina Board of Transportation, or any agency that has responsibility for any one of these functions.

If the NCDEQ does not appeal to the Governor within fourteen (14) days of the MPO's notification of conformity on the MTP or TIP, the MPO may continue submission of its conformity determination to USDOT for their final review and conformity determination. The MPO does not have to make conformity determinations on projects.

9.2 RESOLUTION OF CONFLICTS AT THE FEDERAL LEVEL

It is the affirmative responsibility of FHWA and FTA to raise issues prior to the end of any agreed upon review period. If FHWA or FTA determines there is a significant issue, it is that agency's affirmative responsibility to arrange a meeting with the Parties to resolve the issue prior to writing negative comments or finding that the MTP or TIP in question does not conform to the intent of the SIP.

If, after the fourteen (14) day prior notice of the MPO's final conformity determination by resolution and approval/adoption, NCDEQ has not appealed said final conformity determination (or waived its right to appeal earlier), FHWA and FTA may provide written approval or rejection of the final conformity determination within forty-five (45) days of notice of the final conformity determination.

9.2.1 Consensus Among Federal Agencies -- If, within the forty-five (45) day period the FHWA and FTA are in disagreement over the approval or rejection of the conformity determination, the FHWA and FTA may escalate the conflict among their respective agencies in an attempt to resolve the issue within the forty-five (45) days' time period.

- 9.2.2 Rejection by the Federal Agencies -- If the FHWA and FTA reject the conformity determination, the MPO, NCDOT, or NCDEQ may appeal said rejection to the Secretary of USDOT.
- 9.2.3 No Action after Forty-Five (45) Days -- If after forty-five (45) days, no written approval or rejection has been provided from FHWA and FTA, the Secretary of NCDOT, the Chairperson of the MPO, or the Secretary of NCDEQ may provide a written request of review by the Secretary of the USDOT seeking a resolution among the FHWA and FTA.

10.0 MODIFICATIONS OF AGREEMENT

- 10.1** The Parties may propose revision(s) to this MOA, and request that Parties meet to consider such a revision. A change in duties will require this MOA to be reviewed.
- 10.2** The NCDEQ may make administrative amendments if necessary to preserve the accuracy and integrity of this MOA. The following administrative amendments shall not require the Parties to sign a new MOA:
 - 10.2.1 Change information that is readily available to the public, such as when an organization or position is renamed;
 - 10.2.2 Correct a citation to a referenced law or regulation when the citation has become inaccurate because of the repeal or reorganization of the cited text; or
 - 10.2.3 Correct a typographical error.

If an administrative amendment is made, documentation of the change shall be submitted to each of the Parties. If no Party provides objections to the revision within twenty-one (21) days of receipt, the revised Agreement shall be adopted as final.

If a Party provides objections to the administrative amendment within twenty-one (21) days of receipt, the NCDEQ shall attempt to resolve the issue. If consensus cannot be obtained by the Parties, the revised Agreement shall not be adopted as final.

11.0 SAVINGS PROVISIONS AND OTHER

- 11.1** This MOA does not change any of the requirements and obligations contained in any existing law or regulation, including but not limited to CAA transportation conformity regulations (40 CFR, Parts 51 and 93), NEPA, or 15A NCAC. In the event of conflict between the provisions of this Agreement and an existing regulatory provision, the regulatory provision shall prevail.
- 11.2** Upon its execution by the Parties this MOA supersedes any and all previous Agreements between the signatories with respect to matters addressed herein.
- 11.3** This MOA does not create any, nor does it affect any existing, administrative or judicial right of the Parties.
- 11.4** If any provision of this MOA is rendered or declared invalid by any final court action or decree, or by reason of preemptive legislation, the remaining Sections of this MOA shall remain in full force and effect for the duration of the MOA.
- 11.5** Unless otherwise specified, in computing any period of time prescribed or allowed in this MOA, Rule 6 "Time" of the North Carolina Rules of Civil Procedure shall apply.

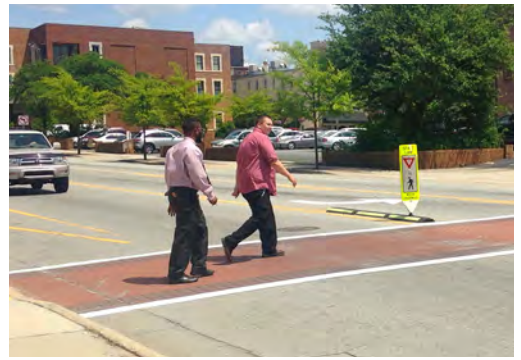
IN WITNESS WHEREOF, the parties have executed this AGREEMENT on this
the _____ day of _____, 2020.

MPO

By: _____

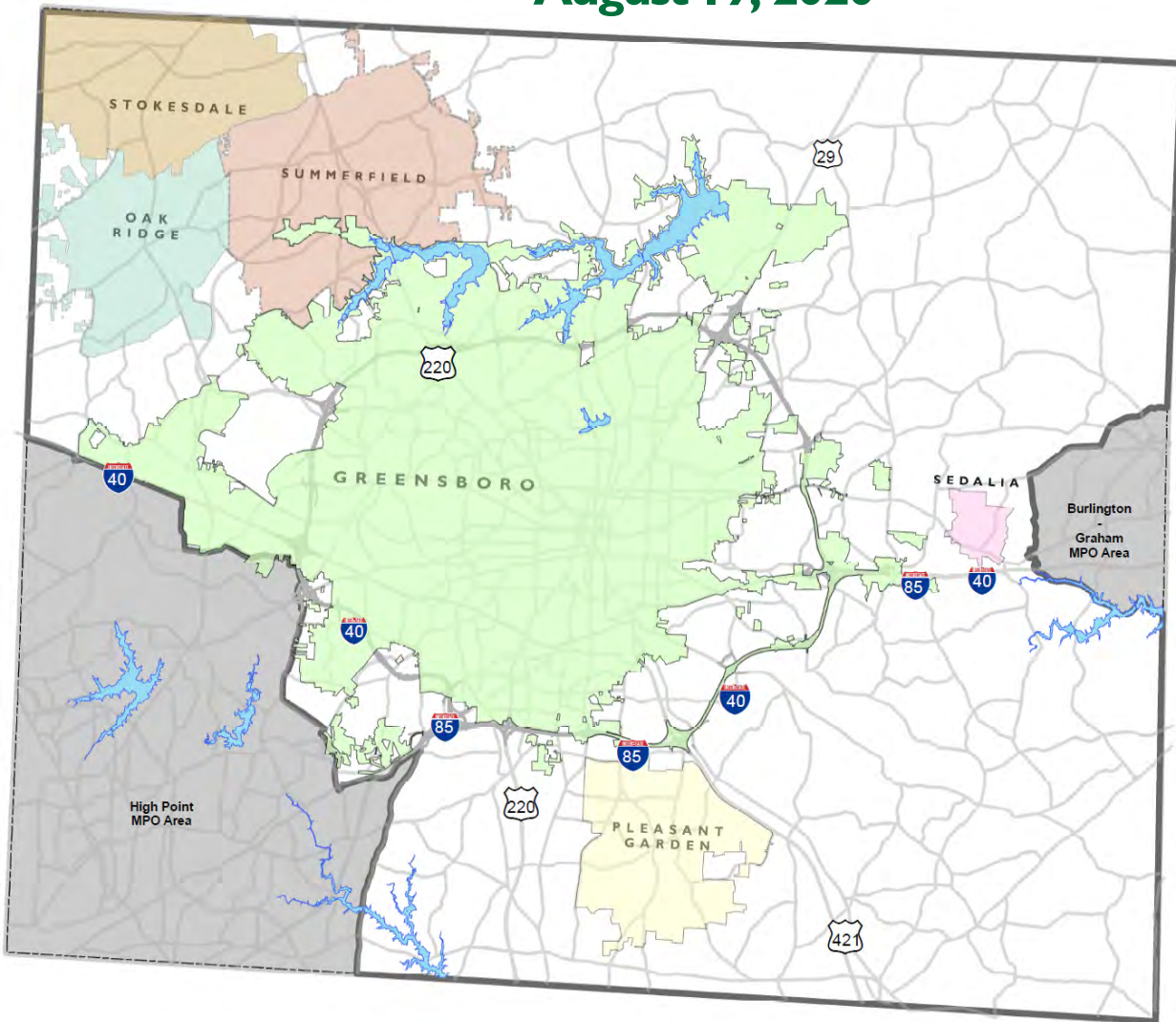
Name: _____

Title: _____



Public Participation Plan

August 19, 2020



Greensboro
Oak Ridge
Pleasant Garden
Sedalia
Stokesdale
Summerfield
Guilford County



Background and Goals

The Greensboro Urban Area Metropolitan Planning Organization (MPO) develops and coordinates transportation plans, programs, projects, and other documents for the MPO area.

The MPO develops a Public Participation Plan to ensure the public receives timely notice and information about these documents and processes; to ensure the public has reasonable opportunities to share views with decision-makers; and to comply with federal Metropolitan Planning Regulations.

The MPO works diligently to effectively and efficiently provide public information, opportunities for public input, and access to the transportation decision making process. That includes a commitment to periodically review the effectiveness of the procedures and strategies outlined herein.

The Public Participation Plan was introduced in 2007 to provide guidance on appropriate steps in a wide range of situations, with flexibility to vary the approach depending on the circumstances, and suggestions for trying new methods when appropriate.

The 2013 update clarified the different levels of changes that can occur with the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP), and what level public involvement is necessary with those changes.

The 2014 update extended the Public Participation Plan to cover the Program of Projects document accounting for current year transit grants as well as any transit fare changes or major service changes that may be proposed.

The 2018 update added elements required under revised federal metropolitan planning regulations and updated procedures for communicating public comment opportunities including current technological trends such as social media.

The proposed 2020 update streamlines procedures for document distribution and outlines the use of virtual meetings with phone-in access where appropriate.

The Public Participation Plan establishes an **administrative process** and **three tiers of public involvement** to accommodate items ranging from minor changes/routine items to high-impact changes/long-term plans with the potential to be of considerable public interest. The administrative process and the three tiers establish a baseline of required public participation activities with the flexibility to customize additional steps as appropriate.

Routine and procedural items are handled under the administrative process with public involvement limited to the regular MPO meeting notice and public comment opportunities. Relatively small or localized projects, items with few potential impacts, and/or items with a wider scale but little general interest are classified as Tier 1. Area-wide plans or projects with potentially significant community impacts are classified as Tier 2 or 3.

A **toolbox** identifies additional steps that may be used for items at each tier as appropriate. The toolbox is not exhaustive, and additional steps may be taken as appropriate. In addition, the Public Participation Plan specifies the tier that some documents fall under, but it leaves to interpretation the tier assignment for other documents. For such items, MPO staff will identify the tier for such items and any additional steps to use with the guidance and oversight of the Transportation Advisory Committee (TAC).

The MPO uses the Public Participation Plan to emphasize equity by seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

Where a participation strategy is intended to help reach these communities, it is marked with an asterisk ().*

The Public Participation Plan is supplemented by the Limited English Proficiency Plan available on the MPO website.

Who is the public?

For the purposes of the Public Participation Plan the public includes anyone interested in MPO activities. Consistent with federal Metropolitan Planning Regulations, the public also includes individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool programs, vanpool programs, transit benefit programs, parking cash-out programs, shuttle programs, or telework programs), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.

DISTRIBUTION OF TITLE VI INFORMATION

Information on Title VI and other programs will be crafted and distributed to employees, contractors and subrecipients, stakeholders, and the general public.

Public distribution efforts may vary depending on factors present, but will generally include: posting public statements setting forth our nondiscrimination policy in eye-catching designs and locations; placing brochures in public places, such as government offices, transit facilities, and libraries; having nondiscrimination language within contracts; including nondiscrimination notices in meeting announcements and handouts; and displaying our Notice of Nondiscrimination at public meetings.

At a minimum, nondiscrimination information will be distributed on our website and on posters in conspicuous areas at our office(s). Project-related information and our most current Title VI-related information will be maintained online.

A Note about Title VI

We will inform people of their rights under Title VI and related authorities with regard to our program. The primary means of achieving this will be posting and distributing the policy statement and notice.

Additional measures may include verbally announcing our obligations and the public's rights at meetings, placing flyers at places frequented by targeted populations, and an equal opportunity tag-on at the end of radio announcements.

The method of notification will be determined through an initial screening of the area.

Amendment or Administrative Modification?

Administrative Modification – a revision to the Metropolitan Transportation Improvement Program (MTIP) that is not significant enough to be considered an amendment. Examples include changes in project cost, moving a project phase from one fiscal year to another, or modifications of project scope or funding source. Administrative modifications will generally be presented to TAC for informational purposes and concurrence. Public notice will be given through the MPO's regular meeting notice provisions and routine distribution lists consistent with Administrative Process provisions.

Amendment – a revision to the MTIP that is consistent with federal and state requirements for TIP amendments. Examples include the addition or deletion of non-regionally significant project(s), a substantial change in the design concept of a non-regionally significant project, or the addition of a new funding phase not previously provided for. Public notice will be given through the MPO's regular meeting notice provisions and routine distribution lists consistent with Administrative Process provisions.

Administrative Process: Minor Modifications

Routine and procedural items are handled under *the administrative process* using the regular MPO meeting notice and public comment opportunities. Public notice of such items is given through the distribution of MPO agenda packets online and via established e-mail distribution lists, including the *Interested Parties* list, to which any interested person will be added upon request. Opportunities for comment on such items include the *Public Comments* agenda item included on each TAC meeting agenda. This provides an opportunity for interested persons to make comments or ask questions to the TAC upon recognition by the chair, subject to any reasonable time limits as the Chair may impose. MPO meetings are held in an accessible, transit-served, and convenient location.

Items processed using administrative process procedures, including MPO meeting agendas and agenda packets, are an important part of the MPO's efforts to providing timely notice and reasonable access to information about transportation issues and processes.

The Administrative process includes but is not limited to the following:

- Administrative modifications or routine amendments to the MTIP or adopted Program of Projects.
- Modifications of the MTP text, analysis, or mapping to account for minor project changes or small projects with few impacts or to make minor corrections.
- Corrections and minor modifications of the text, analysis, or mapping of other MPO Plans such as the BiPed Plan, Public Participation Plan, and the Coordinated Human Services Public Transportation Plan.
- Systems planning studies contributing or supplementing the MTP such as the Congestion Management Process or MPO Performance Measure reports.
- Other technical/preliminary/exploratory studies.

Tier 1: Limited Reach, Impact, or Interest

Tier 1 includes but is not limited to:

- Relatively small or localized projects with significant impacts.
- Items with a wider scale but with relatively few impacts and relatively modest interest.
- Studies affecting portions of the urban area.
- Geographically focused plans.
- Periodic revisions to the Public Participation Plan.

Tier 1 items shall contain maps, photos, renderings, or other visualization tools as appropriate to aid in understanding.* Tier 1 items are to be as jargon-free and succinct as possible.*

Tier 1 minimum requirements are listed below. Additional steps may be taken as appropriate:

1. Documents shall be available for public review for at least 30 calendar days on the MPO website (an accessible website* hosted by the City of Greensboro) and in print at the GDOT Office. Printed documents will be made available upon request.

Note the review period for Public Participation plan updates will be a minimum of 45 days.

2. During the public review period, comments shall be allowed to be submitted:
 - Via mail, fax, or other delivery method, and
 - Via e-mail, and/or website forms
3. Notice of the item and the public comment opportunity will be provided at the beginning of the public review period to include:
 - Where the document can be reviewed online and in print;
 - Instructions for submitting comments;
 - Due date for comments;
 - Contact information for questions; and
 - Notice of the date, time, and location of any public meetings.
 - Public notices will include maps, photos, or other graphics as appropriate.
4. Public comments received will be:
 - Acknowledged with a written or e-mailed receipt message for comments submitted in writing, via e-mail, or through Internet forms;
 - Responded to as appropriate, which could include a direct communication to the commenter or a response in the revised document;
 - Documented and presented to the MPO's Technical Coordinating Committee (TCC) and TAC, in summary form or verbatim, before a vote is taken to adopt the plan or document in question; and
 - Included in summary form or verbatim with final documents, if sufficiently significant.
5. Public notice will be given via the following outlets:
 - Display ad in at least major newspaper.
 - City of Greensboro and GUAMPO Website.
 - Press release to media outlets. MPO staff will maintain the list of media contacts.*
 - At TCC and TAC meetings and/or via email to members of stakeholder agencies.

6. Periodic revisions to the PPP will also include at least one display ad in a newspaper that serves minority communities.*

When warranted by the specifics of the item the following additional steps may be used:

- As needed, an agenda item for a public hearing or comment opportunity may be established at the TAC meeting where action as scheduled.
- Advertise in a newspaper that serves minority communities.* (*this is a required step for periodic Public Participation Plan revisions*).
- Advertise in local newspapers serving the Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield
- Advertise in publications serving minority communities and/or Spanish speaking individuals.*
- Provide additional notice to local government officials including from the Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield.

*The Limited English Proficiency Plan provides additional steps for items with a significant potential impact or important to language groups with significant numbers of Limited English Proficiency individuals**

Tier 2: Larger Geographic Reach or Impacts

Projects, studies, and plans with a wide geographic reach and potential significance are classified as Tier 2. Tier 2 includes but is not limited to:

- Adoption of the MTIP, Major Amendments to the MTP, and any air quality documents that may be required.
- Major projects, studies, plans, or amendments impacting much of the urban area or affecting minority or low-income populations significantly or in unusually high proportions.*
- The Program of Projects (POP) documents prepared annually by MPO member agencies the GTA and PART.
- Fare changes and major transit service changes (*See next page for more information*).

Tier 2 minimum requirements:

All Tier 1 procedures and steps except as modified below.

1. Documents shall be available for public review in the following additional locations.
 - Guilford County Commissioners Office
 - NCDOT Division 7 Office
2. Additional public notice will be given via the following outlets:
 - Display ad run in a newspaper that serves minority communities.*
 - Notifications shall be available for public at transit hubs and buses.
3. An electronic notice will be sent to a list of interested parties, including representatives of neighborhood and community organizations, especially in minority and low-income communities, to provide timely information about public comment periods and meetings.*
4. At least one public meeting should be held during the public review period, to present the document and solicit comments.
 - Scheduling and location shall be accessible to the public (this includes a location near public transit, a time when transit is operating, as well as an accessible building and room for individuals with disabilities).*
 - Special services shall be available upon five business days advance notice, when practical, and subject to availability of services and resources. These special services include translation for non-English speakers, materials for the visually impaired, and services for the deaf and hard of hearing, in accordance with City policies. The availability of these services should be mentioned in public notices.*
 - *The public hearing requirement for the POP may be satisfied at the TAC meeting where POP adoption is scheduled.*

Program of Projects (POP)

Federal regulations require that a POP be developed for the MPO area each year. The POP includes a brief description of expected projects for the year, total project costs, and federal share for each project. The POP accounts for the urbanized area's Section 5307 apportionment, other FTA formula and discretionary grants, State funding, and other sources.

The MPO prepares the POP annually in consultation with the Greensboro Transit Authority (GTA), the Piedmont Authority for Regional Transportation (PART), and Guilford County Transportation & Mobility Services (TAMS) and consistent with the *MPO Transit Resource Allocation Plan*.

Public review and comment on the MTIP document are sufficient to satisfy the POP public review and comment requirements. When separate public involvement procedures are used for the POP, they are to be consistent with those used for the MTIP, except that the public hearing requirement for the POP may be satisfied at the TAC meeting where POP adoption is scheduled.

One special requirement applies to the POP: the public announcement of the proposed POP must contain a statement that the proposed program will be the final program unless amended.

5. An additional opportunity for public comment will be provided on major amendments or adoption of a new MTP or MTIP if the final metropolitan transportation plan or TIP:

- Differs significantly from the version that was made available for public comment by the MPO, and;
- Raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.

Transit Fare and Major Service Changes

Public involvement is required prior to implementation of major fixed route transit service changes and any change in the fare structure for area fixed route services.

The transit operator shall seek public input using Tier 2 guidelines. Comments are to be presented to the Transit Operator's board before a vote is taken to approve the changes.

After reviewing public comments and the analysis of the changes, the Board may authorize staff to implement the changes or may direct other action.

Major service changes include changes to GTA routes and services in a manner expected to result in a decrease or increase of 15% of total revenue hours.

Tier 3: Very Broad and Long Range

Tier 3 is reserved for plans and programs with a wide significance and level of interest for residents and communities. This tier can include:

- Plans that are the first of their kind in the area
- Major and comprehensive updates to the Metropolitan Transportation Plan beyond the scale of typical updates (infrequently undertaken).

Visualizations in documents should include photos, graphics, or renderings to enhance understanding.*

Tier 3 requirements include:

Requirements listed for Tier 1 and Tier 2.

1. Use as broad and inclusive an electronic contact list as possible to ensure that as many people as possible receive information. Items that should be sent to this list include:
 - Progress/update newsletters to provide timely notice at project kick-off, at the beginning of public comment periods, and otherwise as appropriate;
 - Surveys to elicit comments that might not otherwise be volunteered.

2. Spanish language public notices and advertisements should be submitted for posting to the leading Spanish-language newspaper.
3. Social media and online outreach platform strategies will be used to maximize the opportunity for public to review and provide comments.
4. At least one public meeting shall be held. The meeting should be accessible to individuals with disabilities. Locations should be held in a transit-accessible locations except where the geographic scope dictates meetings in areas not served by fixed route transit service. *

Suspension of Normal Distribution of Documents for Public Review

Due to public health emergencies, natural, disasters, or other extraordinary reasons when deemed appropriate and necessary by TAC Chair, paper copy distribution of documents to specified physical locations may be suspended.

Online Public Meetings

When the public meeting is held online, a phone number and instructions should be provided to watch/ listen to the meeting. Meetings should be streamed live on an online platform that allows the public to see and hear the meetings. Meeting agenda, materials, presentations, and instructions for people to provide comments should be posted online in advance of the meetings.

Toolbox of Additional Measures

The MPO will take additional steps to publicize comment opportunities and seek input as appropriate. This toolbox gives examples of some of the approaches that may be used for that.

- Use strategies mandated for higher tiers selectively to enhance lower tier comment opportunities.
- Distribute information through community groups such as Action Greensboro, Neighborhood Associations, or member jurisdictions to more easily access their established contact networks.

- Use pre-existing citizen committees or forums provided by other community organizations to share information and seek input.
- Use social media to promote public information and input opportunities and/or seek comments.
- Bundle multiple public review opportunities together when possible for logistical efficiencies and for the convenience of interested parties.
- Use surveys in the public involvement process to elicit comments that might not otherwise be volunteered.
- Consult the MPO Bicycle and Pedestrian Advisory Committee.
- Accept comments over the phone or in person, allowing those with limited writing skills to comment.*
- Provide a longer public review period.
- Create new committee(s).
- Hold workshops or design charrettes instead of standard public meetings or drop-in sessions.
- Reverse the traditional flow of information: interested parties or groups could be invited to make presentations to the TAC, TCC, or other policy boards.
- Use focus groups and/or statistically valid telephone surveys.

MPO Meetings

Every public meeting held by an official MPO board, committee, or subcommittee will meet or exceed the requirements of the North Carolina Open Meetings Laws §143-318, Article 33, Meetings of Public Bodies.

Meetings of the TAC and TCC are open to the public. Each TAC meeting includes a *Public Comments* opportunity. Meeting minutes are public record. Past minutes and the schedule of meetings are available at the MPO's Web site. Prior to each meeting, a contact list of interested parties receives reminder notices, meeting agendas, and other material consistent with procedures described under the *Administrative process*. To join the *Interested Parties* list, please contact MPO staff.

Virtual Meetings

MPO meetings may be held solely online or phone when warranted due to public health emergencies, natural disasters, other extraordinary reasons, or when deemed appropriate and necessary by TAC Chair and in accordance with the North Carolina Open Meetings Law.

- A phone number and instructions to access the online meetings will be provided for public to listen and/or watch the meetings.
- Meetings should be streamed live on an online platform that allows the public to see and hear the meetings
- Meeting agenda, materials, and presentations should be posted online in advance of the meetings.
- If public comments cannot be made in person during the meetings, provide means and instructions for people to provide their comments by phone call or email prior to the meetings.

Review of Effectiveness and Revision

The MPO will periodically review the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process. This evaluation will consider attendance at meetings, the quantity of comments, Web site usage statistics, and tally sheets from printed documents distributed to public review locations. The periodic review may lead to steps deemed inefficient or ineffective to be replaced with more effective and efficient methods.

Periodic revisions to the Public Participation Plan shall be handled as a Tier 1 process with a 45-calendar-day public review period and an additional requirement to advertise in a newspaper that serves minority communities.

Appendix A
Public Outreach

The draft *Public Participation Plan 2020 Update* was out for public comment from **June 9 to July 24, 2020**. The public outreach included advertising on 2 newspapers Carolina Peacemaker and Greensboro News & Records, a press release, and the MPO website.

One comment was received during the public review period.

From: webmaster@greensboro-nc.gov <webmaster@greensboro-nc.gov>
Sent: Friday, July 3, 2020 8:31 PM
To: Guampo Distribution <GuampoDistribution@greensboro-nc.gov>
Subject: PPP Comment

Recipients: guampo@greensboro-nc.gov
Sender subject: MPO TAC updated plans
Sender name: Bob Fricke
Sender email: Frickej@guilfrod.edu

First, I am appalled by the complete and total lack of Engineering leadership and Traffic planning to eliminate and improve traffic flows and modern methods to eliminate and prevent bottlenecks and traffic delays throughout the City and surrounding communities. Case in point, the complete and total lack of Collector/Bypass and Border entry and exit lanes at all current highway interchanges, intersections, and the urban loop. Case in point the Wendover I40 intersection backs up on all lanes and all directions during any and all phases of the day, except for early AM/PM periods. Next, the lack of modern improvements to 'Death Valley' that has been a sore point for decades, without leadership and vision to greatly improve the intersections to Collector roads and streets. And the recently completed Battleground/Urban Loop intersection/interchange is another short sighted and flawed design that causes more bottlenecks. Case in point, Battleground, Cotswold Ave area, is a source of constant

Staff replied:

Good afternoon,

Thank you for your comment. I will share your information with my coworkers and incorporate your comment in the Public Participation Plan.

Regards,

Tram Truong, GISP, Transportation Planner

GDOT/ GUAMPO

Phone: 336-373-2903

Appendix B
Adopting Resolution

RESOLUTION ADOPTING THE PUBLIC PARTICIPATION PLAN

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, public participation is a key element in every major transportation-related process and decision; AND

WHEREAS, the Public Participation Plan helps to ensure the provision of timely notice and information to the public regarding planning activities and a reasonable opportunity for the public to share their views with decision-makers; AND

WHEREAS, the Public Participation Plan includes the Title VI Civil Rights Act for nondiscrimination on the ground of race, color, sex, age, national origin, or disability under any program or activity; AND

WHEREAS, the Public Participation Plan includes the virtual MPO meetings due to public health emergencies, natural disasters, other extraordinary reasons, or when deemed appropriate and necessary by TAC Chair and in accordance with the North Carolina Open Meetings Law; AND

WHEREAS, the plan is consistent with the public involvement provisions set forth in federal law and regulation; AND

WHEREAS, the plan is a result of periodic evaluations of the previous Public Participation Plan, dated August 28, 2019, which the plan replaces; AND

WHEREAS, the plan's development included a public review period of at least 45 calendar days, as required by the previous Public Participation Plan; AND

WHEREAS, comments received during the aforementioned public review period have been duly considered and addressed in the revised Public Participation Plan;

NOW THEREFORE, be it resolved, that the Greensboro Urban Area Transportation Advisory Committee hereby adopts the Public Participation Plan, on this day, August 19, 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, August 19, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day August 19, 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
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)	Aug. 2020	Oct. 2020	\$145,000	Construction schedule pending	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.	Oct. 2020	Jan.2021	\$67,500	Funds approved 3/7/19 and released, Agreement executed for construction by City of Greensboro	Dawn McPherson
SS-4907CM 48631.3.1	Traffic Signal revisions at the following locations: US 220 (Battleground Avenue) at Green Valley Road/Pembroke Road; US 70 (Wendover Avenue) at Elwell Avenue; SR 2526 (Summit Avenue) at Sixteenth Street; SR 3841 (Market Street) at Edgeworth Street; US 220 (Battleground Avenue) at Edney Ridge Road; US 220 (Battleground Avenue) at Markland Drive; and US 29 at E. Cone Boulevard.	Oct. 2020	Jan.2021	\$200,700	Funds approved 3/7/19 and released, 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 Greensboro	2/16/21	FY2024	\$44,800,000	R/W acquisition underway - 90% complete	Laura Sutton
U-5812 54040.1.1 54040.2.1 54040.3.1	Intersection improvements at Pisgah Church Rd. and Lawndale Ave., at Lawndale Ave. and Martinsville Rd., and at Martinsville Rd. and Pisgah Church Road in Greensboro	3/18/21	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 Greensboro	3/18/21	FY2023	\$930,000	Planning and design activities underway, Project transferred to City of Greensboro (LAP)	Donnie Huffines Chris Smitherman

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907CJ 48305.1.1 48305.3.1	Guardrail installation on SR 2819 (McLeansville Road) at Bridge 4000156 over Reedy Fork Creek	Apr. 2021	Jun. 2021	\$41,000	Construction schedule pending	Bobby Norris
SS-4907CO 48784.3.1	Install severe duty impact attenuator on I-85 North at Exit 126 A-B collector ramp to US 421 South in Greensboro	Apr. 2021	Jun. 2021	\$35,000	Funds approved and released 6/10/19	Bobby Norris
SM-5707G 48907.1.1 48907.2.1 48907.3.1	Installation of left and right turn lanes on SR 2526 (Summit Avenue) at SR 2565 (Hicone Road) in Greensboro	Jul. 2021	Nov. 2021	\$710,000	Funds approved 9/5/19 but not released	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) in Greensboro	11/16/21	FY2023	\$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 Summerfield	12/16/21	May. 2022	\$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 Greensboro	1/6/22	Apr. 2023	\$300,000	Funds approved and released 12/6/18	Chad Reimakoski
R-5725 50474.1.1 50474.2.1 50474.3.1	Intersection improvements on NC68 from NC150 to SR 2129 (Fogelman Rd.) in Oak Ridge . Improvements consist of access management and safety enhancements.	1/18/22	FY2024	\$7,563,000	Planning and design activities underway, Public meeting held 3/5/19	Brian Ketner
48919	Realign lanes on eastbound SR 2254 (West Wendover Ave) at Holden Rd (non-system) to create an acceleration lane in Greensboro	Jan. 2022	Jun. 2022	\$150,000	Funds approved 9/5/19 but not released	Dawn McPherson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
48916	Realign intersection to improve turning radius on the north side of NC-61 / NC-100 (Main St) and NC-61 (N Wharton Ave) in Gibsonville	Feb. 2022	Jul. 2022	\$610,000	Funds approved 9/5/19 but not released	Chad Reimakoski
U-6019 47164.1.1 47164.2.1 47164.3.1	Construct turn lanes and sidewalks at the intersection of SR 2334 (Air Harbor Road) and SR 2347 (Lake Brandt Road) in Greensboro	3/17/22	FY2024	\$475,000	Final design underway, ROW acquisition on hold - 20% complete	Chris Smitherman
SS-6007F 49116.1.1 49116.2.1 49116.3.1	All Way Stop and overhead red flasher installation at intersection of SR 1005 (Alamance Church Road) and SR 3093 (Old Julian Road) southeast of Greensboro	Jun. 2022	FY2023	\$27,900	Funds approved 3/5/20 but not released.	Dawn McPherson
SS-6007I 49119.1.1 49119.3.1	Traffic signal revisions at the intersection of SR 1115 (Rehobeth Church Road) and West Vandalia Road in Greensboro	Jun. 2022	FY2023	\$4,500	Funds approved 3/5/20 but not released, Agreement pending for construction by City of Greensboro	Dawn McPherson
SS-6007J 49156.1.1 49156.2.1 49156.3.1	All Way Stop with overhead flashing beacon installation at the intersection of SR 3336 (Coble Church Road) and SR 3093 (Old Julian Road) southeast of Greensboro	Jun. 2022	FY2023	\$26,820	Funds approved 3/5/20 but not released.	Dawn McPherson
SS-6007K 49263.1.1 49263.3.1	Traffic signal revisions at intersection of SR 4121 (Gate City Boulevard) and Patterson Street in Greensboro	Jun. 2022	FY2023	\$9,900	Funds approved 6/4/20 but not released.	Dawn McPherson
SS-6007L 49829.2.1 49829.3.1	Traffic signal installation and pedestrian accommodations at the intersection of SR 4240 (W Gate City Boulevard) at Fulton Street in Greensboro	Jun. 2022	FY2023	\$81,000	Funds approved 6/4/20 but not released.	Dawn McPherson
SS-6007M 49290.1.1 49290.2.1 49290.3.1	Traffic signal installation at the intersection of SR 2565 (Hicone Road) and SR 2835 (McKnight Mill Road) northeast of Greensboro	Jun. 2022	FY2023	\$72,000	Funds approved 6/4/20 but not released.	Dawn McPherson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SM-5707I 49147.1.1 49147.2.1 49147.3.1	Traffic signal installation at NC 61 and I-85 NB/I-40 EB ramps south of Whitsett	Jun. 2022	FY2023	\$100,000	Funds approved 3/5/20 but not released.	Dawn McPherson
SM-5707J 49179.3.1	Northern Guilford High School main entrance on SR 2329 (Spencer Dixon Road) approximately 2400 feet south of NC 150, north of Greensboro . Sight distance improvements and revisions to the internal queuing capacity of the school to allow all school traffic to be contained within the school property and not queued up on adjacent roads.	Jun. 2022	FY2023	\$7,000	Funds approved 4/2/20 but not released.	Dawn McPherson
U-6008 47143.1.1 47143.2.1 47143.3.1	Interchange improvements at SR 2085 (Bryan Boulevard) and New Garden Road in Greensboro . Improvements include new ramp from Westbound New Garden Road to Westbound SR 2085 (Bryan Boulevard)	6/16/22	FY2024	\$3,600,000	Planning and design activities underway, Public meeting held 6/6/19	Chris Smitherman
Y-4807B 40325.2.59 40325.3.59	Pine Street RR crossing closure and Lowdermilk St./ Sykes Ave. realignment in Greensboro	6/17/22	FY2024	\$2,250,000	Planning and design activities underway, COG acquiring ROW - 50% complete	Kumar Trivedi
U-5841 50232.1.1 50232.2.1 50232.3.1	Widen Lindell Road (SR 2254 Wendover Ave. Off Ramp) and Friendly Avenue to accept dual left turn lanes in Greensboro	8/18/22	FY 2024	\$1,750,000	Final design underway, R/W certified 2/4/20	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 Greensboro	10/20/22	FY 2024	\$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 Greensboro	11/17/22	FY 2024	\$1,250,000	Planning and design activities underway	Chad Reimakoski

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
U-4758 40251.2.1 40251.3.1	Improvements to Johnson Street/Sandy Ridge Road from SR 1820 (Skeet Club Road) to south of I-40 in High Point	12/20/22	FY2025	\$35,800,000	Planning and Design activities underway, Public meeting 8/14/18	Laura Sutton
I-5712 50126.2.1 50126.3.1	Interchange improvements at I-40/US 421 and SR 1850 (Sandy Ridge Road) in Greensboro . Sandy Ridge Road widening to Cider Lane	12/20/22	FY2024	\$17,134,000	Planning and Design activities underway, Public meeting 5/21/19	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 Greensboro .	1/17/23	FY2025	\$13,416,000	Planning and design activities underway, Project includes Build NC Bonds	Laura Sutton
P-5709 46920.1.1 46920.2.1 46920.3.1	Construct grade separation at Franklin Boulevard and NSRR H line in Greensboro	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 Greensboro	5/16/23	FY2025	\$25,800,000	Planning and design activities underway, Coordinate with U-5974	Brian Ketner
R-5823 47095.1.1 47095.2.1 47098.3.1	Widening of NC 65/NC 68 from NC65 in Stokesdale (Southernmost intersection) to US 220/ Future I-73 in Rockingham Co.	5/16/23	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 Greensboro	6/20/23	FY2025	\$3,484,000	Planning and design activities underway, Letting combined with B-5718	Kevin Fisher

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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 Greensboro	7/18/23	FY2025	\$2,923,000	Planning and design activities underway	Brian Ketner
U-5851 50240.1.1 50240.2.1 50240.3.1	Widening of SR 1001 (Church Street) from US 220 (Wendover Avenue) to East Cone Boulevard in Greensboro	11/21/23	FY2024	\$15,771,000	Planning and design activities underway	Laura Sutton
U-5892 44673.1.1 44673.2.1 44673.3.1	Add lanes on US 220 (Battleground Ave.) from Westridge Road to Cotswold Avenue in Greensboro	12/19/23	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 High Point	5/21/24	FY2025	\$52,479,000	Planning and design activities underway, Coordinate with U-4015A	Brian Ketner
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 Greensboro	10/21/25	FY2026	\$11,880,000	Planning and design activities underway	Kevin Fisher

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
I-6004 47958.1.1 47958.2.1 47958.3.1	Upgrade interchange at I-40/I-85 and SR 3056 (Rock Creek Dairy Road) in Guilford Co.	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 Greensboro . Add lanes, improve SR 1007(Randleman Road) and Elm-Eugene Street interchanges and replace Norfolk-Southern Railroad Bridge overpass east of Elm-Eugene Street	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 Greensboro	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 Greensboro	6/20/28	FY2030	\$67,000,000	PE funds approved 6/5/18, State EA/FONSI scheduled 7/30/25	Brian Ketner
R-2577C 37405.1.1	US158 from North of SR2034 (Anthony Road) to US220 in Stokesdale	Post years	Post years	\$30,200,000	Planning and environmental studies underway, Coordinate with R-5823	Laura Sutton

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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	85	82
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	7/31/2020	100	99.94
C203627	C-5558	CITY OF HIGH POINT SIGNAL SYSTEM	MB HAYNES CORPORATION DBA HAYNES ELECTRIC UTILITY A DIVISION	Lorenz, PE, Kris	\$7,099,452.53	11/30/2015	2/15/2019	5/9/2016	7/31/2020	100	85.73
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	88	94
C203914	I-5738	PAVEMENT REHAB. ON I-85 FROM I-85 BUSINESS TO MAIN STREET IN ARCHDALE.	TRIANGLE GRADING & PAVING INC	Lorenz, PE, Kris	\$14,981,507.83	9/26/2016	11/1/2018	11/10/2016	7/31/2020	100	89.06
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
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	7/31/2020	100	87.04
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	1/28/2021	98.9	60.54
C204096	U-2525C	GREENSBORO EASTERN LOOP FROM US-29 NORTH OF GREENSBORO TO SR-2303 (LAWNDALE DR).	ES WAGNER COMPANY LLC/SMITH-ROWE LL	Julian, Jason R	\$120,471,182.82	4/30/2018	11/20/2022	5/7/2018	7/14/2023	53	49.31
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	89.2	72.42
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	53.4	50.32

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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
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	98.53
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	31.5	55.3
C204371	U-2581BA	US-70 (BURLINGTON RD) FROM WEST OF SR-3045 (MT HOPE CHURCH RD) /SR-2819 (MCLEANSVILLE RD) TO EAST OF SR-2826 (BIRCH CREEK RD).	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Snell, PE, William H	\$11,125,538.10	7/1/2020	4/30/2022	7/1/2020	4/30/2022	3.5	6.02
DG00392		RESURFACE 26 SECONDARY ROADS IN ALAMANCE CO. AND 1 SECONDARY ROAD IN GUILFORD COUNTY SR 3349 (ALAMANCE COUNTY LINE 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
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	5/31/2020	100	89.57
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
DG00446	B-5726	REPLACE BRIDGE # 135 ON SR 1001 (NORTH CHURCH STREET) OVER SQUIRREL CREEK	TRIANGLE GRADING & PAVING INC	Lorenz, PE, Kris	\$1,069,372.80	8/6/2018	6/1/2019	9/19/2018	7/31/2020	100	91.16
DG00454		WIDENING, MILLING, RESURFACING AND ADA COMPLIANT CURB RAMPS ON PORTIONS OF 57 SECONDARY ROADS	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Lorenz, PE, Kris	\$3,538,049.26	7/9/2018	11/1/2019	9/4/2018	11/1/2019	98.1	100
DG00462		REHAB. BRIDGES 264, 288, 280, 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				

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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
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	7/22/2020	100	99.95
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	100
DG00498		WIDENING 2 SECONDARY ROADS, MILLING AND RESURFACING THIRTY-SIX SECONDARY ROADS	BLYTHE CONSTRUCTION INC	Hayes, PE, Meredith D	\$2,321,939.00	6/1/2020	5/31/2021	6/1/2020			

NCDOT TPD NEWS



NCDOT TPD — GUAMPO Newsletter

August 2020

NCDOT Logistics + Freight Bulletin

NCDOT has developed an NCDOT Logistics + Freight Bulletin. It focuses on sharing current issues, trends, data, and analyses on freight and logistics across every mode. It aims to expand awareness and understanding of the larger supply chain ecosystem in which multimodal freight transportation is an active and important player.

The NCDOT Office of Logistics + Freight are supply chain management professionals at NCDOT dedicated to supporting and providing resources to NCDOT stakeholders at every stage of project delivery from planning through construction, ensuring infrastructure investment is connected to industry and commerce. They are available to provide relevant data, research, insight, and analysis for NCDOT project managers, planners, or stakeholders on freight activity and behavior across every mode of transportation.

Another valuable resource for freight information is the NC Statewide Multimodal Freight Plan: bit.ly/NCDOTfreightplan

COVID-19 Updates:

To get the most recent updates on NCDOT's response to COVID-19 please refer to the following webpage:

<https://www.ncdot.gov/news/Pages/ncdot-covid-19-response.aspx>

To find out the latest information for North Carolina please refer to the North Carolina Department of Health and Human Services website:

<https://www.ncdhhs.gov/divisions/public-health/covid19/nc-updates-covid-19>

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

- NCDOT Mission Statement

North Carolina VMT and NCDOT Budget Update:

As North Carolinians have been under a stay-at-home order for several weeks their cars too have stayed home. There has been an approximate 40% reduction in VMT between this time in 2019 and the present. This reduction in travel is hitting NCDOT's budget at expected decrease in revenues of 300 million dollars this fiscal year. This reduction is due in large part to the decrease in gas tax revenues which currently account for approximately 54% of NCDOT revenues.

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Upcoming	Date
4th Quarter invoice and work summary due	August 10, 2020
NCDOT submits midyear performance period report to FHWA	October 1, 2020
Federal FY 21 begins	October 30, 2020