



Technical Coordinating Committee Meeting Agenda

December 8, 2020, 2:00 PM
WebEx Online Virtual Meeting

Action Items

1. August 18, 2020 Meeting Minutes
2. 2045 Metropolitan Transportation and Comprehensive Transportation Plans
3. 2021 Safety Performance Measure Targets
4. MTIP Amendment: Technical Plan to Provide Free Broadband Internet Access TU-0002
5. MTIP Amendment: Add New Statewide Project for Bridge Inspections HB-9999
6. MTIP Amendments and Modifications: STIP Rebalancing

Business Items / Potential Action Item

1. Proposed 2021 Meeting Calendar
2. 2020 Congestion Management Process Modification
3. Division Engineer Updates
4. Project Updates
5. Strategic Reports

Other Items

1. Member Updates
2. Wrap Up

Lead Planning Agency: City of Greensboro • Transportation Department



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Technical Coordinating Committee Agenda Summary

December 8, 2020, 2:00 PM
WebEx Online Virtual Meeting

Action Items

2. **2045 Metropolitan and Comprehensive Plans:** The public review period for the 2045 MTP and CTP concluded on December 1, and the documents are due for adoption at this time.
3. **2021 Safety Performance Measure Targets:** resolution endorsing NCDOT's 2021 safety targets to comply with FHWA system performance management requirements.
4. **MTIP Amendment: Technical Plan to Provide Free Broadband Internet Access TU-0002** Adds FTA discretionary grant funded project to prepare a plan to provide free broadband internet access in economically disadvantaged areas in Greensboro using transit, transportation, and other publicly owned infrastructure.
5. **MTIP Amendment: Add New Statewide Project for Bridge Inspections HB-9999:** Establishes new umbrella project to provide for upcoming bridge inspection work across the state.
6. **MTIP Amendments & Modifications: STI Rebalancing:** Adjust project schedules and funding arrangements as part of NCDOT's ongoing TIP rebalancing process. For the most part this involves delaying projects in order to ensure a sustainable cash flow over time in light of recent fiscal challenges and major project cost escalations.

Business Items / Potential Action Item

1. **Proposed 2021 Meeting Calendar:** review, adjust as needed, and approve schedule to establish MPO meeting dates for 2021.
2. **2020 Congestion Management Process Modification:** MPO staff has updated the CMP document with additional performance measure information and a new format. This item is to advise the MPO of the modifications.
3. **Division Engineer Updates:** Review progress on key projects in the MPO area and current topics.
4. **Project Updates:** Recent and upcoming project milestones and other information.
5. **Strategic Reports:** Note upcoming MPO work items, topics of current interest, plans for the next meeting, and an update on NC Moves 2050 Plan.

Lead Planning Agency: City of Greensboro • Transportation Department



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TECHNICAL COORDINATING COMMITTEE

MEETING MINUTES OF AUGUST 18, 2020

2:00 p.m., Greensboro, NC

WebEx Online Virtual Meeting

Attendance

Tyler Meyer	GDOT/MPO	George Linney	GTA
Hanna Cockburn	GDOT	Mark Kirstner	PART
Chris Spencer	GDOT	Suzette Morales	FHWA
Deniece Conway	GDOT	Elizabeth Jernigan	GSO Parks and Rec.
Craig McKinney	GDOT/MPO	Scott Whitaker	Town of Summerfield
Lydia McIntyre	GDOT/MPO	Michael Abuya	NCDOT TPD
Tram Truong	GDOT/MPO	Pat Wilson	NCDOT
Yuan Zhou	GDOT/MPO	Stephen Robinson	NCDOT Div. 7
Chandler Hagen	GDOT/MPO	Tamara Njegovan	NCDOT Div. 7
Gray Johnston	GDOT/GTA	Sean Taylor	Town of Oak Ridge

Lydia McIntyre called the meeting to order at approximately 2:02 PM.

Introductory Items

1. Orientation to WebEx Software

Lydia McIntyre welcomed everyone to the August 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 August 19th 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 August 18th.

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

2. Roll Call

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

McIntyre reviewed 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.

Planning for the transportation future

Action Items

1. June 23, 2020 Meeting Minutes

Hanna Cockburn moved to approve the minutes of June 23, 2020. Elizabeth Jernigan seconded. The TCC voted unanimously to approve.

2. Resolution of Appreciation for Mike Mills Service

Tyler Meyer noted the TAC would be recognizing Mike Mills with a resolution of appreciation in recognition of his service and contribution to the MPO. Mike Mills had recently retired after almost 45 years with NCDOT, the last 21 years as the Division 7 Engineer. The new Division 7 Engineer has not been announced.

Pat Wilson noted the new Division 7 Engineer had not been announced.

Approval was not required.

3. FY 2020-2029 MTIP Amendment: Add Statewide Transit Projects

Tyler Meyer presented an MTIP amendment requested by NCDOT to add seventeen statewide transit projects, which will be used to distribute \$12.6 million in state-directed Section 5339 and Section 5307 funding to transit systems projects across NC. The majority of the funding provides for construction and renovation of transit facilities (\$10.7 million), with smaller amounts available for purchasing electric buses and charging stations, operations support for transit systems, and bus purchases.

The purpose of the amendment is to maintain consistency with the STIP and establish eligibility for Greensboro area transit agencies to be awarded funding under these projects.

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

4. FY 2020-2029 MTIP Amendment / Modification: B-5713 Willow Road Bridge / U-5850 Randleman Road

Tyler Meyer presented an MTIP amendment and modification to delay project phases to assist in fund balancing in the TIP. Project B-5713 (Willow Road Bridge over I-40/I-85) will replace the old bridge and add sidewalk and bicycle accommodations to the new bridge. The amendment shifts project R/W from FY 2022 to 2025 and construction shifts from FY 2023 to 2026.

Project U-5850 (Randleman Road Complete Streets Widening) will extend the five lane cross section to the south and will add a 10-foot sidepath for pedestrians and cyclists on one side of the road and sidewalks to the other. The modification shifts R/W from FY 2021 to 2022. Delays for the project were adopted in a June 2020 MTIP amendment to shift construction from FY 2023 to FY 2024.

Chris Spencer moved to approve. Scott Whitaker seconded. The TCC voted unanimously to approve.

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

Tyler Meyer presented an MTIP amendment to adjust construction schedules and update funding sources and amounts for two MPO-directed bicycle and pedestrian umbrella projects. The MPO created U-5532 & C-5555 as umbrella projects to serve as a mechanism to establish funding for contracts under the project number. The projects have mostly been used for sidewalk contracts, although some contracts for greenway projects were included under U-5532. The amendment shifts construction from FY 2020 to FY 2021 and includes additional available funding in FY 2021 to provide for anticipated costs, increasing total funding from \$5.8 to \$7.6 million.

Meyer noted the College/New Garden Sidewalk Project (C-5555E) is expected to be approved for construction in the near future. Project U-5532 provides for six pedestrian & bicycle projects, including the Josephine Boyd and Walker Avenue Roadway and Sidewalk Project (U-5532A). However, this project is expected to receive authorization for construction and should not be affected by this action.

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

6. FY 2020-2029 MTIP Amendment: TA-6714 Electric Buses & Charging Infrastructure

Tyler Meyer presented the MTIP amendment for Project TA-6714 to add funding awarded to GTA by North Carolina's Department of Environmental Quality (NCDEQ) under a discretionary grant competition. GTA received \$502,000 in VW settlement funds to purchase an additional electric bus, which will bring GTA's electric fleet to 17 buses. The total cost of the electric bus will be supplemented with \$191,000 from CMAQ funding and \$167,000 from City funds.

TA-6714 was amended at the June 2020 TAC meeting to add \$680,000 funds for FY 2020 to purchase a second electric bus fast charger in FY 2020.

Pat Wilson moved to approve. George Linney seconded. The TCC voted unanimously to approve.

7. 2020 Memorandum of Agreement for Air Quality

Tyler Meyer presented the 2020 Memorandum of Agreement (MOA) for Air Quality to replace the existing 2013 MOA between the MPO, NCDOT, NCDEQ, and the EPA. The MPO has been under air quality regulation since a non-attainment designation in 1993. The MPO has been designated as an attainment area since 2015.

The revised document updates the interagency consultation procedures for transportation organizations and air quality conformity for consistency with current laws, regulations, and interagency consultation practices.

Michael Abuya moved to approve. Sean Taylor seconded. The TCC voted unanimously to approve.

8. 2020 Public Participation Plan

Tram Truong presented the 2020 Public Participation Plan update to add a process for virtual meetings and streamlines the sharing of documents to comply with federal Metropolitan Planning Regulations.

The Plan update improves the document by restructuring the document organization for readability and evaluating the effectiveness of delivering information and documents to the public, resulting in the removal of previously required locations where documents were never reviewed. New content was also added to address the suspension of normal document distribution during public review in the case of public health emergencies or other extraordinary reasons.

The Plan was sent out for public review from June 9 - July 24 2020 and received one comment. The comment did not address the Plan but was a general comment about traffic flow in Greensboro.

Meyer noted while the Plan did not mandate new social media requirements, it did include recommendations and the MPO is committed to pursuing the approach to reach a larger audience.

Hanna Cockburn moved to approve. Scott Whittaker seconded. The TCC voted unanimously to approve.

Business Items / Potential Action Item

1. Division Engineer Updates

Pat Wilson provided NCDOT project updates:

The remaining section of the western Urban Loop (U-2524D) from Elm Street to Lawndale Drive is still on schedule to open by December 2020.

The US 70 widening project (U-2581BA) connecting to the Publix Distribution Center is underway and currently working on utilities.

Duke Energy is working on-site at the Reedy Fork/US 29 interchange project (R-4707) in order to complete utility adjustments.

2. Project Updates

Tyler Meyer shared an update on the status of the W. Market Street /College Road Project (U-5326) to address questions brought up by the TAC in the previous meeting in June. Significant utility delays created major impacts to the project timeline, which was then further extended by a slow moving contractor. NCDOT and the City are working together to expedite the project to be sure it is completed by the deadline within the current timeframe. Inspectors are out working with contractor on a daily basis to make sure reasonable progress is made, NCDOT has set milestones for the contractor to meet, and having bi-weekly meetings to keep progress moving forward. Project completion is expected by summer 2021.

Construction recently started on the Depot Renovation project and has a 9 month timeframe for completion.

MPO DA Projects and locally administered STI Projects have been on hold for several months due to NCDOT fiscal instability. NCDOT has recently released the first \$15 million of funding authority statewide, with \$1.4 million of that for MPO DA priority projects in the Greensboro area. NCDOT requested the MPO submit a list of DA priority projects back in late June.

The funding will cover the costs for the Josephine Boyd Street / Walker Avenue Roadway and Sidewalks Project (U-5532A) which has received authorization for construction. There may be enough funding capacity for New Garden / College Road Sidewalk Project (C-5555E) to move forward, possibly by partially deferred reimbursements, construction authorization pending.

MPO staff has also prioritized locally administered STI projects, although NCDOT has not requested this list. NCDOT is planning to address MPO DA projects, then CMAQ projects before allowing STI projects to move forward but there are some projects may have special circumstances. Downtown Greenway Phase 2 has experienced additional costs to rehabilitate the bridge over Church Street and the Ballinger Road Bridge is in dire need of replacement. And the Atlantic & Yadkin / Downtown Greenway Phase 4 project hopefully to receive additional funding through discussions with NCDOT. Also it is highly important that approval be received soon for the transit related sidewalk project on Meadowview Road to enter R/W phase, a relatively minor expense.

Craig McKinney asked isn't EL-5101DJ a DA funded project? Meyer responded that El-5101DJ is a hybrid, with more STI funds than DA funds and that the additional funding for the bridge will be requested once cost estimate from the consultant is provided.

3. Strategic Reports

Tyler Meyer reported GTA will return to a regular schedule on September 1. Normal operations were able to resume by leveraging available federal funds and as a result of cost savings from reduced SCAT trip numbers easing budget pressures and eliminating the need for the planned fixed route service cuts.

Lydia McIntyre then briefly presented on the 2045 Metropolitan Transportation Plan (MTP), a planning document required by federal regulations to support the MPO project identification and prioritization process. Prioritization is the analysis used to identify project recommendations for NCDOT Transportation Improvement Program (TIP).

The MTP is updated every 5 years and focuses on providing metrics to inform recommendations and progress of the multi-modal transportation network. The plan is made up of multiple components, including significant modeling work via the Piedmont Triad Regional Model developed by PART for socioeconomic and land use data, individual chapters for roadway, transit, bicycle, pedestrian, and freight and environmental and financial analyses. The renamed Performance Based Planning chapter includes previous data metrics and establishes new targets created through agency partnerships.

As part of the 2045 update, the MTP will have a new Emerging Trends chapter, feature an updated Greensboro Urban Area MPO logo, and will be promoted as an online document for public review using the ESRI platform.

The MTP is scheduled to be completed at the end of September 2020 in order to conduct the required 30-day public review period prior to the November MPO meetings. MPO staff will host a virtual public review meeting, during the public review period. The MTP is expected to be presented for adoption at the TAC meeting on November 18, 2020.

Michael Abuya asked if the MTP maps were complete. Tram Truong confirmed the bicycle, pedestrian, and transit maps were complete and noted she still needed a few pieces of information in order to complete the roadway and highway maps.

Sean Taylor asked when the new Prioritization 6.0 Projects list was expected to come out. Meyer clarified the Projects Submittal list had been sent to NCDOT but results were not expected until the spring of 2021. McIntyre and Meyer explained there would be additional steps after receiving the results from NCDOT.

Other Items

1. Member Updates

Lydia McIntyre noted the Vision Zero Greensboro art competition had recently ended and winners would be announced at the next meeting. John Clark of State Farm was a partner in the initiative and had provided cash prizes for the winners.

Tyler Meyer added the Transportation Planning Branch newsletter was recently released.

Meyer informed the committee the MPO was recently notified the State Planning and Research (SPR) funds plus state funds reimbursement grant agreement awarded by NCDOT to administer the Piedmont Triad Regional Model (PTRM) Household Travel Survey may be canceled due to fiscal constraints and the disruptive influence of Covid-19 on travel patterns and household behaviors. If this is the case, the region can reapply in FY 2022 for funding the project.

2. Wrap-Up

Meyer noted the September MPO meetings were cancelled in order to dedicate staff time to completing the MTP document.

The next TCC meeting will be November 17, 2020, at 2:00 PM.

The meeting was informally adjourned by Tyler Meyer at approximately 2:52 PM.



Draft 2045 Metropolitan Transportation Plan: Request for Approval

Background:

The 2045 Metropolitan Transportation Plan (MTP) succeeds the previous 2040 Plan Update adopted in September 2015. The 2045 Plan updates this framework using new tools and data, additional analysis, and other public involvement activities. The MTP is a federally required document and ensures our transportation projects can progress from planning to construction. The document is a 20+ year analysis and is required to be updated every five years. The 2045 MTP addresses surface transportation modes, including highway, railway, public transit, bicycle and pedestrian, intermodal connections, and aviation connections in the Greensboro Metropolitan Planning Area.


The [2045 Plan](#) was made available for public review November 2 through December 1 for the required 30 day period. The MPO used various strategies to engage the public during a time where in person contact is limited. A major change to the document distribution was the use of an online platform known as ArcGIS Hub. This platform was used to share the document with the public and printed copies were by request only. Strategies beyond the normal newspaper ads included electronic ads and promoting the document using social media platforms including Facebook and Nextdoor. The MPO also developed a brief video providing an overview on how to use the online platform and held a 1 hour Virtual Presentation using Cisco Webex and live streamed to the MPO and City Facebook pages. The Virtual Presentation provided a high level overview of the 2045 MTP document and allowed the public to ask questions at the end of the meeting. The presentation has been viewed over 200 times since the original meeting date. The MPO received a total of 20 comments. The full public review process along with survey results and comments are attached in Appendix C.

Requested Action & Next Steps:

- Approve the 2045 Metropolitan Transportation Plan

Lead Planning Agency: City of Greensboro • Transportation Department

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RESOLUTION ADOPTING THE GREENSBORO URBAN AREA 2045 METROPOLITAN TRANSPORTATION PLAN

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

WHEREAS, the Fixing America's Surface Transportation (FAST Act) require all Metropolitan Planning Organizations (MPOs) to develop and maintain a metropolitan transportation plan; and

WHEREAS, the Transportation Advisory Committee has found the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive (3-C) manner in accordance with 23 U.S.C. and 49 U.S.C. 1607; and

WHEREAS, the metropolitan transportation plan must address all modes of transportation in an urban area, have a horizon year of at least 20 years, and be financially constrained; and

WHEREAS, the socio-economic data inputs for the Piedmont Triad Regional Travel Demand Model, upon which forecasts of future vehicular travel are based, have been updated to reflect the most recent planning assumptions; and

WHEREAS, the Transportation Advisory Committee has provided for a public comment period for the proposed Metropolitan Transportation Plan based on the Public Participation Plan adopted August 19, 2020; and

WHEREAS, the Transportation Advisory Committee has solicited public and private transportation provider comments; and

WHEREAS, the proposed MTP was developed in consideration of potential impacts on minorities, and low English proficiency populations; and

WHEREAS, the proposed Metropolitan Transportation Plan has been developed to be in full compliance with Title VI of the Civil Rights Act;

NOW THEREFORE, be it resolved by the Greensboro Urban Area Transportation Advisory Committee, that the 2045 Metropolitan Transportation Plan, dated December 9th, 2020, be adopted for the Greensboro Urban Area Metropolitan Planning Organization on this the 9th day of December, 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, the 9th day of December, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this, the 9th day of December, 2020.

Notary Public

My commission expires _____.



Draft Comprehensive Transportation Plan: Request for Approval

Background:

The Comprehensive Transportation Plan (CTP) is a series of maps displaying long-term recommendations for highways, bicycle and pedestrian facilities, public transportation, and passenger rail projects. The CTP is required by NCDOT and differs from the Metropolitan Transportation Plan (MTP) as it is not required to specify timelines, costs, or funding sources. The CTP replaced the Thoroughfare Plan to fulfill the state mandate (NCGS 136-66.2) for a Highway Needs Plan and complements the Thoroughfare Plan which continues to be maintained for local purposes. The CTP maps primary purpose is to provide the MPO areas long-term improvements with NCDOT.


The CTP mapping framework was developed by NCDOT and provided to the MPO as templates to develop the MPO's CTP mapping. The [draft Comprehensive Transportation Plan](#) was made available online through a platform known as ArcGIS Hub. The online mapping was made available for the required 30 day public comment period from November 2 through December 1. A total of two comments were receive on the CTP maps included at the end of Appendix C.

Requested Action & Next Steps:

- Approve the Comprehensive Transportation Plan

Lead Planning Agency: City of Greensboro • Transportation Department

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RESOLUTION ADOPTING THE FINAL GREENSBORO URBAN AREA METROPOLITAN COMPREHENSIVE TRANSPORTATION PLAN (CTP)

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, Greensboro Urban Area and the Transportation Planning Branch, North Carolina Department of Transportation actively worked to develop a comprehensive transportation plan for the Greensboro Urban Area; and

WHEREAS, the Comprehensive Transportation Plan (CTP) serves as a guide to provide a coordinated, efficient, and economical transportation system that considers all modes of transportation; and

WHEREAS, the purpose of the CTP is to document present and future transportation needs and recommends improvements; and

WHEREAS, the Greensboro Urban Area and the Department of Transportation are directed by North Carolina General Statutes 136-66.2 to reach agreement for a transportation system that will serve present and anticipated volumes of traffic; and

WHEREAS, the CTP is consistent with the 2045 Metropolitan Transportation Plan, but is not fiscally constrained;

WHEREAS, the Transportation Advisory Committee has provided for a public comment period for the proposed CTP based on the Public Participation Plan adopted August 19, 2020; and

NOW, THEREFORE, be it resolved by the Greensboro Urban Area Transportation Advisory Committee that the Comprehensive Transportation Plan, dated December 9, 2020, be adopted for the Greensboro Urban Area Metropolitan Planning Organization on this, the 9th day of December, 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, the 9th day of December, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this, the 9th day of December, 2020.

Notary Public

My commission expires _____.

Appendix C: Public Involvement

Public Participation Efforts

The Greensboro Urban Area MPO held a public review period for the draft 2045 Metropolitan Transportation Plan (2045 MTP) and the draft Comprehensive Transportation Plan (CTP) from November 2 through December 1. The Greensboro Urban Area MPO followed its Public Participation Plan (PPP, available at www.guamppo.org). The PPP is a flexible framework for public participation on all MPO plans and studies and was developed in consultation with stakeholders and members of the public. Because of its broad coverage and long-range nature, the MTP and CTP public participation process was conducted in accordance with Tier 3 of the PPP, the most involved of the three tiers. Public Outreach activities and comments received are documented below.

The public outreach activities were greatly impacted by the COVID-19 pandemic. The Public Participation Plan, revised in August 19, 2020, includes provisions for public health crisis impacting MPO processes. The document notes the Suspension of Normal Distribution of Documents for Public Review and the process for holding Online Public Meetings. The following are excerpts from the PPP on the two provisions:

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.

Due to the COVID-19 pandemic distribution of printed documents and in-person public meetings were suspended. The MPO staff developed and shared the draft 2045 MTP and CTP using an online platform. The ArcGIS Hub platform, a community engagement software, was used to share the documents. The platform provided a clean and easily accessible format, including interactive maps. The MPO staff also developed a short video explaining how to explore the draft documents on the ArcGIS Hub. Hard copies of the draft 2045 MTP were made available by requests only.

The MPO also expanded the number of public notices in the newspapers and for the first time used electronic ads. The MPO also closely worked with the City of Greensboro's Communication Department to promote the documents and virtual meeting using social media. The City of Greensboro and MPO's Facebook pages were also used to promote the documents and the Virtual Presentation held November 19, 2020.

Methods of outreach for the meeting included public notice newspaper ads, electronic ads, social media advertisement (**Figures C1 through C3**), and e-mail messages (via Constant Contact). The City Communication Department also promoted on Nextdoor, a social networking service for neighborhoods. These items contained the following information:

- Documents for public review
- Instructions for submitting comments and the due date
- Contact information for questions or additional information
- Information about the virtual presentation (date, time, virtual location, and how to access)
- A note regarding where to find additional information on the Internet
- Photos or renderings were used to attract interest.


The newspaper ads were submitted to one major newspaper, small-town newspapers, and minority targeted newspapers. The ads were included in newspapers targeting the African American and Latino communities. The ads ran in the News & Record, Peacemaker, Northwest Observer, and Yes Weekly. Printed and electronic ads were ran in the News & Record, while only an electronic [news story](#) was ran in Yes Weekly.

Figure C1. A representative newspaper advertisement (ads varied based on publication).

**AVAILABLE FOR PUBLIC REVIEW
UPDATED TRANSPORTATION PLANS**

Interested in Future Transportation Projects?

ONLINE MEETING
November 19, 2020
From 12:30PM-1:30PM





The Greensboro Urban Area Metropolitan Planning Organization invites you to learn and provide input on:

Draft 2045 Metropolitan Transportation Plan and Greensboro Urban Area Draft Comprehensive Transportation Plan

The plans and meeting information will be available at www.guampo.org From November 2 to December 1.

Submit comments by December 1 online at www.guampo.org or write to:
Greensboro Urban Area MPO
P.O. Box 3136
Attn: 2045 MTP and CTP
Greensboro, NC 27402-3136


The Greensboro Metropolitan Planning Organization (MPO) manages the transportation planning process required by the Federal and State government. The MPO plans for our area's transportation needs, including highways, public transportation, bicycle, and pedestrian facilities. Anyone in need of special services may call (336) 373-3117 one week in advance.

**PLANES DE TRANSPORTE ACTUALIZADOS
PLAN 2045 DE TRANSPORTE METROPOLITANO
PLAN INTEGRAL DE TRANSPORTE**

La Organización de Planificación Metropolitana del Área Urbana de Greensboro lo invita a informarse y a aportar sus opiniones sobre:

Borrador del plan de transporte metropolitano 2045 y el plan integral de transporte del área urbana de Greensboro






El Plan de Transporte Metropolitano (MTP) es la visión oficial de los proyectos de carreteras, transporte público, ferrocarriles, carga pesada, bicicletas y peatones del área. Describe las mejoras de transporte hasta el año 2045. El plan de transporte completo (CTP) es el mapa de las instalaciones de transporte futuras. Ambos planes cubren la mayor parte del condado de Guilford, excepto Burlington, Gibsonville, Whitsett, High Point y Jamestown.

Esta es una oportunidad para que usted dé su opinión sobre el 2045 MTP y el CTP. ¡Queremos su opinión!

Los planes estarán disponibles en www.guampo.org del 2 de noviembre al 1 de diciembre.

Envíe sus comentarios antes del 1 de diciembre, en línea en: www.guampo.org o por correo a: MPO del área urbana de Greensboro
Attn: 2045 MTP y CTP
P.O. Box 3136
Greensboro, NC 27402-3136






Figure C2. Electronic Ad in News & Record

AVAILABLE FOR PUBLIC REVIEW

Interested in Future Transportation Projects?
ONLINE MEETING
November 19, 2020 | From 12:30PM-1:30PM



Draft 2045 Metropolitan Transportation Plan and Greensboro Urban Area Draft Comprehensive Transportation Plan



LEARN MORE

Figure C3. Draft 2045 MTP & CTP Notice

GREENSBORO URBAN AREA MPO
METROPOLITAN PLANNING ORGANIZATION

2045 GREENSBORO MPO METROPOLITAN TRANSPORTATION PLAN

Draft Long-Range Transportation Plans Available for Review Until December 1

The draft 2045 Metropolitan Transportation Plan and the Greensboro Urban Area Comprehensive Transportation Plan are available for review and public comment until December 1.

View the plans at www.guampo.org, or during a virtual presentation from 12:30-1:30 pm, Thursday, November 19, streaming live on the MPO's Facebook page, www.facebook.com/GreensboroMPO.

The Metropolitan Transportation Plan is a long-range planning document that details transportation improvements to take place over the next 20 years. The MTP forecasts the needs for roadways, public transit, bicycles, and pedestrians and develops projects and programs to accommodate future growth. The plan evaluates project and program recommendations, analyzes the potential environmental impacts due to implementation, and recommends future funding allocations.

The Comprehensive Transportation Plan is a series of maps displaying long-term recommendations for highways, bicycle and pedestrian facilities, public transportation, and passenger rail projects.

During plan development, press releases were sent to media outlets (**Figure B4**). Representatives of the Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield were notified about the Virtual Presentation via e-mail. E-mail notices were also sent to the MPO technical and policy board members; representatives of stakeholder agencies; interested parties, including representatives of neighborhood and community organizations; and a large MPO contact list of roughly 600 e-mail addresses.

Figure C4. Press Releases sent to local media.



**CITY OF GREENSBORO
FOR IMMEDIATE RELEASE**

Contact: Lydia McIntyre
Phone: 336-373-3117

Long-Range Transportation Plans Available for Review Until December 1

GREENSBORO, NC (November 2, 2020) – The 2045 Metropolitan Transportation Plan and the Greensboro Urban Area Comprehensive Transportation Plan are available for review and public comment until December 1. View the plans at www.guampo.org, or during a virtual presentation from 12:30-1:30 pm, Thursday, November 19, streaming live on the City's Facebook page, www.facebook.com/CityofGreensboro.

The Metropolitan Transportation Plan is a long-range planning document that details transportation improvements to take place over the next 20 years. The MTP forecasts the needs for roadways, public transit, bicycles, and pedestrians and develops projects and programs to accommodate future growth. The plan evaluates project and program recommendations, analyzes the potential changes in air quality due to implementation, and recommends future funding allocations.

The Comprehensive Transportation Plan is a series of maps displaying long-term recommendations for highways, bicycle and pedestrian facilities, public transportation, and passenger rail projects.

Comments may be submitted at www.guampo.org or by mail to Greensboro Urban Area MPO, Attention: 2045 MTP and CTP, P.O. Box 3136, Greensboro, NC 27402-3136. If you need any special services related to the virtual meeting, call Transportation Planning Engineer Lydia McIntyre 336-373-3117 one week in advance. # # #

Environmental Project Development Consultation

The purpose of environmental project development consultation process is not only to meet the intent of federal guidance, but to plan for a transportation system that protects and enhances the environment and the quality of life in our community. Under FHWA policy 23 CFR 771.105 it states:

1. To the maximum extent practicable and consistent with Federal law, all environmental investigations, reviews, and consultations be coordinated as a single process, and compliance with all applicable environmental requirements be reflected in the environmental review document required by this part. (FHWA, FRA, and FTA have supplementary guidance on environmental documents and procedures for their programs available on the internet at <http://www.fhwa.dot.gov>, <http://www.fra.dot.gov>, and <http://www.fta.dot.gov>, or in hardcopy by request.)
2. Programmatic approaches be developed for compliance with environmental requirements (including the requirements found at 23 U.S.C. 139(b)(3)), coordination among agencies and/or the public, or to otherwise enhance and accelerate project development.
3. Alternative courses of action be evaluated and decisions be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, State, and local environmental protection goals.
4. Public involvement and a systematic interdisciplinary approach be essential parts of the development process for proposed actions.
5. Measures necessary to mitigate adverse impacts be incorporated into the action. Measures necessary to mitigate adverse impacts are eligible for Federal funding when the Administration determines that:
 - a. The impacts for which the mitigation is proposed actually result from the Administration action; and
 - b. The proposed mitigation represents a reasonable public expenditure after considering the impacts of the action and the benefits of the proposed mitigation measures. In making this determination, the Administration will consider, among other factors, the extent to which the proposed measures would assist in complying with a Federal statute, executive order, or Administration regulation or policy.
6. Costs incurred by the applicant for the preparation of environmental documents requested by the Administration be eligible for Federal assistance.
7. No person, because of handicap, age, race, color, sex, or national origin, be excluded from participating in, or denied benefits of, or be subject to discrimination under any Administration program or procedural activity required by or developed pursuant to this part.

The MPO serves as a liaison for the community during the development of the environmental document for all projects. In some cases the MPO leads and completes the environmental documents. However, the MPO also aims to consult with the environmental/ resource agencies during the MTP development per item number four listed above.

We encourage the participation of the resource agencies throughout the development of the Metropolitan Transportation Plan (MTP). The agencies listed below were informed about the draft 2045 MTP and CTP public review period and their comments were requested. No comments were received during the review period.

Attachment 1

MTP AGENCY CONTACTS

Agency	Division of Agency	Contact Information	Available Data	Format / Location
N.C Department of Agriculture and Consumer Services (NC DA&CS)	Environmental Programs Division/Farmland Preservation	Joe Hudynia Env. Program Specialist 1005 Mail Service Center, Raleigh, NC 27699 919-707-3070	Livestock Operation Site, Soils, Historical Farm Sites, Land Cover Data	Contact Person - Emergency Program
N.C. Department of Cultural Resources (DCR)	State Historic Preservation Office (SHPO) Office of State Archaeology (OSA)	Renee Gledhill-Earley Environmental Review Coordinator 4617 Mail Service Center, Raleigh, NC 27699 renee.gledhill-earley@ncdcr.gov 919-814-6579	Historic Properties and Archaeological Sites	Online https://archaeology.ncdcr.gov/about/team
		Lindsay Flood Ferrante Deputy State Archaeologist - Land lindsay.ferrante@ncdcr.gov 919-814-6553		
N.C. Department of Environment and Natural Resources (DENR)	CGIA	David Giordano NC OneMap Database Administrator 1601 Mail Service Center, Raleigh, NC 27699 david.giordano@nc.gov 919-733-2090 or 919-715-3770	NC OneMap GIS Database	http://www.nconemap.net
NC DENR- Division of Water Quality	DWQ / Transportation Permitting Unit	Amy Chapman 512 N. Salisbury St., Raleigh, NC 27604 919-707-8784 amy.chapman@ncdenr.gov	Website (under Planning) has Map, list, and TMDL Reports. Shows 303D listed streams	Contact person
N.C. Department of Crime Control & Public Safety	Division of Emergency Management	Michael A Sprayberry Director 4236 Mail Service Center Raleigh, NC 27699 919-825-2500 mike.sprayberry@ncdps.gov	Homeland Security	
US Environmental Protection Agency (EPA)	Region 4, Environmental Information Services Branch	Rick Durbrow Program Analyst (GIS Contact) Sam Nunn Atlanta Federal Center 61 Forsyth Street, S.W., Suite 17T50 Atlanta, GA 30303 durbrow.rick@epa.gov 404-562-8286	The Envirofacts Multisystem Search integrates information from a variety of databases and includes latitude and longitude information.	http://www.epa.gov/region4/gis

Attachment 1 MTP AGENCY CONTACTS

Agency	Division of Agency	Contact Information	Available Data	Format / Location
US Environmental Protection Agency (EPA)	Region 4, WMD, WCNPSB, Wetlands Regulatory Section Raleigh Office	Tom McGill Wetlands Regulation (404) 404-562-9243 R4-WetlandsRegulatory@epa.gov	Aquatic resource avoidance and minimization, 404 Permits, mitigation	www.epa.gov/wetlands
US Fish & Wildlife Service (USFWS)	NC Field Offices (Raleigh), Ecological Services	Pete Benjamin Raleigh Field Office Ecological Services Field Supervisor (Raleigh) P.O. Box 33726, Raleigh, NC 27636 pete_benjamin@fws.gov 919-856-4520 x 11 Gary Jordan - NEPA Fish and Wildlife Biologist - Liason with NCDOT gary_jordan@fws.gov 919-856-4520 x 27	1. Priority natural communities & habitat 2. Info on federally listed species (by county) 3. Species recovery plans	1. Contact Person 2. http://www.fws.gov/southeast/es/ 3. http://www.fws.gov/southeast/es/ 4. http://www.fws.gov/raleigh/contact_us.html
NC Wildlife Resources Commission (WRC)		Shannon Deaton Habitat Conservation Project Manager 919-707-0222 shannon.deaton@ncwildlife.org Vann Stancil Habitat Conservation Biologist 919-284-5218 vann.stancil@ncwildlife.org	Swimming with the Current booklet	Contact person https://www.ncwildlife.org/Contacts#5518542-habitat-conservation
Federal Highway Administration (FHWA)	NC Division Office Planning & Program Development Unit	Bill Marley bill.marley@dot.gov 310 New Bern Avenue, Suite 410, Raleigh, NC 27601 919-747-7028 Loretta Barren loretta.barren@dot.gov 919-747-7025	Legislation/ evidence, Peer exchange programs, linking planning & NEPA, CSS tools, Funding options / opportunities, air quality	Contact person https://apps.ncdot.gov/dot/directory/authenticated/UnitPage.aspx?id=4150
North Carolina Department of Transportation	Transportation Planning Branch	Mike Abuya MPO Coordinator 1554 Mail Service Center, Raleigh, NC 27699 919-733-4705 MRAbuya@dot.state.nc.us		

Attachment 1 MTP AGENCY CONTACTS

Agency	Division of Agency	Contact Information	Available Data	Format / Location
Federal Transit Authority	Region 4 Administrator	Elizabeth Parris Orr Sam Nunn Atlanta Federal Center 230 Peachtree St., N.W., Suite 1400 Atlanta, GA 30303 404-865-5617 Elizabeth.Orr@dot.gov		https://www.transit.dot.gov/about/officials/biographies/regional-administrators
US Army Corp of Engineers (USACE)	USACE, Wilmington District, Regulatory Division	Eric Alsmeyer P.O. Box 1890, Wilmington, NC 28402 eric.c.alsmeyer@usace.army.mil 919-554-4884 x23	Army permit requirements and wetland information	www.saw.usace.army.mil/wetlands https://saw-reg.usace.army.mil/FO/PMList.pdf
Guilford County Historic Preservation		J. Leslie Bell Guilford County Planning & Development, Director 400 W. Market Street Greensboro, North Carolina 27402 336-641-4409 lbell@guilfordcountync.gov	Local historic data and information	www.co.guilford.nc.us https://www.guilfordcountync.gov/our-county/planning-development/contact-us
N.C. Division of Mitigation Services	NC DEQ	Tim Baumgartner Director's Office 1652 Mail Service Center Raleigh, NC 27699-1652 (919) 707-8543 tim.baumgartner@ncdenr.gov	GIS layer of mitigation sites	nceep.net https://deq.nc.gov/about/divisions/mitigation-services

2045 Metropolitan Transportation Plan

Summary of Public Comments

The Greensboro Urban Area MPO held a public review period for the draft 2045 Metropolitan Transportation Plan (2045 MTP) and the draft Comprehensive Transportation Plan (CTP) from November 2 through December 1.

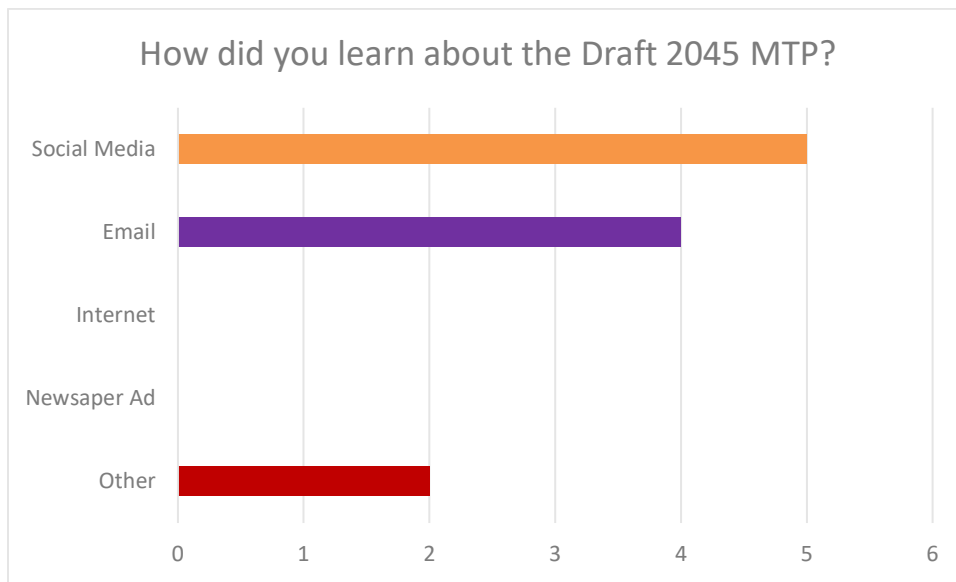
- A Virtual Presentation was held via Cisco WebEx and Facebook Live on November 19 from 12:30 to 1:30pm.
- The presentation was streamed live to the MPO and City of Greensboro Facebook pages.
- A total of 13 citizens attended the Virtual Presentation including one citizen via Facebook Live. The Virtual Presentation was also posted to the MPO Facebook Page and viewed 201 times since the live Virtual Presentation. Since November 3 the MPO has seen a 3600% (740) increase in people reached via the MPO Facebook page and post engagements increase by 1920% (101).
- **Two polling questions** were asked during the presentation. Responses are below:
 1. How do you primarily get around the Greensboro Urban Area?
 - a. Car 75%
 - b. Transit 6%
 - c. Walking 31%
 - d. Bicycling 18%
 - e. No Answer 6%
 2. What is one transportation area or issue you wish was fixed immediately?
 - a) More high visibility crosswalks at intersections with significant pedestrian activity. Plus more regular refreshing of crosswalk markings.
 - b) Cross route micro transit with our public transportation (GTA)
 - c) An enhanced public transportation system that include new technologies services multiple populations and destinations.
 - d) A complete streets policy to create a written process of street design as outlined in the Safe Systems proposal
 - e) Better bike and pedestrian connectivity should be prioritize
 - f) A regionally connected, frequent transit system to make Greensboro car-optional

Survey Responses and Comments

The MPO received a total of 20 survey (11) and email (9) responses. The summary below includes comments and responses from MPO staff where appropriate. Comments are grouped by general topic. Names are shown when provided.

Survey Responses

How did you learn about the Draft 2045 MTP?



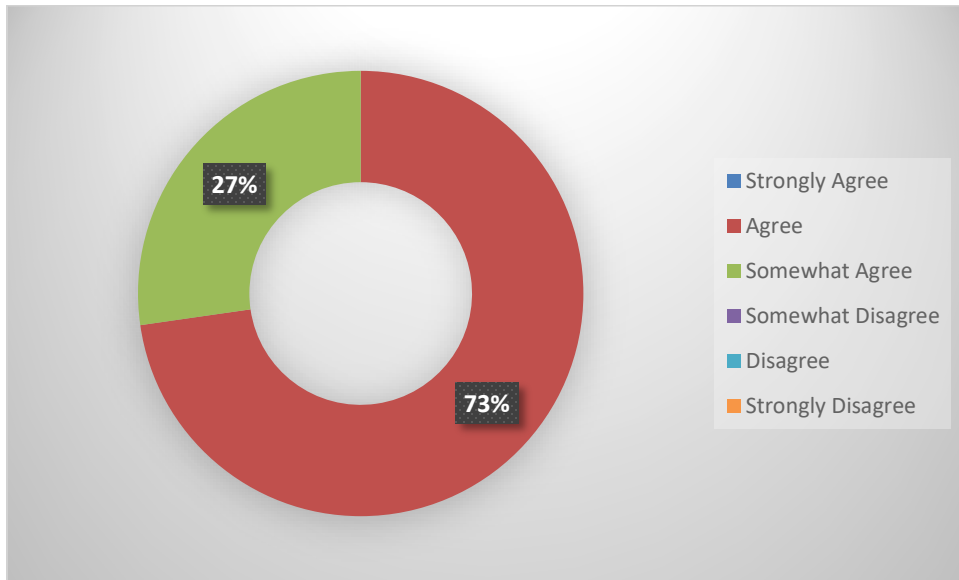
Other:

- TV – Local News
- Friend

What is the ZIP Code of your home address?

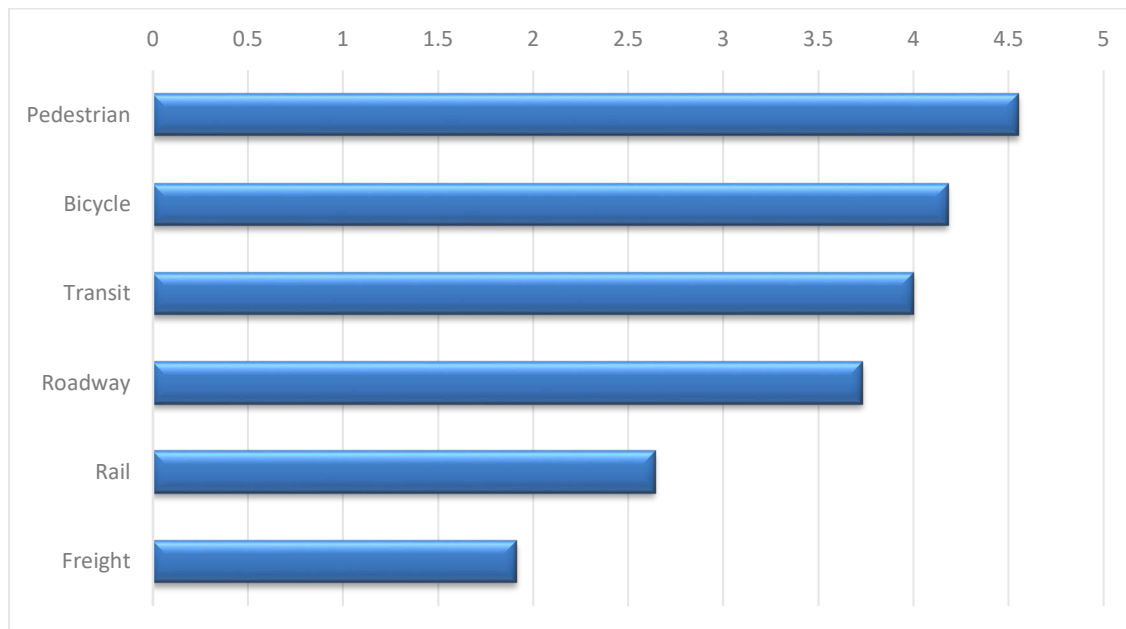
Zip Code	Number of people
27358	1
27401	2
27403	3
27406	2
27407	2
27408	1

1. Do you think that the MTP does a good job of identifying projects and strategies needed to meet the region’s transportation challenges over the next 25 years?



Strongly Agree	0
Agree	8
Somewhat Agree	3
Somewhat Disagree	0
Disagree	0
Strongly Disagree	0

2. Please indicate which modes you think most need substantial improvements. Please rate the modes in order of need, with 1 being most needing and 6 being least needing improvements?



3. Are there needs that you feel are left out or not given enough priority in the MTP?

- Yes Mass transit
- Flexible public transit. Similar to how Uber works.
- So often a plan to walk somewhere can't happen because it involves crossing a busy road, sidewalks ending, or most importantly, having to walk on a sidewalk that is right next to a street that should be 35mph but drivers "buzz" us (don't change lanes to be in the one farther from the sidewalk - see Market at for an example) as walkers and are certainly exceeding the speed limit significantly. Seems to be a lack of education for drivers on how to be safe around pedestrians and bike riders.
- Bikes
- Sidewalks
- Our bus stops need covers.
- The progressive idea of a car optional city was mentioned in the presentation but was not adequately addressed in the vision or key goals. One-third of the emerging trend technologies are here now and should have been more directly addressed. I think the autonomous or assisted vehicle technologies need to be in place within ten years

broadband infrastructure, parking availability, signal communications, and enhanced real-time traffic information to name a few. These were not adequately covered.

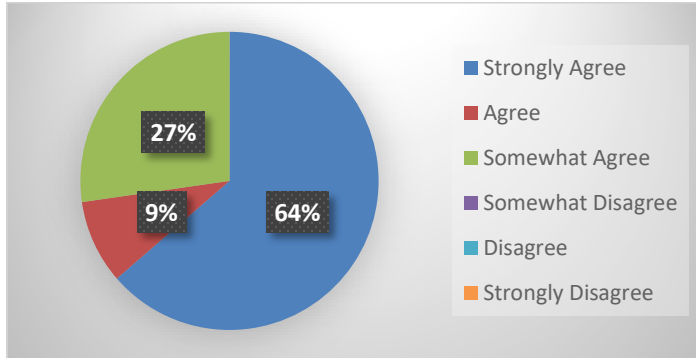
- Summerfield Road from Centerfield Road south to 220 should be turned into a Complete Street, capable of being used by all who live in that neighborhood safely.
- We need a comprehensive interconnecting greenway plan for the county that helps give identity to and branding for individual greenways with a goal to connect greenways and create safe routes to parks. Need to consider a greenway extending east along Reedy Fork Creek to NE Park and beyond to the Haw River.
- I feel like this plan maintains the status quo - following the same basic pattern of the last 20 years. While there is recognition that bicycle, pedestrian, and public transit needs are growing in importance - i don't think this plan goes far enough to set Greensboro apart in a way that will allow us to attract and serve our current and future population. i think much bolder steps can be taken to show that this is a true priority.

4. Are there any projects or programs proposed that you feel should not be included in the MTP?

- Responded No (5 responses)
- Flexible smaller vehicle transit
- Not sure
- Again while emerging trends were discussed transportation will look different in 2035. Acknowledging 2035 and 2045 are federally required horizon years and that no one has a crystal ball thinking beyond 10 years is difficult. Making the question difficult to answer.
- Widening of Pleasant Ridge Road should not extend all the way to Summerfield Rd. Around the place where the speed limit drops to 35MPH, the area is less rural and more like a neighborhood. Continuing a widened Pleasant Ridge Rd to Summerfield Rd will just dump more traffic onto an already overused roadway.
- I would place a greater emphasis and funding on bicycle and pedestrian projects than the other modes. You can do so much more and have a greater impact with relatively small dollars. Don't have a specific project i would remove.

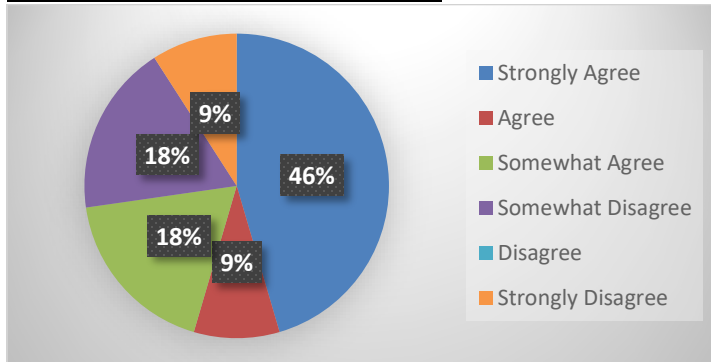
5. In order to meet the transportation needs of the future local and state governments are likely to need to identify new revenues from a mix of bond referendums, taxes or user fees. Please indicate your level of support for the following potential revenue sources:

New transportation bond referendums for roadways, sidewalks, greenways, and transit



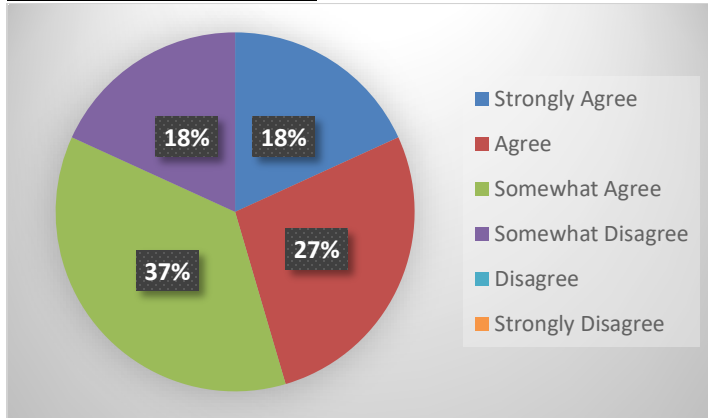
Answers	Count	Percentage
Strongly Agree	7	63.64%
Agree	1	9.09%
Somewhat Agree	3	27.27%
Somewhat Disagree	0	0%
Disagree	0	0%
Strongly Disagree	0	0%

¼ cent county sales tax for transit



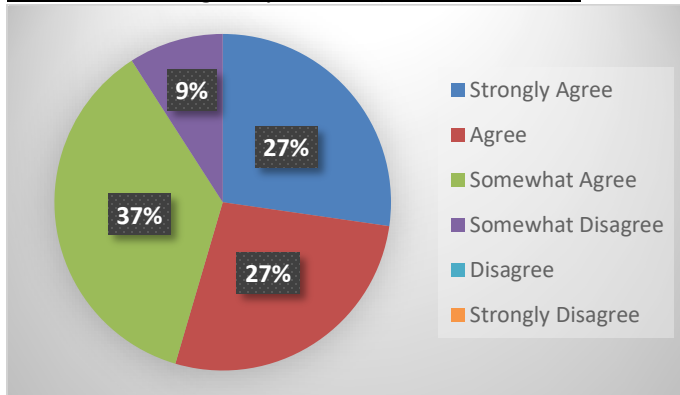
Answers	Count	Percentage
Strongly Agree	5	45.45%
Agree	1	9.09%
Somewhat Agree	2	18.18%
Somewhat Disagree	2	18.18%
Disagree	0	0%
Strongly Disagree	1	9.09%

Increase state gas taxes



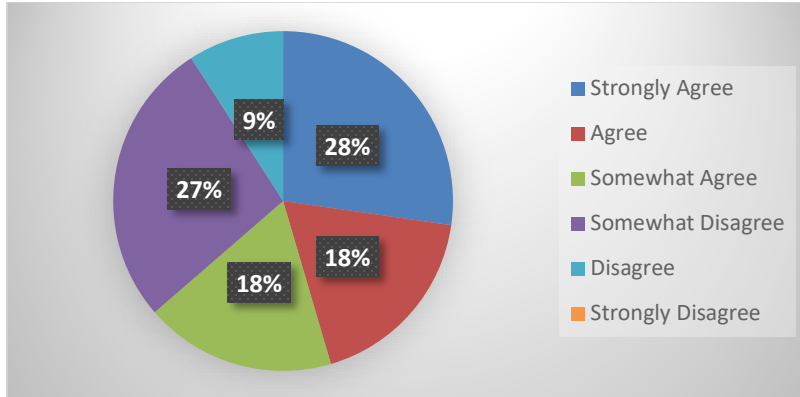
Answers	Count	Percentage
Strongly Agree	2	18.18%
Agree	3	27.27%
Somewhat Agree	4	36.36%
Somewhat Disagree	2	18.18%
Disagree	0	0%
Strongly Disagree	0	0%

Increase state highway use tax (on vehicle sales)



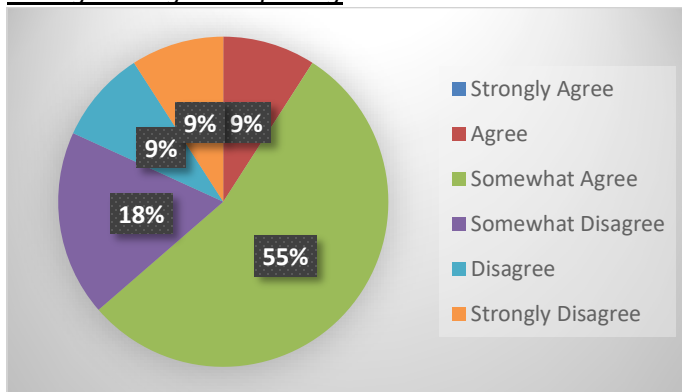
Answers	Count	Percentage
Strongly Agree	3	27.27%
Agree	3	27.27%
Somewhat Agree	4	36.36%
Somewhat Disagree	1	9.09%
Disagree	0	0%
Strongly Disagree	0	0%

Move from gas tax to vehicle mile travelled (VMT) based fees



Answers	Count	Percentage
Strongly Agree	3	27.27%
Agree	2	18.18%
Somewhat Agree	2	18.18%
Somewhat Disagree	3	27.27%
Disagree	1	9.09%
Strongly Disagree	0	0%

Tolling or congestion pricing



Answers	Count	Percentage
Strongly Agree	0	0%
Agree	1	9.09%
Somewhat Agree	6	54.55%
Somewhat Disagree	2	18.18%
Disagree	1	9.09%
Strongly Disagree	1	9.09%
Answers	Count	Percentage
Do not support additional revenues	1	9.09%
Other resources of revenues (Write-in)	0	0%

6. How has the COVID-19 pandemic changed the way you travel? Have you changed how frequently you travel or your mode choices because of it?

- Responded No (2 responses)
- I don't travel as much because my industry had been shut down. My income has been cut in half and I need to be able to get around locally add cheap as possible. My business used to have me on the road 50k miles a year.
- I rarely go anywhere now which is fine because I want to do my part to slow the spread.
- No long trips or vacations. Local/to & from work almost the only driving.
- We travel less and walk more.
- Yes. Fewer trips and have not used transit.
- Drive less
- Travel less, use trails more
- Less vehicular travel and more pedestrian and bicycle activity
- I still travel by auto, however, I travel somewhat less. I bike in the park four times per week, the same as before.

7. Please share any other comments you may have.

- Bus routes in and out of downtown are useless to most people. Flexibility, smaller transit vehicles running more variety of routes please.
- Just want to make sure revenue sources don't hurt those already struggling financially. Ex: increased sales tax. Tolls roads must be strategically set to not hurt those in poverty even more.
- Our bus stops need covers and should be better marked.
- Overall I think it is a very impressive document and I love the digital format. It certainly covers all the necessary bases and provides detailed documentation.
- I love the new outer loop around Greensboro and am so glad it is almost finished.
- The plan should acknowledge and include the Great Trails State Plan that NC DOT is producing.

- I think this plan should address the need for advocacy at the state and federal level to dramatically increase funding available to local municipalities for pedestrian and bicycle infrastructure.
- Thanks for making this information available. Fascinating.

Emailed or Written Comments

General Comments

Mark Kirstner, Piedmont Authority for Regional Transportation

- Thank you MPO for an excellent document. The presentation of information and the digital format makes the document more useable and projects more implementable. PART appreciates the inclusion of our regional elements and I appreciate the inclusion my COVID-19 Triad Transit Ridership chart. I gave attention to the Vision and Goals, Transit, Freight and Emerging Trends.
- I would request that the phrase “car optional region” be included in the plan’s Vision and the Key Goals. The concept is very progressive. Being “car optional” involves an interrogated multi-model network. It’s not just a transit project or a bike lane installation. It’s about mobility and access depending the trip purpose and distance. I realize car optional is a phrase used in the City of Greensboro’s 2040 Comprehensive Plan, therefore it’s not necessarily a MPO or regional goal but it should be.

MPO Response

Thank you for your review of the document and input. The MPO will include your recommendation and list this as an additional goal in Chapter 1.

- This idea came to me during the presentation of the plan, so it may not be possible to address before adoption of this MTP. Being a “car optional city” will need be addressed at the micro- or neighborhood level and even in communities like Summerfield, Oak Ridge etc. Trip purpose and distance are keys factors for mode choice when options are available. It would be powerful to look at mobility by neighborhoods or centered on activity centers then break it down to each household. Mobility scores or indices can be

determined for specific locations. Granted, inclusion at this stage is probably not possible. But in addition to a chapter on each mode as required by FHWA, would it not be powerful to address how collectively each mode or MTP element can improve an individual's mobility.

MPO Response

The MPO will evaluate this recommendation further to determine the feasibility of this type of analysis.

- Piedmont Together was referenced (again thank you) in the freight and transit sections. The date listed is 2012. It was completed in 2014.

MPO Response

Thank you for your review of the document and input. The MPO will reflect this revision in the final document.

Nicole Lindahl, Bicycling in Greensboro, Inc.

- The cyclist in the picture on the front cover is not wearing a helmet. Legal, but perhaps not the best message to send.

Modal Comments

➤ **Transit**

Mark Kirstner, Piedmont Authority for Regional Transportation

- The inclusion of transit projects by horizon years and tied to funding is to be commended. My hope is that transit projects can be better reflected in the travel demand model in the future and give transit equal funding opportunities in the future.

Nicole Lindahl, Bicycling in Greensboro, Inc.

- Bicycling and pedestrian infrastructure should be mentioned, since difficulty accessing bus stops can affect ridership. A more comprehensive approach should be emphasized.

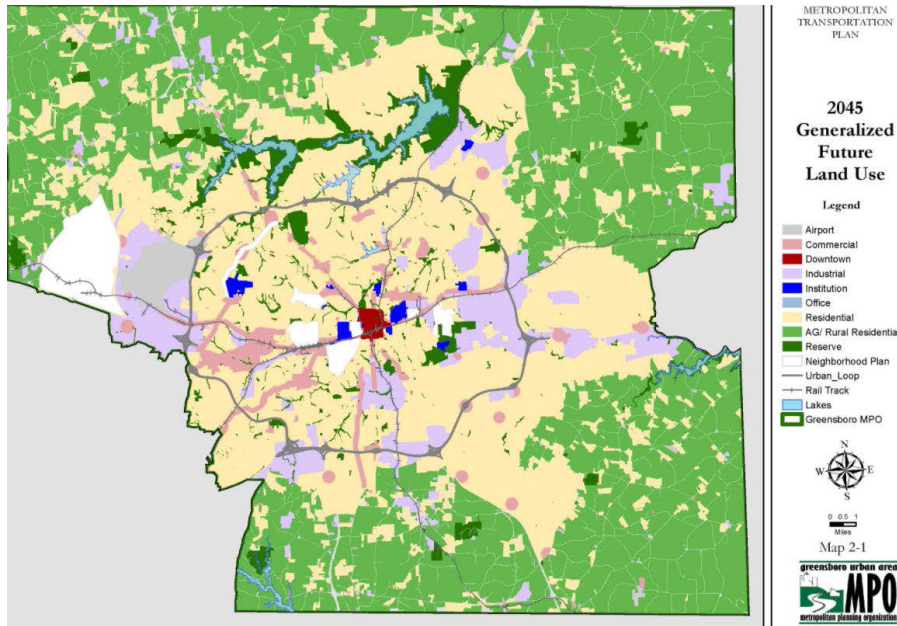
MPO Response

Thank you for the above recommendations. The MPO staff will evaluate the draft plan text to ensure these topics are discussed in sufficient detail in the final document.

- **Aviation**

Suzanne Akkoush, Piedmont Triad Airport Authority

- Figure 2-1: Does not accurately reflect Airport property in the NW area bounded by Old Oak Ridge Rd and Pleasant Ridge Rd. We can send you a graphic if needed.



- Ch 8, Regional Level, Existing Conditions, Aviation: change “has been constructed” to “is being constructed”

Aviation

Air is an important component of freight movement in the region, particularly at Piedmont Triad International Airport (PTI). The Piedmont Triad International Airport Master Plan focuses on expansion opportunities in the northwest quadrant of the airport property. To access this space, **a new cross-field taxiway perpendicular to the second parallel runway and crossing I-73 has been constructed.**

- Ch 8, Regional Level, Current and Future Opportunities, The freight system within the Piedmont Triad Region: delete “new”

Given the Piedmont Triad’s logistics assets which are reinforced by the FedEx Mid-Atlantic hub, the Region has a good opportunity to create a world-class competency in multi-modal logistics that will strengthen the traditional manufacturing economy and attract new industries such as aerospace equipment, medical devices, microelectronics, and pharmaceuticals. The combination of location, interstate highways, PTI and its **new** FedEx hub give the region a competitive advantage that can help brand the Piedmont Triad the same way that RTP and research has branded the Raleigh-Durham-Chapel Hill area and financial services has branded Charlotte. Beyond branding, the Piedmont Triad’s combination of logistical assets gives the region an economic advantage that has the potential to create tens of thousands of new jobs in the 12-county region.

- Ch 8, Regional Level, Current and Future Opportunities, The freight system within the Piedmont Triad Region: change “EPA” to “FAA”

Several efforts identified in the Carolina Core are closely connected with the Greensboro MPO:

- The Greensboro-Randolph Mega-site is a 1,800-acre site certified ready by KPMG located minutes from I-40 and I-85. **Figure 8-20** shows the Mega-site location and the 20, 40 and 60 miles radial rings of it. The City of Greensboro is in the process of running water and sewer lines to the site.
- Efforts underway to designate US 421 from I-85 to I-95 as an interstate to serve the area mega sites.
- At the Piedmont Triad International Airport, the PTI Aerospace Mega-site’s 1,000 acres include runway access and preliminary approval for development by the **EPA**.
- Heart of North Carolina Mega-Park straddling Moore and Montgomery Counties just east of I-73.

MPO Response

Thank you for your revisions and the MPO will update Chapter 8 to reflect the revisions.

- **Bicycle & Pedestrian**

Nicole Lindahl, Bicycling in Greensboro, Inc.

- Since connectivity is vital for cyclists, why is the striping of bicycle lanes still only tied to resurfacing roads, particularly since the city is backed up on resurfacing projects?

MPO Response

Bicycle lanes are most commonly added through street resurfacings. Bicycle lanes are sometimes striped in on existing street sections that are not being resurfaced. This is typically possible only on streets that have simple pavement marking patterns. Sometimes, existing pavement markings can be ground down to allow bicycle

lane installations not connected to resurfacings, but this also tends to be feasible only on streets with relatively simple markings or few conflicts with the bicycle lane striping.

Bicycle lanes are added in road widening projects and streetscaping projects as well. For example bicycle lanes will be added to the Horse Pen Creek Road widening project that is under construction and the pending Summit Avenue Streetscape project. This is expected to be the case for many of the MTP roadway projects.

GDOT realizes that sometimes resurfacing limits don't go far enough to complete a needed bicycle lane connection and that additional work is needed. An example of this is Jefferson Road, where the City will stripe bicycle lanes on the sections of the road with curb and gutter and sufficient pavement width (From Hobbs to Bennington). To make the additional connection across the current ribbon pavement sections (to connect to New Garden and W Friendly on either end), a pending sidewalk construction project will be revised to add curb and gutter where needed and feasible to connect the bicycle lanes.

- Have you incorporated qualitative data into the performance measurement process? This is important for cyclists as many incidents go unreported.

MPO Response

The MPO has incorporated quantitative data into the process since 2008 with the inclusion the Congestion Management Process (CMP). This document focuses on a performance based planning process which is driven by quantitative data versus qualitative data. The document gathers and analyzes data for mobility and safety for pedestrian and bicyclist. You can find highlights from the CMP document in Chapter 4, Performance Based Planning of the MTP online document. The MPO is working hard to continue to find data and tools to analyze roadway, bicycle, pedestrian, and transit data to identify areas of concern and recommend solutions. The MPO is opened to ideas you may have to increase the accuracy of the data we collect including finding ways to incorporate bicycle crashes that were unreported.

- Wayfinding on the Bicentennial Greenway should be mentioned. The purpose would be to provide directions at the finish of each segment of the incomplete greenway to where the greenway picks up again. This is important to people and would be a good gesture to include it in the document.

MPO Response

The MPO will further evaluate this recommendation in coordination with the Parks & Recreation Department. The MPO will also consider this recommendation when the Bicycle and Pedestrian Plan is updated over the next 1-2 years.

- Within the Existing Conditions section, there should be an emphasis on connectivity.
- Bike parking was not mentioned, but it is mentioned in Safety and Security. Seems like it should be mentioned in both sections.

- BPAC and MPO meetings are not accessible to all citizens for many reasons, including that they are held midweek during typical workday hours. We recommend providing recommendations for increasing community engagement and a mention of current efforts.
- Although reference is made in the Safety and Security Elements section, the plan to enhance the Complete Streets policy as called for in Vision Zero: to create a written process of street design as outlined in Safe Systems, should be mentioned in the Bike / Ped section as well. This should be included in the Completed Streets section and/or as a recommendation relating to the plan process.

MPO Response

Thank you for the above four recommendations. The MPO staff will evaluate the draft plan text to ensure these topics are discussed in sufficient detail in the final document. The MPO will also continue to evaluate ways to increase community engagement efforts.

Mark Schulz, GUAMPO BPAC Member

- Thank you for the opportunity to provide feedback on the 2045 MTP. The following is a list of my recommendations. I also support **all** recommendations submitted by Bicycling in Greensboro (BIG).
- Efforts should be made to make it more convenient to carry more bikes on a bus, make it more convenient for bicycle riders to put their bike on the bus, and promote bikes on buses and any future forms of mass transit within GUAMPO.

MPO Response

Thank you for your comments. The MPO staff will work with GTA and PART to identify steps to promote bike/transit connections and to make it more convenient to ride transit with your bicycle.

David Hampsten, Bikesboro

- Is there a relationship between roadway classifications and types and funding for bike and sidewalk improvements?

MPO Response

While functional classification determines federal funding eligibility for many types of roadway improvements, bicycle and pedestrian projects are eligible on non-classified public routes as well. Many off-system pedestrian and bicycle improvements have been supported in this manner.

- **Bikesboro Comments (Please see Attachment 2- includes a letter and map with comments and recommendations on the Draft 2045 MTP and CTP)**

MPO Response

Thank you for your detailed comments. The MPO staff will work with MPO member agencies including the Vision Zero Greensboro program to evaluate the listing and mapping of existing and recommended projects you provided. The pending BiPed Plan update will provide an opportunity to update existing condition assessments, project recommendations, and plans for future improvements or other actions..

Bradley J Davis-Rogozinski

- Consistency in School Crossings Signage and street Markings. For example, 3 school crossings for Lindley Elementary School Zones **ALL different**.

MPO Response

The GDOT Engineering Division has reviewed your comment and has not found any obvious inconsistencies. A member of the staff will also contact you to be sure they have properly interpreted your comment.

- Pedestrians **need to feel secure** when using City **sidewalks** and crossing **intersections**. Vehicles that are within 2-3 feet of walkways traveling in excess of posted 30MPH limit and intersection where vehicles stop within 1 foot of crosswalk DOES NOT feel safe; especially, for children, adults pushing strollers or senior citizens.
- When should strive to Eliminate the "Stop, Look & Pray" environment for pedestrians when crossing streets or navigating sidewalks.

MPO Response

Thank you for your comment. The MPO acknowledges the importance of pedestrian comfort and safety and that existing roadway environment.. The MPO has and will continue to coordinate closely with NCDOT and the City on improvement projects and other steps needed to more safely accommodate pedestrians.

Project Related Comments

Steve Scott

- Trying to determine whether or not we will get a sound barrier/wall along Battleground Ave. in front of the British Woods neighborhood?

MPO Response

NCDOT will prepare a highway noise analysis for this project per the specifications of the Federal Highway Administration. This analysis will determine where any noise mitigation measures will be included in the project. The MPO staff will follow-up with

NCDOT to try to ascertain when that analysis may be completed and will follow-up directly with the commenter to advise.

James Morgan

- Am I correct that the airport connector we have worried about for so long is missing? Also what is the reasoning behind the extension of Sandy Ridge Road to Marshall Smith Road? If it was based upon the connector being there, am I missing something? MS Road is a winding, hilly, country road after a half mile north of West Market Street. Some type of residential development will be on MS Road near West Market Street in the future. The parcel was recently annexed by the city.

MPO Response

Yes the Airport Connector has been removed. The Sandy Ridge Road extension was originally developed in connection with the Airport Connector. It has been retained to provide an alternative to NC 68 and provide a connection to the north from Sandy Ridge Road. Sandy Ridge Road has a project to be widened including a new interchange. However, it is important to note the project is in 2045 and therefore not an immediate priority and would be complex to complete because of the grade and presence of the railroad. Thank you for your comments as we will take them into consideration.

Performance Based Planning

Nicole Lindahl, Bicycling in Greensboro, Inc.

- Cyclist safety should be included within the chart that lists performance measures used to evaluate safety on National Highway System roads. Greensboro has hybrid highways that have sections that are legal for cyclists to ride on, such as US 70 and US 220. Therefore, cyclist safety should be considered a measure as well.
- The GTA Performance Measures Chart should include safe roads to bicycle on in the vicinity of bus stops. Sidewalks are included, why not bicycling conditions?
- Regarding bicycling conditions, qualitative data should be gathered and incorporated into the performance measurement process. This is important for cyclists as many incidents go unreported. Providing a way for people to submit incidents online including location, what happened, and severity could be a useful way to address this if well-advertised. It still leaves out a large portion of cyclists since internet access, etc. can prevent many community members from participating, so developing other approaches for gathering information from the community would be recommended as well.

MPO Response

Thank you for the above three recommendations. Table 4-1, Highway National Goals and Performance Measures, does include a measure for non-motorized fatalities and serious injuries. This would include bicycle and pedestrian modes. The MPO staff will also take the recommendations into consideration for incorporating into the final document. The

MPO will also further study methodologies for identifying unreported bicycle and pedestrian crashes.

Safety and Security Elements

Nicole Lindahl, Bicycling in Greensboro, Inc.

- Within the Engineering section, thank you for mentioning the plan to enhance our city's Complete Streets Policy with a formal process.
- Within the section entitled Congestion Management Plan, it should be mentioned that creating safer bike/ped infrastructure on roads that are congested will encourage more people to choose alternative modes of transportation. This was an important element in the Congestion Plan. It should be included in the bullet pointed list "strategies aimed at increasing the efficiency of the transportation system and improving safety include:"

MPO Response

Thank you for the above recommendations. The MPO staff will take the recommendations into consideration for incorporating into the final document.

Emerging Technologies

Mark Kirstner, Piedmont Authority for Regional Transportation

- Related to emerging technologies home delivery of goods and food, electric vehicle charging stations, and autonomous vehicle technology are factors that will impact mobility in the future. They are also prone to increase inequities in the transportation network, infrastructure and opportunities. Most of the emerging technologies mentioned in the document are already here and being addressed, others are not and will need to be addressed within 5years. Specifically, items related to autonomous or assisted driving vehicles such are signal communications, real-time traffic information, parking availability, broadband connectivity etc. No one has a crystal ball, but a visionary statement would have opened the door for flexibility before the next MTP.

Raleigh D. Stout

- I recommend that you include in long-range planning accommodations and procedures for adding electric power grid and communications optical fiber ducts in future development areas. These will be critical to upgrading our infrastructure and improving access to services and resilience in the face of natural hazards like winds and flooding. Inviting public utility providers to provide these services and including them in your planning sessions would be a big help.

MPO Response

Thank you for the above recommendations. The MPO staff will evaluate the draft plan text to ensure these topics are discussed in sufficient detail in the final document.

ATTACHMENT 2

Bikesboro
 2412 Lawndale
 Greensboro NC 27408
 (971) 322-6599
 Bikesboro.com



RE: Bikesboro comments about the Greensboro CTP Update and 2045 MTP

Greensboro Urban Area MPO
 Attention: 2045 MTP and CTP
 P.O. Box 3136
 Greensboro, NC 27402-3136

Dear GUAMPO Chair Marikay Abuzuaiter and associated members of GUAMPO,

Bikesboro welcomes this opportunity to help plan for Greensboro's continued prosperity into the mid 21st Century. We applaud the efforts by GUAMPO member governments to improve walking, transit and bicycling facilities over the last few years while maintaining Greensboro's national reputation of having the lowest car traffic congestion in the country. But we are also very worried that Greensboro and its surrounding communities are simply not keeping up with the radical car-optional infrastructure changes presently and rapidly occurring in Charlotte, Durham, Winston-Salem and Raleigh - we are falling behind.

The present transportation system is vastly **unequal**. It serves people with substantial means very well but people with limited means are essentially written out of the planning process due to a chronic lack of pedestrian, bicycle and transit funding. It is creating a "separate but equal" segregated transportation system along increasingly economic and racial lines.

We expect the cities, NCDOT and GUAMPO to rectify and fix all such inequities in all its planning and funding processes. We also expect GUAMPO to require area jurisdictions to upgrade all roadways for the safety its most vulnerable users in terms of **Vision Zero**. Finally we expect area cities to put as much detail into pedestrian, bicycle, and transit planning and implementation as they presently do for highway planning, including way-finding signage, grade separation, and car-optional connections for all users.

Between 2021 and 2045 GDOT is projecting over \$4.8 billion in new transportation revenue, approximately **\$200 million annually**, for roadways, transit, and all transportation mode infrastructure construction, maintenance, and operations (see Appendix A of the 2045 MTP). Given our continued city

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Totals	2,058,770	352,585	1,025,538	554,817	73,099	217,875	52,316	36,724	431,030	4,802,754

population growth and growing diversity, climate changes, as well as political changes at the state and federal level, how might the funding formula altered on the national, state, regional, and local level so that no more than 10% of the funding would be for highways and the **remaining 90%** be reserved for long-neglected transit, bike, walking, and micro-mobility projects?

How are the two Greensboro plans reflecting California climate action plan policy changes, namely a switch to an all-electric vehicle fleet on its roadways and a ban on gasoline-powered vehicles by 2030? We have no doubt that North Carolina, with only a quarter of the population of California and a small fraction of its national influence, will have to conform to California's policies. Since this will largely eliminate gas tax revenue, can we expect North Carolina and the city to adopt highway user fees and **congestion-pricing** on all "freeways", effectively tolling the whole highway system, by 2030?

How will the state and city adapt its transportation network to a new physical climate of even hotter summers, with more extremes of both temperature and of precipitation, per global warming? We were curious how the recently adopted comprehensive plan didn't address these issues except to identify them,



so can we assume the two long-range transportation plans will?

How will the city and state help residents, especially its poorest and most vulnerable residents, to adapt to **global warming and climate changes**? Will they encourage Autonomous Vehicle (AV) use, high-speed public transit, velopedes (enclosed bicycles, both electric and human powered), and clothing adapted to the new climate? Will GUAMPO require area cities to immediately upgrade all streets within city limits to "complete streets" or else abandon or de-annex unsustainable outer portions of cities?

We have reviewed the proposed update to the Greensboro Comprehensive Transportation Plan and the draft 2045 Metropolitan Transportation Plan. Our detailed proposed changes are outlined on the appended pages, but to summarize:

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GUAMPO needs to develop a full network of bike and walking connections throughout its service area, with each community committing to have a **safe facility within a quarter-mile of 80% of all residents by 2025** and 100% of residents by 2030, to connect the universities and colleges to community housing and amenities. GUAMPO not only needs to identify such facilities, it also needs to require each jurisdiction to mark each route with **way-finding signs** so all users can easily navigate on the ground.

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GUAMPO needs to require the City of Greensboro to move forward with roadway **car capacity-reducing** projects as soon as possible, especially of making Greene two-way downtown between Washington and Bellemead, but also on reducing all streets that have 3 or 4 lanes in one direction down to no more than 2 travel lanes. Elm-Eugene and Randleman, the routings for GTA frequent buses 12 and 13, should have green-colored bus/bike-only lanes on the excess lanes, while streets like Wendover and Battleground need to have separated bus-only lanes and barrier-protected bike lanes on the excess travel lanes.

Finally, GUAMPO needs to develop and model a vision of a city that actually meets all its goals in terms of global warming, neighborhood connectivity, Vision Zero user safety, high-speed high-capacity public transit, and high-density infill development.

Our Bikesboro membership will be happy to work with GUAMPO staff and the various jurisdictions to help implement these needed changes to the Greensboro Comprehensive Transportation Plan Update and the draft 2045 Metropolitan Transportation Plan.

Sincerely,

Sheldon Herman, Bikesboro Executive Director, bikewalla@gmail.com, 336-459-0711

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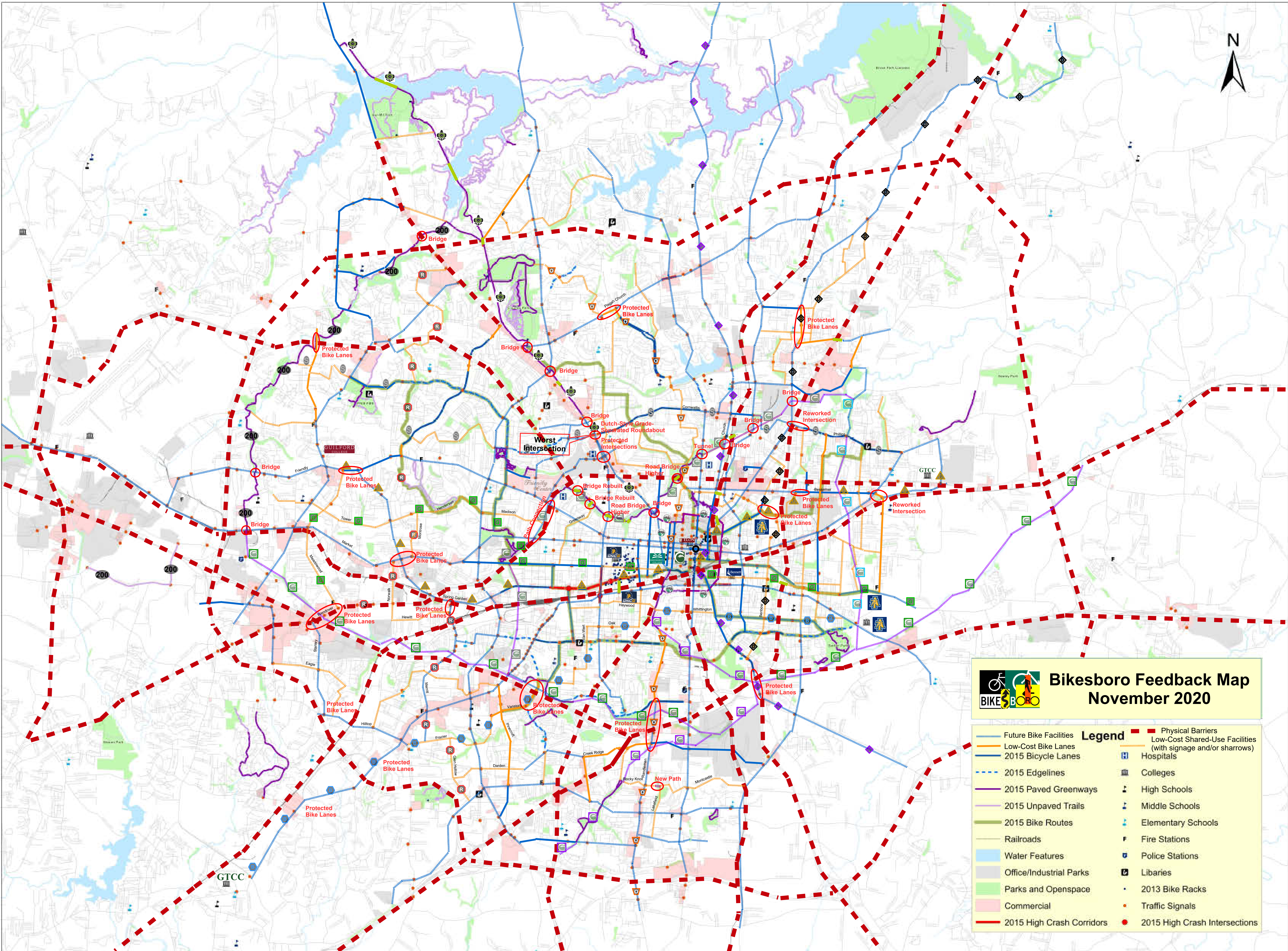
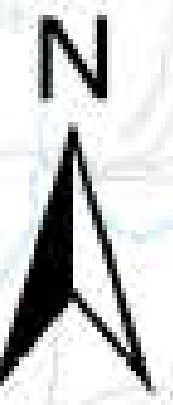
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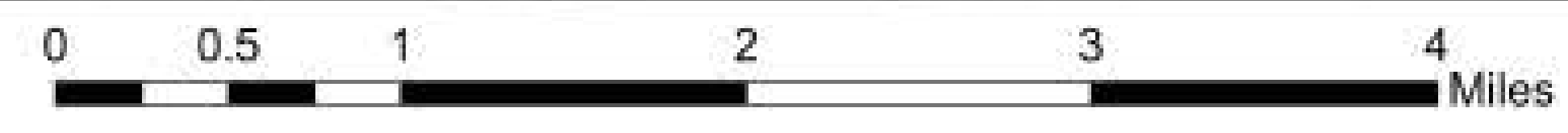
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 **Bikesboro Feedback Map**
November 2020

Legend	
 Future Bike Facilities	 Physical Barriers
 Low-Cost Bike Lanes	 Low-Cost Shared-Use Facilities (with signage and/or sharrows)
 2015 Bicycle Lanes	 Hospitals
 2015 Edgelines	 Colleges
 2015 Paved Greenways	 High Schools
 2015 Unpaved Trails	 Middle Schools
 2015 Bike Routes	 Elementary Schools
 Railroads	 Fire Stations
 Water Features	 Police Stations
 Office/Industrial Parks	 Libraries
 Parks and Openspace	 2013 Bike Racks
 Commercial	 Traffic Signals
 2015 High Crash Corridors	 2015 High Crash Intersections



Comprehensive Transportation Plan

Summary of Public Comments

The MPO received a total of 2 survey and email responses. The summary below includes comments and responses from MPO staff where appropriate. Comments are grouped by general topic. Names are shown when provided.

Survey Responses

How did you learn about the Draft CTP?

Email

What is the ZIP Code of your home address?

27405

1. The CTP is not financially constrained and includes projects that may be implemented 30 years or beyond from now. Do you believe future projects for each mode have been adequately addressed?

Strongly Disagree

2. Please indicate which mode of mapping interest you the most. Please rate the modes in order of interest, with 1 being most interesting and 6 being the least?

**Bicycle and Pedestrian
Public Transportation and Rail
Highway Facility and Recommendation Maps**

No Response

3. Are there any projects that you feel should not be included in the CTP? Please list the Map ID number.

Your maps have too many projects even for an unconstrained budget. There is no coordination nor real plan on how these are to be implemented nor how it's all supposed to work together nor why. I'll submit a separate list later.

4. Please share any other comments you may have.

You need to create a hierarchy of transit, highway, pedestrian, and micromobility projects, in other words classify the needed projects, rather than list them willy-nilly. These maps show a keen sloppiness, of an organization and MPO that really doesn't know what it is doing.

MPO Response

Thank you for commenting on the CTP. The CTP is best understood as unconstrained long range needs plan prepared to NCDOT specifications in order to comply with a state law requirement and functions as an MTP addendum. The MTP document is a more complete and accessible reference guide for understanding future needs and plans.

MPO staff will share your comment with NCDOT so that they can consider the feedback for future CTP standards.

Emailed or Written Comments

Mark Kirstner, Piedmont Authority for Regional Transportation

- Related to the CTP, I echo comments made during the plan's presentation. Pressure needs to put on NCDOT to include classifications for bike ways and the pedestrian network like the highway element. For public transportation, the CTP needs to better represent different types of transit routes and services, as well as future transit plans by depicting frequency improvements and potential new route or service

MPO Response

Thank you commenting on the CTP. MPO staff will share it with NCDOT so that they can consider the feedback for future CTP standards.



FAST Act Safety Performance Measure Targets

Background

Federal surface transportation law and regulations include requirements for performance-based planning and more specifically, performance-based transportation outcomes. Several divisions of the U.S. Department of Transportation (USDOT) are responsible for administering the national surface transportation, performance-based planning program with rule-making oversight by the FHWA and FTA.

Regulations, 23 CFR 490 and 23 CFR 450 further detailed the process that State DOT's and MPO's must follow regarding the inclusion of performance measures into the planning process, and implementation and details of the performance management process. The performance measures can broadly be grouped into three categories: 1) Safety 2) Pavement/Bridge, and 3) CMAQ, Reliability, and Freight. The MPO took action on the Safety Targets January 2018 and will continue to be required annually to approve Safety Targets.

Federal legislation states MPO's have 180 days from August 31, 2020 to establish a target by:

Option A

Agreeing to plan and program projects so that they contribute toward the accomplishment of NCDOT's safety target for that performance measure; or

Option B

Committing to a quantifiable target for that performance measure for your metropolitan planning area. (23 CFR 450.206(d) (2) (ii))

The MPO staff continues to recommend Option A to support meeting NCDOT established targets. The MPO must approve the targets by February 27, 2021.

Lead Planning Agency: City of Greensboro • Transportation Department



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RESOLUTION ENDORSING TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY NCDOT

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

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

WHEREAS the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries, and;

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group and;

WHEREAS, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year and;

WHEREAS the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW THEREFORE, BE IT RESOLVED, that the Greensboro MPO agrees to plan and program projects that contribute toward the accomplishment of the State's targets as *noted below for each of the aforementioned performance measures*:

1. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 4.20 percent each year from 1,427.2 (2015-2019 average) to 1,309.9 (2017-2021 average) by December 31, 2021.
2. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 4.35 percent each year from 1.208 (2015-2019 average) to 1.105 (2017-2021 average) by December 31, 2021.
3. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 3.24 percent each year from 3,905.0 (2015-2019 average) to 3,656.1 (2017-2021 average) by December 31, 2021.
4. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 3.35 percent each year from 3.281 (2015-2019 average) to 3.065 (2017-2021 average) by December 31, 2021.
5. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 3.65 percent each year from 543.4 (2015-2019 average) to 504.4 (2017-2021 average) by December 31, 2021.

NOW THEREFORE, BE IT FURTHER RESOLVED, that by approval of this resolution applicable references are hereby added to the 2045 MTP adopted on December 9, 2020, and the FY 2020-2028 MTIP adopted on November 13, 2019 by the Greensboro MPO.

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

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day December 9, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day December 9, 2020.

Notary Public

My commission expires _____.

FY 2020-2029 MTIP Amendment: Technical Plan to Provide Free Broadband Internet Access (TU-0002)

Background:

The City of Greensboro was recently awarded a Helping Obtain Prosperity for Everyone (HOPE) Grant from FTA. This funding is to use transit system as a springboard to create better lives for people in areas experiencing long-term economic distress. The funding will be added under TU-0002 Technical Plan to Provide Free Broadband Internet Access.

Project Description:

The City of Greensboro will receive funding to prepare a technical plan to establish what will be required to provide free broadband Internet access in low-income areas using transit, transportation, and other public infrastructure. The plan will study the capacity for transit shelters, street lights, city facilities, and the City's fiber optic network to extend access to free high-speed Internet in areas of persistent poverty, particularly important during the COVID-19 public health emergency, when 7,000 local students currently lack online access.

Adds \$234,000 in Section 5305 FTA discretionary grant 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 BOT meeting.

Lead Planning Agency: City of Greensboro • Transportation Department

Proposed MTIP (underlined text indicate change or addition)

STIP#	System	Description	Funding	Section	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
<u>TU-0002</u>	GTA	Technical Plan to Provide Free Broadband Internet Access(HOPE Grant)	HOPE	5305		<u>234</u>								

Funding Source:

5305: Statewide Transportation Planning Program

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
Technical Plan to Provide Free Broadband Internet Access (TU-0002)**

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 HOPE Grant from FTA to develop a technical plan to provide free broadband Internet access in areas of persistent poverty using transit and transportation infrastructure; AND

WHEREAS, the funding will be added in Section 5305 Statewide Transportation Planning Program; 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 to add TU-0002 on this day December 9, 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, December 9, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, December 9, 2020.

Notary Public

My commission expires _____

FY 2020-2029 MTIP Amendment: Add New Statewide Project for Bridge Inspections HB-9999

Project Situation:

NCDOT requests an MTIP amendment to add a statewide project: bridge inspection program. Project added at the request of NCDOT’s Structure Management Unit and replaces project B-9999.

Project Details:

HB-9999 Statewide Bridge Inspection Program

This project is an annual program to rate the structural integrity and traffic carrying capacity of bridges in NCDOT’s system.



Recommended Action & Next Steps:

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

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

ID #	DESCRIPTION	FUNDS	PHASE	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
HB-9999	Bridge Inspection Program	BG	IMPL			\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000

Lead Planning Agency: City of Greensboro • Transportation Department

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
HB-9999 STATEWIDE BRIDGE INSPECTION PROGRAM**

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

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

WHEREAS, NCDOT requests on behalf of the Structural Management Unit to create a project HB-9999 Statewide Bridge Inspection Program; AND

WHEREAS, NCDOT has programmed \$26 million annually from 2021 through 2029; AND

WHEREAS, the NC Board of Transportation amended the STIP on November 4, 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 project HB-9999, on this day, December 9, 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, December 18, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, November 18, 2020.

Notary Public

My commission expires _____



FY 2020-2029 MTIP Amendments and Modifications: STIP Rebalancing

Project Situation:

In summer 2020 FHWA found the NCDOT STIP to be out of balance and directed NCDOT to make changes to reestablish fiscal constraint. Revenue losses from the COVID-19 recession combined with cleanup costs from 2018 Hurricanes Florence and Michael and costly payouts from MAP Act lawsuit settlements were primary factors, along with escalating cost estimates for major projects that were initially estimated too low. In order to reestablish fiscal constraint, NCDOT made extensive changes to STIP project schedules, mainly by delaying projects and associated expenditures. These changes were made over a series of months from July through November, and included both amendments and administrative modifications. The GUAMPO made the first set of changes to the MTIP at the August 2020 meeting. The GUAMPO action for December 9 catches the MTIP up to the STIP and includes the additional STIP changes NCDOT made between September and December.


Project Details:

The following table provides a summary overview of schedule changes. The subsequent table provides financial details including estimated costs, funding levels and sources.

TIP #	Project Name - Description	Right-of-Way (FY)		Construction (FY)	
		Current	Proposed	Current	Proposed
I-5964	I-40/Elm-Eugene St Interchange	N/A	N/A	Under Construction	2023
EB-6009	Summit Ave, Sullivan St to Fourth St. Bicycle, Pedestrian & Safety Improvements.	2026	2028	2028	Future Years
I-5712	I-40/Sandy Ridge Rd Interchange	2021	2025	2023	2027
I-5735	I-73/US 220, Randolph Co. to I-85/US 421. Pavement Rehab.	N/A	N/A	2025	2028
I-5965	I-40, Freeman Mill Rd to US 29. Interchange Improvements & Widening.	2028	2029	2028	Future Years
I-6004	I-40/I-85/Rock Dairy Rd Interchange	2025	2028	2028	Future Years
R-2577B	US 158, Belews Creek Rd to Anthony Rd. Widening.	2024	2029	2026	Future Years
R-4707	US 29/Reedy Fork Parkway Interchange	2020	2020	2021	2022
R-5823	NC 68/NC 65 to US 220/Future I-73. Widening.	2021	2022	2023	2024
R-5889	US 29 (Future I-785), Hicone Rd to US 158. Upgrade to Interstate Standards.	2024	2026	2027	2029
U-5850	Randleman Rd, Elmsley Dr to Glendale Dr. Widening.	2021	2022	2024	2025
U-5851	Church St, Wendover Ave to Cone Blvd. Widening.	2022	2028	2024	Future Years
U-5892	Battleground Ave (US 220), Westridge Rd to Cotswold Terr.	2023	2024	2024	2026
U-6008	Bryan Blvd/New Garden Rd/Horse Pen Creek Rd Interchange	2021	2022	2022	2023
U-6045	Sandy Ridge Rd, I-40 to W. Market St.	2026	2027	2028	Future Years

Lead Planning Agency: City of Greensboro • Transportation Department

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TIP #	Project Name - Description	Right-of-Way (FY)		Construction (FY)	
		Current	Proposed	Current	Proposed
U-6100	US 29, Gate City Blvd to South of I-785. Access Management, Safety & Interchange Improvements.	2027	2029	Future Years	Future Years
U-6121	Wendover Ave, NC 68 to Guilford College Rd. Widening	2025	2026	2027	2029
U-6129	W Friendly Ave, Pembroke Rd to Green Valley Rd. Access Management and Intersection Improvements.	2025	2026	2026	2029
U-6181	McKnight Mill Rd/Minorwood Rd Intersection	2027	2027	2028	Future Years
U-6185	McConnell Rd/Willow Rd. Construct Roundabout.	2027	2027	2028	Future Years
U-6186	N Church St/Archergate Rd/Spencer Dixon Rd. Intersection	2027	2027	2028	Future Years
U-6211	Pleasant Ridge Rd/Fleming Rd. Intersection	2027	2027	2028	Future Years
U-6212	NC 62/Randleman Rd. Intersection	2027	2027	2028	Future Years
U-5812	Pisgah Church Rd/Lawndale Dr/Martinsville Rd Intersection	2020	2022	2021	2023
U-5852	Benjamin Pkwy/Bryan Blvd, Wendover Ave to Holden Rd. Widening.	2022	2023	2023	2024
EB-5877	Farmington Dr, Holden Rd to Gate City Blvd. Add sidewalk.	2020	2021	2020	2021
EB-5878	Meadowview Rd, Randleman to S. Elm-Eugene St. Add sidewalk.	2020	2021	2020	2021
I-5955*	I-40, Holden Rd to east of Gate City Blvd. Pavement Rehab.	N/A	N/A	2024	2023
U-2525C*	Future I-840 (Urban Loop), US 29 to Lawndale Dr.	N/A	N/A	2021	2021
U-6122*	NC 68, Gallimore Dairy Rd to Triad Center Dr. Upgrade to Superstreet.	2025	2025	2027	2027

* *Administrative Modification Projects*

Recommended Action & Next Steps:

- TAC action to amend the FY 2020-2029 MTIP.
- NCDOT processed the projects in this 2020-2029 MTIP amendment over the course of the September 3, October 8, and November 5 Board of Transportation meetings.

Current MTIP with Proposed MTIP Amendments

Items to be changed have strikethrough text, gray fill. Proposed changes are indicated by underlined text.

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Years	
Current	I-5964	I-40/Elm-Eugene St Interchange	NHP	CST	\$750,000												
Change	I-5964	I-40/Elm-Eugene St Interchange	NHP	CST	\$250,000				<u>\$500,000</u>								
Current	EB-6009	Summit Ave, Sullivan St to Fourth St. Bicycle, Pedestrian&Safety Improvements	TAANY	PE								\$525,000					
			L	PE								<u>\$131,000</u>					
			TAANY	CST											\$2,975,000		
			L	CST											<u>\$744,000</u>		
Change	EB-6009	Summit Ave, Sullivan St to Fourth St. Bicycle, Pedestrian&Safety Improvements	TAANY	PE										\$525,000			
			L	PE										<u>\$131,000</u>			
			TAANY	CST													\$2,975,000
			L	CST													<u>\$744,000</u>
Current	I-5712	I-40/Sandy Ridge Rd Interchange Improvements	NHP	R/W			\$3,168,000	\$9,476,000									
			NHP	UTIL			\$126,000	\$376,000									
			NHP	CST						\$4,833,000	\$4,833,000	\$4,834,000					
			NHP	R/W								<u>\$3,168,000</u>	<u>\$9,476,000</u>				
Change	I-5712	I-40/Sandy Ridge Rd Interchange Improvements	NHP	UTIL								<u>\$126,000</u>	<u>\$376,000</u>				
			NHP	CST										<u>\$4,833,000</u>	<u>\$4,833,000</u>	<u>\$4,834,000</u>	
			NHP	R/W													
			NHP	UTIL													
Current	I-5735	I-73/US 220, Randolph Co. Line to I-85/US 421.	NHPIM	CST							<u>\$7,014,000</u>						
Change	I-5735	I-73/US 220, Randolph Co. Line to I-85/US 421.	NHPIM	CST									\$7,014,000				
Current	I-5965	I-40, Freeman Mill Rd to US 29. Add Lanes, Interchange Improvements at Randleman Rd & Elm-Eugene St, Replace Norfolk Southern RR Overpass	NHP	R/W										\$11,511,000			
			NHP	UTIL										\$1,381,000			
			NHP	CST											\$103,437,000		
			NHP	R/W												<u>\$11,511,000</u>	
Change	I-5965	I-40, Freeman Mill Rd to US 29. Add Lanes, Interchange Improvements at Randleman Rd & Elm-Eugene St, Replace Norfolk Southern RR Overpass	NHP	UTIL												<u>\$1,381,000</u>	
			NHP	CST													\$103,437,000
			NHP	R/W													
			NHP	UTIL													
Current	I-6004	I-40/I-85, Rock Dairy Rd. Interchange Improvements. Widen to Multi-Lanes.	NHP	R/W							<u>\$1,400,000</u>						
			NHP	UTIL							<u>\$429,000</u>						
			NHP	CST									<u>\$10,900,000</u>				
			NHP	R/W											<u>\$1,400,000</u>		
Change	I-6004	I-40/I-85, Rock Dairy Rd. Interchange Improvements. Widen to Multi-Lanes.	NHP	UTIL										\$1,400,000			
			NHP	CST										\$429,000			
			NHP	R/W													<u>\$10,900,000</u>
			NHP	UTIL													
Current	R-2577B	US 158, Belews Creek Rd to Anthony Rd. Widen to Multi-Lanes.	BUILD NC	R/W						<u>\$12,711,000</u>	<u>\$12,710,000</u>						
			BUILD NC	UTIL							<u>\$327,000</u>	<u>\$326,000</u>					
			BUILD NC	CST									<u>\$46,400,000</u>				
			I	R/W												<u>\$12,711,000</u>	<u>\$12,710,000</u>
Change	R-2577B	US 158, Belews Creek Rd to Anthony Rd. Widen to Multi-Lanes.	I	UTIL												\$327,000	
			I	CST												\$46,400,000	
			BUILD NC	ENG		<u>\$535,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$1,072,000</u>
			BUILD NC	ROW		<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$1,671,000</u>
Current	R-4707	US 29/Reedy Fork Parkway Interchange Improvements.	BUILD NC	CST		<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$21,021,000</u>	
			T	CST			\$3,350,000	\$3,350,000	\$3,350,000	\$3,350,000	\$3,350,000						
			BUILD NC	ENG		<u>\$535,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$1,072,000</u>
			BUILD NC	ROW		<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$1,671,000</u>
Change	R-4707	US 29/Reedy Fork Parkway Interchange Improvements.	BUILD NC	CST		<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$3,003,000</u>	<u>\$21,021,000</u>	
			T	CST													
			BUILD NC	ENG		<u>\$535,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$268,000</u>	<u>\$1,072,000</u>	
			BUILD NC	ROW		<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$416,000</u>	<u>\$1,671,000</u>	

Funding Source: L: Local
T: Highway Trust Fund
BUILD NC: NC Bond Act of 2018

NHP: National Highway Program
NHPIM: National Highway Performance Program (Interstate Maintenance)
TAANY: Transportation Alternatives Program (Any Area)

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Years	
Current	R-5823	NC 68/NC 65 to US 220/Future I-73. Widen to Multilanes.	T	R/W			\$1,350,000	\$4,050,000									
			T	UTIL			\$424,000										
			T	CST						\$4,250,000	\$4,250,000	\$425,000	\$4,250,000				
Change	R-5823	NC 68/NC 65 to US 220/Future I-73. Widen to Multilanes.	T	R/W			\$1,350,000	\$4,050,000									
			T	UTIL			\$424,000										
			T	CST						\$4,250,000	\$425,000	\$4,250,000	\$4,250,000				
Current	R-5889	US 29 (Future I-785) Hicone Rd to US 158. Upgrade Corridor to Interstate Standards.	T	R/W					\$4,567,000	\$4,567,000	\$4,567,000						
			T	UTIL						\$634,000	\$634,000	\$634,000					
			NC-BUILD	CST									\$12,012,000	\$12,012,000	\$12,012,000	\$144,144,000	
			T	CST									\$12,675,000	\$12,675,000	\$12,675,000	\$12,675,000	
Change	R-5889	US 29 (Future I-785) Hicone Rd to US 158. Upgrade Corridor to Interstate Standards.	T	R/W							\$4,567,000	\$4,567,000	\$4,567,000				
			T	UTIL							\$634,000	\$634,000	\$634,000				
			T	CST											\$47,675,000	\$143,025,000	
Current	U-5850	Randleman Rd, Elmsley Dr to Glendale Dr. Widen to Multilanes.	T	R/W			\$467,000										
			T	UTIL			\$56,000										
			T	CST						\$2,400,000							
Change	U-5850	Randleman Rd, Elmsley Dr to Glendale Dr. Widen to Multilanes.	T	R/W			\$467,000										
			T	UTIL			\$56,000										
			T	CST							\$2,400,000						
Current	U-5851	Church St, Wendover Ave to Cone Blvd. Add Lanes.	T	R/W			\$772,000	\$2,316,000									
			T	UTIL			\$371,000										
			T	CST									\$8,100,000				
Change	U-5851	Church St, Wendover Ave to Cone Blvd. Add Lanes.	T	R/W										\$772,000	\$2,316,000		
			T	UTIL										\$371,000			
			T	CST												\$8,100,000	
Current	U-5892	Battleground Ave (US 220) Westridge Rd to Cotswold Ave. Add Lanes.	T	R/W				\$3,766,000	\$3,766,000								
			T	UTIL				\$736,000	\$736,000								
			T	CST						\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000				
Change	U-5892	Battleground Ave (US 220) Westridge Rd to Cotswold Ave. Add Lanes.	T	R/W					\$3,766,000	\$3,766,000							
			T	UTIL					\$736,000	\$736,000							
			T	CST							\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000			
Current	U-6008	Bryan Blvd, New Garden Rd at Horse Pen Creek Rd. Interchange Improvements, New Ramp from New Garden Rd onto westbound Bryan Blvd.	T	R/W			\$1,250,000										
			T	UTIL			\$500,000										
			T	CST				\$2,250,000									
Change	U-6008	Bryan Blvd, New Garden Rd at Horse Pen Creek Rd. Interchange Improvements, New Ramp from New Garden Rd onto westbound Bryan Blvd.	T	R/W			\$1,250,000										
			T	UTIL			\$500,000										
			T	CST				\$2,250,000									
Current	U-6045	Sandy Ridge Rd, I-40 to West Market St. Widen to Multilanes.	T	R/W							\$2,150,000	\$2,150,000					
			T	UTIL							\$250,000	\$25,000					
			T	CST									\$6,831,000	\$6,830,000			
Change	U-6045	Sandy Ridge Rd, I-40 to West Market St. Widen to Multilanes.	T	R/W								\$2,150,000	\$2,150,000				
			T	UTIL								\$25,000	\$250,000				
			T	CST											\$13,661,000		
Current	U-6100	US 29, Gate City Blvd to South of I-785. Access Management. Summit Ave & Phillips Ave Interchanges,	T	R/W								\$2,938,000					
			T	UTIL								\$1,115,000					
			T	CST											\$102,500,000		
Change	U-6100	US 29, Gate City Blvd to South of I-785. Access Management. Summit Ave & Phillips Ave Interchanges,	T	R/W											\$2,938,000		
			T	UTIL											\$1,115,000		
			T	CST											\$102,500,000		

Funding Source: T: Highway Trust Fund

BUILD NC: NC Bond Act of 2018

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Years	
Current	U-6108	Battleground (US 220) , Wendover Ave to Fernwood Dr Reconfigure Battleground Ave, Lawndale Dr & Westover Terr Improve Wendover connections at Battleground & Westover.	T	R/W							\$14,867,000	\$14,867,000	\$14,866,000				
			T	UTIL								\$534,000	\$533,000	\$533,000			
			T	CST												\$6,250,000	\$6,250,000
Change	U-6108	Battleground (US 220) , Wendover Ave to Fernwood Dr Reconfigure Battleground Ave, Lawndale Dr & Westover Terr Improve Wendover connections at Battleground & Westover.	T	R/W										\$11,150,000	\$11,150,000	\$22,300,000	
			T	UTIL											\$400,000	\$400,000	\$800,000
			T	CST													\$12,500,000
Current	U-6121	Wendover Ave, NC 68 to Guilford College Rd. Widen to 6 lanes and add sidewalks.	T	R/W							\$3,650,000	\$3,650,000					
			T	UTIL								\$450,000	\$450,000				
			NC-BUILD	CST										\$1,287,000	\$1,287,000	\$1,287,000	\$15,444,000
			T	CST											\$1,025,000	\$1,025,000	\$1,025,000
Change	U-6121	Wendover Ave, NC 68 to Guilford College Rd. Widen to 6 Lane and add sidewalks.	T	R/W								\$3,650,000	\$3,650,000				
			T	UTIL									\$450,000	\$450,000			
			T	CST												\$4,775,000	\$14,325,000
Current	U-6129	West Friendly Ave, Pembroke Rd to Green Valley Rd. Roadway, Intersection, Access Management, and Pedestrian Improvements.	BGANY	R/W							\$120,000						
			L	R/W							\$30,000						
			BGANY	UTIL								\$42,000					
			L	UTIL								\$10,000					
			BGANY	CST									\$440,000				
Change	U-6129	West Friendly Ave, Pembroke Rd to Green Valley Rd. Roadway, Intersection, Access Management, and Pedestrian Improvements.	L	CST								\$110,000					
			BGANY	R/W									120,000				
			L	R/W									30,000				
			BGANY	UTIL									42,000				
			L	UTIL									10,000				
Current	U-6181	McKnight Mill Rd, Minorwood Rd. Upgrade Intersection.	T	R/W									\$500,000				
			T	UTIL										\$171,000			
			T	CST											\$500,000		
Change	U-6181	McKnight Mill Rd, Minorwood Rd. Upgrade Intersection.	T	R/W									\$500,000				
			T	UTIL										\$171,000			
			T	CST												\$500,000	
Current	U-6185	McConnell Rd, Willow Rd. Construct Roundabout.	BGANY	R/W									\$160,000				
			L	R/W										\$40,000			
			BGANY	UTIL										\$94,000			
			L	UTIL										\$24,000			
			BGANY	CST											\$960,000		
Change	U-6185	McConnell Rd, Willow Rd. Construct Roundabout.	L	CST										\$240,000			
			BGANY	R/W										\$160,000			
			L	R/W											\$40,000		
			BGANY	UTIL											\$94,000		
			L	UTIL											\$24,000		
Current	U-6186	North Church St, Archergate Rd & Spencer Dixon Rd. Realign Intersection.	T	R/W									\$600,000				
			T	UTIL										\$100,000			
			T	CST											\$2,400,000		
Change	U-6186	North Church St, Archergate Rd & Spencer Dixon Rd. Realign Intersection.	T	R/W									\$600,000				
			T	UTIL										\$100,000			
			T	CST												\$2,400,000	
Current	U-6211	Pleasant Ridge Rd, Fleming Rd. Add Turn Lanes.	T	R/W									\$200,000				
			T	UTIL										\$140,000			
			T	CST											\$2,100,000		
Change	U-6211	Pleasant Ridge Rd, Fleming Rd. Add Turn Lanes.	T	R/W									\$200,000				
			T	UTIL										\$140,000			
			T	CST												\$2,100,000	

Funding Source:

L: Local
T: Highway Trust Fund

BUILD NC: NC Bond Act of 2018
BGANY: Surface Transportation Block Grant (Any Area)

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Years		
Current	U-6212	NC 62, Randleman Rd. Add Turn Lanes.	T	R/W									\$200,000					
			T	UTIL										\$70,000				
			T	CST											\$1,000,000			
Change	U-6212	NC 62, Randleman Rd. Add Turn Lanes.	T	R/W									\$200,000					
			T	UTIL										\$70,000				
			T	CST													\$1,000,000	
Current	U-5812	Pisgah Church Rd / Lawndale Dr & Martinsville Rd. Intersection Improvements.	BGANY	R/W		\$144,000												
			BGANY	CST			\$600,000											
			L	R/W		\$36,000												
			L	CST			\$150,000											
Change	U-5812	Pisgah Church Rd / Lawndale Dr & Martinsville Rd. Intersection Improvements.	BGANY	R/W				\$144,000										
			BGANY	CST				\$600,000										
			L	R/W				\$36,000										
			L	CST					\$150,000									
Current	U-5852	Benjamin Parkway/ Bryan Blvd, Wendover to Holden Rd. Widening	T	UTIL				\$855,000										
			T	R/W				\$103,000										
			T	CST					\$4,729,000	\$4,729,000								
			BUILD NC	CST					\$257,000	\$257,000	\$257,000	\$257,000	\$257,000	\$257,000	\$257,000	\$257,000	\$2,056,000	
Change	U-5852	Benjamin Parkway/ Bryan Blvd, Wendover to Holden Rd. Widening	T	UTIL				\$855,000										
			T	R/W				\$103,000										
			T	CST						\$6,229,000								
			T	CST						\$6,229,000								
Current	EB-5877	Farmington Dr from Holden Rd to W. Gate City Blvd. Add sidewalk	TAANY	R/W		\$48,000												
			TAANY	CST		\$240,000												
			L	R/W		\$12,000												
			L	CST		\$60,000												
Change	EB-5877	Add sidewalk on Farmington Dr from Holden Rd to West	TAANY	R/W			\$48,000											
			TAANY	CST			\$240,000											
			L	R/W			\$12,000											
			L	CST			\$60,000											
Current	EB-5878	W. Meadowview Rd from Randleman Rd to S. Elm-Eugene St Add sidewalk	TAANY	R/W		\$41,000												
			TAANY	CST		\$207,000												
			L	R/W		\$10,000												
			L	CST		\$52,000												
Change	EB-5878	W. Meadowview Rd from Randleman Rd to S. Elm-Eugene St Add sidewalk	TAANY	R/W			\$41,000											
			TAANY	CST			\$207,000											
			L	R/W			\$10,000											
			L	CST			\$52,000											
Current	I-5955	I-40, Holden Rd to east of Gate City Blvd. Pavement Rehab.	NHPIM	CST					\$6,428,000	\$6,427,000								
Change	I-5955	I-40, Holden Rd to east of Gate City Blvd. Pavement Rehab.	NHPIM	CST				\$6,428,000	\$6,427,000									
Current	U-2525C	Future I-840, Greensboro Urban Loop, US 29 to Lawndale Dr	T	CST	\$41,925,000	\$41,925,000												
Change	U-2525C	Future I-840, Greensboro Urban Loop, US 29 to Lawndale Dr	T	PE		\$541,000	\$541,000	\$541,000	\$541,000	\$541,000	\$541,000	\$541,000	\$541,000	\$541,000	\$541,000	\$3,239,000		
			T	CST	\$19,380,000	\$19,379,000												
			NC BUILD	CST		\$5,260,000	\$5,260,000	\$5,260,000	\$5,260,000	\$5,260,000	\$5,260,000	\$5,260,000	\$5,260,000	\$5,260,000	\$5,260,000	\$31,553,000		
Current	U-6122	NC 68, Gallimore Dairy Rd to Triad Center Dr. Upgrade to Superstreet.	T	R/W							\$600,000							
			T	UTIL							\$500,000							
			T	CST									\$8,275,000	\$8,275,000	\$8,275,000	\$8,275,000		
Change	U-6122	NC 68, Gallimore Dairy Rd to Triad Center Dr. Upgrade to Superstreet.	T	R/W							\$600,000							
			T	UTIL							\$500,000							
			NC BUILD	CST									\$1,716,000	\$1,716,000	\$1,716,000	\$20,592,000		
			I	CST									\$6,550,000	\$6,550,000	\$6,550,000			

Funding Source: **L:** Local
T: Highway Trust Fund
BUILD NC: NC Bond Act of 2018
BGANY: Surface Transportation Block Grant (Any Area)
TAANY: Transportation Alternatives Program (Any Area)
NHPIM: National Highway Performance Program (Interstate Maintenance)

**RESOLUTION AMENDING & MODIFYING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
STIP REBALANCING**

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 a modification 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 and change project funding sources for fund balancing purposes, AND

WHEREAS, the NC Board of Transportation processed the projects in this 2020-2029 STIP amendment over the course of the September 3, October 8, and November 5 Board of Transportation meetings; 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 and modify the Metropolitan Transportation Improvement Program for FY 2020-2029 STIP Rebalancing on this day, December 9, 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, December 9, 2020.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, December 9, 2020.

Notary Public

My commission expires _____



Proposed 2021 MPO Meeting Schedule

Technical Coordinating Committee (TCC)
2:00 - 3:30 pm online

Transportation Advisory Committee (TAC)
2:00 - 3:30 pm online

Due to COVID-19 restrictions, meetings will occur online until further notice.

<p>Tuesday, January 26, TCC Wednesday, January 27, TAC</p>	<p>Tuesday, August 10, TCC Wednesday, August 11 TAC</p>
<p>Tuesday, March 9, TCC Wednesdy, March 10, TAC</p>	<p>Tuesday, September 21, TCC Wednesday, September 22, TAC</p>
<p>Tuesday, May 11, TCC Wednesday, May 12 TAC</p>	<p>Tuesday, November 9, TCC Wednesday, November 10, TAC</p>
<p>Tuesday, June 22, TCC Wednesday, June 23 TAC</p>	<p>Tuesday, December 14, TCC Wednesday, December 15, TAC</p>

Lead Planning Agency: City of Greensboro • Transportation Department



PO BOX 3136
 GREENSBORO NC 27402-3136



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CONGESTION MANAGEMENT PROCESS

[Please click here to view the online version](#)

Adopted on February 26 2020





2020 Congestion Management Process Modification

The 2020 Congestion Management Process was adopted by TAC on February 26 2020. Staff has recently completed a major modification developed in conjunction with the recent 2045 MTP development process.


The major modifications includes:

Modification 1: A reader-friendly [web version](#) is provided, which can be accessed via various devices.

Modification 2: In Sections 3.1 Roadway Network, besides existing four measures (such as: *Centerline miles by functional class, Bottle Neck locations, Vehicle Hour Delay* and *% Below Free Flow Speed*), one more measure- *Travel Time Reliability* is added. The related Travel Time Index definition, 2014-2018 analysis maps and lists are added accordingly. For more details, please refer to 3.1 Roadway Network \ Roadway Performance \ Measure 5: Travel Time Reliability.

Lead Planning Agency: City of Greensboro • Transportation Department

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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	Nov. 2020	Dec. 2020	\$41,000	Under construction	Bobby Norris
SS-4907CE 47938.1.1 47938.3.1	Install severe duty impact attenuators at four locations on multiple routes in Guilford County: I-73 NB at Exit 2 (Friendly Avenue), I-73 SB at Exit 1 (I-40 WB), I-73 SB at Exit 97A (US 29/US 70), I-85 SB at Exit 121 (I-73 NB) in Greensboro	Feb. 2021	Jun. 2021	\$145,000	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	Feb. 2021	Jun. 2021	\$35,000	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 in Greensboro	Jun. 2021	Nov. 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 in Greensboro	Jun. 2021	Nov. 2021	\$200,700	Funds approved 3/7/19 and released, Agreement executed for construction by City of Greensboro	Dawn McPherson
Y-4807B 40325.2.59 40325.3.59	Pine Street RR crossing closure and Lowdermilk St./ Sykes Ave. realignment in Greensboro	6/30/21	FY2023	\$2,550,000	Planning and design activities underway, COG acquiring ROW - 50% complete	Kumar Trivedi

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SM-5707G 48907.1.1 48907.2.1 48907.3.1	Installation of left and right turn lanes on SR 2526 (Summit Avenue) at SR 2565 (Hicone Road) 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 11/16/21	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	5/1/22	\$300,000	R/W acquisition - 100% complete, Utility relocations complete	Chad Reimakoski
SS-4907CI 48304.1.1 48304.3.1	Directional crossover construction on US 29 at Lakeview Memorial Park Cemetery Entrance in Greensboro	1/6/22	6/1/22	\$300,000	Funds approved and released 12/6/18	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	\$5,900,000	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
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

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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	2/15/22	FY2025	\$51,700,000	R/W acquisition underway - 90% complete	Laura Sutton
U-6019 47164.1.1 47164.2.1 47164.3.1	Construct turn lanes and sidewalks at the intersection of SR 2334 (Air Harbor Road) and SR 2347 (Lake Brandt Road) in Greensboro	3/17/22	FY2024	\$875,000	Final design underway, ROW acquisition 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 and released 6/23/20.	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 and released 6/23/20, Agreement pending for construction by City of	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	\$26,280	Funds approved 3/5/20 and released 6/23/20.	Dawn McPherson
SS-6007K 49263.1.1 49263.3.1	Traffic signal revisions at intersection of SR 4121 (Gate City Boulevard) and Patterson Street in Greensboro . Install FYA heads on both approaches of SR 4121 and for the southbound Patterson Avenue approach to the intersection. Lengthen mast arm #17 for improved lateral positioning for the recommended FYA for the southbound Patterson Avenue approach.	Jun. 2022	FY2023	\$9,900	Funds approved 3/5/20 and released 6/23/20, Agreement pending for construction by City of Greensboro	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. Agreement pending for construction by City of Greensboro	Dawn McPherson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-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 and released 6/23/20.	Dawn McPherson
SM-5707I 49147.1.1 49147.2.1 49147.3.1	Traffic signal installation at NC 61 and I-85 NB/I-40 EB ramps south of Whitsett	Jun. 2022	FY2023	\$100,000	Funds approved 3/5/20 and released 6/23/20.	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 and released 6/23/20.	Dawn McPherson
U-5841 50232.1.1 50232.2.1 50232.3.1	Widen Lindell Road (SR 2254 Wendover Ave. Off Ramp) and Friendly Avenue to accept dual left turn lanes in Greensboro	8/18/22	FY 2024	\$1,750,000	Final design underway, ROW certified 2/4/20, let pending	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	\$600,000	Final plans complete, ROW certified 1/17/19, 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	\$1,300,000	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
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-5812 54040.1.1 54040.2.1 54040.3.1	Intersection improvements at Pisgah Church Rd. and Lawndale Ave., at Lawndale Ave. and Martinsville Rd., and at Martinsville Rd. and Pisgah Church Road in Greensboro	3/30/23	FY2025	\$750,000	Planning and design activities underway, Project transferred to City of Greensboro (LAP)	Donnie Huffines Chris Smitherman
I-5955 45908.1.1 45908.3.1	Pavement Rehabilitation on I-40 from east of Freeman Mill Rd to east of SR 3037/ SR 4240 (Gate City Boulevard) in Greensboro	4/18/23	FY2025	\$12,855,000	Planning and design activities underway	Chris Smitherman
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
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-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)	6/22/23	FY2025	\$2,250,000	Planning and design activities underway, Public meeting held 6/6/19	Chris Smitherman

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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-4758 40251.2.1 40251.3.1	Improvements to Johnson Street/Sandy Ridge Road from SR 1820 (Skeet Club Road) to south of I-40 in High Point	12/19/23	FY2026	\$45,700,000	Planning and Design activities underway, Public meeting 8/14/18	Laura Sutton
U-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-5852 50241.1.1 50241.2.1 50241.3.1	Widening on SR 2085 (Benjamin Parkway/Bryan Boulevard) from SR 2254 (Wendover Ave.) to Holden Road in Greensboro .	1/16/24	FY2026	\$12,458,000	Planning and design activities underway, Project includes Build NC Bonds	Laura Sutton
U-5842 54042.1.1 54042.2.1 54042.3.FD1	Intersection improvements at Pisgah Church Rd. and North Elm Street in Greensboro	3/19/24	FY2026	\$750,000	Planning and design activities underway, Project transferred to City of Greensboro (LAP)	Donnie Huffines Chris Smitherman

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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
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-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	12/15/26	FY2029	\$14,500,000	Planning and Design activities underway, Public meeting 5/21/19	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

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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

North Carolina Department of Transportation

12/3/2020

Active Projects Under Construction - Guilford Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C203256	U-3615B	SR-1820 (SKEET CLUB RD) FROM EAST OF SR-1818 (JOHNSON ST) TO WEST OF NC-68 (EASTCHESTER DR) IN HIGH POINT.	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Ingram, PE, J. Paul	\$30,898,017.15	3/2/2015	3/29/2019	5/20/2015	7/25/2021	92	89
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	12/31/2020	100	88.45
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	10/30/2020	100	89.92
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	9/1/2021	100	73.19
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	65.37	61.32
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	100	89.51
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	1/16/2022	73.3	61.4
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	12/15/2020	100	88.2
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	17.5	23.73

North Carolina Department of Transportation

12/3/2020

Active Projects Under Construction - Guilford Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
DG00429	B-4958	REPLACE BRIDGE #106 ON SR 2128 (BUNCH ROAD) OVER REEDY FORK CREEK	NATIONAL BRIDGE BUILDERS LLC	Lorenz, PE, Kris	\$939,493.90	6/10/2019	2/24/2020	6/11/2019	7/22/2020	100	89.59
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
DG00446	B-5726	REPLACE BRIDGE # 135 ON SR 1001 (NORTH CHURCH STREET) OVER SQUIRREL CREEK	TRIANGLE GRADING & PAVING INC	Lorenz, PE, Kris	\$1,069,372.80	8/6/2018	6/1/2019	9/19/2018	7/31/2020	100	91.16
DG00454		WIDENING, MILLING, RESURFACING AND ADA COMPLIANT CURB RAMPS ON PORTIONS OF 57 SECONDARY ROADS	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Lorenz, PE, Kris	\$3,538,049.26	7/9/2018	11/1/2019	9/4/2018	5/12/2020	100	100
DG00462		REHAB. BRIDGES 264, 288, 260, 543 IN GUILFORD COUNTY AND BRIDGE 031 IN ORANGE COUNTY	ELITE INDUSTRIAL PAINTING INC	Snell, PE, William H	\$967,383.15	8/1/2019	1/1/2020				
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	9/28/2020	11/30/2020	100	67.47
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	10/22/2020	100	100
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	99.99



On behalf of the State Ethics Commission and its staff, I want to wish you and your family Happy Holidays! It has been a very challenging year for us all, but I am hopeful that 2021 will be a year in which we begin to overcome the nation's health crisis and continue our important contributions to the State of North Carolina. We are very much looking forward to moving our offices back to the Capehart-Crocker house in early 2021 and continuing to build Team Ethics. Thank you all for your support and patience over the past few years.

Kathleen Edwards, Executive Director



Ethics Act Gift Ban

The holidays are almost here, and you all know what that means...hot cocoa, holiday lights, fireside family gatherings, and gift ban questions! Whether in person, socially distanced, or on Zoom, holiday celebrations and gift-giving this year are still subject to the gift ban of the Ethics Act and Lobbying Law. This newsletter summarizes the gift ban and provides information to help you navigate gift-giving this holiday season. As always, if you have any questions or doubts about what may or may not be allowed, please contact our office and we will be happy to assist you.

What is the Gift Ban?

The Ethics Act prohibits public servants, legislators, and legislative employees from accepting gifts from lobbyist and lobbyist principals, and public servants from accepting gifts from those doing or seeking to do business with the State, unless a gift ban exception applies. (See G.S. 138A-32). Likewise, the Lobbying Law prohibits lobbyists, lobbyist principals, and liaison personnel from giving gifts to those individuals. (See G.S. 120C-303 and -501).

What is a Gift?

A gift is anything of monetary value given or received without valuable consideration. In North Carolina, there is no allowance for *de minimis* or small gifts, so all gifts from givers listed above are prohibited unless an exception applies.



Gift Ban Continued...

Who is Covered?

Not sure if the gift ban applies to you? Names of covered persons and boards can be found at: <https://ethics.nc.gov/coverage>.

Public Servants – Unless an exception applies, cannot accept gifts from lobbyists, lobbyist principals, or those seeking or doing business with the State, who are regulated by the State, or have financial interests that may be impacted by a public servant's actions.

Legislators & Legislative Employees – Unless an exception applies, cannot accept gifts from lobbyists, lobbyist principals, or liaison personnel.

Lobbyists, Lobbyists Principals & Legislative Liaison Personnel – Unless an exception applies, cannot give gifts to legislators, legislative employees. Search for registered lobbyists, lobbyist principals and liaison personnel at: https://sosnc.gov/online_services/search/by_title/lobbying.





Holiday Gift Ban Q & A

Q: *May I give/receive a holiday greeting card?*

A: Yes, holiday greeting cards are not considered gifts and may therefore be exchanged without violating the gift ban.

Q: *What about gifts from family members?*

A: Gifts to/from extended family members or members of the same household are allowed but may need to be reported if a registered lobbyist is doing the giving.

Q: *I'm a Public Servant/Legislator/Legislative Employee, can I ask my employees to contribute to a local charity instead of giving me a holiday gift?*

A: No, covered persons are generally prohibited from soliciting charitable donations from subordinate State employees, although generic written solicitations sent to all employees are allowed.

Q: *What should I do if I receive a prohibited gift?*

A: Promptly decline or return it, pay fair market value for it, or donate it to a charity or the State. And make sure you get a receipt if you decide to pay for it or donate it to charity.

Q: *What should I do if I'm uncertain about whether I can give/receive a gift?*

A: If you have any questions or doubts, please contact the State Ethics Commission staff and we will be happy to assist you.

Q: *May I attend a holiday party hosted by my neighbor, a lobbyist?*

A: Since the food and beverages are being given by a lobbyist, a gift ban exception must apply before you join in the merriment. One exception allows gifts given as part of a business, civic, religious, fraternal, personal, or commercial relationship if: (1) that relationship is not tied to your public position; and (2) the gift is not given to lobby you. Here, since you were invited the party because you are a neighbor, and not because you are a public servant, and you are being given the same food and beverages as all attendees, you may accept the food and beverages.

Final Words of Wisdom – Don't Forget, You Wear Your "Covered Person" Hat at all Times!

If you are a public servant, legislator, or legislative employee, remember you "wear that hat" 24/7/365, not just during the holidays and not only when you are engaged in your official duties. Before accepting a gift, you should always consider the following 3 questions:

- Is this a "gift" as defined in the Ethics Act? Remember, a "gift" is anything with monetary value, regardless of the amount of the value.
- Who is paying for or funding the gift? In other words, is the gift directly, or indirectly, being paid for or funded by a lobbyist, lobbyist principal, liaison personnel, or interested person?
- If the gift is from a prohibited giver, does the gift fit within a gift ban exception? If no exception applies, you cannot accept the gift. A full list of exceptions is listed in [G.S. § 138A-32\(f\)](#).



A Very Long SEI Season

Sigh...what a year 2020 has been! When the COVID-19 Pandemic hit in March, the SEI Unit was in the middle of the SEI filing season. With it being an election year, there were also many candidates that were required to file in addition to the 6500+ regular filers. It was a record year for the number of candidates, with over 800 filing for candidacy in December 2019. As you can imagine, with an April 15 statutory deadline and Ethics staff teleworking, this year's filing season was a challenge for us all.

In March, when teleworking began, most Ethics Commission staff members did not even have laptops. Figuring out how to productively work from home during the busy SEI filing season was overwhelming, but with a statutory deadline we had to make it work. On June 15th, over 1200 covered persons had not yet filed their SEIs. The SEI team reached out to late filers and by the August 13, 2020, Ethics Commission meeting, we had less than 150 late filers to present to the Commission for fine consideration.

With consideration for the unique challenges our filers faced because of the pandemic, the Commission suspended any fines for one month. This gave late filers one additional opportunity to file their SEIs, extending the filing deadline to September 13, 2020. Ultimately, only 19 late filers were fined, including six candidates. Although this year presented its fair share of challenges for the SEI filing season, with the help of the Ethics Liaisons our team stepped up to the plate and reduced the number of late filers from 1,200 to less than 20 before the end of the year.



New Ethics Education Webinars

The pandemic has created many changes, challenges, and opportunities. This Spring, the Ethics Commission took advantage of the difficult circumstances to change the way it delivers live ethics education to public servants. It developed a live ethics education webinar using Microsoft Teams software.

Twenty-five people participated in the first webinar in May.



After smoothing out a few connectivity problems in the beginning, feedback from the webinars, has been quite positive. By October, enrollment had increased to 50 participants.

The webinar has three advantages compared to earlier live presentations: (1) They allow public servants and others to avoid indoor conference rooms and complete required ethics education safely; (2) They are presented by legal counsel to the Commission who is prepared to answer questions in real time; and (3) The program has been streamlined to be completed in about 90 minutes.

Participants have been pleased with this live option, as it has proven to be technologically simple and engaging for viewers. Plus, people can take the training in their pajamas if they wish! (We won't tell!)



A webinar is scheduled for December 16, 2020. Classes for 2021 will be scheduled and posted shortly. Please make sure your agency is up-to-date on Ethics education compliance by checking here <https://et.ncsbe.gov/Report>. And encourage board members, employees and other public servants to register at the Ethics Commission website: <http://ethics.nc.gov>.



Hero Corner

Because Ethics Liaisons are our heroes!

Did you know...

...that our database system is not automated or linked to outside sources?

When a member joins or leaves a Board or Commission, or an employee's exempt status changes, we rely on the Ethics Liaison to tell us so we can make the update and start tracking compliance with the Ethics Act.

...that we need specific information for creating a record for a new member?

When you send an update, please send the **appointment start and end date**, **appointing authority**, **Board role** (if applicable), **who the member replaces** and **contact information** for the new members. **Tip:** send the appointment letter – it's super helpful!

...that we have a [webpage](#) dedicated to Ethics Liaisons?

It is on our new website under the heading "**Ethics Liaison**": there you will find general information, links, and searchable database for tracking your members' compliance with filings and education requirements.

Your Questions Answered:

Q – *Our Ethics Liaison left! Who should we assign to be our new EL?*

A – Thank you for asking! Assigning the ethics liaison role correctly is an important decision -- the EL is critical to ensuring statutory compliance as they are a liaison to Ethics Commission staff, responding to staff requests for details on covered persons, ensuring SEI and education compliance, and assisting covered persons with gift ban and conflict of interest questions—so we are happy to provide some guidance from experience:

For a **board or commission**, we find that an Ethics Liaison must have access to or handle the *administrative functions* for the board. Someone who routinely interacts with the board members will do particularly well in that role. For a **State agency**, we recommend that the Ethics Liaison also have access to or handle human resources information and administrative matters re: new hires, exempt employee status, or employees leaving their agency.

If you any additional questions, or a follow-up, call us at the Commission and we will be happy to help!

Ethics Liaison Superheroes- Recognition for outstanding service!



🏆 **ZIA RIFKIN** of **Land of Sky RPO** and **French Broad River MPO TACs**

Zia is the EL for two different entities and does a fantastic job with both! She consistently and timely informs Ethics Commission staff of membership changes. She always communicates ethics requirements to her new members, so they know what to do, what to file and when to do it. She follows up to make sure her members complete their filings. **Thank you, Zia!**

🏆 **LAURA ROWE** of the **State Treasurer's Office**

Laura is responsible not only for all covered Treasurer employees, but for seven boards and commissions as well. She works diligently to ensure her covered individuals are compliant, and she is proactive when notifying us of changes in board membership or in agency personnel. Tracking changes to the covered status of employees is very demanding, and we could not do our job without the assistance of our Ethics Liaisons. **Thank you, Laura!**

NCDOT TPD NEWS



NCDOT TPD GUAMPO Newsletter

December 2020

Traffic Forecasts (TF)

Project Level Traffic Forecasting is an essential part of the planning process. The traffic forecast informs the design of STIP projects. There are no ongoing traffic forecasts at this time.

NC Moves 2050

After nearly two years of getting feedback from people across the state for the NC long-range transportation plan, draft recommended actions designed to provide a responsive, connected and inclusive transportation system have been developed. NCDOT would like your feedback on these recommendations through a survey at www.ncmoves.gov. This final opportunity to provide input will close on November 9.

Animal-Vehicle Crashes Soar

The frequency of animal-vehicle crashes climbed considerably in the latest annual report from NCDOT. There was an increase of more than 2,300 crashes in 2019 when compared to the 2018 statewide total, with the overall figure reaching more than 20,000 crashes.

North Carolina is entering the three worst months (October, November and December) for such crashes. The most crashes occur between 6 p.m. and midnight, accounting for about 45 percent of the overall total. The end of daylight saving time at 2 a.m. Sunday, November 1 increases the chance of deer being near roadways when drivers are traveling in the dark, especially for their evening commute.

NCDOT has some helpful tips for motorists regarding deer-vehicle crashes:

- Drive slowly in areas posted with deer crossing signs;
- Drive with high beams on when possible;
- Assume there's more than one;
- Don't swerve to avoid contact with the animal; and
- Always wear your seatbelt.



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

- NCDOT Mission Statement

FHWA News

FAST Act

The FAST Act (Fixing America's Surface Transportation), the funding and authorization bill governing the U.S's federal transportation spending, was set to expire September 30, 2020 but has been extended for one year. The extension also includes an additional \$13.6 billion added to the Highway Trust Fund.

Stop. Trains Can't

From Oct. 6-Nov. 8, a national campaign will run on radio, digital, and social media, educating drivers not to gamble with their lives at rail grade crossings. Over the past five years in the US, 798 people have died while trying to drive across railroad tracks. In 2019 alone, 126 people were killed and 635 people were injured at railroad crossings. Of those killed, about 75% died after the driver went around lowered crossing gate arms.

Drone Bridge Inspections

NCDOT was awarded the first-ever waiver for drone bridge inspections. The Federal Aviation Administration approved a waiver that allows NCDOT to operate drones beyond visual line of sight while conducting bridge inspections.

Drones have been used since 2016 to conduct bridge inspections. But by enabling the drones to move beyond the pilot's line of sight, the inspections will be able to collect more high-resolution images in difficult to see places so inspectors can better analyze the bridge's integrity and identify possible problems.

Roadway Death Rates Drop Across NC

There's promising news on our roadways—NC's traffic deaths decreased in 2019 by 4.4% according to data released by the National Highway Traffic Safety Administration. The decrease is nearly twice the national rate. According to the report 1,373 people were killed in North Carolina traffic crashes in 2019, which is 63 fewer than 2018.

In 2017, North Carolina initiated the program named NC Vision Zero which brings together law enforcement personnel, emergency responders, engineers, and drivers to work toward a future that's free of auto accident deaths. In 2015, there were 1,387 traffic deaths, NCDOT goal is to reduce that figure by 50 percent by 2030 with the eventual goal of eliminating these deaths completely.

SlowCOVIDNC App

There is a new tool from the state Department of Health and Human Services to help us slow the spread of the coronavirus: [SlowCOVIDNC](#).

The free app, available in the App Store and Google Play, is intended to supplement and enhance the state's contact tracing efforts. The app will anonymously notify users of potential exposure to COVID-19. However, the app does not collect, store or share personal information or location data.

Contact Us

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NCDOT TPD

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Raleigh, NC

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mrabuya@ncdot.gov

Visit us on the web

www.ncdot.gov

Upcoming	Date
Federal FY 21 begins	October 30, 2020
NCDOT TPD provides planning fund allocations for FY22	November 2, 2020
1st Quarter invoice and work summary due	November 13, 2020
Draft PWP for FY 22 due	January 29, 2021
2nd Quarter invoice and work summary due	January 29, 2021



**Piedmont Authority
for Regional Transportation**

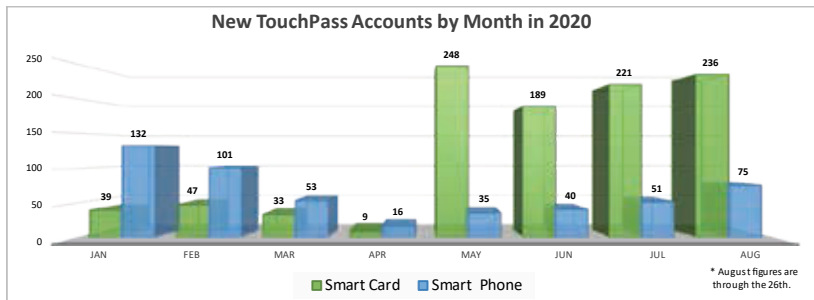
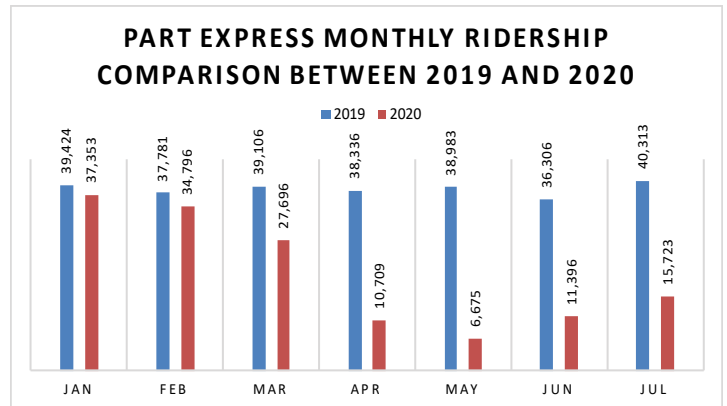
What's Happening at PART

September 2020

PART Express Update

PART Express has seen a slight increase in ridership during June and July. Official numbers for August will be available in early September. PART is projecting a 10% increase in ridership during August. This increase in ridership matches the trend around the country as well as with our local systems. While there have been some employment gains and increase in traffic volumes in the region, not enough has changed since June to trigger a return to normal. PART is monitoring the return to normal across several indicators. Opinions vary as to when the old or new normal will arrive, but our best guess is the spring of 2021.

The Alamance-Burlington Express (Rt. 4) returned to service on August 3rd. This coincided with students and faculty returning to UNC-Chapel Hill for the fall semester. During the first three weeks of service approximately 39% of the ridership returned as compared to the same period last year. Then the University reversed course sending students home on August 20th due to significant COVID-19 outbreaks. PART knows students represent between 5% to 10% of ridership on Route 4. PART will monitor faculty and other university employee schedules making route adjustments as needed.



It was previously reported that new TouchPass accounts had increased and PART witnessed a dramatic switch from mostly Smart Phone account requests to Smart Card requests. The chart below shows new account activity by month for 2020. PART began discouraging the use of cash due to COVID-19 in May. Since that time new Smart

Card accounts exceed Smart Phone accounts, but there has been a steady increase in new Smart Phone account activity. This likely represents a shift from Smart Card to Smart Phone accounts or cash to Smart Phone accounts.

September 2020

PART Welcomes New General Manager



PART employs National Express Transit to manage daily PART Express operations. Recently they hired, Leslie L. Stone, CAPP, as the new general manager for our location. Her first day on site was August 3rd. Leslie is originally from Lubbock, Texas, but has lived in Atlanta since 2004. She attended Texas Tech University and Arizona State University and has degrees in Geography and Urban Planning. She is a lifelong learner currently attending ASU part-time, studying GIS and Cartography.

Leslie has worked in public transportation for 20 years. She says, "I love doing work that allows me to have a positive impact on the communities that I serve." In previous positions, she had oversight of several locations in North Carolina. She has always liked the Greensboro area and was excited about the opportunity to live and work here. She is married and has 2 adult children and 2 grandchildren. Leslie gets to combine two things she loves, transportation and companion animal rescue through volunteer work with Travel 2 The Rescue. PART values its relationship with National Express Transit and is looking forward to working with Leslie to develop new and innovative ways to enhance PART Express and public transportation in the Triad.

Fast Charger Coming to Graham Park & Ride Lot

On July 24, 2020, PART was awarded a \$70,138 grant from the Volkswagen Settlement DC Fast ZEV Infrastructure Program. The grant will fund the purchase and installation of an electric vehicle DC fast charging station. The charging station will be installed at PART's Graham Park and Ride Lot at South Main Street and Crescent Square Drive in Graham. Use of the charging station is not limited to commuters riding PART. Anyone will be able to use the station which is accessible from I-40/85 and is centrally located within the state of North Carolina. A fast charging station enables travelers to charge in a couple of hours, depending on the vehicle make/model and its residual charge at the time. We are proud to be a part of expanding the PEV charging station network in North Carolina. PART has installed or assisted with the installation of 8 charging stations in the Triad since 2013. This initiative improves transportation choices for Piedmont Triad residents and will help to reduce transportation related air pollutants.



Safety First!

The North Carolina Department of Labor Awards are designed to encourage health and safety in the workplace. The Gold Award criteria is based upon achieving a minimum rate of employee days away from work due to injury that is at least 50 percent below the industry rate. PART's Administrative Office has achieved this award "For Outstanding Work In Accident Prevention" for 5 consecutive years! Our bus operations through National Express has received this award 3 out of the past 5 years and the





September 2020



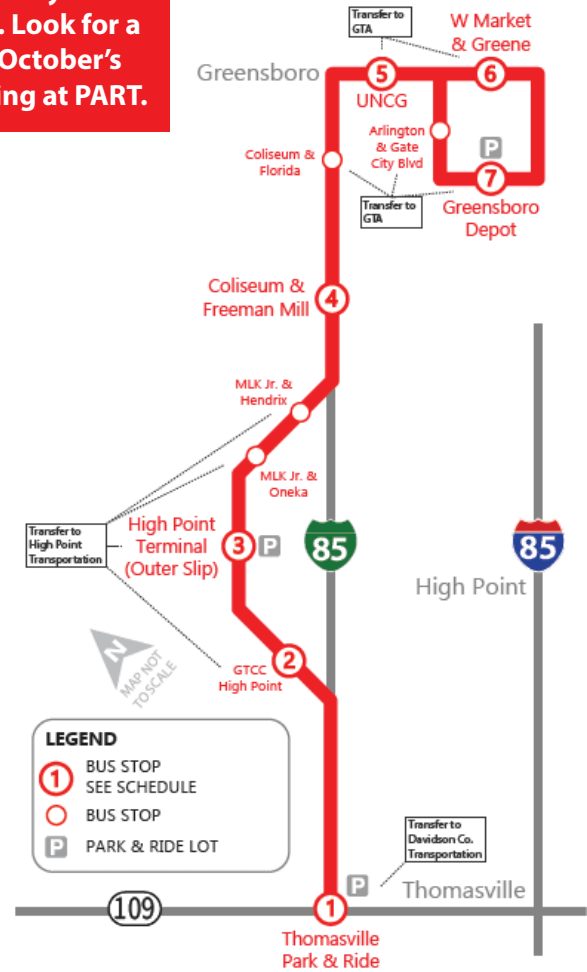
Maintenance Division through National Express has received the award 4 out of the past 5 years! This achievement represents a commitment to a safe workplace for ALL PART staff and for the hundreds of people we provide mobility for.

PART Express will celebrate 18 years of service on September 30th. Look for a special historical review in October's addition of What's Happening at PART.

Return to Service

Davidson Bus-85 Express (Rt. 9) and Randolph Express (Rt. 10) were suspended back in March due to the onset of COVID-19. PART has received several inquiries as to when the routes will return. Those requests and the continued increase in PART Express ridership has led to the decision to bring those routes back. Randolph Express' will restart with very minor changes. However, the Davidson Bus-85 Express, now known as the Davidson - Greensboro Express will return with a new route design. Refer to diagram to the right. The route will begin at the Thomasville Park and Ride Lot, where it connects with Davidson County Transportation System (DCTS), travels to Downtown High Point (as before), and then travels to the Galyon Depot in Greensboro. The schedule is detailed below.

This will eliminate a duplication of service along Bus-85 between PART and DCTS, re-establish a connection between Davidson County and Greensboro, and provide a more direct route for people traveling between High Point and Greensboro.



Northbound							Outbound					
Thomasville Park & Ride	GTCC High Point	High Point Terminal	Coliseum & Freeman Mill	UNCG	Old Courthouse	Greensboro Depot	Greensboro Depot	UNCG	Coliseum & Freeman Mill	High Point Terminal	GTCC High Point	Thomasville Park & Ride
5:32	5:47	5:53	6:18	6:23	6:27	6:29	5:35	5:40	5:45	6:10	6:15	6:30
6:32	6:47	6:53	7:18	7:23	7:27	7:29	6:35	6:40	6:45	7:10	7:15	7:30
7:32	7:47	7:53	8:18	8:23	8:27	8:29	15:35	15:40	15:45	16:10	16:15	16:30
16:32	16:47	16:53	17:18	17:23	17:27	17:29	16:35	16:40	16:45	17:10	17:15	17:30
17:32	17:47	17:53	18:18	18:23	18:27	18:29	17:35	17:40	17:45	18:10	18:15	18:30
18:32	18:47	18:53	19:18	19:23	19:27	19:29	18:35	18:40	18:45	19:10	19:15	19:30

STAY CONNECTED

www.PARTNC.org
336.883.7278
contactus@partnc.org



TransLoc Bus Tracking App

The impacts of COVID-19 are well documented. The impacts on traffic are evident on our roadways. Summertime usually means more interstate traffic. When schools are in session, parents taking their children to school take different routes from home to work.

Stay-at-home, no school, remote working and take out or delivery not only have lowered traffic volumes but also changed traffic patterns. The impacts COVID-19 had on traffic quickly revealed themselves. Understanding when volumes and patterns normalize will be challenging. For PART, understanding when normalization has occurred or when we have settled into a new normal is critical.

The Piedmont Triad MPO's and PART have two regional studies related to travel behavior on hold; one is related to freight and delivery truck movements and the other to household travel. Tracking the six factors below will provide insight as to when a return to normal occurs or when the new normal is reached. In all cases moving up the list reflects a return to normal. Normalization would be defined when a numerical measure remains consistent after 3-months.

Social and Economic Related Factors

NC's Phased Response



- No Restrictions
- Phase 3
- Phase 2.5
- Phase 2
- Phase 1

North Carolina's response to COVID-19 has the most impact on all the other factors. The Safer at Home advice, closure of specific businesses and restrictions on gatherings influence how often and when people travel. Closely related to the State's phased response to COVID-19 is the return to school both at the secondary and college level.

On September 3rd NC moved into Phase 2.5.

Source: www.ncgov.com/COVID-19

Return to School



- In person
- Hybrid
- Online

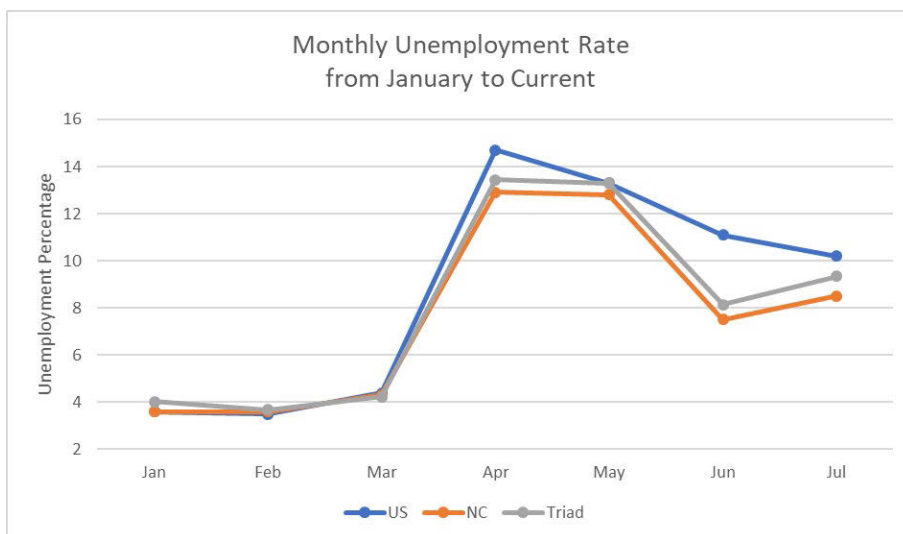
Unemployment



- Pre-Covid Level
- 5% to 7.4%
- 7.5% to 9.9%
- > 10%

While only about a 1/3 of all trips are work related, these trips are the greatest contributor to peak period demand. A return to work begins to imply a normalization of traffic patterns and the economy. Remote working has seen a steep increase. Several tech companies have switched to all its employees working remotely. For others it is speculated that working remotely will be more of the new normal and less of the occasional occurrence. But this impact will look different depending on which employment sectors dominate within a region. **Unemployment figures are adjusted overtime and are a month behind. The NC and Triad unemployment rate has improved and is slightly lower than the US unemployment rate.**

Source: US Department of Labor and NC Department of Commerce



Transit Ridership



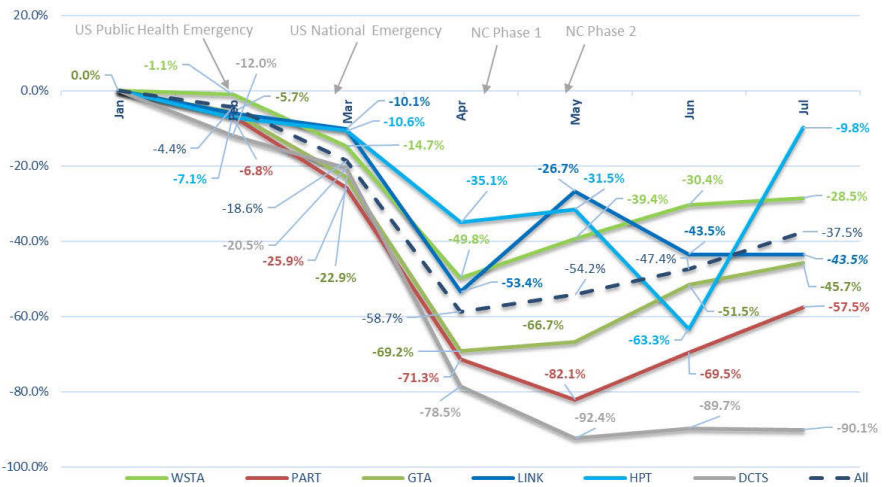
- Greater than 5% of baseline
- Baseline
- Within -25% of baseline
- Less than -25% of baseline

The long-term impact on public transportation ridership is unknown. Remote working, funding cuts and pandemic fear (e.g., spending time inside transit vehicles in close proximity to other passengers) will perhaps impact transit's normalization longer than other factors.

All systems have shown a slight increase in ridership. Early reports of August ridership show the trend continuing. The percentage change improved 10% from June to July.

Source: Piedmont Triad Transit Systems

Public Transportation Ridership in the Piedmont Triad Percentage Change from January 2020 to Present



** LINK's ridership is reported quarterly. Their figure has been carried over from June. Each systems collects and reports monthly ridership on different schedules.

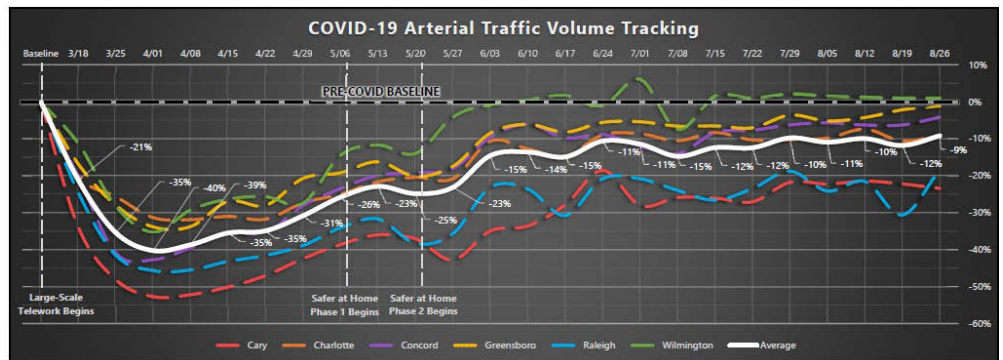
Traffic Volume



- A 10 week norm
- Greater than 5% of baseline
- Baseline
- 5% to Baseline
- Less than -5% of baseline

Traffic volumes in Greensboro have been within -5% of the baseline for **11 weeks**. **During the week of August 12th, it dropped to -3%**. The baseline was established on March 11th, one week prior to large scale teleworking. That time frame does not necessarily represent a seasonal high in traffic volumes. So, the actual norm maybe above the baseline.

Source: NCDOT



Transportation Services Index

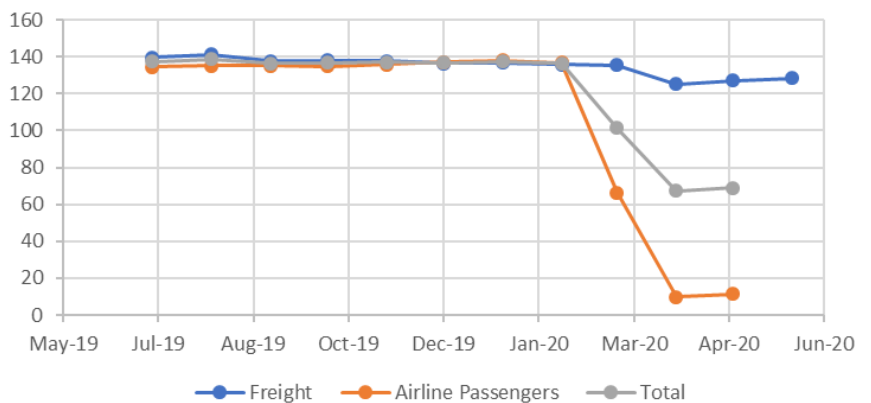


- Greater than 5% of baseline
- Baseline
- Within -25% of baseline
- Less then -25% of baseline

The Transportation Services Index measures the movement of freight and airline passengers. The seasonally adjusted index combines available data on freight traffic and passenger travel. These are national figures. **This is a different representation of the data from last month. This provides the actual index and not a percentage change. Index reporting is several months behind.**

Source: US Bureau of Transportation Services

Transportation Services Index (Seasonally Adjusted)



As of September 3, 2020 (changes from the previous month are in RED.)



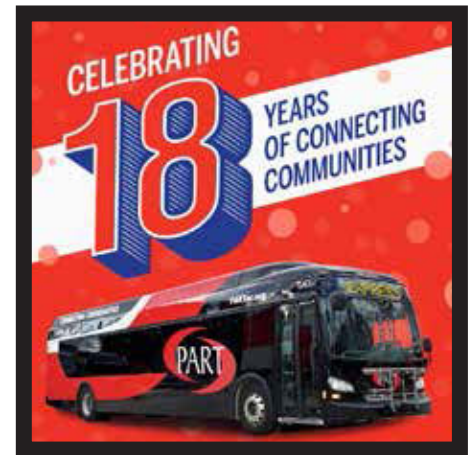
Piedmont Authority
for Regional Transportation

What's Happening at PART

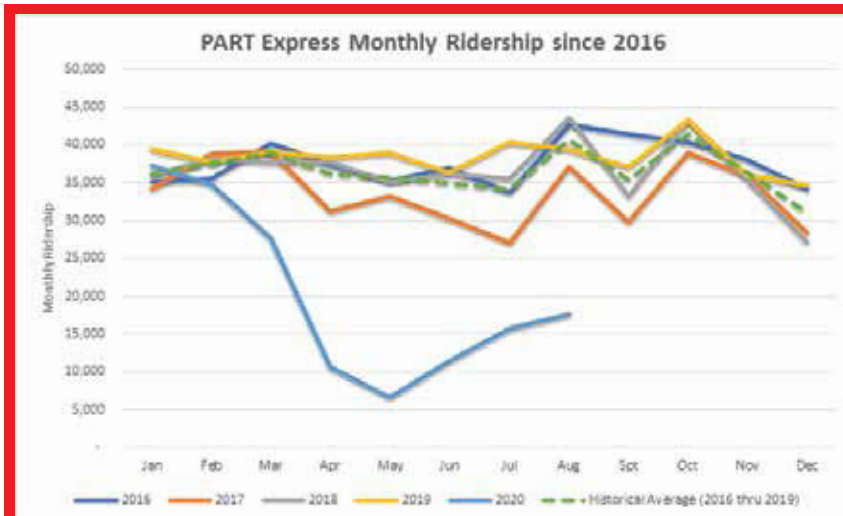
October 2020

Time Fly's When You Are Having Fun

Amidst all the challenges society has faced over the last several months, PART continues to meet our mission of enhancing all forms of transportation by Connecting Communities. On September 30th, we recognized our 18-year anniversary of PART Express. Since then we have seen a lot of changes including modifications in service, the development of a Regional Call Center, new Intermodal Transportation Center, vast technological enhancements, and expansion of our fleet. Through our 18 years of providing PART Express we have had hard working and dedicated staff, driver's, dispatchers, and maintenance personnel making it all happen. We also recognize we could not have done any of this without the support of our member agencies, PART Board of Trustees, and most importantly our customers. A special thank you to everyone who has worked with us over the last 18 years to make PART Express the success it is today.



PART Express Ridership Update



PART Express continues to see gradual increases in ridership. This is likely due to a variety of factors. With the exception of Route 5 – Amtrak Connector, PART has returned all routes to regular service. In addition, changes in the phased reopening of various work sites have increased commuter travel throughout the Triad. We are pleased to report that the agency saw a 12.4% increase. This is especially positive as some reports indicate that 52% of consumers are wary of increases in ridership through October. However, the holiday season (Nov-Jan) has always seen significant decreases in ridership. One additional positive is that

more and more evidence is acknowledging that public transit is not a “super-spreader” of the COVID-19 virus as initially believed. Protective measures on PART Express will stay in place to help combat the spread.

continued on Page 2

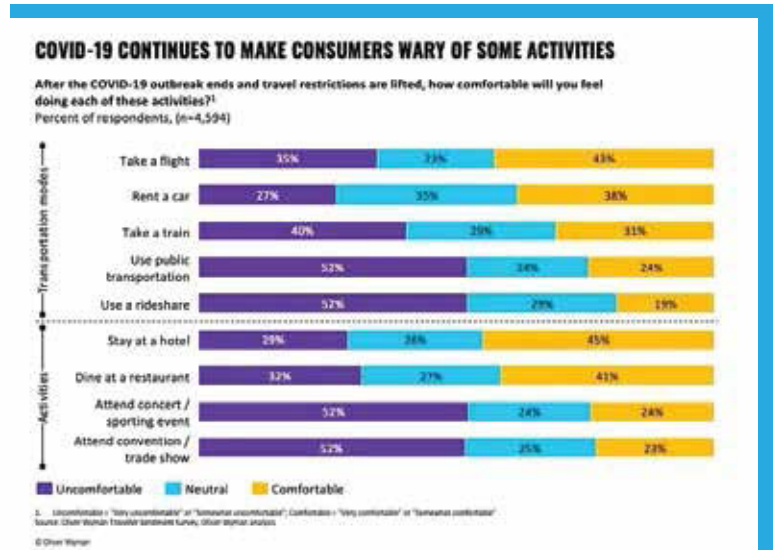
October 2020

Where Do WE Go From Here

Every transit agency around the globe is asking themselves the same question. Where do we go from here? How do we adjust to the new normal? What is the new normal? What does ridership look like moving forward? Will things ever be like they were before?

As we attempt to answer these questions there is some consensus in the transit community:

- After September 11th, it took 18 months before the airline industry rebounded. Surveys indicate people are more comfortable flying than using public transportation. Recovery is likely a marathon not a sprint.
- Contactless payment technology is a must for transit. Many agencies are even evaluating the elimination of cash payments on transit vehicles all together. PART was well positioned because of the implementation of our TouchPass system in 2018.



- Cleaning protocols are key! Passengers must feel public transit is safe. Reducing their anxieties about the spread of COVID is one of the most important things to encourage ridership. This ranges from disinfecting high touch areas to fumigation and improving ventilation.
- Think outside of the box. Agencies have traditionally been cautious about making sweeping changes to service. With the reductions in ridership, funding challenges, and changes in demand; experts are encouraging agencies

Continued Response to COVID-19

PART continues to operate under the special rules and regulations established in May 2020. These guidelines were created in response to guidance and recommendations provided by the Center for Disease Control, local health departments, our partnering agencies, and the American Public Transportation Association. Our goal is to minimize the spread of COVID-19 and associated risks to our drivers, passengers, and community. In addition to our normal cleaning procedures, we utilize a commercial disinfectant on all vehicles in combination with a disinfecting fogger. Hard surfaces in our passenger facilities are also repeatedly cleaned.

October 2020

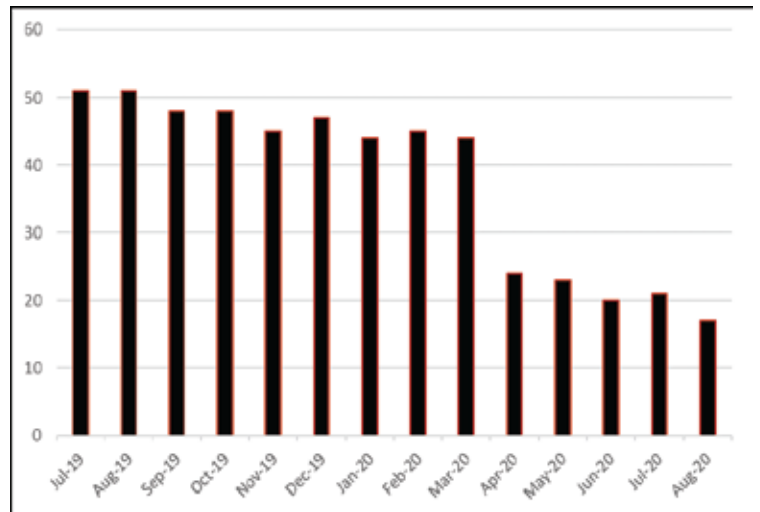
PART's continued response and policies include:

- Passengers MUST wear dedicated facial coverings (masks, bandanas, etc.) when riding PART Express.
- Passengers should adhere to social distancing when boarding and riding PART Express
- Passengers can pay fares using TouchPass Smartcard/Mobile App or Cash.
- Passengers using cash should use exact fare and will pay for each trip.
- NO Change Cards and NO transfers will be provided.
- Only one passenger is allowed on the bus at a time during boarding.
- NO personal grooming activities allowed while riding the bus or in PART facilities.
- Passengers must have proper hygiene to board the bus.
- Passengers must wear clothing covering their upper and lower torso and shoes.
- NO eating or drinking while riding the bus.
- Passengers must disembark the bus at the end of the line.
- Passengers cannot exhibit any visible signs or symptoms of the Coronavirus in order to ride the bus. Passengers exhibiting symptoms will be asked to disembark.



Impacts to Regional Vanpool Program

PART's Regional Vanpool Program provides groups of commuters with 7 and 15 passenger vans to use for their daily commute to and from work. The program has served the Triad for over 20 years. It has historically been one of the highest performing vanpool programs in North Carolina. Unfortunately, due to the COVID-19 pandemic, the program has suffered. Prior to April 2020, the program averaged 47 vans in operation; we are currently operating 17. The reasons for the reductions in participation has ranged from commuters working from home to employers concerns about supporting the program. The public's concerns about ridesharing is still very prevalent in many communities and it is unknown how long they will last. Staff is working with organizations such as the Association for Commuter Transportation and Center for Urban Transportation Research to understand how vanpooling programs across the country are rebuilding in a post-COVID environment. Not knowing the long term impact, PART is addressing the excess fleet by reaching out to other state agencies regarding opportunities to transfer vehicles.



Monitoring the impacts of COVID-19 is tricky. Most aspects of our lives have changed – in some cases slightly and others quite seriously. Eight months into the pandemic a wealth of data is now available. This presentation of data focuses on impacts to traffic volumes and patterns. Understanding when volumes and patterns have normalized will be challenging. The data presented below falls into two categories. The first, social and economic factors, a look at institutional responses, economic indicators, and the spread of the virus. The second, transportation factors that look at several comparative measures of traffic volumes and travel behavior determinates. As in the past, updates are highlighted in red. Because so much has been learned since March, beginning in October, new factors have been added to the report. Comments and suggestions for additional factors are welcomed. They can be e-mailed to Mark E. Kirstner, AICP at markk@partnc.org.

Social and Economic Factors

NC's Phased Response

- No Restrictions
- Phase 3
- Phase 2.5
- Phase 2
- Phase 1

North Carolina's response to COVID-19 has the most impact on all the other factors. The Safer at Home advice, closure of specific businesses and restrictions on gatherings influence how often and when people travel. Closely related to the State's phased response to COVID-19 is the return to school both at the secondary and college level. **On Oct. 2nd NC moved into Phase 3. Schools at all levels remain in a hybrid status.**

Source: www.ncgov/COVID-19

Return to School

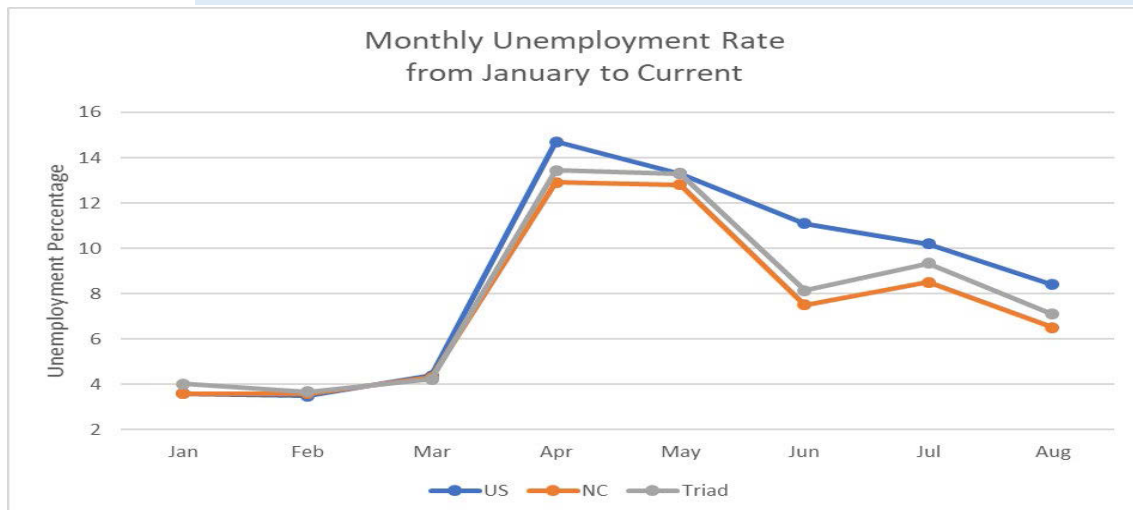
- In person
- Hybrid
- Online

Unemployment

- Pre-Covid Level
- 5% to 7.4%
- 7.5% to 9.9%
- > 10%

While only about 1/3 of all trips are work related, these trips are the greatest contributor to peak period demand. A return to work begins to imply a normalization of traffic patterns and the economy. Remote working has seen a steep increase. Several tech companies have switched all its employees to working remotely. It is speculated that working remotely will be more of the new normal and less of the occasional occurrence. But this impact will look different depending on which employment sectors dominate within a region. Unemployment figures are adjusted overtime and are a month behind. **The NC and Triad unemployment rate has improved to 6.5 and 7.1 respectively. The drop from the previous month is not as dramatic as from May to June. In two months, we should be able to see the impacts of NC moving to Phase 3.**

Source: US Department of Labor and NC Department of Commerce

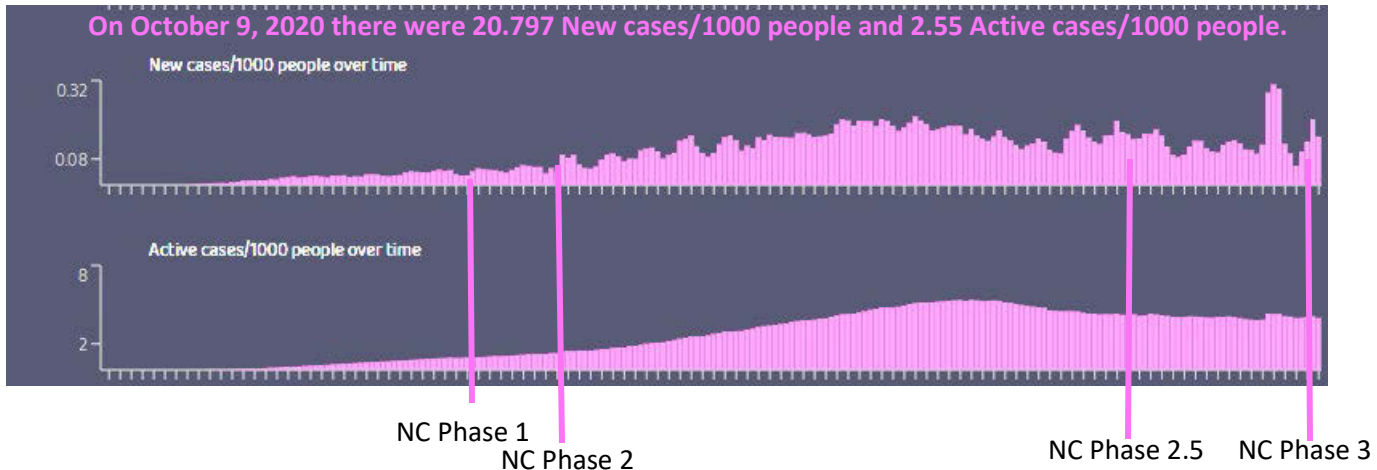


COVID – 19 Spread



There is no baseline for COVID-19, only when the impacts showed up in data. As with the flu, the virus will be with us forever. But vaccines and proven treatments will lessen the impacts. The charts below begin on March 1, 2020, the date a US National Emergency was declared. The psychological adjustment and therefore the impact on travel will remain after there is a vaccine. New and active cases will need to drop before we all realize what our new norm is.

Source: Maryland Transportation Institute (2020). University of Maryland COVID-19 Impact Analysis Platform,



Transportation Factors

Transit Ridership

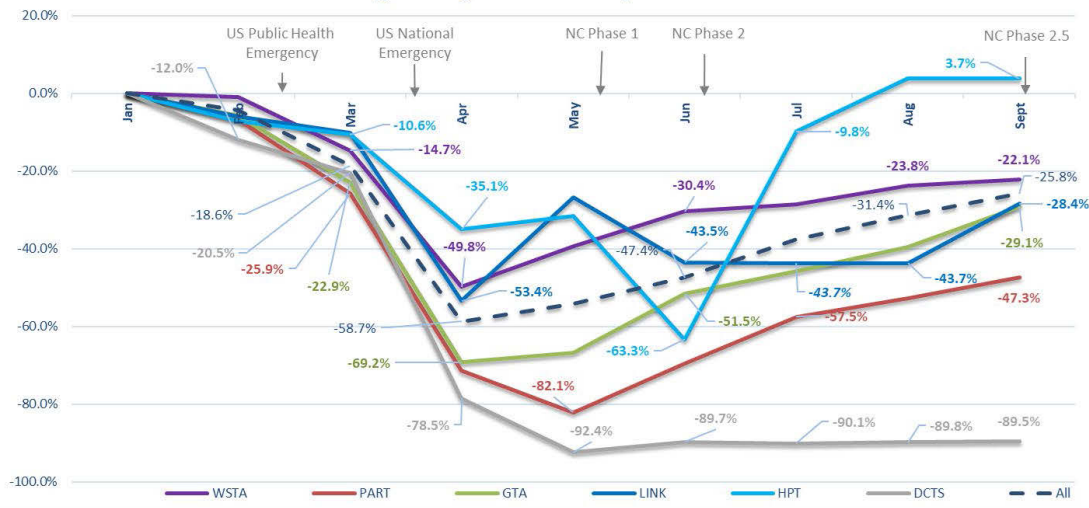


- Greater than 5% of baseline
- Baseline
- Within -25% of baseline
- Less than -25% of baseline

The long-term impact on public transportation ridership is unknown. Remote working, funding cuts and pandemic fear (e.g., spending time inside transit vehicles in close proximity to other passengers) will perhaps impact transit's normalization longer than other factors. **All systems continue to show an increase in ridership.**

Source: Piedmont Triad Transit Systems

Public Transportation Ridership in the Piedmont Triad
Percentage Change from January 2020 to Present



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

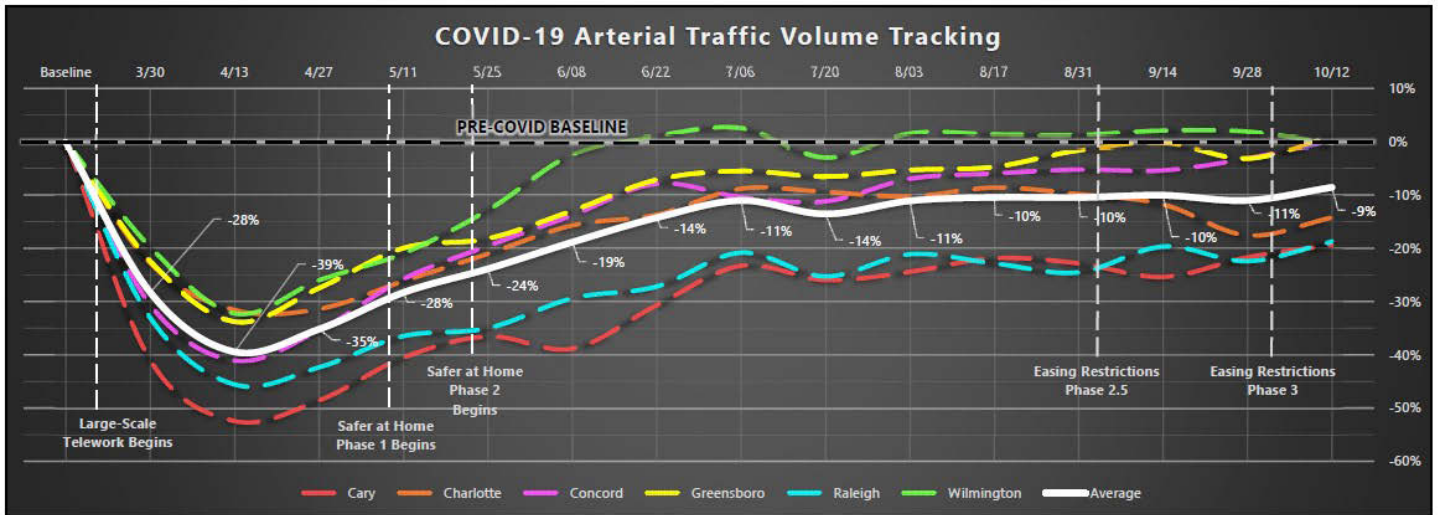
Traffic Volume



- A 10-week norm
- Greater than 5% of baseline
- Baseline
- 5% to baseline
- Less than -5% of baseline

Traffic volumes in Greensboro have been within -5% of the baseline for **4 weeks and now sit at -1% of the March 11th baseline (which was one week prior to large scale teleworking)**. That time frame does not necessarily represent a seasonal high in traffic volumes. **Surpassing the baseline only means that traffic volumes have returned to a pre-COVID level and should not be considered a return or establishment of a new norm. Volumes will continue to fluctuate over the next six months, normalization may not appear in the data until spring of 2021.**

Source: NCDOT



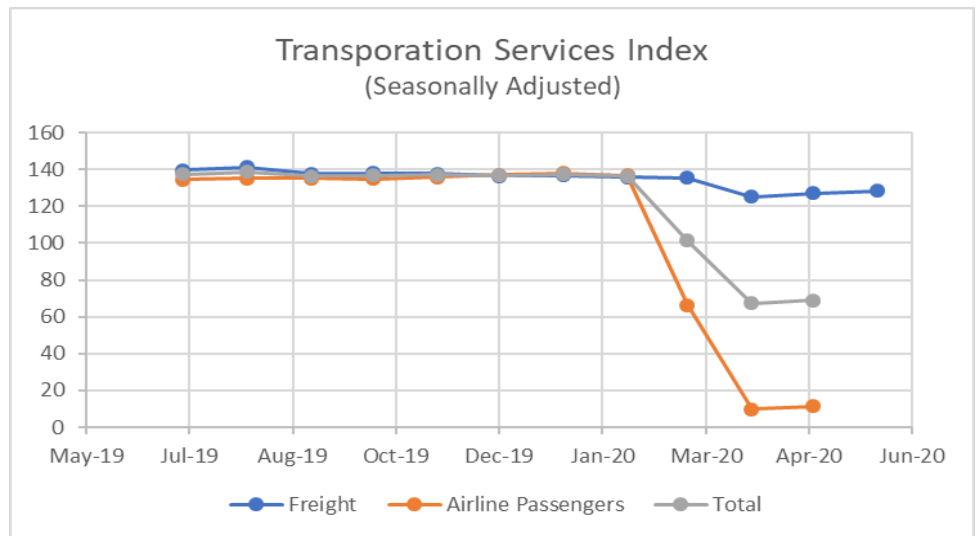
Transportation Service Index



- Greater than 5% of baseline
- Baseline
- Within -25% of baseline
- Less than -25% of baseline

The Transportation Services Index measures the movement of freight and airline passengers. These national figures are a seasonally adjusted index. Index reporting is several months behind. **Despite a perceived increase in "home deliveries" freight movement is still 7.7% below January's figure. They have not been updated.**

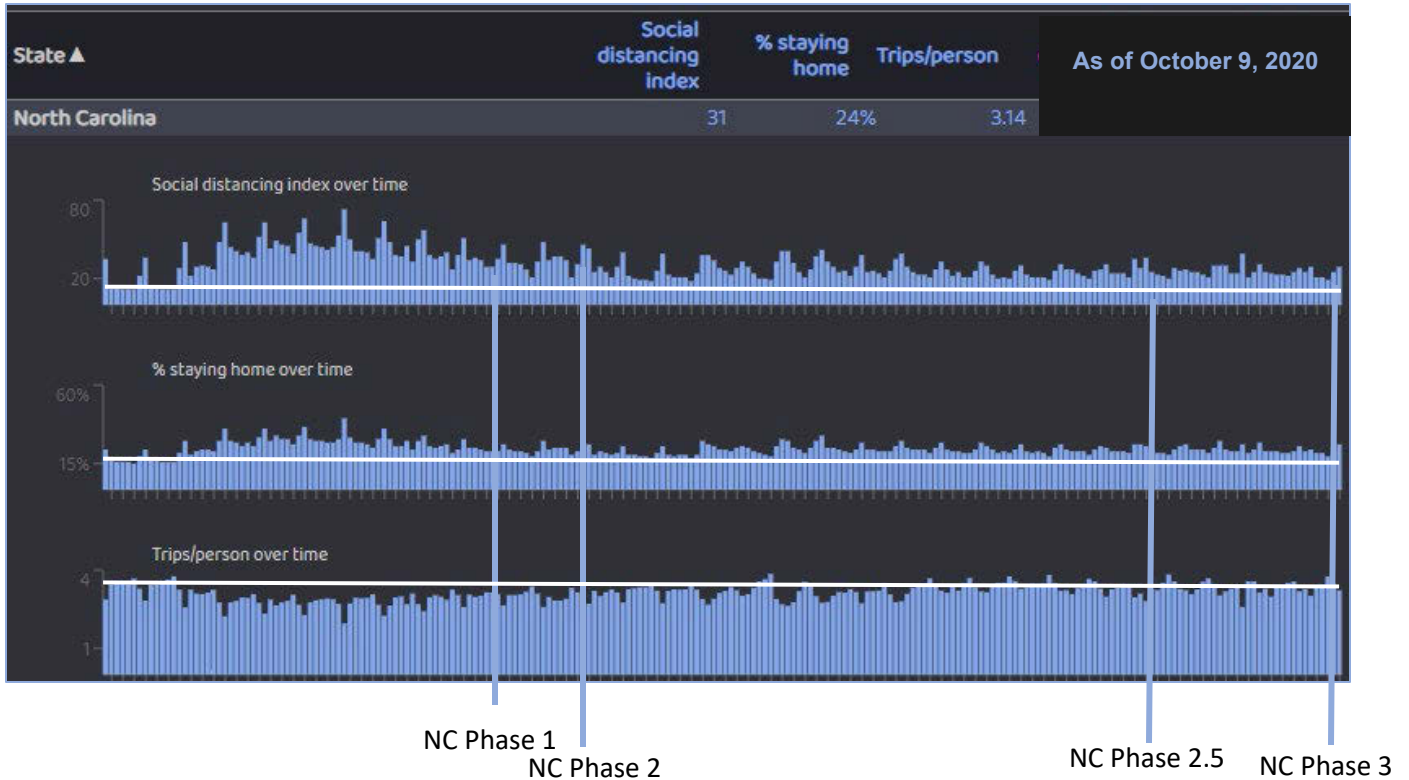
Source: US Bureau of Transportation Services



Mobility and Trip Generation

Traffic volumes and travel behavior are key indicators for establishing a new normal. While remote work is not measured below one can easily infer through social distance and staying at home that remote work is a significant factor. Traffic trips and patterns may never return to pre-COVID levels so establishing the new normal will be a challenge. NOTE: The charts below start on March 1, 2020 which is a Sunday. The white "baseline", for comparison, is set on Monday March 2nd.

Source: Maryland Transportation Institute (2020). University of Maryland COVID-19 Impact Analysis Platform, <https://data.covid.umd.edu>, accessed on October 9, 2020, University of Maryland, College Park, USA



Why a return to norm analysis?

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



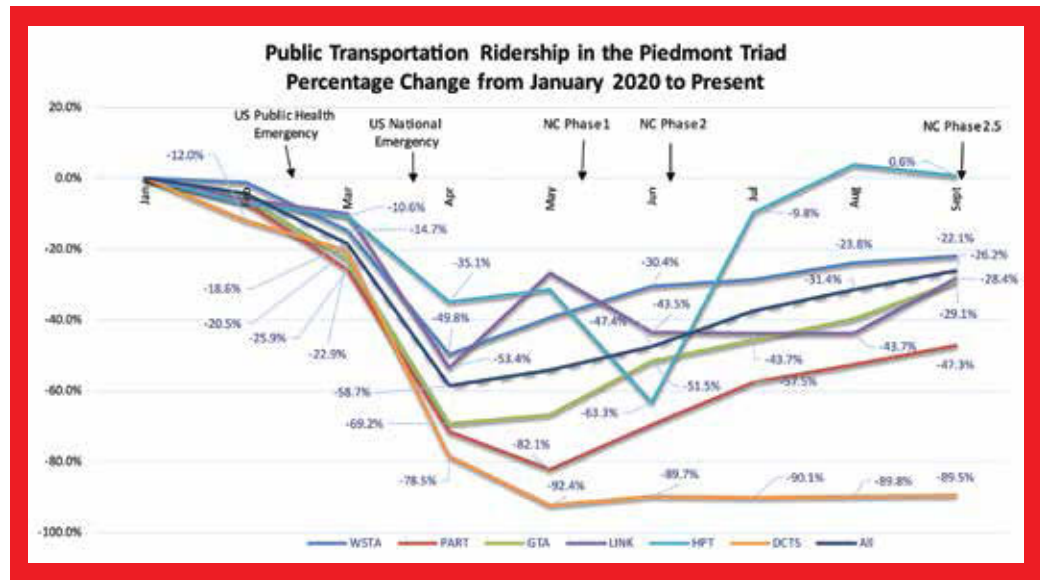
Piedmont Authority
for Regional Transportation

What's Happening at PART

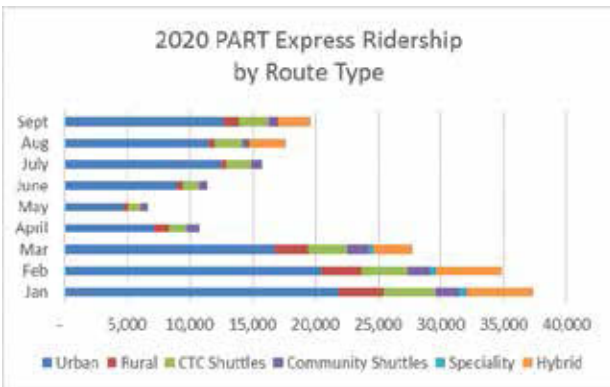
November 2020

Transit Ridership in the Triad

Transit ridership for the fixed route public transportation systems across the Triad have shown a steady increase each month since April. Numerous factors can be attributed and perhaps vary from system to system. Although ridership is still below 26% of January's figures, September through October are historically peak ridership periods. Because November through January are usually low periods. It is unlikely we will see a return to normal in ridership until next year. Traffic volumes in the Triad are 1% below March's figure. But "stay at home" and trips per person rates remain below the March benchmark.



How many people will return to public transportation is still unknown. Remote work remains popular, but will that stand the test of time? Will a COVID-19 vaccine eliminate the perceived safety risk for riding the bus? Have some people simply found better mobility options? For PART, ridership is 47% less than the January benchmark. However, several routes were scheduled to be discontinued and several were suspended due to COVID-19 during this period. Therefore, comparisons are difficult.



The most important factor during this period is the steady increase in ridership. High Point Transit has been back to or over the January benchmark for two months without running their full service. Davidson County Transportation remains low because their fixed route service is suspended. Their social distancing policy has impacted their return to regular service.

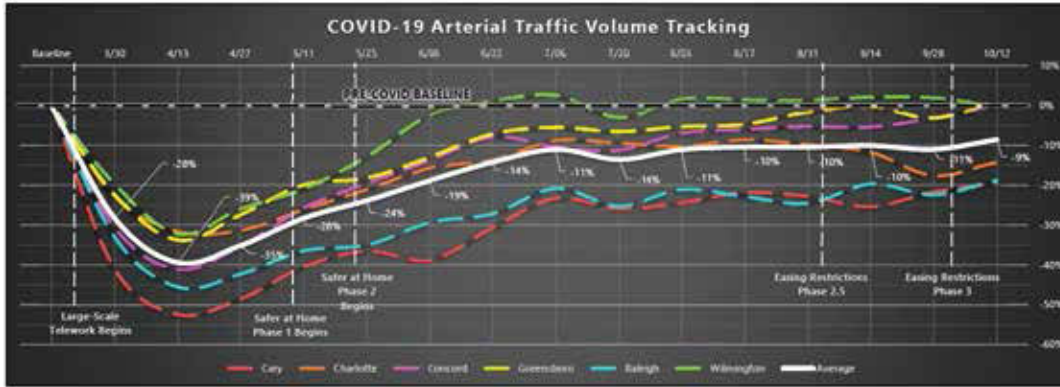
The chart to the left summarizes PART Express ridership by route type. You can see that the Hybrid route (Route 4 Burlington – Alamance) was suspended in late March and did not return to service until August, in conjunction with the reopening of UNC Chapel Hill Campus and Hospital. This alone had a dramatic impact on total ridership. It is also clear that ridership on the Urban routes, which account for 60% of the total ridership, have increased 37% since May.

November 2020

The Return to Normal

At PART, we continue to monitor several factors as we find our way back to normal. Traffic volumes in Greensboro have been within -5% of the baseline for 4 weeks and now sit at -1% of the March 11th baseline (which was one week prior to large scale teleworking). That time frame does not necessarily represent a

seasonal high in traffic volumes. Surpassing the baseline only means that traffic volumes have returned to a pre-COVID level and should not be considered a return or establishment of a new norm. Volumes will continue to fluctuate over the next six months, normalization may not appear in the data until spring of 2021.



Traffic volumes and travel behavior are key indicators for establishing a new normal. While remote work is not measured below, one can easily infer through social distancing and staying at home that remote work is a significant factor. Traffic trips and patterns may never return to pre-COVID levels so establishing the new normal will be challenging. PART's full Return to Normal analysis for October includes several new factors.

Transportation Vision for the next 5 years – Transportation Planning 101

The identification, planning, and development of transportation projects (whether they are highways, transit routes, passenger rail, bike lanes, or sidewalks) all have a beginning and an end. And in most cases, the process is the same. All projects are first identified in a Comprehensive Transportation Plan or CTP. The CTP is like a wish list. Some needs analysis is done, but the plan is not fiscally constrained. The next step is the development of a Metropolitan Transportation Plan or MTP. The MTP provides a thorough needs analysis and is financially constrained. Part of the analysis includes evaluating a projects positive impact on the transportation network. This is measured through a travel demand model. Most projects in the MTP are programed for development within a timeframe or horizon year. The projects approved within the MTP are then listed in the Statewide Transportation Improvement Plan or STIP. This becomes the playbook for funding and implementing transportation project for the next five years.



There are other steps but the CTP, MTP and STIP form the backbone that bring a transportation project to life. Each plan contains a public review and engagement element. In some cases, mode specific plans are prepared prior to the CTP and MTP and form the basis for a project's inclusion. In other cases, detailed plans are a result from inclusion in the MTP as a need. Then specific projects identified in the plan become part of the next CTP – MTP cycle or an interim update.





November 2020



All four MPO's in the Piedmont Triad have recently completed and adopted their CTP and MTP. With of the completion of this update, the Greensboro Urban Area MPO is scheduled to adopt their MTP in December. PART participated in the development of each MPO's plan; providing input and data. Most importantly PART maintains the Regional Travel Demand Model (RTDM) which is used to analyze transportation projects. Prior to its use in the development of the MTP's the model's population and employment had to be updated.

This update, referred to as the 2017 Base Year update, began three

years ago. The RTDM takes population and employment projections throughout the region and anticipates the volume and location of traffic across the transportation network. For the first time ever, PART lead the development of the Base Year update internally (without the aid of any outside assistance). PART and the MPO believe this resulted in a much-improved model and more accurate model results.

The next MTP update will be due in 2025. PART in corporation with the four regional MPO's is already working on a 2023 Base Year update. The goal is to more accurately project the location of future growth across the region. To accomplish this PART is implementing a scenario planning tool called CommunityViz. PART's staff partnerships with area MPO's, planning departments and county GIS department are on target to have a functional regional model in early 2021. The use of CommunityViz will give transportation and land use planners a powerful tool to be more efficient with the allocation of transportation funding while providing meaningful enhancements to the transportation network.



MPO and RPO Happenings

The Burlington-Graham MPO ...

Is developing a highway safety program with the objective of raising awareness and changing public attitudes and behaviors to improve traffic safety within the region. This program will develop a Highway Safety Plan that will propose strategies specifically tailored to hazardous locations, behaviors, and policies. A Vision Zero goal will be a strategic component of this planning effort, with the objective of achieving zero traffic deaths in the BGMPO by 2050.

Recently hired a new transportation planner, Blake Cashmore. Blake brings with him experience in long-range comprehensive planning, environmental and community impact studies, and GIS analysis. His responsibilities with the BGMPO will include helping develop the Highway Safety Program, coordinate MPO involvement with CommunityViz, and provide GIS support.

The Greensboro MPO...

Has been wrapping up its Metropolitan Transportation Plan. A draft plan will be available and the public review period will be held in November. To view the plan and to find out ways to provide comments go to www.guampo.org.

Reports that Vision Zero Greensboro Honored nine student art and essay contest winners on October 19th in partnership with John Klopp State Farm Insurance Agency. The elementary, middle, and high school students helped promote transportation safety in a short essay or visual arts as part of the "What's Your Safe?" campaign. Their work will be showcased on the City's social media channels over the next several months. The John Klopp State Farm Insurance Agency awarded cash prizes to the winners: First place - \$100, Second place -

November 2020

\$50, and Third place - \$25. The “What’s Your Safe?” campaign is part of Vision Zero Greensboro’s Two-Year Action Plan, a data-driven, interdisciplinary approach to significantly reduce traffic fatalities and serious injuries through infrastructure improvements, policy changes, enforcement, education, and community engagement. The “What’s Your Safe?” exhibit was unveiled in March to raise awareness of the human toll traffic crashes have had in the City of Greensboro in 2019. Last year 33 people died in motor vehicle crashes in the City. This year so far, the City has experience 28 traffic-related fatalities.



The High Point MPO...

Is excited about the completion of the final leg of the High Point Greenway, a 1.2-mile stretch that opened last summer between Deep River Road and Penny Road, near the Piedmont Environmental Center. The new section contains a stunning expanse, nearly a half-mile of elevated boardwalk winding through the woods that anchor wetlands around the Deep River, which ironically is neither deep nor wide at that point. The boardwalk features handrails tilted inward and sanded at the joints to be easy on the fingers and a smooth deck of closely-spaced planks that make walking and biking easier. The oldest section of the High Point Greenway was dedicated in 1989. But assembling the money and land along the entire length of the greenway took time and considerable effort. The City delivered the final leg of the greenway under budget. The High Point Greenway is part of regional network of greenways including the Atlantic & Yadkin Greenway on the north side of Greensboro, to the Downtown Greenway, from the Bicentennial Greenway on the south and west sides of the county, to the High Point Greenway. One day they will connect knitting the region together.

The Northwest RPO ...

Is in the final stages of implementing the Yadkin Valley Regional Bicycle Plan. The plan will provide a framework for NCDOT and local governments to enhance bicycling as a mode of transportation for residents and visitors alike improving access, connectivity, and safety throughout Surry, Stokes, Yadkin, Forsyth, and Davie counties as well as parts of Iredell County.

In conjunction with NCDOT is putting final touches on the Davie, Surry, and Yadkin Counties regional Comprehensive Transportation Plan, which will help determine the future of transportation projects in the region over the next 10 years. The plan has a multi-modal focus that includes highway, bicycle, pedestrian and transit facilities.

The Winston-Salem MPO...

Has moved into new offices in the renovated historic Union Station on Martin Luther King Jr. Drive. A portion of the Winston-Salem Department of Transportation was temporarily housed at this location during the summer while renovations were still on going. Transportation Administrative and Parking staff moved into their permanent offices in late September. Union Station was designed in 1925 and served as Winston-Salem’s main passenger train station from 1926 to 1970. Prior to it’s purchase by the City of Winston-Salem, the structure housed the Davis Garage; some of the original equipment used to operate garage bay doors remains in place.



Monitoring the impacts of COVID-19 is tricky. Most aspects of our lives have changed – in some cases slightly and others quite seriously. Eight months into the pandemic a wealth of data is now available. This presentation of data focuses on impacts to traffic volumes and patterns. Understanding when volumes and patterns have normalized will be challenging. The data presented below falls into two categories. The first, social and economic factors, a look at institutional responses, economic indicators, and the spread of the virus. The second, transportation factors that look at several comparative measures of traffic volumes and travel behavior determinates. As in the past, updates are highlighted in red. Because so much has been learned since March, beginning in October, new factors have been added to the report. Comments and suggestions for additional factors are welcomed. They can be e-mailed to Mark E. Kirstner, AICP at markk@partnc.org.

Social and Economic Factors

NC's Phased Response

No Restrictions

Phase 3

Phase 2.5

Phase 2

Phase 1

North Carolina's response to COVID-19 has the most impact on all the other factors. The Safer at Home advice, closure of specific businesses and restrictions on gatherings influence how often and when people travel. Closely related to the State's phased response to COVID-19 is the return to school both at the secondary and college level. **N.C. remains in Phase 3 but COVID-19 cases have spiked and set record highs.**

Source: www.ncgov.com/COVID-19

Return to School

In person

Hybrid

Online

Unemployment

Pre-Covid Level

5% to 7.4%

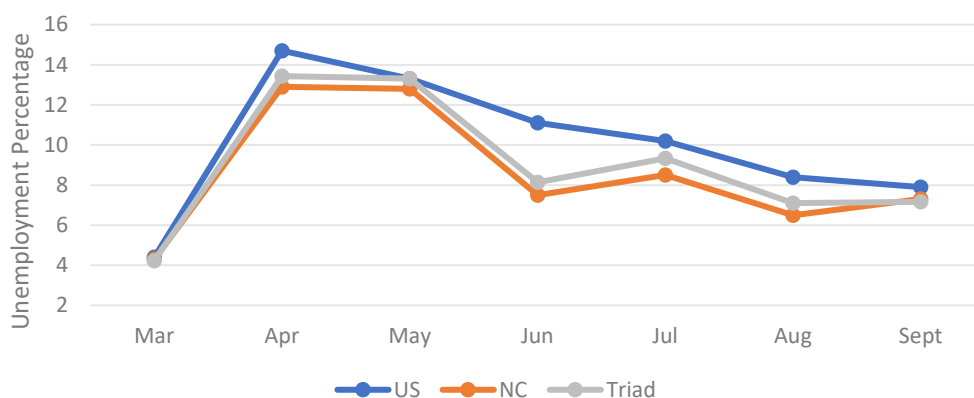
7.5% to 9.9%

> 10%

While only about 1/3 of all trips are work related, these trips are the greatest contributor to peak period demand. A return to work begins to imply a normalization of traffic patterns and the economy. Remote working has seen a steep increase. Several tech companies have switched all its employees to working remotely. It is speculated that working remotely will be more of the new normal and less of the occasional occurrence. But this impact will look different depending on which employment sectors dominate within a region. Unemployment figures are adjusted overtime and are a month behind. **The NC and Triad unemployment rate saw a slight increase from August to September. North Carolina moved into Phase 3 in October, so the impact does not yet show up in the unemployment figures. The number of COVID-19 cases has sharply increased, setting records in the State and Nationally.**

Source: US Department of Labor and NC Department of Commerce

Monthly Unemployment Rate from March to Current

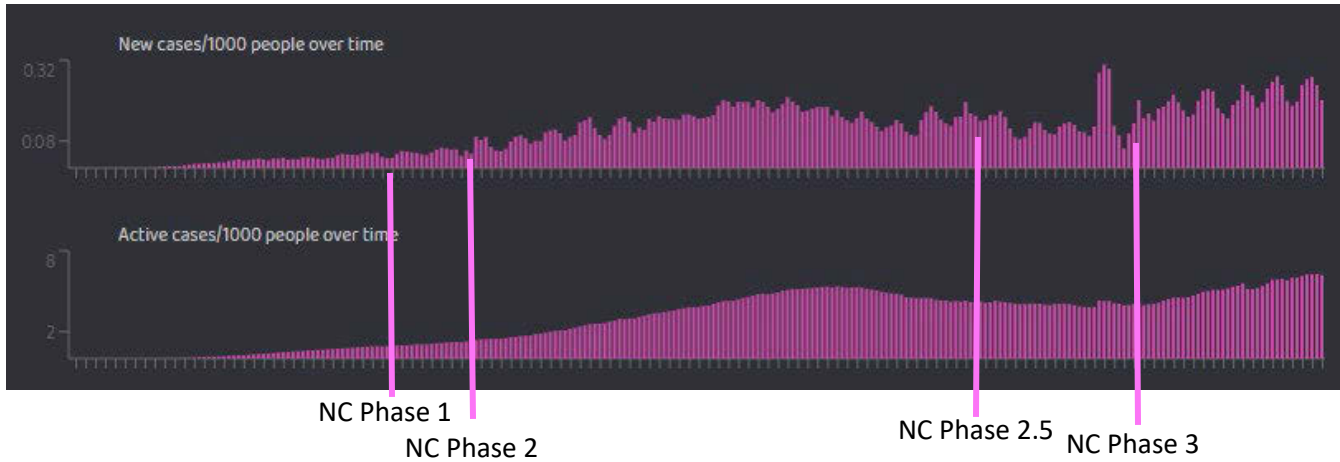


COVID – 19 Spread



There is no baseline for COVID-19, only when the impacts showed up in the data. As with the flu, the virus will be with us forever. Vaccines and proven treatments will lessen the impacts. The charts below begin on March 1, 2020 when the U.S. declared a National Emergency. The psychological adjustment and therefore the impact on travel will remain after there is a vaccine. **On November 9, 2020 there were 6.20 active cases/1000 people in N.C. up from 4.4 on October 4th.**

Source: Maryland Transportation Institute (2020). University of Maryland COVID-19 Impact Analysis Platform, <https://data.covid.umd.edu>, accessed on October 9, 2020, University of Maryland, College Park, USA.



Transportation Factors

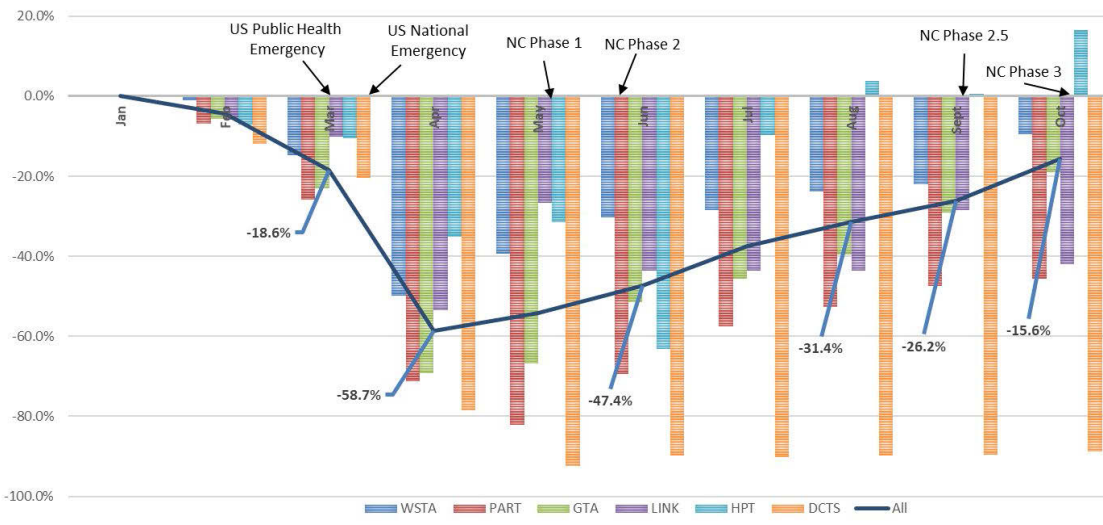
Transit Ridership

- Greater than 5% of baseline
- Baseline
- Within -25% of baseline
- Less than -25% of baseline

The long-term impact on public transportation ridership is unknown. Remote working, funding cuts and pandemic fear (e.g., spending time inside transit vehicles in close proximity to other passengers) will perhaps impact transit’s normalization longer than other factors. **Total transit ridership in the region is within 16% of baseline. Several systems remain fare free. Providing fare free trips can lead people to take non-purposed trips elevating ridership. DCTS has not resumed its fixed route service and ridership on PART’s Route 4 from Greensboro to Chapel Hill remains well below its norm.**

Source: Piedmont Triad Transit Systems

**PUBLIC TRANSPORTATION RIDERSHIP IN THE PIEDMONT TRIAD
PERCENTAGE CHANGE FROM JANUARY 2020 TO PRESENT**



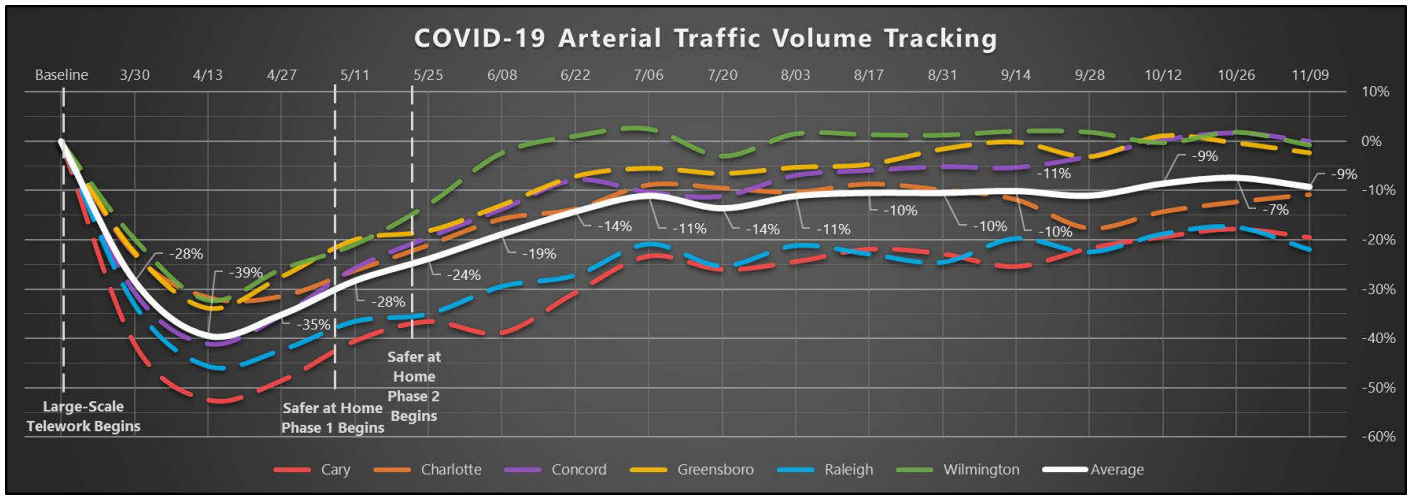
Note: Each system collects and reports monthly ridership on different schedules. If data is not available at the time of publication ridership from the previous month is used.

Traffic Volume

- A 10-week norm
- Greater the 5% of baseline
- Baseline
- 5% to baseline
- Less than -25% of baseline

Traffic volumes in Greensboro have been within -5% of the baseline for **8 weeks**. **It has been at 0% two weeks and 1% above the baseline the week of October 12th**. **The Wilmington and Concord regions have hooved at the baseline also. Cary, Charlotte and Raleigh remain below the State average of 9%**. Surpassing the baseline only means that traffic volumes have returned to a pre-COVID level and should not be considered a return or establishment of a new norm. Volumes will continue to fluctuate over the next six months, normalization may not appear in the data until spring of 2021.

Source: NCDOT

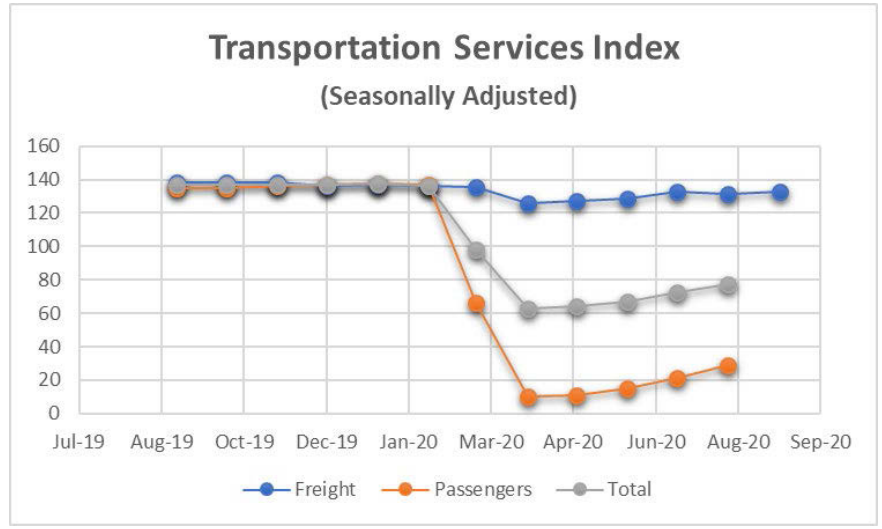


Transportation Services Index

- Total Index within 1 point of pre-COVID in the same month of the previous year
- Total Index > 130
- Total Index between 100 and 130
- Total Index less than 100

The Transportation Services Index measures the movement of freight and airline passengers. These national figures are a seasonally adjusted index. Index reporting is several months behind. **There has been a 20.9 point rise in the passenger index since April. Freight is 5.4 points below its September 2019 value. Since switching from % change to the raw index the comparison needle above has been revised.**

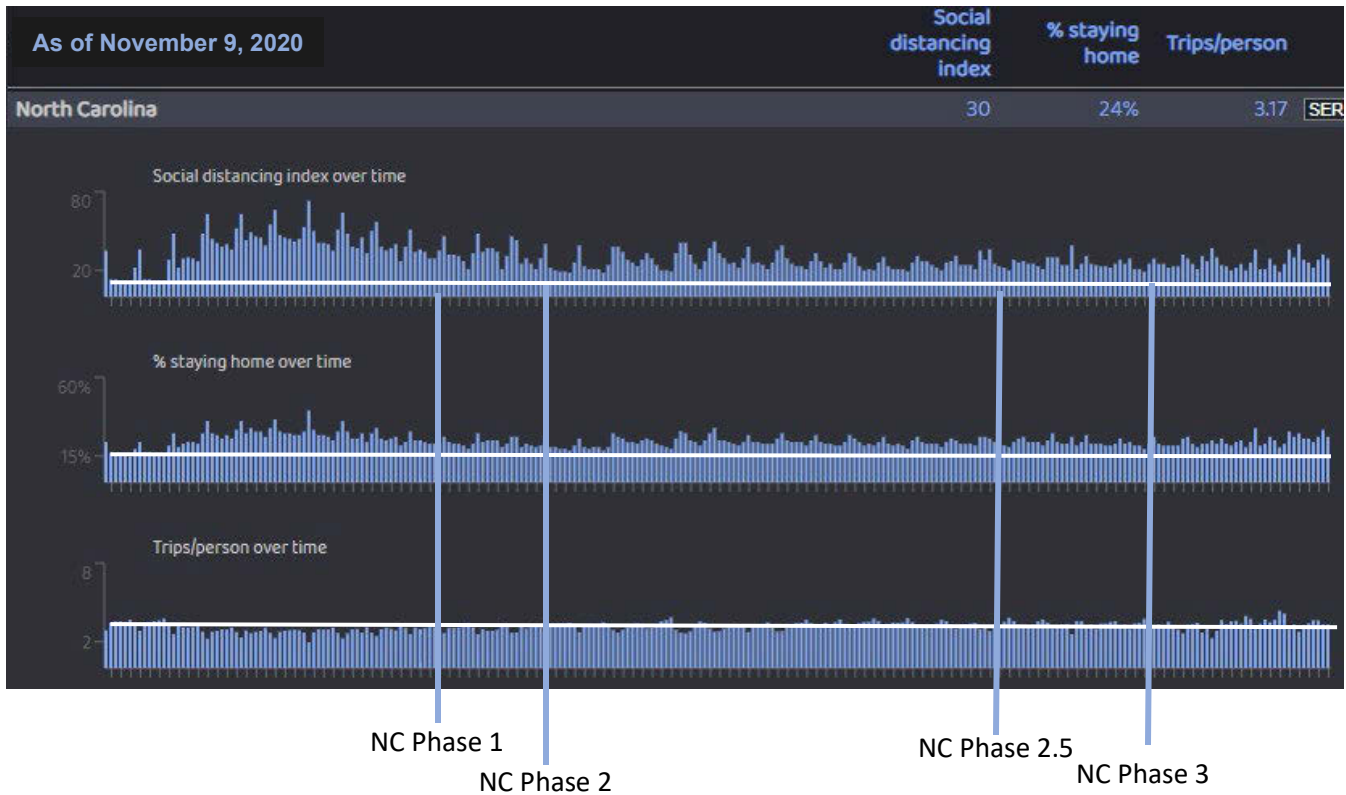
Source: US Bureau of Transportation Services



Mobility and Trip Generation

Traffic volumes and travel behavior are keys indicators for establishing a new normal. While remote work is not measured below one can easily infer through social distance and staying at home that remote work is a significant factor. Traffic trips and patterns may never return to pre-COVID levels so establishing the new normal will be challenge. The charts below start on Sunday March 1, 2020 so the white "baseline" is set on Monday March 2nd. **The factors below last month were social distancing 30, staying home 24% and trips/person 3.14.**

Source: Maryland Transportation Institute (2020). University of Maryland COVID-19 Impact Analysis Platform, <https://data.covid.umd.edu>, accessed on November 17, 2020, University of Maryland, College Park, USA



Why a return to norm analysis?

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