

**BURLINGTON – GRAHAM METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE MEETING**

**TUESDAY JUNE 15, 2021 5:30 PM**  
The meeting will be held remotely via Zoom

**Join Zoom Meeting**  
**<https://zoom.us/j/97412357297?pwd=K2RUR0JmNzB4dVVBb0s3VnFubTdtUT09>**

**Meeting ID: 974 1235 7297**  
**Passcode: 4JjT1N**

**Dial: 929 436 2866**  
**Meeting ID: 974 1235 7297**  
**Passcode: 054280**

**AGENDA**

**1) Call to Order & Quorum Chairman**

- Welcome and Introductions
- Roll Call Attendance
- Changes to Agenda / Add On Items
- Speakers from the Floor – 3 minutes per speaker
- NC Ethics Statement for TAC members
- May and June meeting minutes presented for approval at August 17, 2021 TAC meeting

**2) FFY21 American Rescue Plan Act Suballocation Wannetta Mallette**

**INFORMATION:** The American Rescue Plan (ARP) Act, passed by Congress and signed into law by President Biden on March 11, 2021, provides \$30.5 billion of funding for transit agencies to address shortfalls and additional needs due to the COVID pandemic. Federal Transit Administration ARP 5307 funds for the Burlington – Graham Urbanized Area total \$744,572. Staff suballocated the funds to four of the five transit operators in accordance with the MPO Transit Allocation Plan and created the split schedule. GoTriangle did not request ARP funding.

**RECOMMENDATION/ACTION:** 1) Receive information and discuss; 2) Approve the FFY21 American Rescue Plan Act suballocation.

**1) FY 2020-2024 TIP Amendments Wannetta Mallette**

**INFORMATION:** The BGMPO Transportation Improvement Program (TIP) consists of projects included in the NCDOT 2020 – 2029 State Transportation Improvement Program (STIP). The BGMPO TIP is in need of amendment to include existing statewide (non-Division-specific) STIP projects and Section 5307 Formula and American Rescue Plan Act funds to support transit agencies' operating, capital and planning activities. The purpose of the amendments is to add funding in FY21 and FY22 to facilitate STIP project authorizations prior to the end of the FY21 fiscal year in preparation of fiscal

year budgets. In response to the STIP Office request to approve TIP amendments in a timelier manner, the MPO will hold virtual meetings as needed to approve TIP amendments when approval is needed outside of regularly scheduled meetings.

**RECOMMENDATION/ACTION:** 1) Receive information and discuss; 2) Approve the TIP amendments by resolution.

**3) Other Business**

**Wannetta Mallette**

- MPO Staff updates and announcements
- Reports and Questions from TAC Members
- **Next Meeting Scheduled August 17, 2021**

***ACCESS TO INFORMATION:***

**ALL MPO DOCUMENTS AND DATA CAN BE PROVIDED IN ALTERNATIVE FORMAT UPON REQUEST**  
**PLEASE CONTACT THE MPO OFFICE FOR ADDITIONAL ASSISTANCE AND INFORMATION**  
**336-513-5418**

***ACCESO A INFORMACION***

**TODOS LOS DOCUMENTOS Y DATOS DE MPO SE PUEDEN PROPORCIONAR EN FORMATOS ALTERNOS A PETICION**  
**POR FAVOR COMUNIQUESE CON LA OFICINA DE MPO PARA INFORMACION E ASISTENCIA ADICIONAL**  
**336-513-5418**

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

## Memorandum

To: Pamela M. DiGiovanni, NCDOT-IMD Grant Administration Manager  
 From: Wannetta Mallette, MPO Administrator  
 Date: June 1, 2021  
 Subject: BGMPO FY22 5307 Application Suballocation/Split

The Burlington – Graham Metropolitan Planning Organization (BGMPO) suballocated Section 5307 formula funds to eligible recipients in accordance with FTA guidelines, the BGMPO regional planning process and Transit Agency MPO, and the Transportation Improvement Program (TIP) development process. The suballocation schedules for both FY22 Section 5307 Formula Funds and the American Rescue Plan Act are outlined below. GoTriangle did not request FY22 Section 5307 funding.

Table 1. BGMPO FY22 Section 5307 Formula Fund Suballocation/Split

| Transit System  | 2021               | 2022                |
|-----------------|--------------------|---------------------|
| Link Transit    | \$1,348,221        | \$1,086,780         |
| ACTA            | 437,048            | 353,293             |
| PART            | 304,602            | 245,691             |
| Orange County   | 133,787            | 107,602             |
| Capital Reserve |                    | 448,341             |
| <b>Total</b>    | <b>\$2,223,658</b> | <b>\$2,241,707*</b> |

\*FTA FY 2021 FULL YEAR SECTION 5307 URBANIZED AREA APPORTIONMENT LAST UPDATED: January 19, 2021

Table 2: BGMPO FY 22 American Rescue Plan Act Urbanized Area Suballocation/Split (Section 5307)

| Transit System | 2022              | CARES ACT Funds    | CARES ACT Percentages |
|----------------|-------------------|--------------------|-----------------------|
| Link Transit   | \$372,287         | \$3,115,653        | 50%                   |
| ACTA           | 163,806           | 1,407,700          | 22%                   |
| PART           | 148,914           | 1,256,487          | 20%                   |
| Orange County  | 59,566            | 502,594            | 8%                    |
| <b>Total</b>   | <b>\$744,572*</b> | <b>\$6,282,434</b> | <b>100%</b>           |

\*FTA American Rescue Plan Act Urbanized Area Apportionment (Section 5307)



## **BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION**

### **2020-2025 Transportation Improvement Program As Amended June 2021**

Village of Alamance  
City of Burlington  
Town of Elon  
Town of Gibsonville  
City of Graham  
Town of Green Level  
Town of Haw River  
City of Mebane  
Town of Whitsett  
Alamance County  
Guilford County  
Orange County





## RESOLUTION

### **BURLINGTON - GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION ADOPTION OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2020 – 2025**

The motion to approve the following resolution was offered by \_\_\_\_\_ and seconded by \_\_\_\_\_ and upon being put to a vote was duly adopted.

**WHEREAS,** the Burlington – Graham Metropolitan Planning Organization (BGMP) Transportation Advisory Committee (TAC) has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

**WHEREAS,** the Metropolitan Transportation Improvement Program (TIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Burlington – Graham Urban Area which have been selected from a priority list of projects, and

**WHEREAS,** the TAC has reviewed the current Transportation Improvement Program, and found the need to amend it; and,

**WHEREAS,** the projects listed in the TIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP and by extension therefore demonstrates fiscal constraint; and,

**WHEREAS,** the TIP provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee and has found the need to amend it in accordance with the STIP and transit Section 5307 Formula funds and American Rescue Plan Act funds amendments; and,

**NOW THEREFORE,** be it resolved by the Burlington – Graham Metropolitan Planning Organization Transportation Advisory Committee that the Metropolitan Transportation Improvement Program for FY 2020 – 2025 be amended by the Burlington – Graham Urban Area Metropolitan Planning Organization on this the \_\_\_\_\_ day of \_\_\_\_\_, 2021.



**CERTIFICATE:** The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the BGMPO TAC on \_\_\_\_\_, 2021.

By: \_\_\_\_\_  
Transportation Advisory Committee Chair

STATE of: North Carolina  
COUNTY of: Alamance

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

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

My Commission expires: \_\_\_\_\_

## **Burlington – Graham Metropolitan Planning Organization (BGMPO)**

The Burlington-Graham area was designated an “Urbanized Area” by the U.S. Bureau of Census in 1974. As a result of this designation, the Burlington-Alamance area formed the Burlington Graham Metropolitan Planning Organization (BGMPO) in 1975. MPOs represent areas greater than 50,000 in population, and North Carolina has 19 MPOs throughout the state. With this new designation came the responsibility of adhering to federal continuing planning requirements. Furthermore, a Memorandum of Understanding (MOU) was executed between the Cities of Burlington, Graham, and Mebane; the Towns of Elon, Gibsonville, Whitsett, Green Level and Haw River; the Village of Alamance; Guilford County, Orange County and Alamance County; and the North Carolina Department of Transportation (NCDOT) in 2012. The memorandum delineated responsibilities in maintaining and continuing planning process and established a Technical Coordinating Committee (TCC) with the responsibility for general review, guidance, and coordination of the continuing planning process. A Transportation Advisory Committee (TAC), comprised of representatives of the elected policy boards in the urban area, was also established to assure coordination between the elected officials, policy boards and the transportation planning process.

## **2020-2029 State Transportation Improvement Program**

The N.C. Board of Transportation adopted the 2020-2029 State Transportation Improvement Program (STIP), December 2020. The STIP identifies transportation projects that will receive funding developed under the 2013 Strategic Transportation Investments (STI) law.

Work on the 2020-2029 State Transportation Improvement Program began in April 2018, when the N.C. Department of Transportation released data for over 2,100 projects for highway and non-highway modes (aviation, rail, bicycle and pedestrian, ferry and public transportation) across North Carolina. Projects scheduled in the first six years of the plan are considered committed and are not re-evaluated when a new plan is developed. Projects in the final four years of each plan are prioritized again based on technical data, as well as input from local officials and residents. These projects were scored through the data-driven scoring approach called Strategic Prioritization. Division engineers, along with metropolitan and rural planning organizations, collected public input and ranked potential projects, as required by the STI.

After the release of the Draft STIP in January 2019, NCDOT hosted regional information sessions in the spring to gather public input on the process that produced the Draft STIP. Feedback was also collected online. In August 2019, NCDOT released the final draft of the 2020-2029 STIP, which included both new projects and schedule adjustments. More than 1,700 projects are included in the N.C. Department of Transportation’s 2020-2029 State Transportation Improvement Plan, or STIP; 1,319 highway projects, 86 aviation, 234 bicycle and pedestrian, 6 ferry, 23 public transit, and 50 rail projects were funded at the statewide, regional and division levels. NCDOT then accepted further public comment, before the NC Board of Transportation and the Federal Highway Administration approved the draft STIP in September 2019. The September 2019 STIP pended federal approval and received final approval, March 2020. In light of the COVID-19 pandemic and resulting impact on revenues, the passage of House Bill 77 into law, and project cost increases occurring over the past year, NCDOT conducted a reprogramming exercise to ensure the STIP remains fiscally constrained, August 2020.

## **2020 – 2025 Metropolitan Transportation Improvement Program**

The Metropolitan Transportation Improvement Program (TIP) is based on federal requirements established and documented in the Code of Federal Regulations, Title 23. The primary goal of the federal requirements is to ensure that tax dollars are spent on useful, meaningful projects that are supported by the residents/taxpayers of the Burlington- Graham Urban Area (BGUA). The TIP is a subset of the STIP and lists regional transportation project schedules and estimated project costs. The MPO's adoption of the TIP typically follows the NCDOT Board of Transportation adoption of the STIP.

The BGMPO is responsible for maintaining a long-range Metropolitan Transportation Plan (MTP) for the MPO planning area. The MTP outlines the BGMPO's transportation-related goals and objectives and addresses transportation related issues and impacts over a minimum 20-year horizon. The TIP is the "short-range" component of the BGMPO's 2045 Metropolitan Transportation Plan (MTP) and the committed portion of the STIP, currently six years from 2020 - 2025. The TIP includes state and local roadway, bridge, bicycle, pedestrian, safety and public transportation (transit) projects. Project related activities, such as PE (Preliminary Engineering), ROW (Right of Way) and CONST (construction) are eligible for roadways, etc. and capital and operating expenses for public transit. The TIP covers a five-year period and is based on funds, which are reasonably expected to be available for project implementation.

As NCDOT has demonstrated fiscal constraint in the 2020-2029 STIP adopted on June 10, 2021, the TIP is a subset of the STIP and by extension demonstrates fiscal constraint. The development of the TIP is a continuous process and is updated every two to three years to provide a platform for sharing updated information and to ensure compliance with federal regulations and established air quality requirements. The BGMPO is responsible for developing and amending/updating the TIP in a timely manner to meeting federal planning requirements and address local needs. Development of the TIP is conducted in accordance with the BGMPO Public Involvement Plan and associated actions are taken during an advertised public meeting with opportunity for public comment.

**PROPOSED AMENDMENTS AND MODIFICATIONS  
TO TRANSPORTATION PROJECTS IN THE  
BURLINGTON - GRAHAM MPO (BGMPO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**June 15, 2021**

(COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE)

| ID Number          | Facility             | City/County       | Location  | Project Description   | TIP As Amended June 10, 2021 |              |                                      |              |                |              |
|--------------------|----------------------|-------------------|---|---|------------------------------|--------------|--------------------------------------|--------------|----------------|--------------|
|                    |                      |                   |   |   | Committed<br>(FY 2020-2025)  |              | Developmental STIP<br>(FY 2025-2029) |              |                | Cost/Funding |
|                    |                      |                   |   |   | PE/ROW                       | Construction | PE/ROW                               | Construction |                |              |
| INTERSTATE         |                      |                   |   |   |                              |              |                                      |              |                |              |
| I-5954             | I-40/85              | Alamance/Orange   | East of N 54 In Graham to West of Buckhorn Road           | Pavement Rehabilitation                                     | Under Construction           |              |                                      |              | \$ 11,179,000  |              |
| I-5836             | I-40/85              | Graham            | NC 49 to NC 54  | Pavement Rehabilitation                                     | Under Construction           |              |                                      |              | \$ 100,000     |              |
| I-5956             | I-40/85              | Alamance/Guilford | East of Rock Creek Dairy Road to West of University Drive | Pavement Rehabilitation                                     | Under Construction           |              |                                      |              | \$ 4,702,000   |              |
| I-6009             | I-40/85              | Burlington        | Huffman Mill Road   | Construct left turn lane and improve Garden Road Operations |                              |              | FY 2028                              | FY 2029      | \$ 1,597,000   |              |
| I-5711             | I-40/85              | Mebane            | Mebane Oaks Road  | Interchange Improvements                                    | FY 2021/2023                 |              |                                      |              | \$ 19,919,000  |              |
| I-5309             | I-40/85              | Alamance          | Guilford County Line to East of NC 49                     | Pavement Rehabilitation                                     | Under Construction           |              |                                      |              | \$ 14,411,000  |              |
| I-6059             | I-40/85              | Mebane            | Trollingwood-Hawfields Road                               | Interchange Improvements                                    |                              |              | FY 2028                              | Post STIP    | \$ 12,400,000  |              |
| I-5958             | I-40/85              | Mebane            | Buckhorn Road to Orange Grove Road                        | Pavement Rehabilitation                                     |                              |              | FY 2027                              | FY 2028      | \$ 8,840,000   |              |
| HIGHWAY            |                      |                   |   |   |                              |              |                                      |              |                |              |
| R-5787             | Various              | Division 7        | Division wide   | ADA Intersection Upgrades                                   | In Progress                  |              |                                      |              | \$ 6,189,000   |              |
| U-3110 A/B         | New Route            | Elon              | US 70 to Westbrook  | Construct Multilane Facility Part on New Location           | Complete                     |              |                                      |              | \$ 30,477,000  |              |
| U-6011             | US 70                | Burlington        | Huffman Mill Road   | Intersection Improvements                                   | FY 2023                      | FY 2025      |                                      |              | \$ 4,278,000   |              |
| U-5752             | US 70                | Burlington        | St. Marks Church Road                                     | Intersection Improvements                                   | Under Construction           |              |                                      |              | \$ 4,278,000   |              |
| U-6009             | US 70                | Burlington        | Tarleton Avenue to Fifth Street                           | Widen and Construct Center Turn Lane                        |                              |              | FY 2027                              | Post STIP    | \$ 11,969,000  |              |
| U-6183             | NC 49                | Haw River         | Wilkins Road and Bason Road                               | Intersection Improvements                                   |                              |              | FY 2027                              | Post STIP    | \$ 2,700,000   |              |
| U-6115A            | NC 54                | Graham            | Riverbend Road and Johnson Street                         | Intersection Improvements                                   |                              |              | FY 2028                              | Post STIP    | \$ 2,700,000   |              |
| U-6115B            | NC 54                | Graham            | I-40/85 Interchange                                       | Upgrade Ramp Intersections                                  |                              |              | FY 2028                              | Post STIP    | \$ 6,300,000   |              |
| U-6115C            | NC 54                | Graham            | Woody Drive   | Intersection Improvements                                   |                              |              | FY 2028                              | Post STIP    | \$ 2,900,000   |              |
| U-6115D            | NC 54                | Graham            | Woody Drive and Whittemore Road                           | Upgrade Pipe Culverts                                       |                              |              | FY 2028                              | Post STIP    | \$ 1,900,000   |              |
| U-6184             | NC 54                | Burlington        | South O'Neal Street                                       | Intersection Improvements                                   |                              |              | FY 2027                              | Post STIP    | \$ 14,600,000  |              |
| U-6010             | US 70                | Burlington        | University Drive  | Intersection Improvements and Widening of US 70             |                              | FY 2022      |                                      |              | \$ 8,400,000   |              |
| U-5844             | NC 62                | Burlington        | Ramada Road to Church Street                              | Widen to Multilanes   | FY 2023                      | FY 2024      |                                      | FY 2025      | \$ 11,400,000  |              |
| U-6182             | NC 87                | Burlington        | Flora Avenue  | New Traffic Signal/Turn Lanes                               |                              |              | FY 2027                              | Post STIP    | \$ 1,300,000   |              |
| U-3109             | NC 119               | Mebane            | I-85 to North to Mrs. White Road                          | Relocation  | Under Construction           |              |                                      |              | \$ 131,561,000 |              |
| U-6013             | NC 119               | Mebane            | Trollingwood-Hawfields Road to Lowes Boulevard            | Widen to Multilanes   | FY 2022                      | FY 2024      |                                      | FY 2025      | \$ 9,100,000   |              |
| U-6214             | E. Haggard           | Elon              | W. Webb at University Drive                               | Improve Intersection  |                              |              | FY 2027                              | Post STIP    | \$ 13,000,000  |              |
| U-5538             | New Route            | Mebane            | Trollingwood-Hawfields Road to Industrial Site            | Construct Two-Lane Road                                     | Under Construction           |              |                                      |              | \$ 3,740,000   |              |
| U-6114             | NC 62                | Burlington        | Hatchery Road at Bonnie Lane                              | New Traffic Signal/Turn Lanes                               | FY 2025                      |              |                                      | FY 2027      | \$ 15,210,000  |              |
| U-6014             | Graham-Hopedale Road | Burlington        | W. Hanover Road to Morningside Drive                      | Widen to Multilanes with Bike/Ped Lanes                     | FY 2022                      | FY 2024      |                                      | FY 2026      | \$ 15,900,000  |              |
| U-6132             | N. Main Street       | Graham            | W. Parker Street  | Intersection Improvements                                   |                              |              | FY 2028                              | Post STIP    | \$ 3,000,000   |              |
| U-6131             | NC 54                | Burlington        | Maple Avenue  | Intersection Improvements                                   | FY 2025                      |              |                                      | FY 2026      | \$ 1,610,000   |              |
| U-6017             | NC 54                | Graham            | East Elm Street   | Intersection Improvements                                   | FY 2022                      | FY 2023      |                                      |              | \$ 2,780,000   |              |
| U-5843             | US 70                | Burlington        | Graham-Hopedale Road                                      | Intersection Improvements                                   | Under Construction           |              |                                      |              | \$ 7,160,000   |              |
| SIGNAL SYSTEM      |                      |                   |   |   |                              |              |                                      |              |                |              |
| U-6015             | Burlington           | Burlington/Graham | Upgrade   | Upgrade Signal System                                       | Under Construction           |              |                                      |              | \$ 16,439,000  |              |
| BRIDGE REPLACEMENT |                      |                   |   |   |                              |              |                                      |              |                |              |
| B-4960             | Judge Adams Road     | Guilford          | Little Alamance Creek                                     | Bridge Replacement  | Under Construction           |              |                                      |              | \$ 3,514,000   |              |
| B-6052             | Trollingwood Road    | Alamance          | NCCR/Norfolk Southern Railroad                            | Bridge Replacement  | FY 2024                      |              |                                      | FY 2026      | \$ 3,000,000   |              |
| B-5347             | Pond Road            | Alamance          | Alamance Creek  | Bridge Replacement  | Under Construction           |              |                                      |              | \$ 1,560,000   |              |

| ID Number                     | Facility                    | City/County       | Location   | Project Description                             | TIP As Amended December 2020       |                    |                                      |              |               |
|-------------------------------|-----------------------------|-------------------|--|---|------------------------------------|--------------------|--------------------------------------|--------------|---------------|
|                               |                             |                   |  |   | Committed<br>(FY 2020-2024)        |                    | Developmental STIP<br>(FY 2025-2029) |              | Cost/Funding  |
|                               |                             |                   |  |   | PE/ROW                             | Construction       | PE/ROW                               | Construction |               |
| W-5207                        | Various                     | Division 7        | Division wide  | 7   | Under Construction                 |                    |                                      |              | \$ 5,636,000  |
| W-5707                        | Various                     | Division 7        | Division wide  | 7   | In Progress                        |                    |                                      |              | \$ 4,757,000  |
| W-5807B                       | Bonne Station Drive         | Burlington        | St. Marks Church Road/Java Lane&Gildwell Drive/Tiki Lane | Install Ped Signals and Curb Ramps              |                                    | FY 2021            |                                      |              | \$ 75,000     |
| R-5787                        | Various                     | Division 7        | Division wide  | Intersection Upgrades for ADA Compliance        |                                    | FY 21 and FY 22    |                                      |              | \$ 2,500,000  |
| <b>CONGESTION MANAGEMENT</b>  |                             |                   |  |   |                                    |                    |                                      |              |               |
| C-5600                        | Various                     | CMAQ              |  | Air Quality and Congestion Improvements         | FY20,21,22                         | FY20,21,22         |                                      |              | \$ 30,633,000 |
| C-5601                        | Various                     | CMAQ              |  | Air Quality and Congestion Improvements         | FY20,21,22                         | FY20,21,22         |                                      |              | \$ 4,404,000  |
| C-5602                        | Various                     | CMAQ              |  | Air Quality and Congestion Improvements         | FY20 and 22                        | FY20 and 22        |                                      |              | \$ 170,000    |
| <b>MITIGATION PROJECTS</b>    |                             |                   |  |   |                                    |                    |                                      |              |               |
| EE-4907                       | Various                     | Division 7        | Division wide  | Project Mitigation                              | In Progress                        |                    |                                      |              | \$ 18,169,000 |
| HS-2007C                      | Various                     | Division 7        | Division wide  | Long-Life Pavement Markings                     |                                    | FY 2021            |                                      |              | \$ 3,455,000  |
| <b>AVIATION</b>               |                             |                   |  |   |                                    |                    |                                      |              |               |
| AV-5851                       | Burlington/Alamance Airport | Burlington        | Runway   | Construct Paved Overrun/Safety Improvements     |                                    | FY 2022            |                                      |              | \$ 2,080,000  |
| AV-5737                       | Burlington/Alamance Airport | Burlington        | Runway 24 Approach Improvements                          | Easements and Construction Clearance            | FY 2022                            |                    |                                      |              | \$ 1,200,000  |
| <b>BICYCLE AND PEDESTRIAN</b> |                             |                   |  |   |                                    |                    |                                      |              |               |
| EB-5879                       | US 70                       | Burlington        | Graham-Hopedale Road to Sellars Mill Road                | Construct Sidewalk                              | FY 2021                            | FY 2021            |                                      |              | \$ 94,000     |
| EB-5885                       | US 70                       | Burlington        | Beaumont Avenue to Graham-Hopedale Road                  | Construct Sidewalk                              |                                    | FY 2021            |                                      |              | \$ 120,000    |
| EB-5882                       | Graham-Hopedale Road        | Burlington        | W. Hanover Road to N. Mebane Street                      | Delete per City of Burlington's request         |                                    |                    |                                      |              | \$ 137,000    |
| EB-5887                       | NC 49/ NC 54                | Graham            | W. Pine Street to N. Marshall Street                     | Construct Sidewalk                              | FY 2021                            | FY 2022            |                                      |              | \$ 175,000    |
| EB-5884                       | NC 87                       | Graham            | Ivey Road to E. Gilbreath Street                         | Construct Sidewalk                              | Project Removed Per Graham Request |                    |                                      |              | \$ 539,000    |
| EB-5988                       | Lee Avenue                  | Elon              | W. Lebanon Avenue to W. Haggard Avenue                   | Construct Sidewalk                              | FY 2024/25                         |                    |                                      | FY 2026      | \$ 307,000    |
| <b>TRANSIT</b>                |                             |                   |  |   |                                    |                    |                                      |              |               |
| TG-6187                       | Statewide                   |                   |  | Formula Funding                                 |                                    | FY 2020/22         |                                      |              | \$ 3,751,000  |
| TG-6811B                      | ACTA                        | Alamance          |  | Funding for Preventive Maintenance              |                                    | FY 2020            |                                      |              | \$ 46,000     |
| TA-6733                       | LinkTransit                 | Alamance          |  | Capital Assistance                              |                                    | FY 2020            |                                      |              | \$ 1,235,000  |
| TD-6322                       | LinkTransit                 | Alamance          |  | Capital Assistance                              |                                    | FY2020             |                                      |              | \$ 60,000     |
| TG-6812A                      | LinkTransit                 | Alamance          |  | ADA Services                                    |                                    | FY 2020            |                                      |              | \$ 211,000    |
| TO-6170                       | LinkTransit                 | Alamance          |  | Operating Assistance                            |                                    | FY 2020            |                                      |              | \$ 3,394,000  |
| TP-5162                       | LinkTransit                 | Alamance          |  | Planning for Facility Feasibility Study         |                                    | FY 2020            |                                      |              | \$ 95,000     |
| TP-5161                       | LinkTransit                 | Alamance          |  | Planning for Fixed Route Service Expansion      |                                    | FY 2020            |                                      |              | \$ 5,000      |
| TO-5220                       | BGMPO                       | Orange            |  | Operating Assistance                            |                                    | FY 2020            |                                      |              | \$ 282,000    |
| TO-6151                       | LinkTransit                 | Guilford          |  | Operating Assistance                            |                                    | FY 2020/21         |                                      |              | \$ 4,032,000  |
| TO-6142                       | Statewide                   | Statewide         |  | Formula Funding                                 |                                    | FY 2020/22         |                                      |              | \$ 18,778,000 |
| TO-5214                       | ACTA                        | Alamance          |  | Operating Assistance                            |                                    | FY 2020/27         |                                      |              | \$ 10,060,000 |
| TK-6103                       | ACTA                        | Alamance          |  | Administration                                  |                                    | FY 2020/23         |                                      |              | \$ 4,882,000  |
| TG-6137B                      | PART                        | Alamance          |  | Capital   |                                    | FY 2020/25         |                                      |              | \$ 1,000,000  |
| TO-5136                       | PART                        | Alamance/Guilford |  | Operating Assistance                            |                                    | FY 2020/23         |                                      |              | \$ 11,817,000 |
| TO-5134                       | PART                        | Alamance          |  | Operating Assistance                            |                                    | FY 2020/25         |                                      |              | \$ 3,806,000  |
| <b>PASSENGER RAIL</b>         |                             |                   |  |   |                                    |                    |                                      |              |               |
| P-4405                        | Various                     | Division 7        |  | Private Crossings Safety                        |                                    | In Progress        |                                      |              | \$ 10,291,000 |
| RC-2007                       | Various                     | Division 7        |  | Traffic Separation Study                        |                                    | To Be Requested    |                                      |              |               |
| RX-2007                       | Various                     | Division 7        |  | Highway-Rail Grade Crossing Safety Improvements |                                    | To Be Requested    |                                      |              |               |
| Y-5807                        | Various                     | Division 7        |  | Traffic Separation Study                        |                                    | To Be Requested    |                                      |              |               |
| Z-5807                        | Various                     | Division 7        |  | Highway-Rail Grade Crossing Safety Improvements |                                    | To Be Requested    |                                      |              |               |
| P-5719                        | Piedmont Corridor           | Division 7        |  | Purchase and Refurbish Rail Cars                |                                    | In Progress        |                                      |              | \$ 45,277,000 |
| P-5205                        | Piedmont Corridor           | Alamance          | Graham to Haw River                                      | Siding and Curve Realignment                    |                                    | Under Construction |                                      |              | \$ 11,605,000 |
| P-2918                        | Piedmont Corridor           | Division 7        | Piedmont Corridor Train 74/75, Operations added FY21     | Equipment and Capital Yard Maintenance          |                                    | In Progress        |                                      |              | \$ 8,211,000  |

## RESURFACING

| 2020 |           |                               |              |                  |                |                |        |
|------|-----------|-------------------------------|--------------|------------------|----------------|----------------|--------|
| WBS  | Plan Year | Route Name                    | County       | From Description | To Description | To Description | Length |
| N/A  | 2020      | US 70                         | 001-Alamance | SR 1928          | SR 1301        | SR 1301        | 8.40   |
| N/A  | 2020      | Friendship-Patterson Mill Rd. | 001-Alamance | NC 62            | SR 2321        | SR 2321        | 4.88   |
| N/A  | 2020      | Hatchery Rd.                  | 001-Alamance | SR 1154          | NC 62          | NC 62          | 0.98   |
| N/A  | 2020      | O'Neal-Rockwood Conn.         | 001-Alamance | US 70            | SR 1323        | SR 1323        | 1.30   |
| N/A  | 2020      | Pond Rd.                      | 001-Alamance | SR 1149          | END MAINT      | END MAINT      | 1.70   |
| N/A  | 2020      | Whitsell Dr.                  | 001-Alamance | SR 1158          | END MAINT      | END MAINT      | 0.13   |
| N/A  | 2020      | Inge Rd.                      | 001-Alamance | SR 1216          | SR 1166        | SR 1166        | 0.14   |
| N/A  | 2020      | Altamahaw Church St.          | 001-Alamance | SR 1571          | CUL-DE-SAC     | CUL-DE-SAC     | 1.31   |
| N/A  | 2020      | Alfred Rd.                    | 001-Alamance | SR 2159          | SR 2158        | SR 2158        | 0.96   |
| N/A  | 2020      | Cedar Cliff Rd.               | 001-Alamance | SR 2116          | NC 87          | NC 87          | 1.67   |
| N/A  | 2020      | Harden St. (NC 54)            | 001-Alamance | US 70 (W)        | NC 49          | NC 49          | 2.17   |
| 2021 |           |                               |              |                  |                |                |        |
| WBS  | Plan Year | Route Name                    | County       | From Description | To Description | To Description | Length |
| N/A  | 2021.00   | NC 62                         | 001-Alamance | GCL              | I-40           | I-40           | 7.05   |
| N/A  | 2021.00   | Mt. Willen Rd.                | 001-Alamance | SR 2135          | SR 2147        | SR 2147        | 4.60   |
| N/A  | 2021.00   | Anthony Rd.                   | 001-Alamance | NC 62            | SR 1148        | SR 1148        | 0.29   |
| N/A  | 2021.00   | Anthony Rd.                   | 001-Alamance | NC 49            | SR 1147        | SR 1147        | 3.05   |
| N/A  | 2021.00   | Graham Hopedale Rd.           | 001-Alamance | PVMT JOINT       | NC 54          | NC 54          | 2.84   |
| N/A  | 2021.00   | Parker St.                    | 001-Alamance | NC 49            | SR 1716        | SR 1716        | 1.00   |
| N/A  | 2021.00   | Lindley Mill Rd.              | 001-Alamance | CCL              | SR 1005        | SR 1005        | 4.31   |
| N/A  | 2021.00   | Timber Ridge Lake Rd.         | 001-Alamance | NC 49            | GCL            | GCL            | 2.50   |
| N/A  | 2021.00   | Flora Ave.                    | 001-Alamance | NC 87            | SR 1530        | SR 1530        | 1.07   |
| N/A  | 2021.00   | Danieley Water Wheel Rd.      | 001-Alamance | SR 1594          | SR 1593        | SR 1593        | 1.27   |
| N/A  | 2021.00   | Hanover Rd.                   | 001-Alamance | SR 1801          | SR 1716        | SR 1716        | 1.78   |
| N/A  | 2021.00   | Stone St.                     | 001-Alamance | NC 49            | SR 1936        | SR 1936        | 0.48   |
| N/A  | 2021.00   | Stone St. Extension           | 001-Alamance | SR 1935          | SR 1940        | SR 1940        | 2.26   |
| N/A  | 2021.00   | Center St.                    | 001-Alamance | NC 119           | OCL            | OCL            | 0.37   |
| N/A  | 2021.00   | Holt St.                      | 001-Alamance | US 70            | SR 1962        | SR 1962        | 1.63   |
| N/A  | 2021.00   | Eighth St.                    | 001-Alamance | Sr 1961          | SR 1007        | SR 1007        | 0.60   |
| N/A  | 2021.00   | Bakatsias Lane                | 001-Alamance | SR 1928          | END MAINT      | END MAINT      | 0.52   |
| N/A  | 2021.00   | Porter Ave.                   | 001-Alamance | SR 2185          | END MAINT.     | END MAINT.     | 0.08   |
| N/A  | 2021.00   | Silk Hope Liberty Rd.         | 001-Alamance | RCL              | CCL            | CCL            | 0.30   |
| N/A  | 2021.00   | Old Switchboard Rd.           | 001-Alamance | SR 1003          | CCL            | CCL            | 2.33   |
| N/A  | 2021.00   | Holman Mill Rd.               | 001-Alamance | SR 1004          | SR 1005        | SR 1005        | 0.77   |
| N/A  | 2021.00   | Longpine Rd.                  | 001-Alamance | SR 1146          | END MAINT.     | END MAINT.     | 0.40   |
| N/A  | 2021.00   | South Mebane St.              | 001-Alamance | End of Divided   | NC 87          | NC 87          | 1.36   |
| N/A  | 2021.00   | Haggard Ave.                  | 001-Alamance | SR 1301          | NC 100         | NC 100         | 0.73   |
| N/A  | 2021.00   | Haggard Ave.                  | 001-Alamance | NC 87            | SR 1323        | SR 1323        | 1.30   |

|        |            |                   |   |                   |                                    |                                  | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS                |                     |         |         |         |         |         |                       |         |         |         |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| COUNTY | ROUTE/CITY | ID<br>NUMBERS     | LOCATION / DESCRIPTION  | LENGTH<br>(MILES) | TOTAL<br>PROJECT<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDS  | DELIVERABLE PROGRAM |         |         |         |         |         | DEVELOPMENTAL PROGRAM |         |         |         | UNFUNDED     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|        |            |                   |   |                   |                                    |                                  |  | FY 2020             | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026               | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| WAKE   | NC 00      | R-0000<br>H090010 | I-40 TO NC 96 EAST OF HOMETOWN.<br>WIDEN TO A FOUR-LANE FACILITY<br>WITH A BYPASS OF HOMETOWN<br>ON NEW LOCATION. | 7.3               | 63,450                             | 250                              | NHP R 4000 A<br>NHP M 700<br>NHP U 1500<br>NHP<br>NHP<br>NHP<br>NHP<br>NHP |                     |         |         |         |         |         |                       |         |         |         |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

| (1) IDENTIFICATION NUMBER |  |
|---------------------------|--|
| I                         | - Interstate                               |
| R, A, X                   | - Rural                                    |
| M                         | - Special                                  |
| U                         | - Urban                                    |
| B                         | - Bridge Replacement                       |
| AV                        | - Aviation                                 |
| E                         | - Enhancements, Call, Bicycle & Pedestrian |
| EL                        | - Local                                    |
| ER                        | - Roadside                                 |
| S                         |  |
| EE                        | - Mitigation                               |
| K                         | - Rest Area                                |
| L                         | - Landscape                                |
| P, SB                     | - Passenger Rail                           |
| SR                        | - Safe Routes to School                    |
| W, SI, SF                 | - Highway Safety                           |
| Y, Z                      | - Railroad-Highway Crossings               |
| F                         | - Ferry                                    |
| FS                        | - Feasibility Study                        |
| T                         | - Public Transportation                    |

| (2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES |   |
|---|---|
| APD   | - Appalachian Development   |
| BA  | - Bonus Allocation  |
| BG  | - Surface Transportation Block Grant Program (Uncategorized)          |
| BG5200                                      | - Surface Transportation Block Grant Program (5K - 200K)              |
| BGANY                                       | - Surface Transportation Block Grant Program (Any Area)               |
| BGBA  | - Surface Transportation Block Grant Program (Bonus Allocation)       |
| BGDA  | - Surface Transportation Block Grant Program (Direct Attributable)    |
| BGIM  | - Surface Transportation Block Grant Program (Interstate Maintenance) |
| BGLT5                                       | - Surface Transportation Block Grant Program (Less than 5K)           |
| BGOFF                                       | -Surface Transportation Block Grant Program (Off System Bridge)       |
| BOND (R)                                    | - Revenue Bond  |
| CMAQ  | - Congestion Mitigation   |
| DP  | - Discretionary   |
| ER  | - Emergency Relief Funds  |
| FLAP  | - Federal Lands Access Program  |
| FLTP  | - Federal Lands Transportation Program                                |
| HFB   | - Highway Fund Bridge   |
| HP  | - Federal-Aid High Priority   |
| HSIP  | - Highway Safety Improvement Program                                  |
| L   | - Local   |
| NHFP  | - National Highway Freight Program                                    |
| NHP   | - National Highway Performance Program                                |
| NHPB  | - National Highway Performance Program (Bridge)                       |
| NHPBA                                       | - National Highway Performance Program (Bonus Allocation)             |
| NHPIM                                       | - National Highway Performance Program (Interstate Maintenance)       |
| O   | - Other   |
| S   | - State   |
| S (M)                                       | - State Match   |
| T   | - State Highway Trust Funds   |
| TA  | - Transportation Alternatives Program (Uncategorized)                 |
| TA5200                                      | - Transportation Alternatives Program (5K - 200K)                     |
| TAANY                                       | - Transportation Alternatives Program (Any Area)                      |
| TADA  | - Transportation Alternatives Program (Direct Attributable)           |
| TALT5                                       | -Transportation Alternatives Program (Less than 5K)                   |

| (3) FUNDING CATEGORY |                           |
|----------------------|---------------------------|
| DIV                  | - Division Need           |
| EX                   | - Exempt                  |
| HF                   | - State Dollars (Non-STI) |
| REG                  | - Regional Impact         |
| SW                   | - Statewide Mobility      |
| TRN                  | -Transition Project       |

| (4) WORK TYPE (ACTIVITY) |                           |
|--------------------------|---------------------------|
| A                        | - Acquisition             |
| C                        | - Construction            |
| CB                       | - Construction (BUILD NC) |
| CG                       | - Construction (GARVEE)   |
| F                        | - Feasibility Study       |
| G                        | - Grading and Structures  |
| I                        | - Implementation          |
| L                        | - Landscaping             |
| M                        | - Mitigation              |
| O                        | - Operations              |
| P                        | - Paving                  |
| PE                       | - Preliminary Engineering |
| R                        | - Right of Way            |
| RB                       | - Right of Way (BUILD NC) |
| RG                       | - Right of Way (GARVEE)   |
| S                        | - Structure               |
| U                        | - Utilities               |

## STIP MODIFICATIONS

**2**

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

\* C-5600 - STATEWIDE PROJECT  
STATEWIDE  
PROJ.CATEGORY  
EXEMPT

VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE  
AIR QUALITY WITHIN NONATTAINMENT AND  
MAINTENANCE AREAS.  
ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION,  
IMPLEMENTATION, AND OPERATIONS IN FY 21 AND  
FY 22 NOT PREVIOUSLY PROGRAMMED.

|               |           |              |        |
|---------------|-----------|--------------|--------|
| ENGINEERING   | FY 2020 - | \$817,000    | (CMAQ) |
|               | FY 2020 - | \$204,000    | (S(M)) |
|               | FY 2021 - | \$817,000    | (CMAQ) |
|               | FY 2021 - | \$204,000    | (S(M)) |
|               | FY 2022 - | \$817,000    | (CMAQ) |
|               | FY 2022 - | \$204,000    | (S(M)) |
| RIGHT-OF-WAY  | FY 2020 - | \$817,000    | (CMAQ) |
|               | FY 2020 - | \$204,000    | (S(M)) |
|               | FY 2021 - | \$817,000    | (CMAQ) |
|               | FY 2021 - | \$204,000    | (S(M)) |
|               | FY 2022 - | \$817,000    | (CMAQ) |
|               | FY 2022 - | \$204,000    | (S(M)) |
| CONSTRUCTION  | FY 2020 - | \$4,901,000  | (CMAQ) |
|               | FY 2020 - | \$1,226,000  | (S(M)) |
|               | FY 2021 - | \$4,901,000  | (CMAQ) |
|               | FY 2021 - | \$1,226,000  | (S(M)) |
|               | FY 2022 - | \$4,901,000  | (CMAQ) |
|               | FY 2022 - | \$1,226,000  | (S(M)) |
| IMPLEMENTATIO | FY 2020 - | \$817,000    | (CMAQ) |
|               | FY 2020 - | \$204,000    | (S(M)) |
|               | FY 2021 - | \$817,000    | (CMAQ) |
|               | FY 2021 - | \$204,000    | (S(M)) |
|               | FY 2022 - | \$817,000    | (CMAQ) |
|               | FY 2022 - | \$204,000    | (S(M)) |
| OPERATIONS    | FY 2020 - | \$817,000    | (CMAQ) |
|               | FY 2020 - | \$204,000    | (S(M)) |
|               | FY 2021 - | \$817,000    | (CMAQ) |
|               | FY 2021 - | \$204,000    | (S(M)) |
|               | FY 2022 - | \$817,000    | (CMAQ) |
|               | FY 2022 - | \$204,000    | (S(M)) |
|               |           | \$30,633,000 |        |

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

|               |                     |   |               |           |             |        |
|---------------|---------------------|---|---------------|-----------|-------------|--------|
| * C-5601      | - STATEWIDE PROJECT | VARIOUS, CMAQ PROJECTS TO IMPROVE AIR QUALITY       | ENGINEERING   | FY 2020 - | \$118,000   | (CMAQ) |
| STATEWIDE     |                     | ACROSS MULTIPLE NONATTAINMENT AND                   |               | FY 2020 - | \$29,000    | (L)    |
| PROJ.CATEGORY |                     | MAINTENANCE AREAS.                                  |               | FY 2021 - | \$118,000   | (CMAQ) |
| EXEMPT        |                     | <u>ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION,</u> |               | FY 2021 - | \$29,000    | (L)    |
|               |                     | <u>IMPLEMENTATION, AND OPERATIONS IN FY 21 AND</u>  |               | FY 2022 - | \$118,000   | (CMAQ) |
|               |                     | <u>FY 22 NOT PREVIOUSLY PROGRAMMED.</u>             |               | FY 2022 - | \$29,000    | (L)    |
|               |                     |   | RIGHT-OF-WAY  | FY 2020 - | \$118,000   | (CMAQ) |
|               |                     |   |               | FY 2020 - | \$29,000    | (L)    |
|               |                     |   |               | FY 2021 - | \$118,000   | (CMAQ) |
|               |                     |   |               | FY 2021 - | \$29,000    | (L)    |
|               |                     |   |               | FY 2022 - | \$118,000   | (CMAQ) |
|               |                     |   |               | FY 2022 - | \$29,000    | (L)    |
|               |                     |   | CONSTRUCTION  | FY 2020 - | \$704,000   | (CMAQ) |
|               |                     |   |               | FY 2020 - | \$176,000   | (L)    |
|               |                     |   |               | FY 2021 - | \$704,000   | (CMAQ) |
|               |                     |   |               | FY 2021 - | \$176,000   | (L)    |
|               |                     |   |               | FY 2022 - | \$704,000   | (CMAQ) |
|               |                     |   |               | FY 2022 - | \$176,000   | (L)    |
|               |                     |   | IMPLEMENTATIO | FY 2020 - | \$118,000   | (CMAQ) |
|               |                     |   |               | FY 2020 - | \$29,000    | (L)    |
|               |                     |   |               | FY 2021 - | \$118,000   | (CMAQ) |
|               |                     |   |               | FY 2021 - | \$29,000    | (L)    |
|               |                     |   |               | FY 2022 - | \$118,000   | (CMAQ) |
|               |                     |   |               | FY 2022 - | \$29,000    | (L)    |
|               |                     |   | OPERATIONS    | FY 2020 - | \$118,000   | (CMAQ) |
|               |                     |   |               | FY 2020 - | \$29,000    | (L)    |
|               |                     |   |               | FY 2021 - | \$118,000   | (CMAQ) |
|               |                     |   |               | FY 2021 - | \$29,000    | (L)    |
|               |                     |   |               | FY 2022 - | \$118,000   | (CMAQ) |
|               |                     |   |               | FY 2022 - | \$29,000    | (L)    |
|               |                     |   |               |           | \$4,404,000 |        |

\* INDICATES FEDERAL AMENDMENT

# BGMPO 2020 - 2025 Transportation Improvement Program (TIP) Amendments



W-5807  
Boone Station Dr &  
St Marks Church Rd

W-5807  
Boone Station Dr  
& Tiki Ln

St Marks Church Rd

Boone Station Dr

Tiki Ln

Java Ln

Gidwell Dr

University Dr

0 0.05 0.1  
Miles

Source: NCDOT, NC OneMap,  
NCDEQ, Burlington GIS Department



## Legend

- ★ STIP Project
- Parcel



# WHAT'S HAPPENING

Piedmont Authority for Regional Transportation

PART

## Driver Shortage

As we all know, staffing across multiple industries has been an ongoing issue due to COVID-19. The U.S. Department of Labor recently reported a record 8.1 million job openings across the U.S. as of the end of March 2021.

The public transportation industry is not exempt from this trend. In fact, even before the pandemic there were reports of transit driver shortages across the country. The added stresses and difficulties of the past year have certainly magnified the challenges we are facing. PART has experienced our fair share of driver shortages as well, and we have been forced to make unplanned service adjustments because of it.

We know this has been an inconvenience for some of our riders and we thank them for their continued support as we work to solve these issues. Despite these challenges, we are working hard to find solutions and ensure that our buses are running on schedule.

Our contractor, National Express, has recently launched an intensive hiring campaign as part of their corporate commitment to filling the open positions here at PART. But extraordinary times call for unique solutions. That is why on any given day you may find supervisors and dispatchers operating routes. PART administrative staff has been known to work the Coble Transportation Center so ticket agents can drive and we are even consolidating services to make sure runs can happen.



We are thankful to our passengers, current drivers, and everyone that fills in to make our service happen each day. Their patience and dedication have not gone unnoticed. We are excited to return to normal and continue serving our community.

## The Last Mile, Kind of Like the First Mile

Originally, the “Last Mile” was used in telecommunications to describe the challenges connecting a home or business to the main telecommunications network. With the growth of Supply Chain Management, it was commonly used to describe the difficulty of transporting a package for the distribution hub to the final destination. And more recently, the term is synonymous with transportation planning and public transit. It is frequently used to define the last leg of a trip from a transit hub or stop, to an individual’s destination. For transit agencies like PART, the last mile can make the difference between someone using the system or not.



As the region’s commuter bus system, PART is responsible for connecting the various communities in the Piedmont Triad. In many cases this means we are unable to provide a door-to-door connection for our riders. Our services normally originate at a Park & Ride and terminate at one of our partner agencies bus terminals. As a result, we understand the importance of working closely with GTA, HPTS, WSTA, DCTS, Link, and even GoTriangle/Chapel Hill Transit as we plan our routes and schedules. In many cases, these agencies help provide that last mile connection to a rider’s destination.

There are a variety of strategies used to address the last mile conundrum. Roughly a decade ago, the introduction of ride-hailing services such as Uber and Lyft introduced one platform, then we saw an emergence of the bike and scooter share programs. As the industry continues to evolve, we are noticing the development of more OnDemand and Micro Transit services as solutions. PART is closely monitoring and evaluating all these alternatives to determine what solutions will be a viable option as we look at the future of PART Express.

## The New Normal

For PART, understanding when we have settled into a new normal is critical. Not only does it help us make route adjustments and other operational decisions, but there are two regional studies related to travel behavior on hold; one is related to freight and delivery truck movements and the other to household travel. These studies could help the Triad for years to come, and we want to make sure the data we gather is as close to stable as possible.

That is why we have been collecting and analyzing data trends throughout the COVID-19 pandemic that impact our region's roadways, looking to see when they might start to normalize. We track specific factors to help us understand how traffic volumes and patterns may change, including:

- Social and Economic Factors – government restrictions, school policies, unemployment rates.
- COVID-19 Infection and Vaccination Metrics – number of active cases and vaccination rates.
- Transportation and Traffic Numbers – regional transit ridership, NCDOT data, trip generation and patterns.

The chart below illustrates where we are in our region to finding normalcy. There are several factors approaching normalcy and several are lagging. Transit ridership continues to lack behind. Despite the loosening of restrictions, people returning to work, and getting vaccinations is there still doubt in the safety of riding public transportation. Or has remote work so impacted work related trips, that our predictions were too high? Or will the recovery stretch into next year?

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

## Transportation Demand Management Initiative Update

Phase I is complete. The four Piedmont Triad MPO's and the Piedmont Authority for Regional Transportation have outlined a framework for developing a regional Transportation Demand Management (TDM) plan. The initiative will be presented to the PART Board of Trustees on June 9th where the Board will be asked to endorse the initiative, then the region can move to the next phase - the development of a regional TDM Plan. The initiative will also be presented to each MPO for their endorsement, making the effort a part of their work program. Once this is completed, work groups will be formed and development of the plan will begin. At the same time, progress will be made on several easy to achieve tasks, like a regional TDM website and promotion of UMO.

A regional TDM Program will lead...

- To **More Funding** for bicycle, pedestrian and ride share projects
- To **Seamless, Cohesive and Coordinated** passenger travel across the region
- To a **Unified, Comprehensive Approach** to service delivery and network design

June 2021

STAY CONNECTED



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