

**BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE MEETING
TUESDAY JUNE 15, 2021 9AM
The meeting will be held remotely via Microsoft Teams**

AGENDA

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

- Welcome and Introductions
- Changes to Agenda / Add On Items
- Speakers from the Floor – 3 minutes per speaker
- May and June TCC meeting minutes will be presented at August meeting

2) FFY21 American Rescue Plan Act and FFY22 Section 5307 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. In addition, the BGMPO was the subrecipient of \$2,241,707 in Section 5307 Formula Funds. The formula funds were suballocated to four of the five eligible transit systems in accordance with FTA guidelines and the MPO Transit Allocation Plan. GoTriangle did not request ARP or Section 5307 Formula Funding.

RECOMMENDATION/ACTION: 1) Receive information and discuss; 2) Recommend TAC approve the FFY21 American Rescue Plan Act and FFY22 Section 5307 suballocations.

3) 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) Recommend TAC approve the TIP amendments by resolution.

4) Other Business **Wannetta Mallette**

- MPO staff reports and updates
- Reports and questions from TCC 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
Total	\$2,223,658	\$2,241,707*

*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%
Total	\$744,572*	\$6,282,434	100%

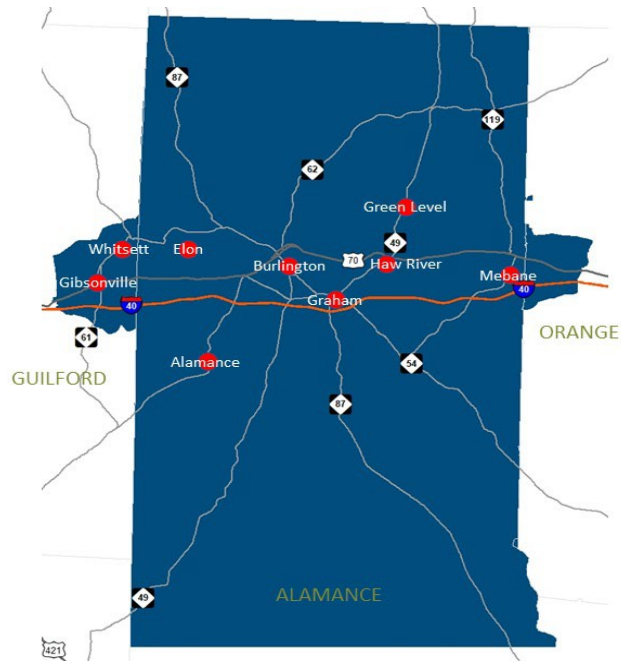
*FTA American Rescue Plan Act Urbanized Area Apportionment (Section 5307)



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 (FY 2020-2025)		Developmental STIP (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 (FY 2020-2024)		Developmental STIP (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
CONGESTION MANAGEMENT									
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
MITIGATION PROJECTS									
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
AVIATION									
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
BICYCLE AND PEDESTRIAN									
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
TRANSIT									
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
PASSENGER RAIL									
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

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

<p>* W-5807B ALAMANCE PROJ.CATEGORY DIVISION</p>	<p>- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>SR 1301 (BOONE STATION DRIVE), SR 1301 (ST. MARKS CHURCH ROAD) / JAVA LANE AND GLIDWELL DRIVE / TIKI LANE IN BURLINGTON. INSTALL PEDESTRIAN SIGNALS AND CURB RAMPS, AND REVISE PAVEMENT MARKINGS. <u>DELETE RIGHT-OF-WAY PHASE AND ACCELERATE CONSTRUCTION FROM FY 23 TO FY 21 AT THE REQUEST OF THE DIVISION.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2021 - <u>\$75,000</u> (HSIP) \$75,000</p>
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* INDICATES FEDERAL AMENDMENT

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))
		<u>\$30,633,000</u>	

* 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 ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.	ENGINEERING	FY 2020 -	\$118,000	(CMAQ)
STATEWIDE				FY 2020 -	\$29,000	(L)
PROJ.CATEGORY		<u>ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION, IMPLEMENTATION, AND OPERATIONS IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED.</u>		FY 2021 -	\$118,000	(CMAQ)
EXEMPT				FY 2021 -	\$29,000	(L)
				FY 2022 -	\$118,000	(CMAQ)
				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)
					<u>\$29,000</u>	(L)
					\$4,404,000	

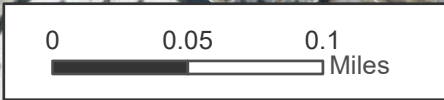
* INDICATES FEDERAL AMENDMENT

BGMPO 2020 - 2025 Transportation Improvement Program (TIP) Amendments



W-5807
Boone Station Dr &
St Marks Church Rd

W-5807
Boone Station Dr
& Tiki Ln

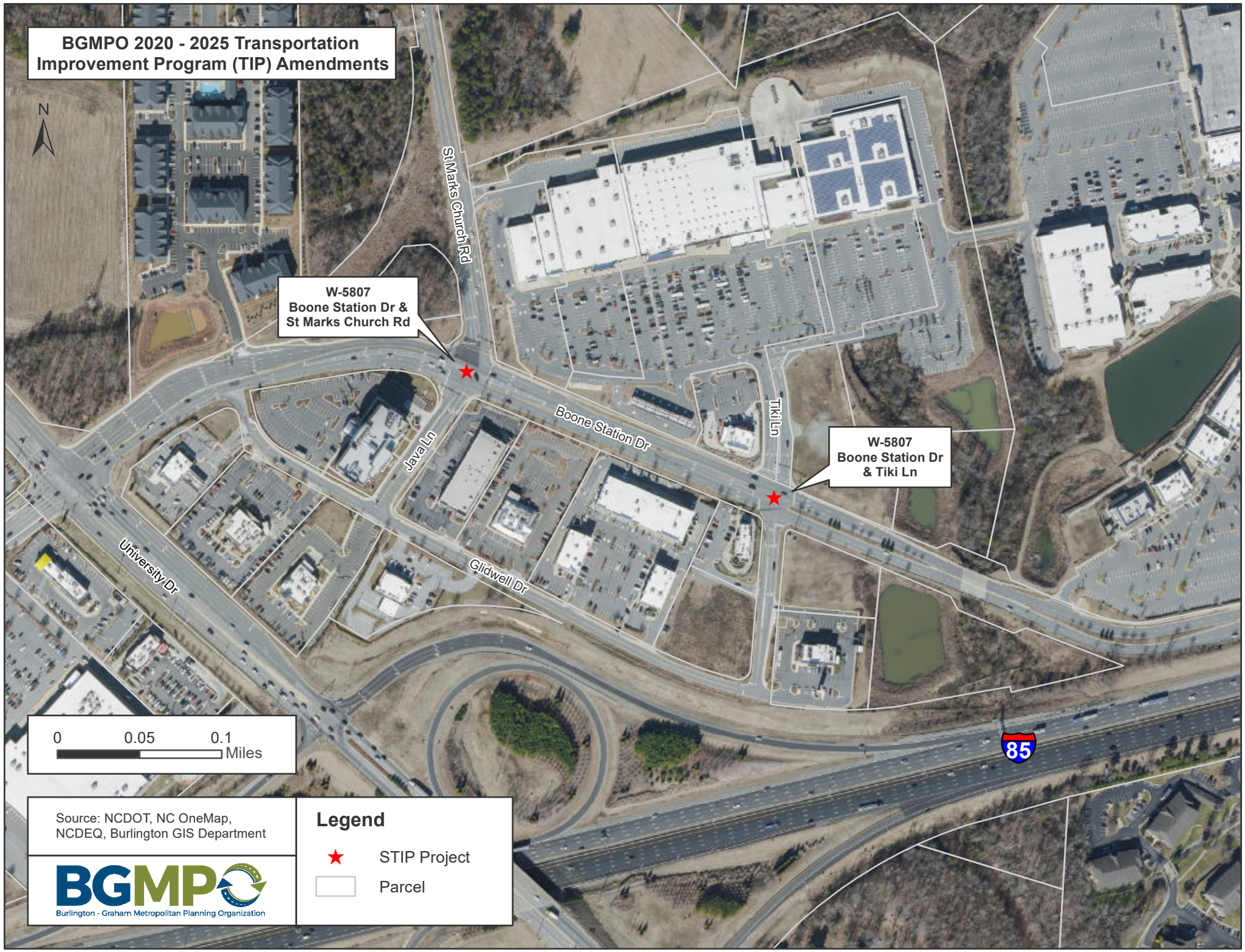


Source: NCDOT, NC OneMap,
NCDEQ, Burlington GIS Department



Legend

- ★ STIP Project
- Parcel



WHAT'S HAPPENING

Piedmont Authority for Regional Transportation

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	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

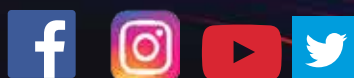
Phase I is complete. The four Piedmont Triad MPO's and the Piedmont Authority for Regional Transportation have outlined a framework for developing a regional Transportation Demand Management (TDM) plan. The initiative will be presented to the PART Board of Trustees on June 9th where the Board will be 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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