



TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

SUMMARY DOCUMENT

Planning for the transportation future

LEAD PLANNING AGENCY: CITY OF GREENSBORO DEPARTMENT OF TRANSPORTATION

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www.guampo.org

INTRODUCTION

This report documents the Transportation Alternatives Program process used by the Greensboro Urban Area MPO to establish a TAP methodology, identify candidate projects, solicit stakeholder feedback, and determine project funding recommendations.

1. TAP Overview Process (Page 3)

This document provides the overview for the Transportation Alternatives Program (TAP) process including the schedule of the activities.

2. TAP Instruction (Page 5)

This document provides the background of the TAP including eligible/ ineligible projects and activities, eligible sponsors, selection criteria, selection process, process timeline, submission instruction, and public involvement.

3. TAP Submittal Form (Page 15)

This is the form for project sponsors to submit the TAP projects.

4. TAP Scoring Methodology (Page 22)

This document provides detail information how the projects are scored. Depending on the project type, three different methodologies are applied for Sidewalk, Bike, and Intersection projects.

5. TAP Proposed Project Results (Page 29)

This list provides detail score for submitted projects. Three recommended projects are highlighted based on the score and funding available.

6. Public Involvement and Outreach (Page 32)

This document summarizes the public outreach and involvement activities and results.

7. Addendum (Page 43)

This document shows the change of the cost for the projects.

1. TAP OVERVIEW PROCESS

TRANSPORTATION ALTERNATIVES PROGRAM

OVERVIEW PROCESS

➤ Call for Projects	Nov 1, 2013
➤ Jurisdiction's Project Submittal Due	Dec 2, 2013
➤ MPO Staff Conducts the Analysis and Scoring	Dec 2013
➤ Public Meeting to view and comment on the proposed projects	Dec 4, 2013
➤ Public can view the process and proposed projects on the website at www.greensboro-nc.gov/TAP and send comments to guampo@greensboro-nc.gov	Nov 1, 2013 – Dec 16, 2013
➤ TAC Final Project Approvals	Jan 22, 2014
➤ The MPO amends the Metropolitan Transportation Improvement Program	Jan 22, 2014
➤ Submit Projects to NCDOT	Jan, 2014
➤ NCDOT amends the State Transportation Improvement Program	March 2014
➤ Funding agreement between NCDOT and the City of Greensboro	Apr 2014
➤ The MPO reviews, signs, and sends back the agreement to NCDOT	May 2014
➤ Fully executed agreement between NCDOT and the City of Greensboro	June 2014
➤ Implement the projects	Aug 2014

2. TAP INSTRUCTION

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) INSTRUCTION

I. Introduction

MAP-21 created the Transportation Alternatives Program (TAP) to replace former funding programs such as Safe Routes to School, Recreational Trails Program and Transportation Enhancements. MAP-21 apportioned funding distributions to MPOs with greater than 200,000 urbanized area populations to direct to MPO area projects.

The Greensboro Urban Area MPO's allocations were estimated at \$349,000 per year. MAP-21 authorized funding for FY 2013 and FY 2014. The MPO may direct TAP funds beyond the FY 2014 funding allocation period, however the availability of funding depends on future federal Surface Transportation Reauthorization legislation. A local match of 20% is required for all TAP projects.

II. Available Funding

MAP-21 requires MPOs to use a competitive project selection process for TAP funds. FHWA is responsible for reviewing MPO processes and ensuring they comply with MAP-21. FHWA also requires the MPO use a public review process prior to finalizing its TAP project selection methodology.

The TAP funding was allocated for FY 2013 – 2014. However, because we are now in FY 2014, the MPO determines to roll over the funds to FY 2014 – 2015. Jurisdictions need to demonstrate the projects will be implementable within the FY 2014 / 2015 funding timeframe. Please note that requesting design funding for projects with longer timeframes will be considered. A local match of 20% is required for all TAP projects.

Submittal of individual project phases is encouraged, however this requires a commitment by the local jurisdiction to carrying the project forward to completion using local funds if necessary (future phases would also be able to compete for additional federal funding awards). Jurisdictions can submit requests for partial funding for existing projects or project phases if needed, where TAP funding is needed to complete project funding.

Due to the specialized nature of this program, and the fact that this program does not have the extensive history of reauthorization, it is proposed to restrict the call for projects to available FY 2013 and 2014 funding allocations at this time.

III. Eligible Projects

Eligible projects are bicycle and pedestrian infrastructure, safe routes to school (Bicycle and Pedestrian Safety Education Program for Grades K-8), recreational trails, environmental mitigation, historic preservation if related to a transportation facility, and archaeological activities related to transportation impacts. Ineligible projects include roadway capacity, transit, landscaping, and resurfacing or reconstruction. *(please see Appendix for detailed list).*

IV. Eligible Project Sponsors

The eligible entities to receive TAP funds are: local governments, GTA, PART, TAMS, National Park Agency, and Guilford County Schools.

Under TAP, nonprofits are not eligible as direct grant recipients of the funds. Nonprofits are eligible to partner with any eligible entity on an eligible TAP project, if State or local requirements permit.

V. Selection Criteria

Projects will be selected based on the criteria below. Greensboro Urban Area MPO (GUAMPO) staff will check projects for eligibility, then score and rank the projects based on the criteria below.

The Criteria will have four (4) categories:

1. Land Use Connectivity (Up to 8 points)
 - Project provides a connection to/from a neighborhood (2 points)
 - Project provides a connection to/from employment/retail center (2 points)
 - Project provides a connection to/from a school (2 points)
 - Project provides a connection to/from a park or recreation center(2 points)
2. Transportation System Connectivity (Up to 14 points)
 - Does the project improve a connection to transit service? (2 points)
 - Does the project connect to other transportation modes and/or transportation facilities? (2 points)
 - Does the project connect to an existing facility of the same mode or fill a gap? (3 points)
 - Is the project in an area underserved by bicycle & pedestrian infrastructure? (3 points)
 - Does the project extend key parts of the regional greenway system (Bicentennial, Piedmont, A&Y, Downtown Greenway, Mountains to Sea Trail)? (4 points)
3. Safety & Mobility (Up to 8 points)
 - If applicable, does the project address an existing safety problem? (3 points)
 - Does the project address a barrier to mobility? (2 points)
 - Does the project improve mobility for disadvantaged populations, such as elderly, disabled, minority, and low income populations? (2 points)
4. Project readiness and viability (Up to 14 points)
 - Is the project or project phase very likely to meet funds obligation requirements in the funding availability timeframe? (Very likely: 4 points) (Somewhat likely: 2 points)
 - Is the project/program part of an adopted plan? (2 points)
 - Does the project have demonstrated local government support? (2 points)
 - Does the project have demonstrated community / public support? (2 points)
 - Does the project have documented source for the required 20% match and any other necessary and additional local expenditures? (2 points)
 - Is right of way in hand or is acquisition in process using local funds? (2 points)

TOTAL POSSIBLE POINTS: 44

VI. Selection Process

- Eligible sponsors submit projects to GUAMPO **(due on Monday December 2nd, 2013)**
- MPO staff scores projects based on evaluation criteria
- MPO releases the scores to the applicants
- Applicants review and return the comments back to MPO
- Hold Public Meeting to announce the proposed projects
- TAC approves the project list
- Submit the projects to NCDOT
- GUAMPO amends the Transportation Improvement Program (TIP) to include the selected projects
- NCDOT amends the Statewide Transportation Improvement Program (STIP) to include the projects
- Sponsor follows all NCDOT requirements for consultant selection, right-of-way acquisition , environmental clearance, and project letting. *Note: Under MAP-21, all projects under the TAP are required to be administered under Title 23 as if they were on a federal-aid highway.*

VII. TAP Process Timeline

- | | |
|--|-----------------------------|
| • Call for Project | Nov 2013 |
| • Jurisdiction’s Project Submittal Due | Dec 2 nd , 2013 |
| • MPO Staff Conduct the Analysis and Scoring | Dec 2013 |
| • Public Meeting to view and comment the proposed projects | Dec 4 th , 2013 |
| • TAC approves Final Projects | Jan 22 nd , 2014 |
| • Submit Projects to NCDOT | Jan 2014 |

VIII. Submission Instruction

Submit the Submittal Form and all attachments to Tram Truong by **Monday, December 2nd, 2013** electronically at guampo@greensboro-nc.gov or by mail to:

Attn: TAP Process
 Greensboro Department of Transportation
 P.O. Box 3136
 Greensboro, NC 27402-3136

IX. Public Involvement

The MPO will host the public meeting for public to view and comment on proposed projects on **Wednesday Dec 4th, 2013 from 4PM to 7PM** at the **Council Chambers, 300 W Washington St, Greensboro, NC 27401.**

The proposed projects will be posted on the GUAMPO website on **December 4th 2013** before the public meeting. If you wish to comment on the project list or any specific project, please send your comment to guampo@greensboro-nc.gov by **Monday December 16th, 2013**. MPO staff will review and combine the public comments for the Transportation Advisory Committee Meeting on January 22nd, 2014.

APPENDIX

EXAMPLE OF TRANSPORTATION ALTERNATIVES ELIGIBILITIES

Activity	Eligible	Not Eligible
<p><u>Activity #1:</u></p> <p>Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation</p>	<ul style="list-style-type: none"> • Trails on and off road • New sidewalks • Rehabilitating existing sidewalks to comply with ADA standards and to improve pedestrian access • Other ADA pedestrian improvements including curb ramps and truncated domes • Bicycle lanes • Bicycle parking and bus racks • Bicycle and pedestrian bridges and underpasses • Rails-with-Trails • Equestrian trails when built along with a shared use path 	<ul style="list-style-type: none"> • Sidewalk repair, drainage improvements or other maintenance activities • Circular trails / sidewalks • Facilities located wholly on one site or property that do not provide a connection to existing trails or sidewalks outside the site or property • Trails for equestrian use only • Recreational facilities • Any non-ADA compliant trail / sidewalk facility • Way-finding signage / program as a stand-alone project • Preliminary work including feasibility / location studies and master plans
<p><u>Activity #2:</u></p> <p>Construction, planning and design of infrastructure-related projects and systems that will provide safe routes for non-drivers including children, older adults and individuals with disabilities to access daily needs</p>	<ul style="list-style-type: none"> • Pedestrian and bicycle signals and crosswalks • Pedestrian lighting and other safety-related infrastructure • Safe connections to public transportation 	<ul style="list-style-type: none"> • Bicycle and pedestrian safety / educational programs (see SRTS eligibilities for K-8) • Lighting fixtures intended for aesthetic purposes only (instances where adequate lighting already exists) • Roadway lighting
<p><u>Activity #3:</u></p> <p>Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists or</p>	<ul style="list-style-type: none"> • Rails-to-Trails facilities 	<ul style="list-style-type: none"> • Projects solely to preserve abandoned railroad right of way • Trail facilities for motorized vehicles (ATVs, dirt bikes, snowmobiles, etc) • Maintenance and/or upkeep of trails (including the purchase of equipment)

Activity	Eligible	Not Eligible
other non-motorized transportation users		
<p><u>Activity #4:</u></p> <p>Construction of turnouts, overlooks and viewing areas</p>	<ul style="list-style-type: none"> • Turnouts, overlooks and viewing areas that interpret a scenic or historic site 	<ul style="list-style-type: none"> • Interpretation and other amenities installed without construction of a turnout, overlook or viewing area • Safety rest areas • Visitor / welcome centers • Farmers markets, entertainment pavilions, etc. • Staffing, operating or maintenance costs of the pull off • Marketing and promotional activities
<p><u>Activity #5:</u></p> <p>Inventory, control or removal of outdoor advertising</p>	<ul style="list-style-type: none"> • Billboard inventories including those done with GIS/GPS • Removal of illegal and non-conforming billboards (non-conforming signs are those lawfully erected but that no longer comply with the Highway Beautification Act of 1965) 	<ul style="list-style-type: none"> • Administration or operating expenses involved in State outdoor advertising program activities.
<p><u>Activity #6:</u></p> <p>Historic preservation and rehabilitation of historic transportation facilities</p>	<ul style="list-style-type: none"> • Rehabilitation and /or restoration of historic transportation facilities including: train depots, rail trestles, bridges, lighthouses, bus terminals, tunnels, canals, locks and tow paths • Properties previously owned and operated by the railroad (example - railway offices and station master’s house) • Historic toll facilities 	<ul style="list-style-type: none"> • Historic buildings that are not part of the historic transportation infrastructure (for example: inns and taverns, gas stations and carriage houses) • Projects that do not intend to comply with Secretary of the Interior Standards for Restoration and Rehabilitation • Improvements that will not maintain the historic integrity of the structure • Operation of historic transportation facilities • Spaces not open / accessible to the public • Spaces used in for-profit enterprises • Constructing a replica of an historic transportation facility • Construction of new rail / passenger stations

Activity	Eligible	Not Eligible
		<ul style="list-style-type: none"> • Transportation infrastructure not related to surface transportation (i.e. air and space travel)
<p><u>Activity #7:</u></p> <p>Vegetation management practices in transportation rights of way</p>	<ul style="list-style-type: none"> • Vegetation to improve transportation safety (could include removal of vegetation to improve sight distance) • Removal / management of invasive species • Planting of grasses or wildflowers to manage / prevent erosion along transportation corridors 	<ul style="list-style-type: none"> • Landscaping as scenic beautification / stand-alone landscaping project • Landscaping off transportation rights of way • Gateway signage
<p><u>Activity #8:</u></p> <p>Archaeological activities relating to impacts from implementation of a transportation project</p>	<ul style="list-style-type: none"> • Archeological excavations and surveys related to a transportation project • Archeological activities required as part of a MAP-21 eligible project • Interpretation and display of artifacts discovered as part of a transportation project 	<ul style="list-style-type: none"> • Archeological activities not related to a transportation project eligible under federal Title 23
<p><u>Activity #9:</u></p> <p>Environmental mitigation activities to decrease the negative impacts of roads on the natural environment</p>	<ul style="list-style-type: none"> • Stormwater management activities related to highway run-off that address water pollution and improve the ecological balance of local streams and rivers • Detention and sediment basins • Stream channel stabilization • Storm drain stenciling and river / stream clean-ups 	<ul style="list-style-type: none"> • Drainage improvements related to poor maintenance • Stormwater management activities not related to highway run-off and water pollution
<p><u>Activity #10:</u></p> <p>Wildlife mortality mitigation activities to decrease the negative impacts of roads on the natural environment</p>	<ul style="list-style-type: none"> • Wetlands acquisition and restoration • Wildlife underpasses and overpasses to improve wildlife passage and habitat connectivity • Improvements to decrease vehicle-caused wildlife mortality 	<ul style="list-style-type: none"> • Projects not related to the negative impacts of highway construction

INFORMATION FROM FHWA

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):

- A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- D. Construction of turnouts, overlooks, and viewing areas.
- E. Community improvement activities, including inventory, control, or removal of outdoor advertising;
 - ii. Historic preservation and rehabilitation of historic transportation facilities;
 - iii. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. Archaeological activities relating to impacts from implementation of transportation project eligible under title 23.
- F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - ii. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

2. The recreational trails program under section 206 of title 23.

3. The safe routes to school program under section 1404 of the SAFETEA-LU.

- A. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

B. Non-infrastructure related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.

C. Safe Routes to School coordinator.

4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Ineligible Activities

Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in section 104 of title 23 and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:

A. Safety and educational activities for pedestrians and bicycles.

Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding).

Note: Some of these activities may be eligible under HSIP. Non-construction projects for bicycle safety remain broadly eligible for STP funds.

B. Acquisition of scenic easements and scenic or historic sites.

C. Scenic or historic highway programs (including visitor and welcome centers).

Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under section 101(a)(29)(D) of title 23.

D. Historic preservation as an independent activity unrelated to historic transportation facilities.

Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity.

E. Operation of historic transportation facilities.

F. Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.

G. Transportation museums.

3. TAP SUBMITTAL FORM

Received: _____

**Greensboro Urban Area MPO Project Submittal Form
TRANSPORTATION ALTERNATIVES PROGRAM
FY 2014 - 2015**

Project Name	
Project Location	
Project Limits (If Applicable)	From: To: Length:
Project Sponsor (See TAP Instruction for Eligible Sponsors list)	
Government Entity(s)	
Application Information	Name: Email: Title: Phone: Agency/ Organization: Department:

Project Detailed Description and Purpose:

MPO staff will check the eligibility and score the projects based on the Selection Criteria in the Greensboro MPO TAP Instruction.

Project Category (See TAP Instruction for the description of project categories):

- Bicycle and pedestrian facilities
- The Safe Routes to Schools Program
- The Recreational Trails Program
- Other: _____

Project Phases Already Completed (Select All That Apply):

- Design
- Feasibility Study
- Partial Construction
- Other: _____
- NEPA Document (If applicable)

Right of Way:

Right of Way Required: Yes No

Right of Way has been Acquired: Yes No If yes, what % has been acquired? _____

Is the Proposed Project / Program in an Existing Plan (Check all that apply)

- Greenway Plan
- Bike/Ped Plan
- Other Plan: _____

Land Use Within ¼ Mile Of Project

Please indicate the land use within ¼ mile of your project.

- Residential
- Employment/ Retail Center
- School
- Recreation Center
- Other: _____

Transportation System Connectivity

Please indicate if the project connects to a regional greenway system (Bicentennial, Piedmont, A&Y, Downtown Greenway, Mountains to Sea Trail), transit service, bicycle or pedestrian facilities, and other transportation facilities. Please describe how people might use the project as a transportation alternative to get to work, school or to make personal trips.

Safety & Mobility

Please indicate safety benefits the project will achieve. Is there any pedestrian or bicycle crash at the project location?

Please indicate how the project improves mobility for disadvantaged populations, such as elderly, disabled, minority, and low income populations?

Project Readiness and Viability

Please describe to what extent does the project have support from local government and community/public (such as bond, resolution of support, including in an adopted plan, feasibility study, or request from a community group)?

Additional Notes

Please provide any additional details that relate to the rating criteria that were not addressed in the questions above.

Summary of Requested Funding

Are Matching Funds Available? *(A local match of 20% is required for all projects).*

- YES, funds are already locally programmed YES, funds will be locally programmed
 NO Not Sure

TOTAL PROJECT COST \$		
FEDERAL FISCAL YEAR	AMOUNT REQUESTED (up to 80% of Total Project Cost)	LOCAL MATCH (at least 20% of Total Project Cost)
	\$	\$
	\$	\$
	\$	\$
TOTAL	\$	\$

Attachments

Please include ALL relevant attachments with this application, including the following:

- Budget Worksheet (see Attachment A) Other: _____
 Map of Project (if applicable) Other: _____
 NEPA Approval Letter (if applicable) Other: _____

By checking this box your agency / organization is agreeing to the following stipulations should your project / program be selected for TAP or other Federal Transportation Funding:

- The jurisdictions need to demonstrate that the project must be implementable within the FY 2014-2015.
- Funds for cost overruns are the responsibility of the local agency / organization.
- Any facility constructed with federal transportation funds must be maintained by the local government and must be open to the public for at least twenty-five (25) years.

Please submit this application along with Attachments and any additional supporting materials to:

Mail: TAP Funding Request
 Greensboro MPO
 PO Box 3136
 Greensboro, NC 27402-3136

or

E-mail: guampo@greensboro.nc.gov
 Fax: (336) 412-6171

**ATTACHMENT A: BUDGET WORKSHEET
 TRANSPORTATION ALTERNATIVES PROGRAM**

Phase	Federal Fiscal Year	Brief Description of Phase/Task/Activity	Requested Funding Amount	Local Match (at least 20%)	Other Funding Amount	Describe Source of Other Funding (if applicable)	Total Funding Amount
Design							
ROW							
Construction							
		Totals					

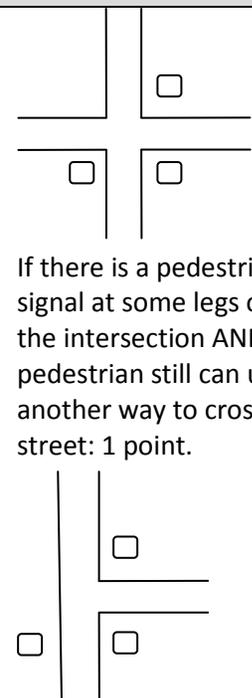
4. TAP SCORING METHODOLOGY

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) – SCORING METHODOLOGY

- Sidewalk and bike projects are calculated individually and ranked based on the total score.
- To calculate a score for the Greensboro Pedestrian Signals project, the methodology was applied to all intersections citywide. The top scoring 600 intersections (with scores ranging from 38 to 43) were identified for further review. The lower end of the range for these projects, 38, has been chosen as an overall score. GDOT will later determine exactly which of these intersections will be included for TAP funding. It is estimated that up to approximately 75 intersections can be improved with the proposed funding level. To the extent possible, these will be derived from the top 600 intersections under the TAP evaluation.

	Sidewalk	Bike	Intersection
1. Land Use Connectivity (Up to 8 points)			
a. Project provides a connection to/from a neighborhood (2 points)	Each Land Use has connection to a project within: <ul style="list-style-type: none"> • 1/2 mile: 2 points; • 1 mile: 1 point; • > 1 mile: 0 point 	Each Land Use has connection to a project within: <ul style="list-style-type: none"> • 1 mile: 2 points; • 1½ mile: 1 point; • > 1½ mile: 0 	Each Land Use has connection to a project within: <ul style="list-style-type: none"> • 1/2 mile: 2 points; • 1 mile: 1 point; • > 1 mile: 0 point
b. Project provides a connection to/from employment/retail center (2 points)			
c. Project provides a connection to/from a school (2 points)			
d. Project provides a connection to/from a park or recreation center(2 points)			
2. Transportation System Connectivity (Up to 14 points)			
a. Does the project improve a	Bus stop is within	Bus stop is within	Bus stop is within

	Sidewalk	Bike	Intersection
connection to transit service? (2 points)	<ul style="list-style-type: none"> • 1/4 mile: 2 points; • 1/2 mile: 1 point 	<ul style="list-style-type: none"> • 1/2 mile: 2 points; • 1 mile: 1 point 	<ul style="list-style-type: none"> • 1/4 mile: 2 points; • 1/2 mile: 1 point
b. Does the project connect to other transportation modes and/or transportation facilities? (2 points)	<p>Identify 3 modes that the project connects to: Sidewalk; Bike; Transit. Sidewalk has the highest priority in the list.</p> <ul style="list-style-type: none"> • If the project connects to 1 of 3 modes: 2 points • Does not connect to any of these modes: 0 point 	<p>Identify 3 modes that the project connects to: Bike; Sidewalk; Transit. Bike has the highest priority in the list.</p> <ul style="list-style-type: none"> • If the project connects to 1 of 3 modes: 2 points • Does not connect to any of these modes: 0 point 	<p>Identify 3 modes that the project connects to: Sidewalk; Bike; Transit. Sidewalk has the highest priority in the list.</p> <ul style="list-style-type: none"> • If the project connects to 1 of 3 modes: 2 points • Does not connect to any of these modes: 0 point
c. Does the project connect to an existing facility of the same mode or fill a gap? (3 points)	<ul style="list-style-type: none"> • If the connecting mode in 2b is Sidewalk: 3 points • Does not connect to sidewalk: 0 point 	<ul style="list-style-type: none"> • If the connecting mode in 2b is Bike: 3 points • Does not connect to bike mode: 0 point 	<ul style="list-style-type: none"> • If the connecting mode in 2b is Sidewalk: 3 points • Does not connect to sidewalk: 0 point
d. Is the project in an area underserved by bicycle & pedestrian infrastructure? (3 points)	<p>Within a half mile buffer from the project, calculate the length of existing sidewalk divided by the length of non-existing sidewalk. If the percentage</p> <ul style="list-style-type: none"> • <25%: 3 points • >=25% and < 50%: 2 points; • >= 50% and <75%: 1 point; 	<p>Within a half mile buffer from the project, calculate the length of existing bike facility (Bike lane, Edge line, Sharrow, and trail) divided by the length of the total street. If the percentage</p> <ul style="list-style-type: none"> • <25%: 3 points • >=25% and < 50%: 2 points; • >= 50% and <75%: 1 	<ul style="list-style-type: none"> • If there is no pedestrian signal at all legs of the intersection: 3 points • If there is a pedestrian signal at some legs of the intersection AND at least 1 of the legs does not have any connection for the pedestrian to cross the street: 2 points

	Sidewalk	Bike	Intersection
	<ul style="list-style-type: none"> • $\geq 75\%$: 0 point; 	<p>point;</p> <ul style="list-style-type: none"> • $\geq 75\%$: 0 point 	 <ul style="list-style-type: none"> • If there is a pedestrian signal at some legs of the intersection AND the pedestrian still can use another way to cross the street: 1 point. • If there are pedestrian signals at all legs of the intersection: 0 point.
e. Does the project extend key parts of the regional greenway system (Bicentennial, Piedmont, A&Y, Downtown Greenway, Mountains to Sea Trail)? (4 points)	<ul style="list-style-type: none"> • If the project extends these trails: 4 points. • Does not: 0 point 	<ul style="list-style-type: none"> • If the project extends these trails: 4 points. • Does not: 0 point 	<ul style="list-style-type: none"> • If the project improves the connection to trails: 4 points. • Does not: 0 point
3. Safety & Mobility (Up to 8 points)			

	Sidewalk	Bike	Intersection
a. If applicable, does the project address an existing safety problem? (3 points)	<ul style="list-style-type: none"> • If there has been a recent pedestrian crash within a 50 feet buffer from the project: 3 points; • Other safety issue(light, etc.): 2 points; • No safety problem identified: 0 point; 	<ul style="list-style-type: none"> • If there has been a recent bicycle crash within a 50 feet buffer from the project: 3 points; • Other safety issue(light, etc.): 2 points; • No safety problem identified: 0 point; 	<ul style="list-style-type: none"> • If there has been a recent pedestrian or bicycle crash within a 150 feet buffer from the project: 3 points; • Other safety issue(light, etc.): 2 points; • No safety problem identified: 0 point;
b. Does the project address a barrier to mobility? (2 points)	<ul style="list-style-type: none"> • If the project fills a gap (connect to existing sidewalk - see 2c): 1 point; • Within a half mile of the project, if the percentage of workers with no vehicle over total workers > 2.88%: 1 point. 	<ul style="list-style-type: none"> • If the project fills a gap (connect to existing bike facility - see 2c): 1 point; • Within one mile of the project, if the percentage of workers with no vehicle over total workers > 2.88%: 1 point. 	<ul style="list-style-type: none"> • If the project fills a gap (connect to existing sidewalk - see 2c): 1 point; • If the intersection falls in a Census Tract with number of workers with no vehicle >54: 1 point.
c. Does the project improve mobility for disadvantaged populations, such as elderly, disabled, minority, and low income populations? (2 points)	<p>Calculate the percent of Households below poverty over total Households within a half mile buffer from the project. If the percentage:</p> <ul style="list-style-type: none"> • >=26.44%: 2 points; • >=14.62% and <26.44%: 	<p>Calculate the percent of Households below poverty over total Households within a 1 mile buffer from the project. If the percentage:</p> <ul style="list-style-type: none"> • >=26.44%: 2 points; • >=14.62% and <26.44%: 	<p>If the intersection falls in the Census Block Group with the number of household poverty:</p> <ul style="list-style-type: none"> • >147: 2 points; • <= 147 and >96: 1 point; • <=96: 0 point

	Sidewalk	Bike	Intersection
	1 point; <ul style="list-style-type: none"> < 14.62%: 0 point 	1 point; <ul style="list-style-type: none"> < 14.62%: 0 point 	
4. Project readiness and viability (Up to 14 points)			
a. Is the project or project phase very likely to meet funds obligation requirements in the funding availability timeframe? (Very likely: 4 points) (Somewhat likely: 2 points)	If the percentage of completed design is at: <ul style="list-style-type: none"> >= 90%: 4 points; >= 75% and < 90%: 3 points; >=50% and <75%: 2 points; >=25% and <50%: 1 point; <25%: 0 point 	If the percentage of completed design is at: <ul style="list-style-type: none"> >= 90%: 4 points; >= 75% and < 90%: 3 points; >=50% and <75%: 2 points; >=25% and <50%: 1 point; <25%: 0 point 	If the percentage of completed design is at: <ul style="list-style-type: none"> >= 90%: 4 points; >= 75% and < 90%: 3 points; >=50% and <75%: 2 points; >=25% and <50%: 1 point; <25%: 0 point
b. Is the project/program part of an adopted plan? (2 points)	<ul style="list-style-type: none"> Yes: 2 points No: 0 point 	<ul style="list-style-type: none"> Yes: 2 points No: 0 point 	<ul style="list-style-type: none"> Yes: 2 points No: 0 point
c. Does the project have demonstrated local government support? (2 points)	<ul style="list-style-type: none"> Yes: 2 points No: 0 point 	<ul style="list-style-type: none"> Yes: 2 points No: 0 point 	<ul style="list-style-type: none"> Yes: 2 points No: 0 point
d. Does the project have demonstrated community / public support? (2 points)	<ul style="list-style-type: none"> Yes: 2 points No: 0 point 	<ul style="list-style-type: none"> Yes: 2 points No: 0 point 	<ul style="list-style-type: none"> Yes: 2 points No: 0 point

	Sidewalk	Bike	Intersection
e. Does the project have a documented source for the required 20% match and any other necessary and additional local expenditures? (2 points)	<ul style="list-style-type: none"> • Yes: 2 points • No: 0 point 	<ul style="list-style-type: none"> • Yes: 2 points • No: 0 point 	<ul style="list-style-type: none"> • Yes: 2 points • No: 0 point
f. Is right of way in hand or is acquisition in process using local funds? (2 points)	<p>If the percentage of acquired ROW is at:</p> <ul style="list-style-type: none"> • $\geq 90\%$: 2 points; • $\geq 50\%$ and $< 90\%$: 1 point; • $< 50\%$: 1 point 	<p>If the percentage of acquired ROW is at:</p> <ul style="list-style-type: none"> • $\geq 90\%$: 2 points; • $\geq 50\%$ and $< 90\%$: 1 point; • $< 50\%$: 1 point 	<p>If the percentage of acquired ROW is at:</p> <ul style="list-style-type: none"> • $\geq 90\%$: 2 points; • $\geq 50\%$ and $< 90\%$: 1 point; • $< 50\%$: 1 point

5. TAP PROPOSED PROJECT RESULTS

Map ID	Project	Description	Total Score	Estimated Cost	Land Use Connect	Transit Connect	Mode Type Connect	Mode Connect Score	Same Mode Connect Score	Percent of Existed Infrastructure	Infrastructure Score	Trail Connect	Safety	Barrier	Disadvantaged Score	Funds Obligation Score	Plan	Government Support	Community Support	Match	ROW acquired Score	Current Funding	Proposed Funding	Length (ft)
					1	2a	2b	2b	2c	2d	2d	2e	3a	3b	3c	4a	4b	4c	4d	4e	4f			
	Greensboro Pedestrian Signals	Install or upgrade the pedestrian signals	38*	\$350,000.00																		None	TAP	
21	Phillips Avenue	Where none exists between Summit Ave and Huffine Mill Rd	34	\$330,000.00	8	2	Sidewalk	2	3	18.28%	3	0	3	2	1	4	2	2	0	2	0	CMAQ	TAP	5,150.34
65	Aycock Street	Intersection improvement at Aycock Street and Walker Avenue	33	\$173,000.00	8	2	Sidewalk	2	3	71.00%	1	0	3	2	2	0	2	2	2	2	2	None	TAP	211.85
57	Summit Ave	West side 16th St to existing and east side from Rankin Rd to Avery driveway	33	\$300,000.00	8	2	Sidewalk	2	3	11.47%	3	0	3	2	1	3	2	2	0	2	0	STPDA	STPDA	7,025.04
68	Hewitt Street	Norwalk St to Merritt Dr	33	\$310,000.00	8	2	Sidewalk	2	3	12.41%	3	0	3	2	1	3	2	2	0	2	0	STPDA	STPDA	7,674.73
69	Lees Chapel Road	Yanceyville St to Brightwood School Rd	33	\$350,000.00	8	2	Sidewalk	2	3	23.15%	3	0	3	2	1	3	2	2	0	2	0	CMAQ	CMAQ	9,775.48
41	Church Street	Lees Chapel Road to Electra Drive (east side only) Replace wheelchair ramps on west side where not ADA compliant	32	\$280,000.00	8	2	Sidewalk	2	3	24.33%	3	0	3	2	1	2	2	2	0	2	0	CMAQ	CMAQ	6,431.54
15	Elm Street, North	West side from Cone Blvd to existing SW south of Irving Park Court and east side from Cone Blvd south to existing SW north of Cornwallis	31	\$240,000.00	8	2	Sidewalk	2	3	34.66%	2	0	3	2	0	3	2	2	0	2	0	STPDA	STPDA	5,919.46

56	Muir's Chapel Road	East side Tower Rd to Friendly Ave	30	\$ 36,500.00	8	2	Sidewalk	2	3	20.03%	3	0	3	2	0	1	2	2	0	2	0	STPDA	STPDA	3,882.77
11	Byers Road	West side of Byers Road from Lees Chapel Road to existing, and west side from existing on Byers Road to existing on east side of Byers Ridge Drive	30	\$ 60,000.00	8	2	Sidewalk	2	3	18.28%	3	0	0	2	1	3	2	2	0	2	0	STPDA	STPDA	1,263.45
43	Spring Garden Street	From W. Market St to Pomona Dr - south side only	29	\$ 59,000.00	7	2	Sidewalk	2	3	15.48%	3	0	0	2	1	3	2	2	0	2	0	CMAQ	CMAQ	1,290.20
40	Cone Boulevard	O'Henry Blvd to St. Regis Rd	29	\$510,000.00	8	2	Sidewalk	2	3	18.77%	3	0	0	2	1	2	2	2	0	2	0	CMAQ	CMAQ	19,530.10

*: After calculating all intersections citywide, the top scoring 600 intersections (with scores ranging from 38 to 43) were identified for further review. GDOT will later determine exactly which of these intersections will be included for TAP funding. It is estimated that up to approximately 75 intersections can be improved with the proposed funding level. To the extent possible, these will be derived from the top 600 intersections under the TAP evaluation. Because the lower range of these 600 intersections is 38, this number has been chosen as the overall score and there is no detailed score for individual criteria for the Greensboro Pedestrian Signals project.

6. PUBLIC INVOLVEMENT AND OUTREACH

Introduction and Summary

In determining the amount of public involvement necessary for the development of the Transportation Alternatives Program (TAP), MPO staff followed the required activities for Tier 1 planning documents as described in the Public Participation Plan 2013 update. The public review period for the Transportation Alternatives Program selection process and proposed projects went from November 1, to December 16, 2013.

Public outreach included newspaper ads, email announcements, a press release, and a public information workshop on an evening weekday. A full listing of this outreach is listed below.

- The emails were sent to the members of the Technical Coordinating Committee and Transportation Advisory Committee to the MPO, as well as to town contacts and all MPO interested parties (*See A-1*).
- Ads were placed in two local newspapers announcing the public review period and the public meeting: the Greensboro News & Record and the Carolina Peacemaker. The ad appeared in the Carolina Peacemaker on two separate occasions (*See A-2*).
- The TAP document was available for public to review at the City of Greensboro Clerk's Office, Guilford County Commissioners Office, GDOT Office, NCDOT Division 7 Office, Greensboro Central Library, and GUAMPO Website.
- A press release was given to other media outlets (*See A-3*).
- The Greensboro Urban Area MPO website was updated with information about the TAP instruction, TAP scoring methodology; TAP proposed projects, TAP process overview, and the public workshop information.
- A Public Information Workshop was held on December 4, 2013, from 4PM to 7PM in the Greensboro City Council Chambers, Melvin Municipal Office Building, 300 West Washington Street. This was an informal workshop with display boards summarizing the TAP overview process, scoring methodology, and proposed projects. Five staff members from the Greensboro MPO and the Greensboro Department of Transportation were in attendance to answer questions about the TAP and accept comments. There were two participants attended the workshop.

The emails sent to public to announce the TAP and workshop information are included in section A-1 of this Appendix. Copies of ads that were published in the News & Record and the Carolina Peacemaker are included in section A-2. A copy of the press release is included in section A-3.

No written comments were received about the TAP process and proposed projects.

Appendix A-1: Email

Below are the emails sent to the Public to announce the Transportation Alternatives Program and the workshop information, to invite public to review the, and to encourage public to comment on the TAP process and the proposed projects.

November 1, 2013

To: Public Notice about the Transportation Alternatives Program (TAP)

The Greensboro Urban Area MPO is pleased to inform the public about the Transportation Alternatives Program, including eligible projects and sponsors.

The Transportation Alternatives Program (TAP) is a new program under MAP-21 legislation signed into law July 6, 2012. The TAP was created to replace former funding programs such as Safe Routes to School, Recreational Trails Program and Transportation Enhancements. The Greensboro Urban Area MPO's allocations for TAP are estimated at \$349,000 per year.

Eligible TAP projects are bicycle and pedestrian infrastructure, safe routes to school (Bicycle and Pedestrian Safety Education Program for Grades K-8), recreational trails, environmental mitigation, historic preservation if related to a transportation facility, and archaeological activities related to transportation impacts. Ineligible projects include roadway capacity, transit, landscaping, and resurfacing or reconstruction. *(Please see the full list of eligible projects in the [Greensboro MPO TAP Instruction](#) file attached)*

In this program, eligible sponsors who can submit the projects are: Local Governments, GTA, PART, TAM, National Park Service, and Guilford County Schools.

You can find more information about TAP on GUAMPO website.

If you are interested in any specific project in the eligible category, please contact your local government to express support for a specific project. All project submittal forms are due **Monday, December 2, 2013**.

The MPO will host the public meeting for public to review and comment on the proposed projects on **Wednesday, December 4th, 2013 from 4PM to 7PM** at the **Council Chambers, 300 W Washington, Greensboro, NC 27401**. The proposed projects will be posted on the GUAMPO website on December 4th, 2013. If you wish to comment on any specific project, please come to the public meeting on December 4 or send email to guampo@greensboro-nc.gov by **Monday, December 16th, 2013**.

Please email or give me a call if you have questions or comments.

December 9, 2013

To: Public Notice about the Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a new federal funding program under MAP-21 legislation signed into law July 6, 2012. The TAP was created to replace former funding programs such as Safe Routes to School, Recreational Trails Program and Transportation Enhancements. The Greensboro Urban Area MPO's allocations for TAP are estimated at \$349,000 per year.

Eligible TAP projects include bicycle and pedestrian infrastructure, safe routes to school (Bicycle and Pedestrian Safety Education Program for Grades K-8), recreational trails, environmental mitigation, historic preservation if related to a transportation facility, and archaeological activities related to transportation impacts. Ineligible projects include roadway capacity, transit, landscaping, and resurfacing or reconstruction. Eligible project sponsor agencies include Local Governments, the Greensboro Transit Authority, Piedmont Authority for Regional Transportation, Guilford County Transportation and Mobility Services, the Guilford Courthouse National Military Park, and the Guilford County Schools

The MPO issued a call for projects to eligible agencies in October and project submittals were due Monday, December 2, 2013. On December 4, 2013 from 4 to 7PM a public meeting was held at the Melvin Municipal Office Building, City Council Chambers.

This e-mail is to invite you to review and comment on (1) the projects recommended for TAP funding at this time; (2) the process the MPO used to evaluate and select projects for implementation. You can review the TAP process and proposed projects on the website www.greensboro-nc.gov/TAP. Please share your comments by **December 16, 2013**. The survey form / questionnaire is attached in this email and also on the website.

12 projects were submitted. The City of Greensboro was the only agency that requested funding at this time. Projects recommended for funding at this time include:

1. Greensboro Pedestrian Signals: Install or upgrade the pedestrian signals at priority locations – Cost: \$350,000.00
2. Phillips Avenue Sidewalk: Where none exists between Summit Ave and Huffine Mill Rd – Cost: \$330,000.00
3. Aycock St: Intersection improvement for pedestrian safety at Aycock St and Walker Ave – Cost: \$173,000.00

The next step in the process will be for the project recommendations to be considered for action at the January 22 meeting.

Please email or give me a call if you have any question.

Appendix A-2: Ads and Posters

The following two pages include ads that were published in two local newspapers

1. Greensboro News & Record advertisement
2. Carolina Peacemaker advertisement

Public Workshop Notice

Transportation Alternatives Program

December 4, 2013

**Stop by between 4-7pm
Melvin Municipal Office Building (City Hall)
City Council Chambers
300 W. Washington St.**

Anyone in need of special services may call 373-4368 one week in advance of the workshop and we will try to assist.



To Comment

**in person: at the workshop
online: www.greensboro-nc.gov/TAP
call: 373-4368
write: Greensboro Urban Area MPO
P.O. Box 3136
Greensboro, NC 27402-3136**

The Transportation Alternatives Program (TAP) process by the Greensboro Metropolitan Planning Organization (MPO) is now available online for review and comment. TAP was created as part of the most recent Federal Surface Transportation Act, MAP-21, replacing former Federal funding programs such as Safe Routes to School, Recreational Trails Program, and Transportation Enhancements.

Projects submitted by eligible sponsors will be available for review on December 4th.

We want your input even if you are unable to attend!

**Submit comments in person at the workshop;
or online, by phone, or by mail by December 9th.**



We Need Your Input!

2035 Long Range Transportation Plan Metropolitan Transportation Improvement Program Public Workshop

February 12, 2008 stop by anytime between 4-7pm
Melvin Municipal Office Building (City Hall)
Plaza Level
300 W. Washington St.

www.greensboro-nc.gov/LRTP • ☎ 373-4368

Greensboro Urban Area MPO • P.O. Box 3136 • Greensboro, NC 27402-3136

We need your input to ensure that the needs
of all people on the go are considered.



Appendix A-3: Press Release

The following pages include the text from a press release sent to media outlets around the region and placed on the City of Greensboro's website.



**CITY OF GREENSBORO
FOR IMMEDIATE RELEASE**
2105

Contact: Jake Keys
Phone: 336-373-

*MPO to Conduct Transportation Alternatives Program
Public Involvement Session*

GREENSBORO, NC (November 1, 2013) – The City of Greensboro’s Department of Transportation, the lead planning agency of the Greensboro Urban Area Metropolitan Planning Organization (GUAMPO), invites you to a public workshop regarding the Transportation Alternatives Program (TAP) process for the GUAMPO area. Representatives from the MPO will present information and answer questions on the TAP process and projects submitted by eligible area sponsors.

The workshop will be held on December 4th from 4 - 7 pm in the Greensboro City Council Chambers, Melvin Municipal Office Building, 300 West Washington Street.

The workshop is being held to provide an opportunity for interested people to comment on GUAMPO’s TAP process and how it is to meet specific needs of the area. The GUAMPO planning area includes Guilford County, except for the Burlington, Gibsonville, High Point, Jamestown and Whitsett areas.

You are also welcome to submit written comments. Please submit any written comments by December 16th, 2013 to:

TAP Process
Greensboro Urban Area MPO

or

guampo@greensboro-nc.gov

PO Box 3136
Greensboro, NC 27402-3136

If you are disabled and need special assistance, please contact the offices of the Greensboro Urban Area MPO at least one week in advance of the hearing at (336) 373-4368 or guampo@greensboro-nc.gov.

For more information please contact the Greensboro Urban Area Metropolitan Planning Organization at:

Phone: (336) 373-4368
Email: guampo@greensboro-nc.gov
Or visit: www.greensboro-nc.gov/TAP

#

The City works with the community to improve the quality of life for residents through inclusion, diversity, and trust. As the seventh largest employer in Greensboro, the City has a professional staff of about 3,000 employees who maintain the values of honesty, integrity, stewardship, and respect. The City is governed by a council-manager form of government with a mayor and eight council members. For more information on the City, visit www.greensboro-nc.gov or call 336-373-CITY (2489).

7. ADDENDUM

After the public review period, the MPO was aware that the total amount for TAP funding allocated annually to the Greensboro MPO reduced from \$349,000 to \$315,000 due to 10% fee. In addition, the final cost of the recommended project was changed. These factors impacted the cost of the projects in the recommended list. Please see the list below to see the change of the previous cost versus the final cost.

Project	Previous Cost		Final Cost		Cost Change	
	Total	TAP (80%)	Total	TAP (80%)	Total	TAP (80%)
Greensboro Pedestrian Signals	\$350,000	\$280,000	\$264,500	\$211,600	-\$85,500	-\$68,400
Phillips Avenue	\$330,000	\$264,000	\$350,000	\$280,000	+\$20,000	+\$16,000
Aycock Street	\$173,000	\$138,400	\$173,000	\$138,400	0	0
Total	\$853,000	\$682,400	\$787,500	\$630,000	-\$65,500	-\$52,400

The final cost has been updated in the Recommended Direct Transportation Alternatives Program Projects Funding to FY 2014-2015.



Amend the MTIP to include Transportation Alternatives Program Funds & Direct Transportation Alternatives Program Projects Funding to FY 2014-2015.

Background

- The Transportation Alternatives Program (TAP) is a new federal funding program under MAP-21 legislation signed into law July 6, 2012. The TAP was created to replace former funding programs such as Safe Routes to School, Recreational Trails Program and Transportation Enhancements. The Greensboro Urban Area MPO's allocations for TAP are estimated at \$315,000 per year. Currently, \$630,000 is estimated available for TAP in FY 14-15.
- Per Federal requirements, the MPO uses a competitive project selection process for TAP funds and involves public review process prior to finalize the selection methodology as well as the proposed projects. This process and its results are documented in detail in the attached *Transportation Alternatives Program summary document*.
- The recommended way to incorporate TAP funds into the Transportation Improvement Program is amend the Transportation Improvement Program to create a new umbrella project: **U-5532: Greensboro Urban Area MPO: Bicycle, Pedestrian, and Transportation Alternatives Program (TAP) – Eligible Projects.**
 - This allows the MPO to account for the total funding allocation over a multi-year funding period.
 - Individual projects can then be selected by the MPO via TAC action and then accounted for between the project sponsor and the NCDOT through the use of Municipal Agreements.
 - The action recommended at this time will (1) program TAP funds for the years 2014 -2020 in the MTIP; (2) take action to identify TAP project funding decisions for FY 2014 and FY 2015. It is recommended that future year TAP funding allocations be programmed at a later time.
 - Project EL-5101 which has been used in the past for area STP-DA sidewalk projects will not be used for new sidewalk projects in the future. Instead, such projects will be added under project U-5532. However, no action is needed on that at this time other than to create project U-5532.
- An MTIP Amendment is needed to add the TAP Project **U-5532: Greensboro Urban Area MPO: Bicycle, Pedestrian, and Transportation Alternatives Program (TAP) – Eligible Projects**

MTIP Modifications

ID NO.	TOTAL PROJ COST (THOU)	FUNDS	2014		2015		2016		2017		2018	
U-5532	2,757.5	TAP	D	28	D	-	D	-	D	-	D	-
		LOC	D	7	D	-	D	-	D	-	D	-
		TAP	R	56	R	8	R	20	R	10	R	10
		LOC	R	14	R	2	R	6	R	3	R	3
		TAP	C	212	C	328	C	608	C	305	C	305
		LOC	C	53	C	82	C	152	C	76	C	76

An MPO Project Selection action is needed to direct TAP funds to FY 2014 & 2015 projects under **U-5532: Greensboro Urban Area MPO: Bicycle, Pedestrian, and Transportation Alternatives Program (TAP) – Eligible Projects**

Recommended Direct Transportation Alternatives Program Projects Funding to FY 2014-2015

TAP funding allocations are recommended to advance the following MPO strategic priorities at this time:

Description	Total Cost	20% Match	80% Federal Funding by Year					Match Source		
			2014	2015	2016	2017	2018			
U-5532 Greensboro Urban Area MPO: Bicycle, Pedestrian, and Transportation Alternatives Program (TAP) – Eligible Projects	Greensboro Pedestrian Signals	264.5	52.9	211.6	C					2008 Bond
	Phillips Avenue	350	70	56	R	224	C			2008 Bond
	Aycock Street	173	34.6	27.68	D	8	R	102.72	C	2008 Bond
	787.5	157.5	295.28	334.72						

Federal total: 630

Greensboro Pedestrian Signals
Cost: \$211,600, \$52,900 match

Pedestrian signals help pedestrians cross at intersections safely, help reduce the pedestrian crash rate, encourage more people walking, and benefit drivers. Potential locations in high need of pedestrian signals include intersections with high pedestrian crash frequency and severity, locations with high pedestrian volumes, and at intersections linking desired destinations such as commercial uses, residential areas, and public transportation access. The Greensboro Pedestrian Signal Project will start by prioritizing intersections for improvement and will then proceed retrofit priority intersections with pedestrian signals.

The Greensboro Pedestrian Signals project will be phased over a multi-year period with completion expected by FY 2018. Programming funds in FY 2014 will enable the equipment to be purchased and the planning and installation work to begin.

Phillips Avenue
Cost: \$280,000, \$70,000 match

This project is needed to fill extensive sidewalk gaps along the Phillips Avenue corridor. The project will connect residential areas, public transportation, commercial services, employment center, parks and open space, and schools. The sidewalk will improve safety; in the past five years (from 2007 to 2011) there was one pedestrian crash at this project location. The sidewalk will also increase sidewalk network coverage in an underserved area: within half mile of this project, only 18% of the roadway frontage has sidewalk. Also, the area has a higher than average share of workers who do not have a vehicle to commute to work (the average number of workers with no vehicle in Guilford County is 2.88%; in this area it is 3.31%). Therefore, this project is necessary to enhance the safety and mobility of pedestrians.

Adding this project for TAP funding will remove it from a planned CMAQ funded sidewalk contract. That will be beneficial in that it will provide more capacity to address potential cost increases or add more eligible sidewalk work to the CMAQ construction program in the future. Either way, it is an efficient way to use limited local resources to leverage additional much needed federal funding to support short-term sidewalk construction in the area. The design for this project is completed. The construction is estimated to start in FY 2015.

Aycock Street at Walker Avenue
Cost: \$138,400, \$34,600 match

The intersection at Aycock Street and Walker Avenue connects a significant student population center and nearby commercial areas to the UNC-G campus. This intersection has been identified as the most dangerous intersection for pedestrians in the City of Greensboro based on a composite crash frequency and severity score. UNC-G has previously requested improvements at this location and is on record as strongly supporting these intersection improvements. The improvements will enhance pedestrian safety and connectivity by shortening the crossing distance on the northern half of the intersection and will

include improved wheel chair ramps and may include signage, pavement marking and signalization modifications.

The functional design of this project is completed and construction is anticipated in FY 2015.

Recommended Action: Amend FY 2012-2018 Metropolitan Transportation Improvement Program to include project **U-5532 and Direct** TAP funding to the projects identified herein.

TAP Next Steps: (1) Approve TAP actions Jan 29, 2014; (2) NCDOT handout February, STIP amendment March.

**RESOLUTION TO ADD PROJECT U-5532 TO THE GREENSBORO URBAN AREA
2012 - 2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM & DIRECT
TRANSPORTATION ALTERNATIVES PROGRAM FUNDING TO FY 2014 & FY 2015 PROJECTS**

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

WHEREAS, the Transportation Advisory Committee has reviewed the current FY 2012 - FY 2018 Metropolitan Transportation Improvement Program, adopted by the TAC on August 24, 2011, and has found that modification is needed; AND

WHEREAS, the modification shown on the attached sheet adds the TAP Project U-5532: Greensboro Urban Area MPO: Bicycle, Pedestrian, and Transportation Alternatives Program (TAP) – Eligible Projects in the 2012-2018 MTIP; AND

WHEREAS, the action shown on the attached sheet also directs TAP Program funds to specific projects selected by the MPO following a project solicitation process from member agencies, a public review process including a public meeting, and a quantitative analysis and comprehensive assessment of the relative need and feasibility between the candidate projects; AND

WHEREAS, the Greensboro Urban Area is in conformity with the North Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; AND

WHEREAS, on April 2, 2013 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW THEREFORE be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to approve the Modification to the Metropolitan Transportation Improvement Program for FY 2012 - FY 2018, dated January 29, 2014, on this, the 29th day of January, 2014.

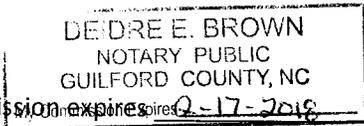
I, Nancy Vaughan, TAC Chair
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this, the 29th day of January, 2014.

Nancy Vaughan
Chair, Transportation Advisory Committee

Subscribed and sworn to me on this, the 29th day of January, 2014.

Deidre E. Brown
Notary Public



My commission expires