



Technical Coordinating Committee
Meeting Agenda Tuesday,
Tuesday May 10, 2022 at 2:00 PM
Zoom Online Virtual Meeting

Introductory Items:

1. Opening remarks / TCC Roll Call /Attendee Verification

Action Items:

1. April 11, 2022 Meeting Minutes
2. MTIP Amendment: TA-6714 GTA Electric Replacement Buses
3. FY 2022 Section 5310 Grant Awards and MTIP Modification
4. MTIP Modification: Statewide Transit Projects
5. MPO Public Participation Plan
6. MPO Title VI Plan
7. GTA Title VI Plan

Business Items / Potential Action Items:

1. Division 7 Updates
2. City Project Updates
3. Strategic Reports

Other Items

1. Member Updates
2. Wrap-Up & Adjournment

Lead Planning Agency: City of Greensboro Department of Transportation



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Technical Coordinating Committee Meeting Agenda Summary

Tuesday, May 10, 2022 at 2:00 PM
Zoom Online Virtual Meeting

Action Items:

2. **MTIP Amendment: TA-6714 GTA Electric Replacement Buses:** to amend the MTIP to add FY 2022 discretionary 5339(b) grant funds to purchase three electric replacement buses and associated charging infrastructure.
3. **FY 2022 Section 5310 Grant Awards and MTIP Modification:** to award annual allocation of Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program to eligible transit agencies supporting programs serving the needs of seniors and individuals with disabilities.
4. **MTIP Modification: Statewide Transit Projects:** NCDOT has requested an MTIP modification for eight statewide transit projects adjusting funding & schedules.
5. **MPO Public Participation Plan:** to approve an update involving public input opportunities, Title VI Civil Rights, virtual meetings, and detailed information on Amendments and Modifications processes based on comments from 2021 FHWA Certification Review.
6. **MPO Title VI Plan:** to review and approve the MPO's plan based on Title VI of the Civil Rights Act of 1964.
7. **GTA Title VI Plan:** to review and approve the GTA's plan based on Title VI of the Civil Rights Act of 1964.

Business Items / Potential Action Items:

1. **Division Engineer Report:** current topics including NCDOT projects in the MPO area.
2. **Project Updates:** recent and upcoming locally administered project milestones and other information.
3. **Strategic Reports:** upcoming work items and topics of current interest.

Lead Planning Agency: City of Greensboro Department of Transportation



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Technical Coordinating Committee

Meeting Minutes of April 11, 2022

2:00 PM, Greensboro, NC

Zoom Online Virtual Meeting

Attendance

Tyler Meyer	<i>TCC Chair</i>	Deniece Conway	<i>GDOT/Engineering</i>
Lydia McIntyre	<i>MPO Staff</i>	Jason Geary	<i>GSO E&I</i>
Gray Johnston	<i>MPO Staff</i>	Elizabeth Jernigan	<i>GSO P&R</i>
Yuan Zhou	<i>MPO Staff</i>	Scott Whitaker	<i>Summerfield</i>
Tram Truong	<i>MPO Staff</i>	Sean Taylor	<i>Oak Ridge</i>
Chandler Hagen	<i>MPO Staff</i>	Stephen Robinson	<i>NCDOT Div. 7</i>
Craig McKinney	<i>MPO Staff</i>	Suzette Morales	<i>FHWA</i>
Hanna Cockburn	<i>GDOT Director</i>	Alex Rotenberry	<i>NCDOT IMD</i>
Chris Spencer	<i>GDOT/Engineering</i>		

Tyler Meyer called the meeting to order at approximately 2:00 PM.

Introductory Items

1. Orientation to Zoom Software

Craig McKinney welcomed everyone to the March virtual meeting and reviewed how to use the Zoom software.

2. Opening Remarks and Roll Call

Lydia McIntyre took roll call for the public record. TCC members and others identified themselves.

Action Items:

1. February 7, 2022 Meeting Minutes

Tyler Meyer asked if any changes were needed to the minutes. No changes were identified.

Chris Spencer moved to approve the minutes. Michael Abuya seconded. The TCC voted unanimously to approve.



2. MTIP Amendment: Economic Development Project

Tyler Meyer presented an item requested by NCDOT to amend the MTIP for project HE-0005, construct road work at the PTI to support the PTI operations and the manufacturing sites that are being developed. This project was set up with utility and right-of-way funds in the amount of \$1.5 million in fiscal year 2022 and construction funds in the amount of \$30 million in fiscal year 2023. This project is funded with State Economic Development funds that were appropriated in the current year state budget in response to developments and new tenants at PTI. The recommended action is to amend the MTIP.

Sean Taylor moved to approve recommendation to TAC. Hanna Cockburn seconded. The TCC voted unanimously to approve.

3. MTIP Modification: MPO Area Projects

Tyler Meyer presented an item to modify the MTIP to change the schedule for three projects, of which two are STI prioritization selected projects, and the third is a safety project selected under the NCDOT Highway Safety Improvement Program.

The first project, EB-5985, is a sidewalk construction project on Cone Boulevard from US 29 west towards St. Regis Road. The project is currently under design, right-of-way has not begun, and right-of-way acquisition is expected to be underway later this year. The MTIP modification is to shift the construction phase from FY 2022 to FY 2023 based on the current status of the project.

The next project, U-5892, is to add lanes on Battleground Avenue from north of Westridge Road to Cotswold Avenue. The funding source has changed from State Highway Trust funds to Federal National Highway Program funds. This action also advances right-of-way phase from FY 2024 to FY 2023 with construction phase remaining in FY 2026.

The last project is a needed safety project, W-5807A, on Summit Avenue at the eastbound Wendover Avenue ramp terminal. This project will add signalization and improve the channelization to address the crash patterns at this location. The right-of-way phase will change from FY 2022 to FY 2023 to provide more time to develop the project. The recommended action is to modify the MTIP.

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

4. MTIP Modification: Rail Projects

Tyler Meyer presented an item requested by NCDOT to modify the MTIP for project P-5719C to purchase and refurbish rail cars for operations on the Piedmont service. The project scope has been revised since the TAC last saw this project a few months ago. NCDOT has received notice that they have been awarded a Federal Rail Administration State of Good Repair grant. The grant will allow NCDOT to revise the project scope from purchasing and refurbishing old rail cars to buying new cars to replace the existing Piedmont Line rail car fleet. The project will expand that fleet sufficiently to allow NCDOT to implement its long planned fourth daily run on the Piedmont Line. The cars to be purchased have been designed through a joint initiative led by the California DOT and the Illinois DOT. The total project cost listed in the MTIP remains unchanged, but the funding source

has shifted from State Trust Funds to Federal Rail Administration State of Good Repair funds. The funding schedule changes from FY 2022 to FY 2023 to provide time for the NCDOT to complete the agreement with the Federal Rail Administration and arrange the procurement of the new rail cars. The funding for the project is \$157 million Federal Rail Administration funds and \$56 million State Matching funds. The recommended action is to modify the MTIP.

Alex Rotenberry asked how the MPO had a vote on the item.

Meyer answered that since the railroad passes through this and other MPO areas, each has to update their respective MTIPs.

Sean Taylor stated that the project was originally going to purchase and refurbish old Ringling Brothers Barnum & Bailey Circus cars.

Scott Whitaker stated that the designs of the rail cars to be purchased do not look that new.

Meyer reiterated that while these cars do not have the futuristic look of Japanese or European style high speed trains, they will be newly constructed with modern conveniences.

Chris Spencer moved to approve recommendation to TAC. Stephen Robinson seconded. The TCC voted unanimously to approve.

5. MTIP Amendment: MPO Roadway Projects

Tyler Meyer presented an MTIP amendment that adds nine new Statewide Transit projects and modifies ten programmed Statewide Transit projects and one Rail project. This action today is an administrative step to maintain consistency between the MTIP and the STIP. It allows for NCDOT to increase funding and add these projects for a range of administrative activities at the department, as well as provide grants to sub-allocate funds to transit systems across the state. The recommended action is to amend the MTIP.

Scott Whitaker moved to approve recommendation to TAC. Stephen Robinson seconded. The TCC voted unanimously to approve.

6. MTIP Amendment and Modification: MPO Rail Projects

Tyler Meyer presented the MPO Self Certification for 2022-2023 as a required annual process. The MPO is required self-certify that its processes and documents comply with all applicable federal regulations and laws. There is a detailed checklist of all the points verified in connection with this item in the agenda packet. The self-certification is required prior to approving the Unified Planning Work Program for each year. The recommended action is to self-certify.

Hanna Cockburn moved to approve recommendation to TAC. Chris Spencer seconded. The TCC voted unanimously to approve.

7. FY 2022-2023 Unified Work Planning Program & MTIP Modification

Tyler Meyer presented the Unified Planning Work Program to establish the annual budget and the work plan for fiscal year 2023. The UPWP details grants that are available in a time period as well as the matching funds associated with them. Funding includes Federal Highway Administration

funding sources, Federal Highway Planning funds, BGDA supplemental funds, State Planning and Research funds, and FTA Section 5303 transit planning funds. Furthermore, funding includes carryover funds from fiscal year 2022 supporting the Triad Household Travel Survey, and a grant from NCDOT for the Regional Travel Demand Model Update with SPR funds.

The details of the draft UPWP were reviewed during the February TAC meeting. Final adjustments to the UPWP have been made, and the document is now due for approval and submittal to NCDOT. Compliance with NCDOT's deadlines will allow them to finalize their own Planning Work Program and receive the necessary federal approvals in time for the federal fiscal year 2023.

Changes to the UPWP are noted on the slide and in the agenda item, organized by funding source. For Federal Highway PL funds, there has been no change to the listings, the funding amounts, activities, or the way that the funds are laid out between line items. For the BGDA funds, it is proposed to increase the annual allocation from \$250,000 to \$500,000 in order to meet current and upcoming needs. Such needs include maintaining regulatory compliance, meeting NCDOT STI process requirements, and pursuing funding opportunities under the new Federal Infrastructure Bill.

Another change relabels the Greensboro Downtown Parking Plan as a FY 2023 project rather than as a FY 2022 carryover. The reason for the change is that the contract procurement process is currently underway. It is expected that the City Council will be asked to authorize the selected vendor in May, which would put the contract execution in June. This puts the commencement of work to develop the plan at July 1, 2022. In order to maintain it in 2022 as a carryover project, the process needed to have been completed sooner so that billable work could begin in June. Another change in the document regarding the Downtown Parking Plan is placing it under II-B-3 Special Studies, rather than the II-A-1 Networks and Support Systems category.

For Section 5303 funds the budget for Network and Support Systems will be reduced to \$100,000. This line item covers short-range planned activities such as data collection and analysis of current transit operations. Correspondingly, the budget for the Mobility Greensboro 2045 Long-Range Transit Plan under II-B-2 Regional Planning will be increased to \$400,000.

The highlights of FY 2023 include completing the Household Travel Survey and other activities relating to Regional Travel Demand Model development and use; developing the Mobility Greensboro 2045 plan; the Downtown Parking Plan; safety planning initiatives including Vision Zero; project planning activities; data collection and performance measurement; procurement of analysis tools and data services; and forecasting future travel demand and transit ridership. Many other work items are provided for, and are laid out in detail in the task narrative in the UPWP document. The recommendation is to approve the UPWP and to modify the MTIP to support the BGDA funding change.

Hanna Cockburn moved to approve recommendation to TAC. Stephen Robinson seconded. The TCC voted unanimously to approve.

Business Items / Potential Action Item(s):

1. Division Engineer Updates

Stephen Robinson stated he had no additional updates beyond the information provided in the agenda packet.

2. Project Updates

Jason Geary provided an update on City of Greensboro and locally administered projects. Recently bids were opened for Downtown Greenway Phase 4. The bids came in 65% over-budget. The City is looking at ways to value engineer the project. The engineer's estimate had expected material and fuel costs increases factored in, but the bids came in well beyond what had been budgeted and what the state would allow. The City plans to re-bid the project upon completing the value engineering phase.

The Greene Street Streetscape project bid opening is next week. Construction is expected to start this summer. Alamance Church Road construction is underway with clearing work progressing. The project is expected to be complete by spring of 2024. Ballinger Road Bridge Replacement has all of the utility work complete. The contractor is waiting on the steel for the bridge to be delivered. The contractor intends to start bridge work around the first of May. Roadway grading and storm sewer work will follow. The Eugene and Bellemeade Streetscape project had some coordination issues with property owners and the baseball stadium. Some of the water line was installed before the project was put on hold. Work will resume after baseball season.

Horse Pen Creek widening is underway with utilities now out of the way on the Battleground Avenue end. Project completion is expected this summer. Phase 1 of Summit Avenue Streetscape is under construction. Material delivery issues have slowed progress to date, but the contractor expects to have Phase 1 completed by next spring. At that time the contractor will start on Phase 2 into downtown. The NCDOT funded College Road and New Garden Road sidewalk is finally underway. Similarly, the long awaited North Elm Street Sidewalk construction will begin soon after tomorrow's pre-construction meeting.

3. Strategic Reports

Tram Truong provided an update on current public review items. Section 5310 provides a recurring formula funding apportionment that the MPO directs to qualifying area transit projects. These funds are directed under the criteria and selection process established by the Coordinated Human Services Transportation Plan. The available funding for FY 2022 projects is \$565,783. The call for projects from area transit providers and eligible non-profits runs for a 30-day period between March 14 and April 13. Projects will be reviewed for eligibility and sent to the Winston Salem MPO for review and scoring. The WSMPO scores will be combined with GUAMPO scores to prioritize the projects. GUAMPO staff will reciprocate for WSMPO as per longstanding established practice between the two MPOs.

Also, two Title VI documents are out for public review. The first is the MPO Title VI Plan, a non-discrimination policy for the MPO, which is out for public review until March 14. Second is the GTA Title VI Plan, a non-discrimination policy for GTA, which is out for public review from

March 29 to April 28. Both documents are necessary to maintain compliance with USDOT requirements.

The last public review document is the Public Participation Plan which is out for a 45-day public comment period from March 14 to April 28. In this document more details are provided about the amendments and administrative modification processes based on recommendations from the USDOT quadrennial certification review of the MPO conducted last year. These documents and the 5310 project recommendations will be brought for approval in May.

MPO FTA formula funds per FY 2022 funding apportionments increased significantly over FY 2021 levels. The Program of Projects and the MTIP will be modified to account for this increase. The Program of Projects will be out for public review in May. The Program of Projects and the accompanying MTIP modifications are slated to be presented for approval during the MPO's meeting in June.

Yuan Zhou provided an update on the Triad Household Travel Survey project. The project is to collect the travel information needed for an update of the Travel Demand Model that the city, the MPO, NCDOT, and the regional planners rely on for estimating future traffic flow on area roadways. The evaluation committee selected Westat as the lead consultant for this project late last year, and so far we have completed the preliminaries and received City Council authorization for the contract award. We are currently working to execute the contract with Westat. The project is expected to start in May and aims to complete the survey by the end of May 2023. The data in the report from this household survey will provide key inputs for the Travel Demand Model update. The model result will be available in time for our next MTP update in 2025.

Lydia McIntyre presented information on Vision Zero Greensboro. A spotlight was placed on the program in a recent National League of Cities newsletter. The National League of Cities is working with FHWA and USDOT to help promote a new funding source called Safe Streets and Roads for All Grant Program, and that was part of the purpose for the newsletter piece. Marikay Abuzuaiter's leadership role in the effort was mentioned and she was quoted in the article. A link to the article will be sent to the TAC members after the meeting.

Other Items

1. Member Updates

Alex Rotenberry with the Integrated Mobility Division reported on the Multimodal Planning Program. A replacement of the former Planning Grant Initiative, the program provides a competitive process for any sized community to seek support to develop or update a pedestrian plan and/or bicycle plan. If it is a very small community, their plan may be a combined pedestrian and bicycle plan.

IMD also has an Acceleration Plan process to help communities that have a vision of what they want to do but need help to put it on paper. Acceleration Plan provides a very quick process, taking approximately six months. The application process is now open and will close in early May. Interested communities may go to the NCDOT website to learn more about these items and requirements.

2. Wrap-Up & Adjournment

Tyler Meyer mentioned the TAC meets May 9, 2022 at 2:00 PM and thanked everyone for attending.

Tyler Meyer adjourned the meeting at 2:39 PM.



FY 2020-2029 MTIP Amendment: GTA Electric Replacement Buses

Background:

Project TA-6714 was first used in FY 2019 to purchase GTA's initial fleet of 16 battery electric buses. The MPO later added Section 5339 Bus and Bus Facilities funds for an additional electric bus fast charger in FY 20. In FY 2021, GTA received a state award of VW settlement funds to purchase an additional electric bus, bringing the GTA electric bus fleet to 17. More recently, GTA was awarded an FTA discretionary 5339(b) NoLo grant to purchase three electric buses and associated charging infrastructure.

Project Descriptions:

This amendment will add 5339(b) grant funds to purchase three electric buses, three overnight chargers, and one overhead fast charger in FY 2023. *Adds \$3,008,800 to 5339(b) and \$530,965 to Local in FY 2023.*



Lead Planning Agency: City of Greensboro Department of Transportation



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MTIP Amendment Details

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	FY 2021	FY 2022	FY 2023
Current	TA-6714	Electric Vehicle and Charging Infrastructure	5339	CP	\$ 578,000		
			L	CP	\$ 102,000	\$ 167,000	
			CMAQ	CP		\$ 191,000	
			O	CP		\$ 502,000	
Change	TA-6714*	Electric Vehicle and Charging Infrastructure	<u>5339</u>	CP			\$ 3,008,800
			L	CP			\$ 530,965

Notes:

*Gray shading = prior listings, unshaded = revised listings, strikethrough = deletions, underlined = revisions, * = amendment*

Funding Sources Key:

5339: FTA Bus & Bus Facilities

CMAQ: Congestion Mitigation & Air Quality Funds

L: Local Funds

O: Other

Recommended Action & Next Steps:

- TAC action to amend the FY 2020-2029 MTIP.
- NCDOT STIP action to amend project TA-6714 will be requested for the Board of Transportation meeting on June 8, 2022.

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

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

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

WHEREAS, the City of Greensboro was recently awarded a grant 5339(b) NoLo grant to purchase electric buses and associated charging infrastructure in FY 2023; AND

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

WHEREAS, on April 21, 2021 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW Therefore be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to amend the 2020-2029 Metropolitan Transportation Improvement Program for TA-6714 on this day May 11, 2022.

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

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of the meeting of the Greensboro Urban Area TAC duly held on this day, May 11, 2022.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, May 11, 2022.

Notary Public

My commission expires _____



FY 2022 Section 5310 Grant Awards and MTIP Modification

Background

Each year the MPO directs an annual apportionment of Section 5310 *Enhanced Mobility of Seniors and Individuals with Disabilities Program* to projects requested by eligible agencies. The MPO's adopted Coordinated Human Services Transportation Plan (2019) provides the project selection framework used for evaluating and awarding available Section 5310 funds. Eligible agencies include public transportation agencies (GTA, TAMS, and PART) and non-profit organizations. The funds come directly to GTA, which manages its own Section 5310 projects and oversees and reimburses Section 5310 subgrantees.

The Section 5310 program supports the special needs of the elderly and persons with disabilities beyond traditional public transportation service. This can include operating assistance projects and capital projects that exceed the requirements of the Americans with Disabilities Act (ADA) act, improve access to fixed route service and decrease reliance on complementary paratransit, and provide alternatives to traditional public transportation. Vehicle purchases are not an eligible expense for sub-grantees.

Project Situation

The FY 2022 MPO apportionment is \$405,783. Ten percent (\$40,578) is set aside to cover grant administration costs by GTA. \$365,204 is available to award to area projects. At least 55% of program funds (\$200,863) must be used on capital projects.

Two applications were submitted under the FY 2022 call for projects, one from Guilford County Transportation and Mobility Services (TAMS) and one from the Greensboro Transit Agency (GTA).

1. Elderly and Persons with Disabilities Transportation

Project sponsor: Guilford County TAMS

Description: Guilford County TAMS provides transportation services to those who are elderly and disabled, as well as to low income persons and welfare recipients. Funds will support the elderly and disabled transportation program for transportation to employment, education, senior services and medical trips.

Federal funding requested: \$17,500 to support operating expenses

2. Expansion of Service Hours for the Access GSO - GTA

Project sponsor: City of Greensboro/ Greensboro Transit Agency (GTA)

Description: GTA requests capital assistance to support costs for expanded hours of operation for ADA paratransit service beyond the hours required on fixed route services. This includes early morning service dialysis clinic patients rely on to access vital health services.

Federal funding requested: \$347,704 for capital expenses

Planning for the transportation future

LEAD PLANNING AGENCY: CITY OF GREENSBORO DEPARTMENT OF TRANSPORTATION

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- MPO staff recommendations are based on the scoring criteria and process established under the Coordinated Plan. This includes review of applications by MPO staff and third party reviewers from the Winston Salem MPO under a reciprocal arrangement with that MPO.
- The scoring process yielded the following average project scores: Guilford County TAMS: 28.5; GTA: 29.
- Based on these results and the fact that available funding covers the requested funding amounts, MPO staff recommends the following funding awards.

Section 5310 Project	Amount Requested	Recommended Funding Awards
Guilford County TAMS – Operating assistance	\$17,500	\$17,500
Expand Access GSO hours – GTA – Capital expense	\$347,704	\$347,704
Total Funding Request	\$365,204	\$365,204
Amount Available	\$365,204	\$365,204

- A MTIP modification is needed to adjust funding amounts for existing Section 5310 projects as follows:

MTIP Modification Details

STATUS	ID #	DESCRIPTION	FUNDS	SECTION	FY 2021	FY 2022	FY 2023
Current	TO-6139	Section 5310 Operating	FEPD	5310	\$ 35,000	\$ 35,000	\$ 35,000
			L		\$ 35,000	\$ 35,000	\$ 35,000
Change	TO-6139	Section 5310 Operating	FEPD	5310		\$ 17,500	\$ 17,500
			L			\$ 17,500	\$ 17,500
Current	TQ-6783	Section 5310 Capital Project	FEPD	5310	\$ 215,000	\$ 215,000	\$ 215,000
			L		\$ 54,000	\$ 54,000	\$ 54,000
Change	TQ-6783	Section 5310 Capital Project	FEPD	5310		\$ 347,705	\$ 347,705
			L			\$ 86,926	\$ 86,926
Current	TQ-7000	Section 5310 Program Administration	FEPD	5310	\$ 28,000	\$ 28,000	\$ 28,000
Change	TQ-7000	Section 5310 Program Administration	FEPD	5310		\$ 40,578	\$ 40,578

Funding Sources Key:

5310: FTA Enhanced Mobility of Seniors & Individuals with Disabilities

L: Local Funds

Requested TAC Action:

- Approve funding for recommended Section 5310 projects and modify MTIP at the May 11, 2022 meeting.

**RESOLUTION DIRECTING FUNDING TO SECTION 5310 PROJECTS AND
MODIFYING THE GREENSBORO URBAN AREA
FY 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the MPO receives an annual allocation of Federal Transit Administration *Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program* funds to support projects serving the needs of seniors and individuals with disabilities; AND

WHEREAS, Section 5310 awards must be selected on a competitive basis consistent with the Coordinated Human Services Transportation Plan (Coordinated Plan); AND

WHEREAS, the MPO's Transportation Advisory Committee adopted the 2019 Coordinated Human Services Transportation Plan (Coordinated Plan) for the Greensboro Urban Area on June 26, 2019, which provides the framework and guidelines for the competitive selection process; AND

WHEREAS, the MPO issued a call for projects for available FY 2022 Section 5310 funds to support projects serving the needs of seniors and individuals with disabilities; AND

WHEREAS, two eligible and feasible project proposals were received by the deadline, reviewed and evaluated by a committee, and considered in the development of this funding action; AND

WHEREAS, the needed action for Section 5310 is to award funding to two area projects: (1) Elderly and Persons with Disabilities Transportation of Guilford County TAMS; and (2) Expanding the current hours of operation for ADA paratransit service beyond the hours required on fixed route services; AND

WHEREAS, a MTIP modification is needed to adjust funding amounts for existing Section 5310 projects TO-6139, TQ-6783, and TQ-7000;

NOW, THEREFORE, be it resolved, on this day May 11, 2022, that the Greensboro Urban Area Transportation Advisory Committee hereby takes action to direct Section 5310 funding for the fiscal year 2022 as shown in the attached materials and modify the FY 2020-2029 Metropolitan Transportation Improvement Program for three projects TO-6139, TQ-6783, and TQ-7000. The Committee also hereby authorizes the City of Greensboro as the Designated Recipient to direct these funds to sub recipients in accordance with its Program Management Plan.

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

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day May 11, 2022.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day May 11, 2022.

Notary Public

My commission expires _____.



FY 2020-2029 MTIP Modification: Statewide Transit Projects

Background:

The NCDOT requests the MPO modify the 2020-2029 MTIP for eight statewide transit projects. The MTIP action is necessary to maintain MTIP / STIP consistency.

Project Situation:

This action modifies funding for eight already programmed projects. Seven of the projects account for FTA discretionary Section 5339(b) funding grants to transit facility projects in North Carolina. This action modifies schedules and funding for these projects. The eighth project accounts for FTA Section 5303 transit planning grant funds that NCDOT disburses to MPOs across the state. *Gray shading indicates prior TIP listings. Unshaded cells reflect revised listings. Deletions are represented by strikethrough text, additions by underlined text.*

STATUS	ID #	DESCRIPTION	FUNDS	PHASE	FY 2021	FY 2022	FY 2023
Current	TC-0005	Statewide, 5339(b) Discretionary Grant for facility construction	L	CST	\$ 417,000		
			5339	CST	\$ 1,668,000		
Change	TC-0005	Statewide, 5339(b) Discretionary Grant for facility construction	L	CST		\$ 550,000	
			5339	CST		\$ 2,100,000	
Current	TC-0006	Statewide, 5339(b) Discretionary Grant for facility construction	L	CST	\$ 84,000		
			5339	CST	\$ 335,000		
Change	TC-0006	Statewide, 5339(b) Discretionary Grant for facility construction	L	CST		\$ 300,000	
			5339	CST		\$ 1,100,000	
Current	TC-0007	Statewide, 5339(b) Discretionary Grant for construction projects	L	CP	\$ 297,000		
			5339	CP	\$ 1,189,000		
Change	TC-0007	Statewide, 5339(b) Discretionary Grant for construction projects	L	CP			\$ 490,000
			5339	CP			\$ 2,000,000
Current	TC-0008	Statewide, 5339(b) Discretionary Grant for facility construction	L	CP	\$ 1,000,000		
			5339	CP	\$ 4,000,000		
Change	TC-0008	Statewide, 5339(b) Discretionary Grant for facility construction	L	CP			\$ 1,300,000
			5339	CP			\$ 4,600,000
Current	TC-0010	Statewide, 5339(b) Discretionary Grant for facility construction	L	CST	\$ 284,000		
			5339	CST	\$ 1,135,000		
Change	TC-0010	Statewide, 5339(b) Discretionary Grant for facility construction	L	CST		\$ 550,000	
			5339	CST		\$ 2,100,000	
Current	TC-0011	Statewide, 5339(b) Discretionary Grant for facility construction	L	CP	\$ 598,000		
			5339	CP	\$ 2,391,000		
Change	TC-0011	Statewide, 5339(b) Discretionary Grant for facility construction	L	CP		\$ 1,700,000	
			5339	CP		\$ 4,000,000	
Current	TC-0012	Statewide, 5339(b) Discretionary Grant to purchase electric buses and charging stations	L	ACQ	\$ 223,000		
			5339	ACQ	\$ 894,000		
Change	TC-0012	Statewide, 5339(b) Discretionary Grant to purchase electric buses and charging stations	L	ACQ		\$ 550,000	
			5339	ACQ		\$ 2,100,000	
Current	TU-0005	NCDOT, 5303 Metropolitan Transportation Planning Funds for FTA Grants	5303	PL		\$ 2,647,000	
			L	PL		\$ 311,000	
			S	PL		\$ 311,000	
Change	TU-0005	NCDOT, 5303 Metropolitan Transportation Planning Funds for FTA Grants	5303	PL		\$ 2,647,000	\$ 6,000,000
			L	PL		\$ 311,000	\$ 750,000
			S	PL		\$ 311,000	\$ 750,000

Lead Planning Agency: City of Greensboro Department of Transportation

PO BOX 3136
GREENSBORO NC 27402-3136

P 336 373-4368
F 336 412-6171

WWW.GUAMPO.ORG

Funding Sources Key:

5339: FTA Bus & Bus Facilities

5303: FTA Metropolitan Transit Planning Funds

L: Local Funds

S: State Funds

Recommended Action & Next Steps:

- TAC action to modify the FY 2020-2029 MTIP.
- NCDOT STIP actions to modify eight programmed projects TC-0005, TC-0006, TC-0007, TC-0008, TC-0010, TC-0011, TC-0012, and TU-0005 at the June 8, 2022 Board of Transportation meeting.

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

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

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

WHEREAS, the NCDOT requested the MPO modify the 2020-2029 MTIP for eight statewide transit projects; AND

WHEREAS, these modifications will adjust schedules and funding for eight programmed projects TC-0005, TC-0006, TC-0007, TC-0008, TC-0010, TC-0011, TC-0012, and TU-0005; AND

WHEREAS, these modifications are needed to maintain STIP – MTIP consistency as well as to make Greensboro area transit agencies potentially eligible recipients; AND

WHEREAS, the NC Board of Transportation is to modify the STIP for all eight projects at June 8, 2022; AND

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

WHEREAS, on April 21, 2021 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 modify the Metropolitan Transportation Improvement Program FY 2020-2029 for eight programmed projects TC-0005, TC-0006, TC-0007, TC-0008, TC-0010, TC-0011, TC-0012, and TU-0005 on this day, May 11, 2022.

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

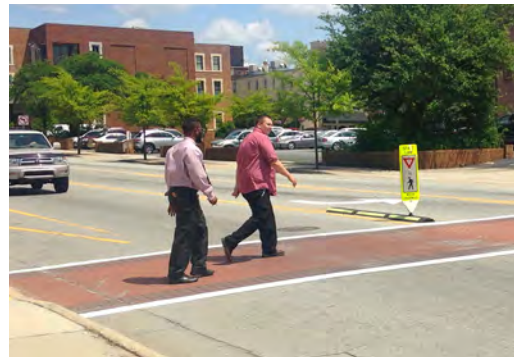
do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, May 11, 2022.

Chair, Transportation Advisory Committee

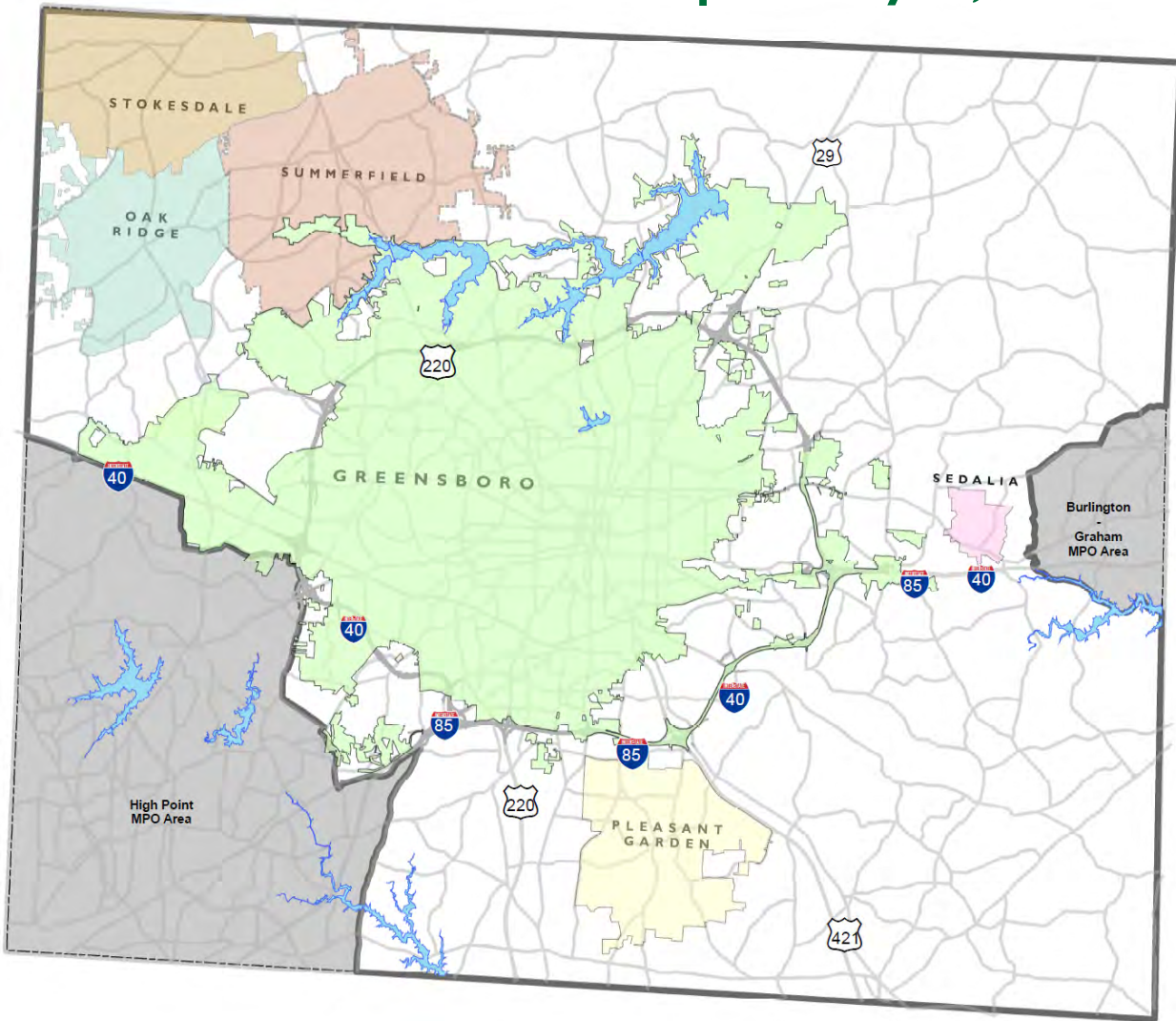
Subscribed and sworn to me on this day, May 11, 2022.

Notary Public

My commission expires _____



Public Participation Plan For adoption May 11, 2022



- Greensboro
- Oak Ridge
- Pleasant Garden
- Sedalia
- Stokesdale
- Summerfield
- Guilford County



Background and Goals

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

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

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

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

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

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

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

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

The proposed 2022 update provides more detail about Amendment and Administrative Modification

process based on the comment on the Certification Review from FHWA in April 2021.

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

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

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

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

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

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

Who is the public?

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

DISTRIBUTION OF TITLE VI INFORMATION

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

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

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

A Note about Title VI

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

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

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

Amendment or Administrative Modification?

Administrative Modification – a revision to the Metropolitan Transportation Improvement Program (MTIP) that is not significant enough to be considered an amendment. Examples include:

- Any change to projects in years 5 or later
- Minor change to project descriptions, scopes, sponsor funding
- Minor cost increases in highway projects that do not exceed both \$2 million and 25% of the original project cost
- Minor cost change (increase or decrease) in transit projects that do not exceed either \$1 million or 25% of the original project cost
- Schedule changes that move project authorization dates within the first 4 year STIP time window and do not affect local air quality conformity findings
- Funding source changes between traditional funding sources (i.e. substituting available CMAQ funds for FTA section 5307 formula transit funds)
- Project approved for Emergency Relief funds do not generally have to be included in the STIP, so any changes made for emergency projects may be considered minor modifications.

Administrative modifications will generally be presented to TAC for informational purposes and concurrence. Public notice will be given through the MPO's regular meeting notice provisions and routine distribution lists consistent with Administrative Process provisions.

Amendment – a revision to the MTIP that is consistent with federal and state requirements for TIP amendments. Examples include

- Change in project cost beyond a predetermined threshold; increase in highway projects that exceed both \$2 million and 25% of the original cost and may affect fiscal constraint and changes (increases or decreases) in transit projects that exceed either \$1 million or 25% of the original project cost
- Any additional or deletion of a federally funded regionally significant project into the first 4 years of the Program
- Change in project design or scope that significantly changes; the termini or project type, purpose, or number of through lanes on a non-exempt (for transportation conformity purposes) project
- Any addition, deletion or significant modification of non-traditional funding source to a project (traditional sources of revenue include federal, state, or local government tax revenues. Non-traditional sources include state bonding and/ or private participation)
- Project schedule shifts that move ROW, major capital acquisitions, or construction authorization dates either into or out of the 4 year STIP time window
- Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the local Long Range Transportation Plan
- Project schedule shifts to incorporate the project from an out-year into the current (four-year) STIP

Public notice will be given through the MPO's regular meeting notice provisions and routine distribution lists consistent with Administrative Process provisions.

Administrative Process: Minor Modifications

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

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

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

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

Tier 1: Limited Reach, Impact, or Interest

Tier 1 includes but is not limited to:

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

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

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

1. Documents shall be available for public review for at least 30 calendar days on the MPO website (an accessible website* hosted by the City of Greensboro) and in print at the GDOT Office. Printed documents will be made available upon request.
Note the review period for Public Participation plan updates will be a minimum of 45 days.
2. During the public review period, comments shall be allowed to be submitted:
 - Via mail, fax, or other delivery method, and
 - Via e-mail, and/or website forms
3. Notice of the item and the public comment opportunity will be provided at the beginning of the public review period to include:
 - Where the document can be reviewed online and in print;
 - Instructions for submitting comments;
 - Due date for comments;
 - Contact information for questions; and
 - Notice of the date, time, and location of any public meetings.
 - Public notices will include maps, photos, or other graphics as appropriate.

4. Public comments received will be:
 - Acknowledged with a written or e-mailed receipt message for comments submitted in writing, via e-mail, or through Internet forms;
 - Responded to as appropriate, which could include a direct communication to the commenter or a response in the revised document;
 - Documented and presented to the MPO's Technical Coordinating Committee (TCC) and TAC, in summary form or verbatim, before a vote is taken to adopt the plan or document in question; and
 - Included in summary form or verbatim with final documents, if sufficiently significant.

5. Public notice will be given via the following outlets:
 - Display ad in at least a major newspaper.
 - City of Greensboro and GUAMPO Website.
 - Press release to media outlets. MPO staff will maintain the list of media contacts.*
 - At TCC and TAC meetings and/or via email to members of stakeholder agencies.

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

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

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

Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield.

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

Tier 2: Larger Geographic Reach or Impacts

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

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

Tier 2 minimum requirements:

All Tier 1 procedures and steps except as modified below.

1. Documents shall be available for public review in the following additional locations.
 - Guilford County Commissioners Office
 - NCDOT Division 7 Office
2. Additional public notice will be given via the following outlets:
 - Display ad run in a newspaper that serves minority communities.*
 - Notifications shall be available for public at transit hubs and buses.
3. An electronic notice will be sent to a list of interested parties, including representatives of neighborhood and community organizations, especially in minority and low-income

communities, to provide timely information about public comment periods and meetings.*

4. At least one public meeting should be held during the public review period, to present the document and solicit comments.
 - Scheduling and location shall be accessible to the public (this includes a location near public transit, a time when transit is operating, as well as an accessible building and room for individuals with disabilities).*
 - Special services shall be available upon five business days advance notice, when practical, and subject to availability of services and resources. These special services include translation for non-English speakers, materials for the visually impaired, and services for the deaf and hard of hearing, in accordance with City policies. The availability of these services should be mentioned in public notices.*
 - *The public hearing requirement for the POP may be satisfied at the TAC meeting where POP adoption is scheduled.*
 - An additional opportunity for public comment will be provided on major amendments or adoption of a new MTP or MTIP if the final metropolitan transportation plan or TIP:
 - Differs significantly from the version that was made available for public comment by the MPO, and;
 - Raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.

Program of Projects (POP)

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

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

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

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

Transit Fare and Major Service Changes

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

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

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

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

Tier 3: Very Broad and Long Range

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

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

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

Tier 3 requirements include:

Requirements listed for Tier 1 and Tier 2.

1. Use as broad and inclusive an electronic contact list as possible to ensure that as many people as possible receive information. Items that should be sent to this list include:
 - Progress/update newsletters to provide timely notice at project kick-off, at the beginning of public comment periods, and otherwise as appropriate;
 - Surveys to elicit comments that might not otherwise be volunteered.
2. Spanish language public notices and advertisements should be submitted for posting to the leading Spanish-language newspaper.
3. Social media and online outreach platform strategies will be used to maximize the opportunity for public to review and provide comments.
4. At least one public meeting shall be held. The meeting should be accessible to individuals with disabilities. Locations should be held in a transit-accessible locations except where the geographic scope dictates meetings in areas not served by fixed route transit service. *

Suspension of Normal Distribution of Documents for Public Review

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

Online Public Meetings

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

Toolbox of Additional Measures

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

- Use strategies mandated for higher tiers selectively to enhance lower tier comment opportunities.
- Distribute information through community groups such as Action Greensboro, Neighborhood Associations, or member jurisdictions to more easily access their established contact networks.
- Use pre-existing citizen committees or forums provided by other community organizations to share information and seek input.
- Use social media to promote public information and input opportunities and/or seek comments.
- Bundle multiple public review opportunities together when possible for logistical efficiencies and for the convenience of interested parties.
- Use surveys in the public involvement process to elicit comments that might not otherwise be volunteered.
- Consult the MPO Bicycle and Pedestrian Advisory Committee.

- Accept comments over the phone or in person, allowing those with limited writing skills to comment.*
- Provide a longer public review period.
- Create new committee(s).
- Hold workshops or design charrettes instead of standard public meetings or drop-in sessions.
- Reverse the traditional flow of information: interested parties or groups could be invited to make presentations to the TAC, TCC, or other policy boards.
- Use focus groups and/or statistically valid telephone surveys.
- Meetings should be streamed live on an online platform that allows the public to see and hear the meetings
- Meeting agenda, materials, and presentations should be posted online in advance of the meetings.
- If public comments cannot be made in person during the meetings, provide means and instructions for people to provide their comments by phone call or email prior to the meetings.

MPO Meetings

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

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

Virtual Meetings

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

- A phone number and instructions to access the online meetings will be provided for public to listen and/or watch the meetings.

Review of Effectiveness and Revision

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

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

Appendix A
Public Outreach

The draft *Public Participation Plan 2022 Update* was out for public comment from **March 14 to April 28, 2022**. The public outreach included advertising on 2 newspapers Carolina Peacemaker and Greensboro News & Records, a press release, and the MPO website.

No comment was received during the public review period.

Public Notice

Call for Section 5310 Transit Projects

The Greensboro MPO calls for project **Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Call for projects** - Eligible applicants include GTA, TAMS, PART, and non-profit organizations. An estimated \$265,585 is available under this program. The amount funding is subject to change.

Application may be reviewed at www.guampo.org. Project proposals under Section 5310 are due by **April 13, 2022**. A public hearing will be held on these items at the Transportation Advisory Committee meeting **May 11, 2022 at 2 PM** online. Visit the MPO website www.guampo.org for information about the online meeting.

We Need Your Input

MPO Title VI and Public Participation Plan

The Greensboro MPO has prepared an update to its **MPO Title VI and Public Participation Plan**. Copies of the updated plans will be available online at www.guampo.org. Please submit your comments for the **MPO Title VI by April 13, 2022** and for the **Public Participation Plan by April 28, 2022**.

The Updated Plans are proposed for adoption at the MPO's TAC Meeting on **May 11, 2022 at 2 pm**. The meeting will be held online.

For more information please visit the MPO's website www.guampo.org to learn more about the Updated Plan and to leave comments.

For more information or to submit proposals visit

www.guampo.org

Email guampo@greensboro-nc.gov or call (336)373-2903.



A2 - Press Release



CITY OF GREENSBORO
FOR IMMEDIATE RELEASE

Contact: Tram Truong
Phone: 336-373-2903

Metropolitan Planning Organization's Public Participation Plan and Nondiscrimination Policy Now Available for Review

GREENSBORO, NC (March 14, 2021) – The City of Greensboro's Department of Transportation staff, on behalf of the Greensboro Urban Area Metropolitan Planning Organization (MPO), has updated its Public Participation Plan and Title VI nondiscrimination policy. Residents may review and comment on the updated MPO Title VI Plan by April 13 and Public Participation Plan by April 28. The plans are available at www.guampo.org. Comments may be submitted online or email tram.truong@greensboro-nc.gov.

The updated plans will be considered for adoption by the MPO's Technical Advisory Committee 2 pm, Wednesday, May 11. The meeting will be held [online](#). For more information about the meeting, please see the information on the website www.guampo.org.

For more information, contact Tram Truong at tram.truong@greensboro-nc.gov or 336-373-2903.

#

A3 – The MPO Website

The screenshot shows the website for the Greensboro Urban Area Metropolitan Planning Organization (MPO). The browser address bar shows the URL: greensboro-nc.gov/departments/transportation/metropolitan-planning-organization. The page features a navigation menu on the left with links to 'About the MPO', 'Transportation Advisory Committee', 'Technical Coordinating Committee', 'MPO Plans', 'Bicycle & Pedestrian Advisory Committee', and 'Title VI Notice'. Below the menu is an eNotification sign-up section with fields for 'Email Address', 'Retype Email Address', 'First Name', and 'Last Name', and a 'Calendar' section with a checkbox for 'Metropolitan'. The main content area is titled 'Metropolitan Planning Organization' and includes a 'Transportation Plans Updated' section with a sub-header 'The 2045 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan were approved by the MPO on December 9.' Below this is a 'Documents for Public Review' section with a list of draft documents and their comment deadlines. A 'Grant Applications Now Open' section follows, mentioning a 'Section 5310 Application' for federal funding. On the right side, there is a 'NEWS' section with a headline 'MPO Seeks Public Comment on Transit Agency Nondiscrimination Policy' and an 'EVENTS' section that currently shows 'No results found.' The website also features a large banner image at the top right showing a city street at night.

Metropolitan Planning Organization

Departments » Transportation »

Metropolitan Planning Organization

Font Size: [A] [A-] [A+] Share & Bookmark: [Share] [Bookmark] Feedback: [Feedback] Print: [Print]

Transportation Plans Updated

The 2045 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan were approved by the MPO on December 9.

Documents for Public Review

- [Draft Title VI Program Plan - Comments](#) due on this nondiscrimination plan by April 13.
- [Draft Public Participation Plan - Comments](#) due by April 28.
- [Draft Greensboro Transit Agency Title VI Plan - Comments](#) on this nondiscrimination plan due by April 28.

Grant Applications Now Open

- [Section 5310 Application](#) - Submit applications for federal funding to provide transportation services to elderly or disabled people by April 13.

The Greensboro Urban Area Metropolitan Planning Organization (MPO) manages the federally required transportation planning process for the area's highway, transit, bicycle and pedestrian facilities.

NEWS

MPO Seeks Public Comment on Transit Agency Nondiscrimination Policy

Metropolitan Planning Organization's Public Participation Plan and Nondiscrimination Policy Now Available for Review

Metropolitan Planning Organization Now Accepting Grant Applications for Transit Projects for Seniors and Individuals with Disabilities

[MORE NEWS](#)

EVENTS

No results found.

eNotification Sign up | [Change eNotification Preferences](#)

Email Address *

Retype Email Address *

First Name *

Last Name *

Email Preferences

Individual Emails

Calendar

Metropolitan

Appendix B
Adopting Resolution

RESOLUTION ADOPTING THE PUBLIC PARTICIPATION PLAN

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

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

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

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

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

WHEREAS, the Public Participation Plan provides more detail about Amendment and Administrative Modification process based on the comment on the Certification Review from FHWA in April 2021; AND

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

WHEREAS, the plan is a result of periodic evaluations of the previous Public Participation Plan, dated August 19, 2020, which the plan replaces; AND

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

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

NOW THEREFORE, be it resolved, that the Greensboro Urban Area Transportation Advisory Committee hereby adopts the Public Participation Plan, on this day, May 11, 2022.

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

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, May 11, 2022.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day May 11, 2022.

Notary Public

My commission expires _____.

Title VI Program Plan
Greensboro Urban Area Metropolitan Planning
Organization
May 11, 2022

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TITLE VI POLICY STATEMENT AND NOTICE OF NONDISCRIMINATION

It is the policy of Greensboro Urban Area Metropolitan Planning Organization (GUAMPO), as a federal-aid recipient, to ensure that no person shall, on the ground of **race, color, national origin, Limited English Proficiency, sex, age, or disability, (and low-income, where applicable)**, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of our programs and activities, as provided by Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166, the Civil Rights Restoration Act of 1987, and other pertinent nondiscrimination authorities.

If you feel you have been subjected to discrimination, you may file a complaint. Allegations of discrimination should be promptly reported to our Title VI Coordinator.

Jodie Stanley
300 W Washington Street, PO Box 3136, Greensboro, NC 27402-3136
[336-412-5748](tel:336-412-5748)Jodie.Stanley@greensboro-nc.gov

This policy is an expression of our commitment to nondiscrimination and support of the Title VI Program.

Tyler Meyer, AICP, Transportation
Planning Division Manager

May 11, 2022

Implementation (Distribution)

- This Policy Statement contains contact information for the Title Coordinator, and it will also serve as our notice to public.
- This statement will be signed by the CAO/CEO Title of the GUAMPO, and re-signed whenever a new person assumes that position.
- The signed statement will be posted on office bulletin boards, near the receptionist's desk, in meeting rooms, and distributed within brochures and other written materials.
- The statement will be incorporated into Title VI training and acknowledgement activities.
- The statement will be posted or distributed in languages other than English, when appropriate.
- Low-income will be applicable to our programs, policies and activities under Environmental Justice when determining if there will be disproportionately high and adverse effects.

STANDARD USDOT TITLE VI ASSURANCES

Please refer to Appendix A of this Plan for a copy of our completed, signed USDOT Title VI Assurances.

ORGANIZATION & STAFFING

A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law. When submitting a [transportation improvement program](#) to the state for inclusion in the statewide program, MPOs self-certify that they have met all federal requirements.

An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a Transportation Management Area (TMA). As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice in setting priorities for implementing projects listed in the [transportation improvement program](#) and are responsible for additional planning products. The planning processes in MPOs in TMAs also [must be certified](#) by the Secretary of DOT as being in compliance with federal requirements.

GUAMPO was established in 1973, replacing the Greensboro Area Transportation Study created in 1963. The GUAMPO Transportation Advisory Committee (TAC) has eight members, and meets on a monthly basis. The GUAMPO Technical Coordinating Committee (TCC) has 18 members, and meets on a monthly basis. Please refer to **Appendix B** for lists of current TAC and TCC members with name and positions.

Title VI Coordinator

Key responsibilities of the Coordinator include:

- Maintaining knowledge of Title VI and related requirements.
- Attending civil rights training when offered by NCDOT, FHWA or other federal agencies.
- Administering the Title VI Nondiscrimination Program and coordinating implementation of this Plan.
- Making sure internal staff and officials are familiar and complying with their Title VI obligations.
- Disseminating Title VI information internally and to the public, including in languages other than English.
- Presenting Title VI-related information to decision-making bodies for input and approval.
- Ensuring Title VI-related posters are prominently and publicly displayed.
- Developing a process to collect data related to race, national origin, sex, age, and disability to ensure minority, low-income, and other underserved groups are included and not discriminated against.
- Ensuring that non-elected boards and committees reflect the service area and minorities are represented.
- Promptly processing (receiving, logging, investigating and/or forwarding) discrimination complaints.
- Providing information to NCDOT and cooperating during compliance reviews and investigations.
- Promptly resolving deficiencies to ensure compliance with Title VI nondiscrimination requirements.

If the Transportation Planning Manager or Title VI Coordinator changes, the Title VI Policy Statement and USDOT Title VI Assurances, will immediately be updated, and an updated policy statement (and nondiscrimination agreement, if standalone) will be signed by the Transportation Planning Manager.

Staffing

GUAMPO currently employs a full-time permanent staff of eight, which consists of the following job categories:

- Transportation Planning Manager
- Senior Transportation Planning Engineer
- Transportation Planning Engineer (2)
- Transportation Planners (4)

At the time of publication and adoption of this Title VI Plan, seven of the eight permanent staff positions are filled. One Transportation Planning Engineer position is currently vacant. An organizational chart showing the Title VI Coordinator's place within the organization is located in **Appendix C**.

ENVIRONMENTAL JUSTICE (EJ)

In 1994, President William Jefferson Clinton issued Executive Order (EO) 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. To comply with the EO, federal agencies developed EJ guidelines for their funding recipients, including Federal Highway Administration (FHWA) Order 6640.23A. Accordingly, GUAMPO will make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations.

EJ is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation and enforcement of environmental laws, regulations and policies. The three fundamental EJ principles that guide USDOT (affiliated) actions are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To achieve EJ, our programs will be administered so as to identify and avoid disproportionately high and adverse effects on minority populations and low-income populations by:

- (1) Identifying and evaluating environmental, public health, and interrelated social and economic effects of our programs, policies and activities;
- (2) Proposing measures to avoid, minimize and/or mitigate disproportionately high and adverse environmental and public health effects, and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by our programs, policies and activities, where permitted by law;
- (3) Considering alternatives to proposed programs, policies, and activities, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts to minority and/or low-income populations; and
- (4) Eliciting public involvement opportunities and considering the results thereof, including soliciting input from affected minority and low-income populations in considering alternatives.
- (5) Adding an EJ section or elements to plans and studies, such as Long Range Plans, Public Involvement Plans, and Corridor Studies.

EJ analyses will be conducted to determine if our programs, policies, or activities will result in disproportionately high and adverse human health and environmental effects on minority populations and low-income populations. EJ applies to our policies, such as where public meetings will be held, and our projects, such as when we plan to construct or expand a facility. Thus, we will look at various alternatives and seek input from potentially affected communities before making a final decision. Demographic data will be collected to document public involvement in the decision-making process. EJ analyses will remain on file indefinitely, and copies will be provided to NCDOT, upon request, during compliance reviews or complaint investigations. (See **Appendix D – Tables for Race/Ethnicity and Poverty**)

DATA COLLECTION/ANALYSIS/REPORTING

Data collection, analysis and reporting are key elements of a successful Title VI enforcement strategy. To ensure that Title VI reporting requirements are met, GUAMPO will collect and maintain data on potential and actual beneficiaries of our programs and services. This section contains relevant population data for our overall service

area. The data provides context for the Title VI Nondiscrimination Program and will be used to ensure nondiscrimination in public outreach and delivery of our programs. Please refer to Appendix D for demographic tables on Race & Ethnicity, Age & Sex, Disability, Poverty, and Household Income.

Population Locations

Recipients of FHWA funds are required to identify the characteristics and locations of populations they serve, particularly by race/ethnicity, poverty and limited English proficiency. We will document this narratively or through maps that overlay boundaries and demographic features on specific communities, and provide this information to NCDOT, upon request. (See Appendix E – Demographic Maps)

LIMITED ENGLISH PROFICIENCY (LEP)

Limited English Proficient (LEP) persons are individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. These individuals reported to the U.S. Census Bureau that they speak English less than very well.

To comply with USDOT’s LEP Policy Guidance and Executive Order 13166, this section of our Title VI Plan outlines the steps GUAMPO will take to ensure meaningful access by LEP persons to all benefits, services and information provided under our programs and activities. A four factor analysis was conducted to determine the LEP language groups present in our planning area and the specific language services that are needed.

Four Factor Analysis

This Four Factor Analysis is an individualized assessment that balances the following four factors:

- (1) The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee;
- (2) The frequency with which LEP individuals come in contact with the program;
- (3) The nature and importance of the program, activity, or service provided by the recipient to people’s lives; and
- (4) The resources available to the recipient and costs.

Factor #1: *The number or proportion of LEP persons eligible to be served or likely to be encountered by the program, activity, or service of the recipient.*

	Guilford County, North Carolina	
	Estimate	Margin of Error
Total:	496,586	+/-118
Speak only English	430,337	+/-2,787
Spanish or Spanish Creole:	31,168	+/-1,686
Speak English "very well"	18,340	+/-1,310
Speak English less than "very well"	12,828	+/-908
Vietnamese:	3,352	+/-738
Speak English "very well"	1,338	+/-372
Speak English less than "very well"	2,014	+/-486
Arabic:	3,166	±737
Speak English "very well"	1,672	±498
Speak English less than "very well"	1,494	±357
Chinese (incl. Mandarin, Cantonese):	2,312	±515
Speak English "very well"	1,230	±293
Speak English less than "very well"	1,082	±365

Based on the evaluation and review of U.S. Census Bureau data and the Safe Harbor threshold requirements, the MPO has identified the LEP population languages in the MPO area as Spanish, Vietnamese, Arabic, and Chinese. These are the four languages that have over 1,000 individuals at the County level who speak English less than very well (ACS 2015-2019, table C16001). Actual MPO area totals are somewhat below the County level totals, given the MPO area population is an estimated 77% of the County total, but more precise statistical information is not available at the MPO level.

Factor #2: *The frequency with which LEP individuals come in contact with the program.*

The MPO receives federal and state funding to develop federally required documents. These documents include the Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (MTIP), Public Participation Plan (PPP), and Air Quality Conformity document. Each of these documents must go out for public review before they can be approved by the MPO. On average the MPO takes these documents out for public review every two to four years. Under the 2020 Public Participation Policy the MPO runs ads in the Spanish papers and translates critical documents into Spanish, the highest LEP population identified in factor one, for public review periods and meetings. The MPO also tracks the ethnicity of attendees at the MPO public meetings and offers interpreter services with requests in advance of the meetings.

The level of frequency of contact of these documents (LRTP, MTIP, PPP, Air Quality) with LEP populations seeking assistance is minimal. To date, no request for interpretative or translation services (beyond the steps noted above) have been made to the MPO in the last six years. This has to do partly with the nature of transportation planning.

Factor #3: *The nature and importance of the program, activity, or service provided by the recipient to people's lives.*

To date, no request for interpretative or translation services (beyond the steps noted above) have been made the MPO in the last twelve years. This has to do partly with the nature of transportation planning. MPO Plans and Programs typically account for various projects and services. Plans do not implement the projects and services that the public is interested in directly, which reduces the level of interest for many people, not just LEP populations. Another aspect of this is that though comments are sometimes received from only a relatively small number of individuals, a considerably larger number of people will have been made aware of the planning activity through the MPO's outreach efforts. For this reason the MPO will endeavor to 1) distribute public information about its planning activities on a widespread basis including in a manner that will seek to increase awareness in LEP communities and 2) to enhance opportunities for public input, including by addressing the needs of LEP communities and individuals.

The MPO also receives inquiries from the public regarding highway, bicycle, and pedestrian projects including from LEP individuals. The MPO would consider the frequency with the general public for project related considerations as moderately frequent. To respond to this, the MPO has translated project newsletters and MTIP summaries in Spanish on a regular basis in the past. Under the MPO LEP Plan, the MPO will provide language assistance services and additional measures as needed in an effort to increase public access and awareness of this information.

Factor #4: *The resources available to the recipient and costs.*

MPO staff includes eight permanent full time positions, seven of which are filled at the time of publication and adoption of the Title VI Plan. The annual PL grant budget is approximately \$471,928.

The City of Greensboro currently has contracts with three businesses that provide translation and interpretative services, including the deaf and blind. Interpretative service costs may range from \$30-\$40 per hour and may

include additional fees for administrative set up or travel. The translation fees may average \$28 per hour and may increase in cost depending on the complexity of the document.

The City also provides free translation services for all Departments through a service known as the Language Line. This service is only available for immediate service including translation for a citizen call or in office visit. Such visits or calls would be attended by MPO or MPO member agency staff as needed. In addition, the City of Greensboro's website, which houses the MPO's website, can be translated into several different languages with a click of a button making information easily accessible for the LEP populations.

LANGUAGE ASSISTANCE PLAN

Given the current staff level of the MPO and budget, and the costs of translation services and the demands on staff time for their procurement, production, and distribution of multi-language translation of the MPO documents and maps is not feasible at this time. However, the translation of executive summaries/ abstracts and public outreach materials such as ads or brochures into Spanish will continue to be standard practice. Translation of executive summaries/ abstracts and public outreach materials in Vietnamese is considered unnecessary based on the findings of this four factor analysis (the of Vietnamese, Arabic, and Chinese LEP individuals is an estimated 16%, 12%, and 8% respectively of Spanish LEP individuals) unless NCDOT and/or USDOT directs the MPO to make such translations. As addressed under Section 5: Language Assistance Measures, the MPO will respond to serve specific public requests for translation or language assistance on a case by case basis.

Project-Specific LEP Outreach

A project-specific four factor analysis will be conducted for any project or outreach event limited to a specific geographical area (i.e., the project study area or outreach area, respectively). Language assistance will be provided in accordance with the measures already outlined, including translating written materials for each LEP language group that is 5% or 1,000, whichever is less, of the project or outreach area population.

Monitoring and Updating the Language Assistance Plan

Monitoring of daily interactions with LEP persons will be continuous, thus language assistance techniques may be refined at any time. This Plan will be periodically reviewed—at least annually—to determine if our assistance measures and staff training are working. Resource availability and feedback from agency staff and the general public will be factors in the evaluation and any proposed updates. Among other practices, this process will include working with LEP community contacts to determine if our employees are responding appropriately to requests made with limited English or in languages other than English, and observing how agency staff responds to requests, including observing drivers or surveying riders. To the best of our ability, we will attempt to never eliminate a successful existing LEP service. Significant LEP program revisions will be approved or adopted by our board or designated official and dated accordingly. LEP data and procedures will be reviewed and updated at least once every three years.

DISTRIBUTION OF TITLE VI INFORMATION

In accordance with 23 CFR 200.9(b)(12) and 49 CFR 21.9(d), GUAMPO will utilize community outreach and public education to distribute Title VI information to our employees, contractors, sub-recipients and the general public. Reasonable steps will be taken to make the public aware of their rights and our obligations under Title VI through, including, but not limited to:

- Visibly posting our Title VI Policy Statement in public areas at our facilities, on our website, at our meetings, and prominently in any documents and reports we distribute;
- Placing notices in newspapers and publications with a large circulation among minority groups in the general vicinity of projects and activities. Ads in newspapers and other publications shall include the following:

“GUAMPO operates without regard to **race, color, national origin, limited English proficiency, sex, age or disability**. For more information on our Title VI program, or how to file a discrimination complaint, please contact phone 336-373-2038; email Jodie.Stanley@greensboro-nc.gov.”

- Translating information into languages other than English that meet the LEP safe harbor threshold;
- Incorporating Title VI language into our contracts and agreements (See Appendix C for Title VI Contract Language); and
- Ensuring any contractors and sub-recipients we have also distribute Title VI information.

Please refer to GUAMPO’s Public Involvement Plan (PIP) for additional outreach methods we employ to comply Title VI. GUAMPO’s PIP can be found here:

<https://www.greensboro-nc.gov/home/showpublisheddocument/46575/637338610791770000>

EXTERNAL DISCRIMINATION COMPLAINT PROCEDURES

These discrimination complaint procedures outline the process used by GUAMPO to process complaints of alleged discrimination filed under Title VI of the Civil Rights Act of 1964 and related nondiscrimination laws that are applicable to GUAMPO programs, services, and activities. Complaints will be investigated by the appropriate authority. Upon completion of an investigation, the complainant will be informed of all avenues of appeal. Every effort will be made to obtain early resolution of complaints at the lowest level possible by informal means.

FILING OF COMPLAINTS

1. **Applicability** – These procedures apply to the beneficiaries of our programs, activities, and services, such as the members of the public and any consultants/contractors we hire.
2. **Eligibility** – Any person or class of persons who believes that he/she has been subjected to discrimination or retaliation prohibited by any of the Civil Rights authorities based upon race, color, national origin, sex, age, or disability, may file a written complaint. The law prohibits intimidation or retaliation of any sort. The complaint may be filed by the affected individual or a representative, and must be in writing.
3. **Time Limits and Filing Options** – A complaint must be filed no later than 180 calendar days after the following:
 - The date of the alleged act of discrimination; or
 - The date when the person(s) became aware of the alleged discrimination; or
 - Where there has been a continuing course of conduct, the date on which that conduct was discontinued or the latest instance of the conduct.

Complaints may be submitted to the following entities:

- **Greensboro Department of Transportation**, Transportation Planning Division, PO Box 3136, 300 W. Washington St, Greensboro, NC 27402-3136; 336-373-2489
- **North Carolina Department of Transportation**, Office of Civil Rights, External Civil Rights Section, 1511 Mail Service Center, Raleigh, NC 27699-1511; 919-508-1830 or toll free 800-522-0453
- **Federal Highway Administration**, North Carolina Division Office, 310 New Bern Avenue, Suite 410, Raleigh, NC 27601, 919-747-7010
- **US Department of Transportation**, Departmental Office of Civil Rights, External Civil Rights Programs Division, 1200 New Jersey Avenue, SE, Washington, DC 20590; 202-366-4070
- **US Department of Justice**, Special Litigation Section, Civil Rights Division, 950 Pennsylvania Avenue, NW, Washington, DC 20530, 202-514-6255 or toll free 877-218-5228

4. **Format for Complaints** – Complaints shall be in **writing** and **signed** by the complainant(s) or a representative and include the complainant’s name, address, and telephone number. Complaints received by fax or e-mail will be acknowledged and processed. Allegations received by telephone or in person will be reduced to writing, may be recorded and will be provided to the complainant for confirmation or revision before processing. Complaints will be accepted in other languages, including Braille.
5. **Complaint Basis** – Allegations must be based on issues involving race, color, national origin, sex, age, or disability. The term “basis” refers to the complainant’s membership in a protected group category.

Protected Categories	Definition	Examples	Applicable Statutes and Regulations
Race	An individual belonging to one of the accepted racial groups; or the perception, based usually on physical characteristics that a person is a member of a racial group	Black/African American, Hispanic/Latino, Asian, American Indian/Alaska Native, Native Hawaiian/Pacific Islander, White	Title VI of the Civil Rights Act of 1964; 49 CFR Part 21; 23 CFR 200. (Executive Order 13166)
Color	Color of skin, including shade of skin within a racial group	Black, White, brown, yellow, etc.	
National Origin (LEP)	Place of birth. Citizenship is not a factor. Discrimination based on language or a person’s accent is also covered.	Mexican, Cuban, Japanese, Vietnamese, Chinese	
Sex	Gender	Women and Men	1973 Federal-Aid Highway Act; Title IX of the Education Amendments of 1972.
Age	Persons of any age	21 year old person	Age Discrimination Act of 1975
Disability	Physical or mental impairment, permanent or temporary, or perceived.	Blind, alcoholic, para-amputee, epileptic, diabetic, arthritic	Section 504 of the Rehabilitation Act of 1973; Americans with Disabilities Act of 1990

Complaint Processing

1. When a complaint is received, an Acknowledgment Letter and a Complainant Consent/Release Form will be mailed to the complainant within ten (10) business days by registered mail.
2. We will consult with the NCDOT Title VI Program to determine the acceptability and jurisdiction of all complaints received. (Note: If NCDOT will investigate, the Title VI Program will be responsible for the remainder of this process. We will record the transfer of responsibility in our complaints log).
3. Additional information will be requested if the complaint is incomplete. The complainant will be provided 15 business days to submit any requested information and the signed Consent Release form. Failure to do so may be considered good cause for a determination of no investigative merit.
4. Upon receipt of the requested information and determination of jurisdiction, we will notify the complainant and respondent of whether the complaint has sufficient merit to warrant investigation.
5. If the complaint is investigated, the notification shall state the grounds of our jurisdiction, while informing the parties that their full cooperation will be required in gathering additional information and assisting the investigator.
6. If the complaint does not warrant investigation, the notification to the complainant shall specifically state the reason for the decision.

Complaint Log

1. When a complaint is received, the complaint will be entered into the Discrimination Complaints Log with other pertinent information, and assigned a **Case Number**. (Note: All complaints must be logged).
2. The complaints log will be submitted to the NCDOT’s Civil Rights office during Title VI compliance reviews. (Note: NCDOT may also request the complaints log during pre-grant approval processes).
3. When reporting **no complaints**, check the **No Complaints or Lawsuits** box and sign the log.

Please refer to **Appendix F** for a copy of our Discrimination Complaint Form, Complaints Log, and Sample Investigation Template.

REVIEW OF ORGANIZATIONAL DIRECTIVES

It is the responsibility of every official who develops policies, procedures, manuals, guidelines, and other directives to ensure they have been reviewed for Title VI compliance. All staff members will assist in carrying out this requirement by making sure drafts of these documents are submitted to the Title VI Coordinator to ensure Title VI requirements are included.

TITLE VI TRAINING

All employees will receive basic Title VI training at least once every three years. New hires will receive this training within 15 days of their start date. Basic training will cover all sections of this Plan and our overall Title VI obligations. Staff may receive specialized training on how Title VI applies to their specific work areas. Those who routinely encounter the public, such as office personnel, call center staff, and vehicle drivers, will receive annual refresher training. Trainings will be provided or organized by the Title VI Coordinator and will often coincide with updates to our nondiscrimination policies and procedures. Records of staff trainings, such as agendas, sign-in sheets, copies of calendars, and certificates, will remain on file for at least three years (and in personnel files).

COMPLIANCE AND ENFORCEMENT PROCEDURES

FHWA recipients must have mechanisms in place to enforce compliance with Title VI. GUAMPO utilizes internal training, meetings, monitoring contractors, technical assistance, and findings from periodic NCDOT reviews to identify deficiencies and potential discrimination. If NCDOT identifies deficiencies, GUAMPO will correct all deficiencies within 90 days based on a Corrective Action Plan (CAP). If attempts by NCDOT to resolve a compliance issue are unsuccessful, NCDOT may take any or all of the following steps with FHWA's concurrence:

- a. Canceling, terminating, or suspending the contract or agreement in whole or in part;
- b. Refraining from extending any further assistance to the recipient under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the recipient.
- c. Taking such other action that may be deemed appropriate under the circumstances, until compliance or remedial action has been accomplished by the recipient.
- d. Referring the case to the FHWA for appropriate administrative or legal proceedings.
- e. Other means authorized by law.

To ensure compliance with Title VI, GUAMPO will take proactive steps to prevent discrimination in our programs and activities, including the following:

- | | |
|---|---|
| <input type="checkbox"/> Conduct periodic Title VI training; | <input type="checkbox"/> Inform and monitor any |
| <input type="checkbox"/> Address Title VI issues at staff meetings; | consultants/contractors regarding their Title |
| <input type="checkbox"/> Participate or cooperate during compliance | VI obligations, including review of contracts |
| reviews conducted by NCDOT; | for nondiscrimination language; |

- Customize public outreach according to the situation or community at hand;
- Build a system of mutual trust and two-way communication with the public;
- Maintain pertinent demographic data (statistical);
- Ensure policies and procedures support and comply with Title VI;
- Document processes & activities related to Title VI.

If GUAMPO identifies compliance issues with our consultants/contractors, we will also take corrective action. If attempts at corrective action are unsuccessful, any or all of the following steps may be taken with NCDOT's concurrence:

- a. Canceling, terminating, or suspending the contract or agreement with the consultant/contractor in whole or in part.
- b. Taking such other action that may be deemed appropriate under the circumstances.
- c. Referring the case to the NCDOT for appropriate administrative or legal proceedings.

APPENDIX A - UNITED STATES DEPARTMENT OF TRANSPORTATION - STANDARD TITLE VI / NONDISCRIMINATION ASSURANCES

DOT Order No. 1050.2A

The *GUAMPO* (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through **Federal Highway Administration (FHWA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964).

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **Federal-Aid Highway Program**:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The North Carolina Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 US.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be

afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the *North Carolina Department of Transportation* also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FHWA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FHWA**. You must keep records, reports, and submit the material for review upon request to **FHWA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The *North Carolina Department of Transportation* gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and

Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the **Federal-Aid Highway Program**. This ASSURANCE is binding on the *State of North Carolina*, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **Federal-Aid Highway Program**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Marikay Abuzuaiter, TAC Chair, Greensboro Urban Area Metropolitan Planning Organization

5/11/2022

Attachments:

Appendices A, B, C, D, E

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B: CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the *North Carolina Department of Transportation (NCDOT)* will accept title to the lands and maintain the project constructed thereon in accordance with the *North Carolina General Assembly*, the Regulations for the Administration of the Federal-Aid Highway Program, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the *NCDOT* all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the *North Carolina Department of Transportation (NCDOT)* and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the *NCDOT*, its successors and assigns.

The *NCDOT*, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the *NCDOT* will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C: CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the *North Carolina Department of Transportation (NCDOT)* pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the *NCDOT* will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the *NCDOT* will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the *NCDOT* and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

**APPENDIX D: CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY
ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM**

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the *North Carolina Department of Transportation (NCDOT)* pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non discrimination covenants, the *NCDOT* will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Nondiscrimination covenants, the *NCDOT* will there upon revert to and vest in and become the absolute property of the *NCDOT* and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Transportation Advisory Committee

Current as of March 2021

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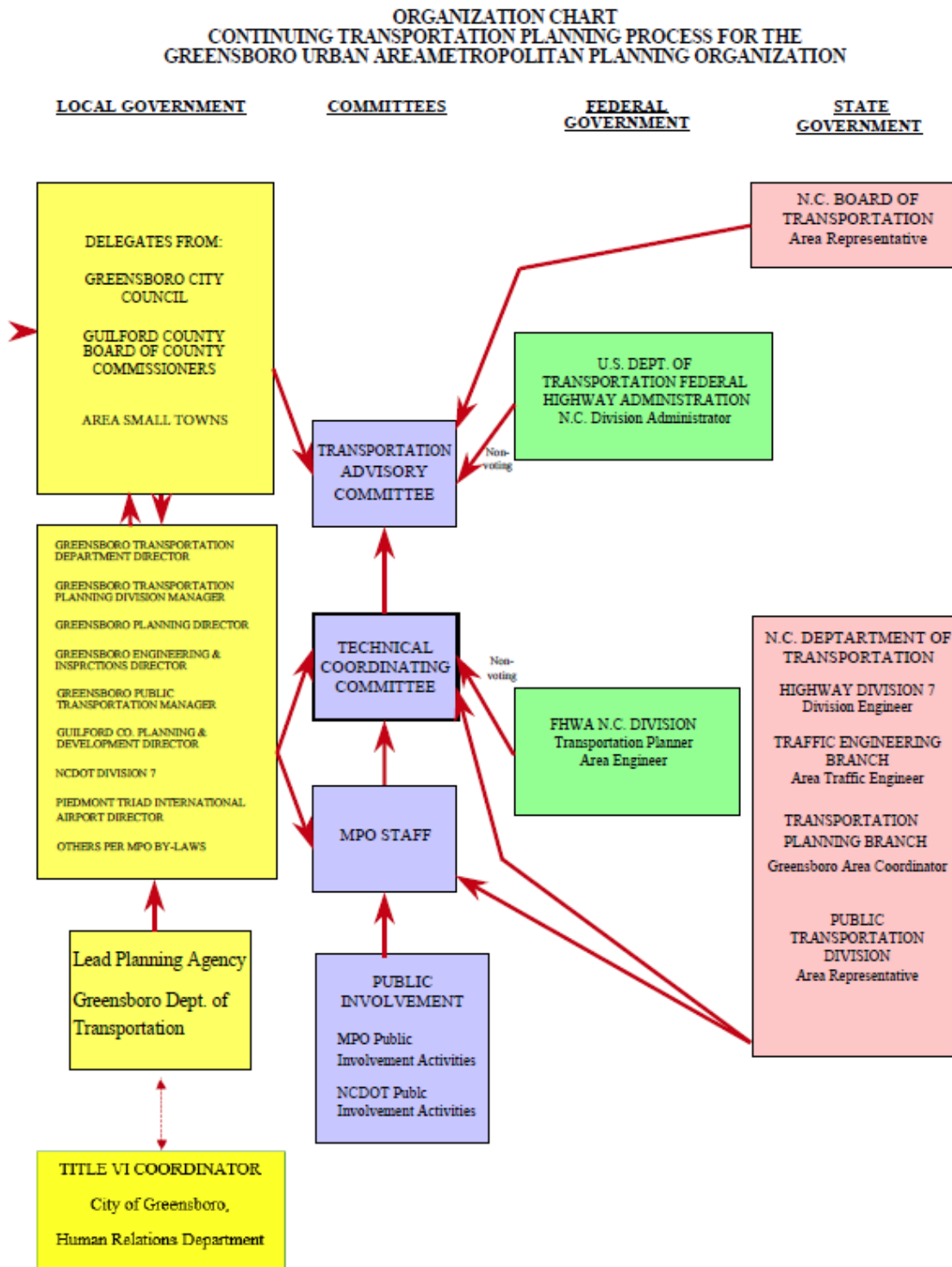
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Greensboro Urban Area Metropolitan Planning Organization

APPENDIX C - ORGANIZATIONAL CHART



Greensboro Urban Area Metropolitan Planning Organization

APPENDIX D - DEMOGRAPHIC TABLES

Race and Ethnicity

The following table was completed using data from Decennial Census: Redistricting Data: 2020 and Decennial Census: Redistricting Data (PL 94-171): 2020. It is based on the geography of Guilford County. The MPO area is an estimated 77% of the total Guilford County Population. The following tables therefore includes individuals outside of the MPO area.

Race and Ethnicity	Number	Percent
Total Population	541,299	100.00
White	263,428	48.66
Black or African American	181,848	33.59
American Indian or Alaska Native	3,183	0.58
Asian	28,922	5.34
Native Hawaiian and Other Pacific Islander	265	0.04
Some other Race	28,722	5.30
Two or More Races	32,075	5.92
HISPANIC OR LATINO (of any race)	52,152	9.63

Age and Sex

The following table was completed using data ACS 1-Year Estimates Detailed Tables, Table B01001, Sex by Age: 2019.

Age	Number			Percent		
	Both sexes	Male	Female	Both sexes	Male	Female
Total Population	537,174	254,069	283,105	100%	100%	100%
Under 5 years	31,449	16,050	15,399	5.9	3	2.9
Under 18 years	118,894	60,650	58,244	22.1	11.3	10.8
18 to 64 years	354,142	177,071	177,071	62.2	29.5	32.7
65 years and over	82,932	35,142	47,790	15.4	6.5	8.9

Disability

The following table was completed using data from ACS 1-Year Estimates Subject Tables, Table S1810, Disability Characteristics: 2019.

Subject	Total		With a Disability		Percent with a Disability	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Total civilian noninstitutionalized population	532,763	+/-920	62,838	+/-4,170	11.8%	+/-0.8
Population under 5 years	31,385	+/-465	0	+/-216	0.00%	+/-0.6
Population 5 to 17 years	87,347	+/-277	5,980	+/-1,491	6.8	+/-0.6
Population 18 to 34 years	131,969	+/-713	6,415	+/-1,445	4.9	+/-1.1
Population 75 years and over	33,251	+/-796	15,453	+/-1,659	46.5	+/-4.9

Greensboro Urban Area Metropolitan Planning Organization

Subject	Total		With a Disability		Percent with a Disability	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
SEX						
Male	251,296.00	+/-1,336	27794	+/-2,609	11.1	+/-1.0
Female	281,467.00	+/-1,019	35044	+/-2,834	12.5	+/-1.0
RACE AND HISPANIC OR LATINO ORIGIN						
White	286,023.00	+/-3,939	35015	+/-3,195	12.2	+/-1.1
Black or African American	182,337.00	+/-4,086	23135	+/-2,544	12.7	+/-1.4
American Indian and Alaska Native	N	N	N	N	N	N
Asian	26,950.00	+/-1,259	2,227	+/-770	8.3	+/-2.8
Native Hawaiian and Other Pacific Islander	N	N	N	N	N	N
Some other Race	15,871	+/-3,857	852	+/-557	5.4	+/-3.2
Two or more races	18,310.00	+/-5,337	1291	+/-870	7.1	+/-4.2
Hispanic or Latino	44,944.00	+/-253	2940	+/-1,324	6.5	+/-2.9

Poverty

The following table was completed using data from ACS 1-Year Estimates Subject Tables, Table S1701, Poverty Status in the Past 12 Months: 2019.

Subject	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Population for whom poverty status is determined	515,555	+/-2,245	84,782	+/-9,148	16.40%	+/-1.7
AGE						
Under 18	116,661	+/-1,079	28,007	+/-4,295	24.00%	+/-3.6
18 to 64	317,904	+/-2,124	47,117	+/-6,057	14.80%	+/-1.9
65 years and over	80,990	+/-728	9,658	+/-1,643	11.90%	+/-2.0
SEX						
Male	246,352	+/-1,841	37,752	+/-4,853	15.30%	+/-1.9
Female	269,203	+/-1,979	47,030	+/-5,542	17.50%	+/-2.0
RACE AND HISPANIC OR LATINO ORIGIN						
White	280,081	+/-4,193	29,482	+/-4,356	10.50%	+/-1.6
Black or African American	172,805	+/-4,309	46,453	+/-6,742	26.90%	+/-3.7

Greensboro Urban Area Metropolitan Planning Organization

Subject	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
American Indian and Alaska Native	N	N	N	N	N	N
Asian	26,582	+/-1,281	1,949	+/-802	7.30%	+/-3.1
Native American and Other Pacific Islander	N	N	N	N	N	N
Some other Race	15,060	+/-3,547	3,709	+/-2,101	24.60%	+/-11.7
Two or more races	17,785	+/-5,336	2,649	+/-2,861	14.90%	+/-14.0
Hispanic or Latino	43,540	+/-751	8,608	+/-3,105	19.8%	+/-7.1
RACE AND HISPANIC OR LATINO ORIGIN						
All individuals below:						
50 percent of poverty level	35,041	+/-5,972	(X)	(X)	(X)	(X)
125 percent of poverty level	110,018	+/-9,300	(X)	(X)	(X)	(X)
150 percent of poverty level	132,254	+/-9,527	(X)	(X)	(X)	(X)
185 percent of poverty level	164,286	+/-10,980	(X)	(X)	(X)	(X)
200 percent of poverty level	178,049	+/-11,040	(X)	(X)	(X)	(X)

Household Income

The following table was completed using data from ACS 1-Year Estimates Subject Tables, Table S1901, Income in the Past 12 Months (In 2019 Inflation-Adjusted Dollars):

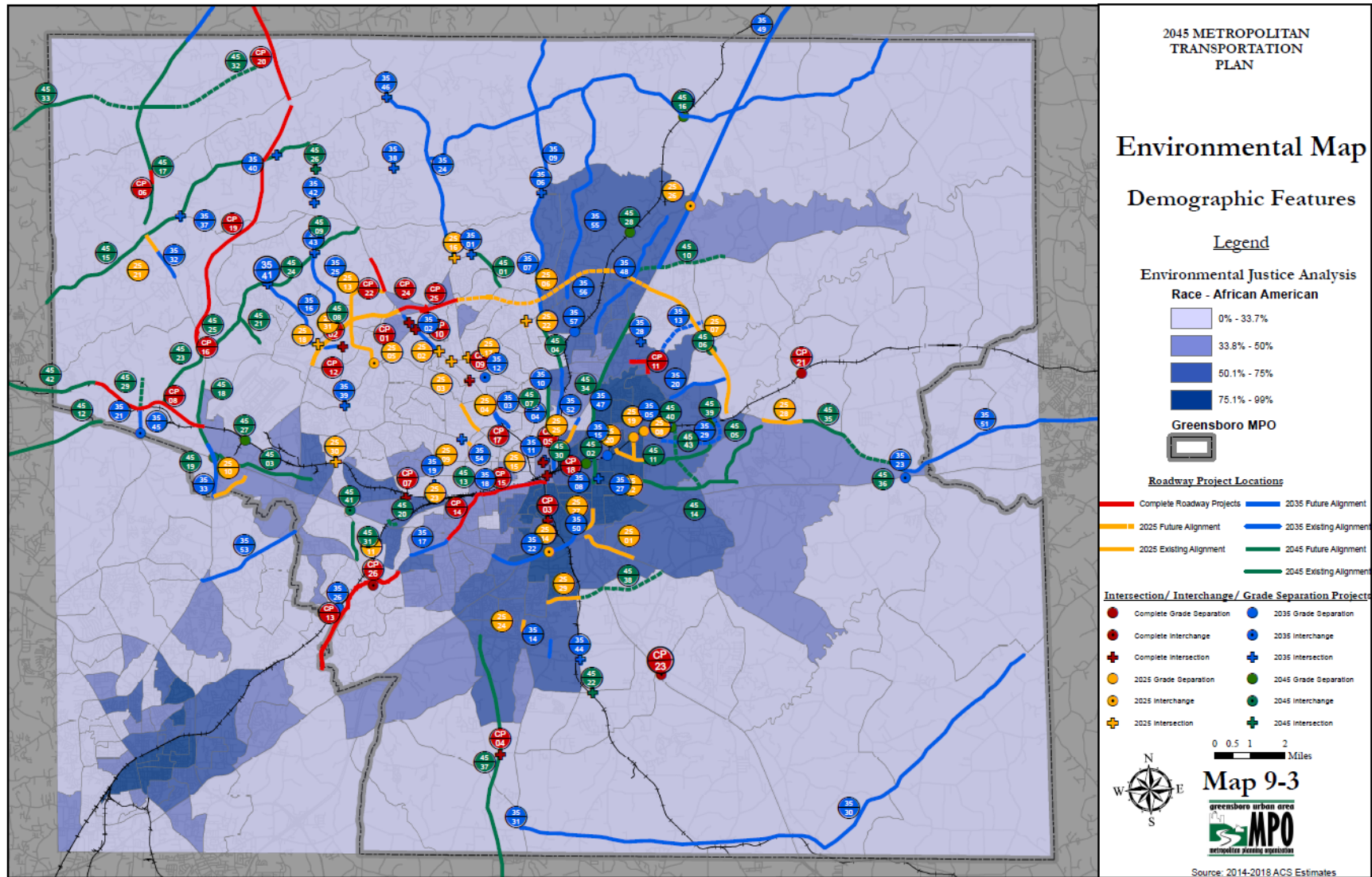
Subject	Households	
	Estimate	Margin of Error +/-
Total	206,950	+/-3,305
Less than \$10,000	7.4	+/-1.3
\$10,000 to \$14,999	4.6	+/-0.9
\$15,000 to \$24,999	9.6	+/-1.2
\$25,000 to \$34,999	9.8	+/-1.4
\$35,000 to \$49,999	14.8	+/-1.6
\$50,000 to \$74,999	17.0	+/-1.5
\$75,000 to \$99,999	12.4	+/-1.2
\$100,000 to \$149,999	13.9	+/-1.4

Greensboro Urban Area Metropolitan Planning Organization

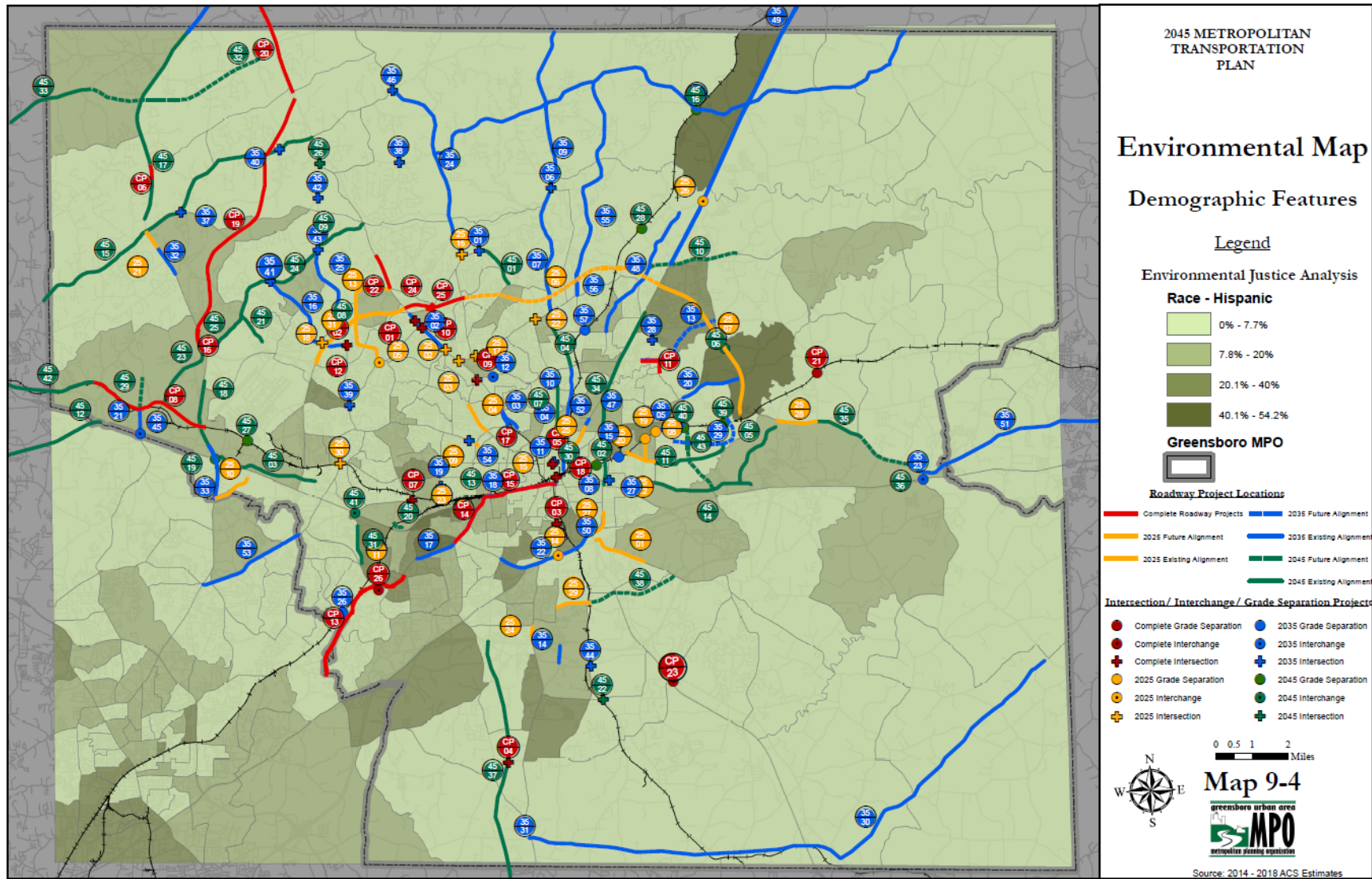
Subject	Households	
	Estimate	Margin of Error +/-
\$150,000 to \$199,999	5.3	+/-0.7
\$200,000 or more	5.3	+/-0.7
Median income (dollars)	55328	+/-2,852
Mean income (dollars)	78134	+/-3,083

Greensboro Urban Area Metropolitan Planning Organization

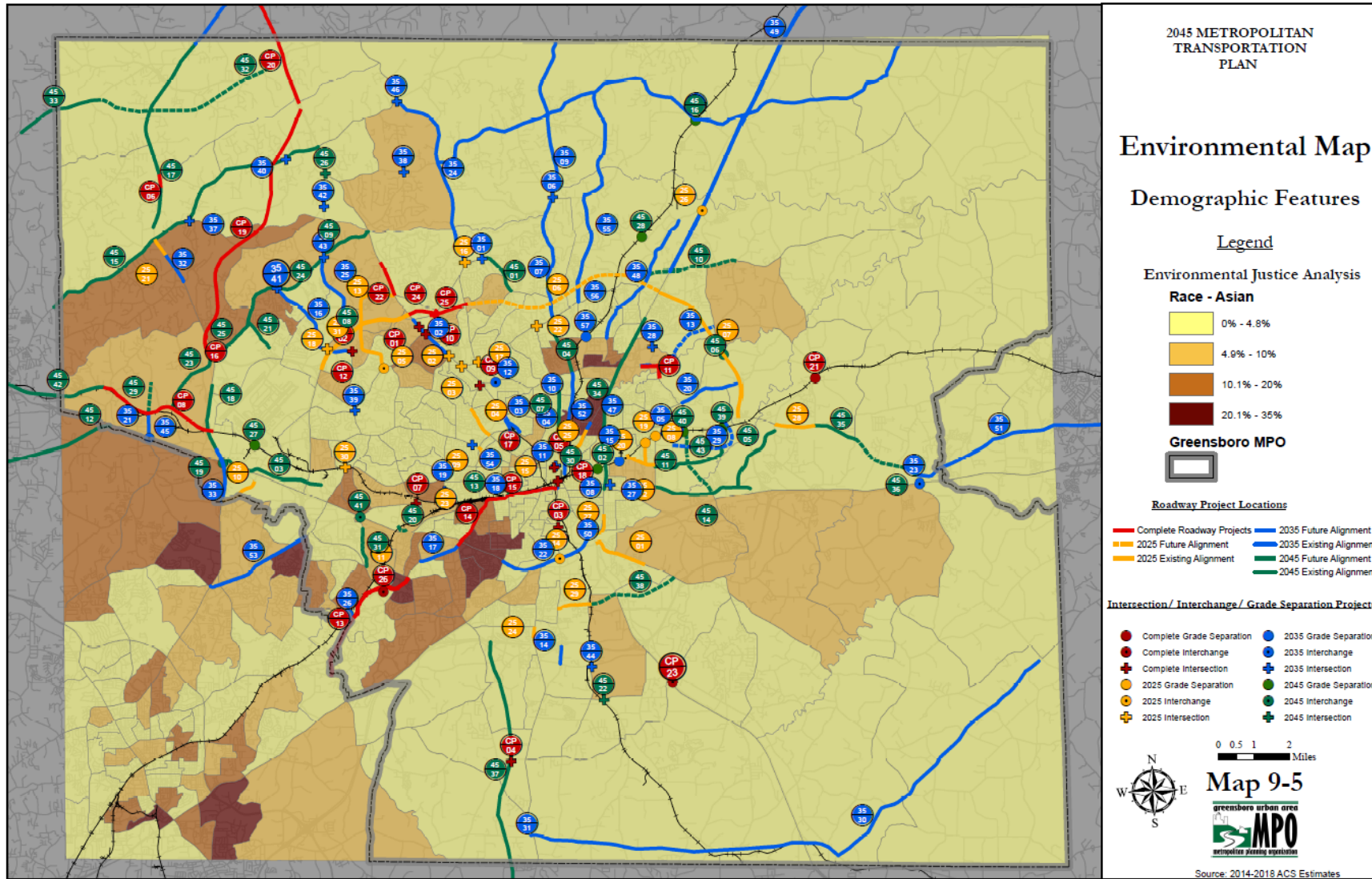
APPENDIX E - DEMOGRAPHIC MAPS (EJ)



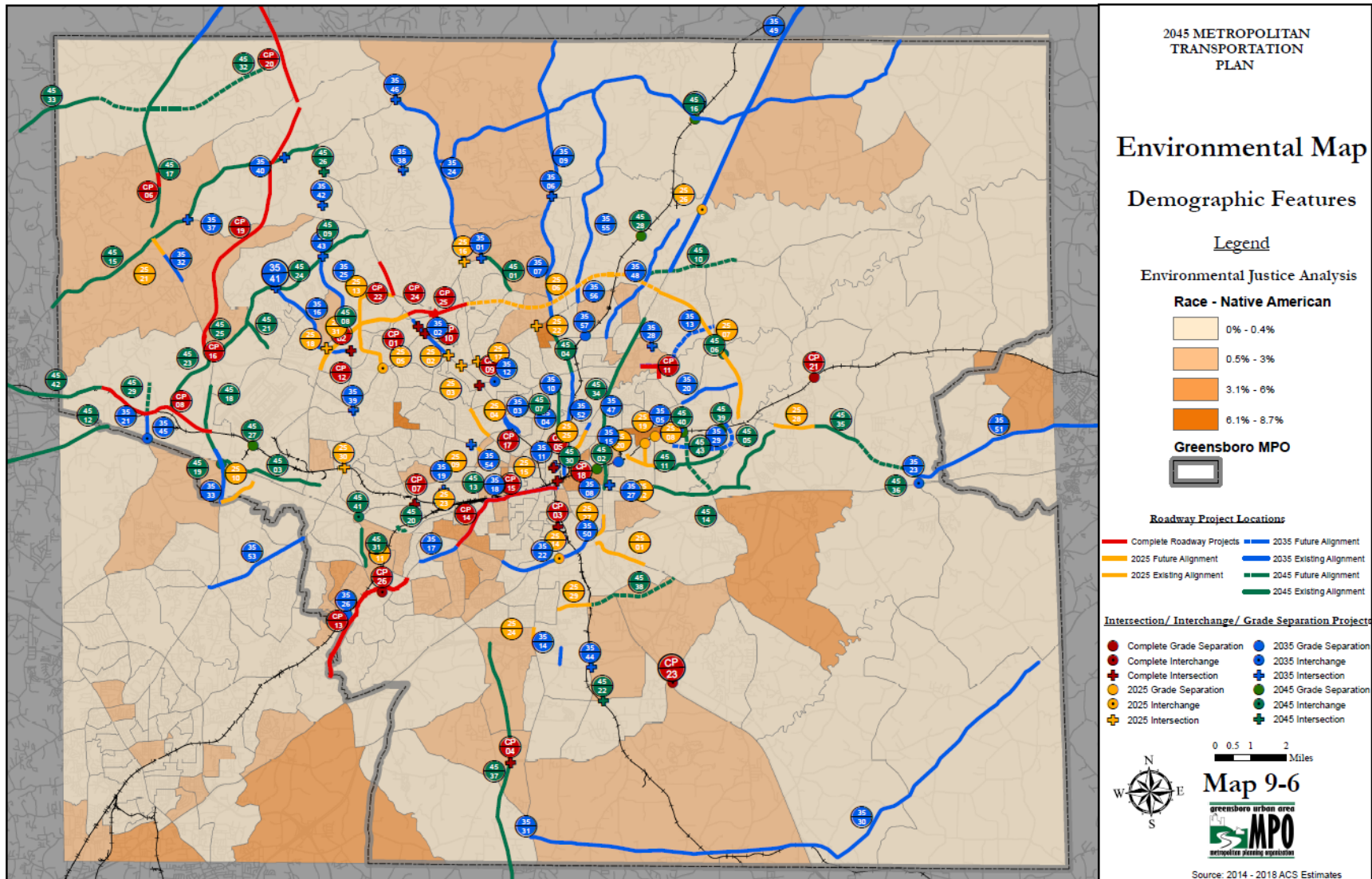
Greensboro Urban Area Metropolitan Planning Organization



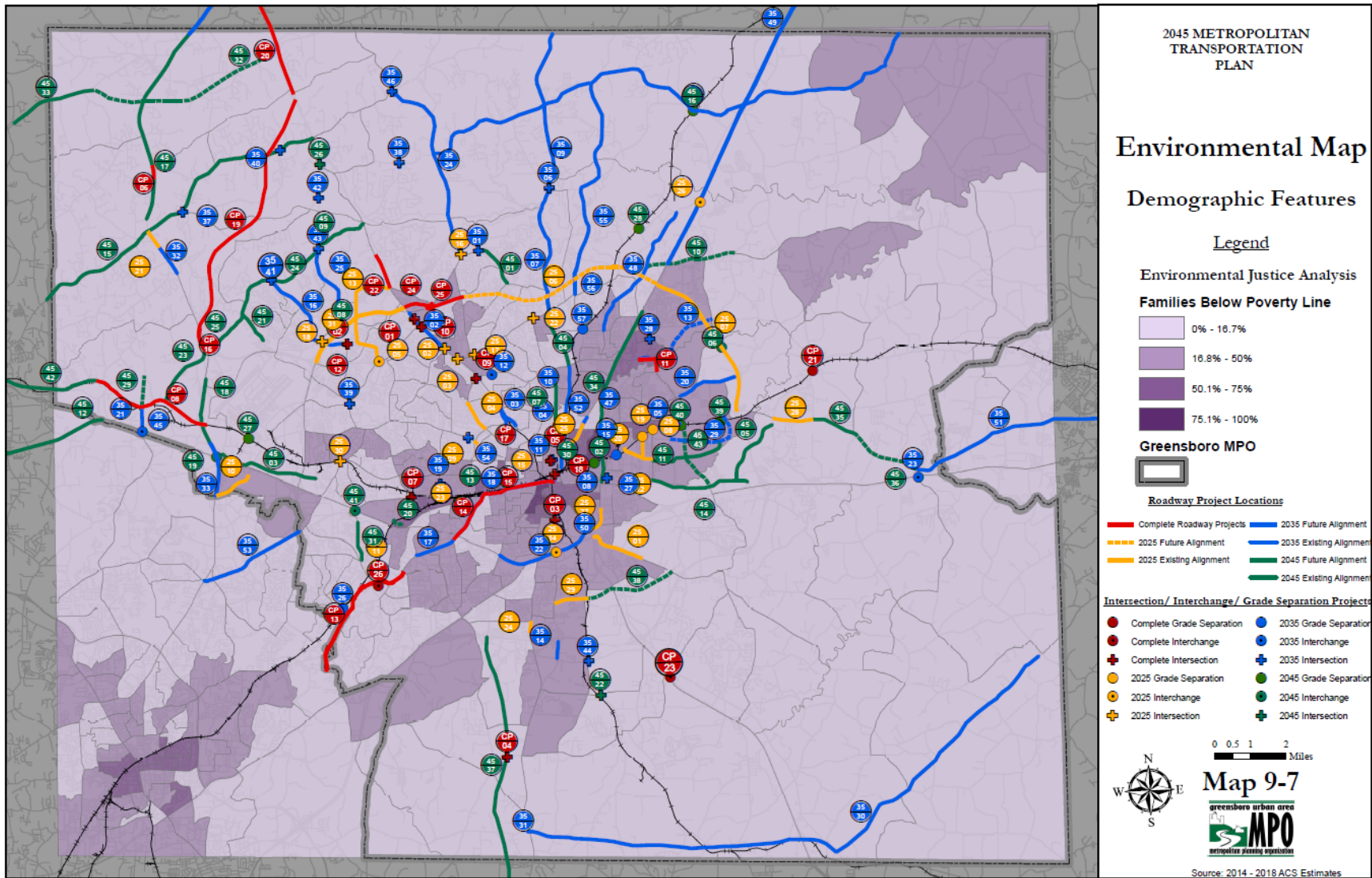
Greensboro Urban Area Metropolitan Planning Organization



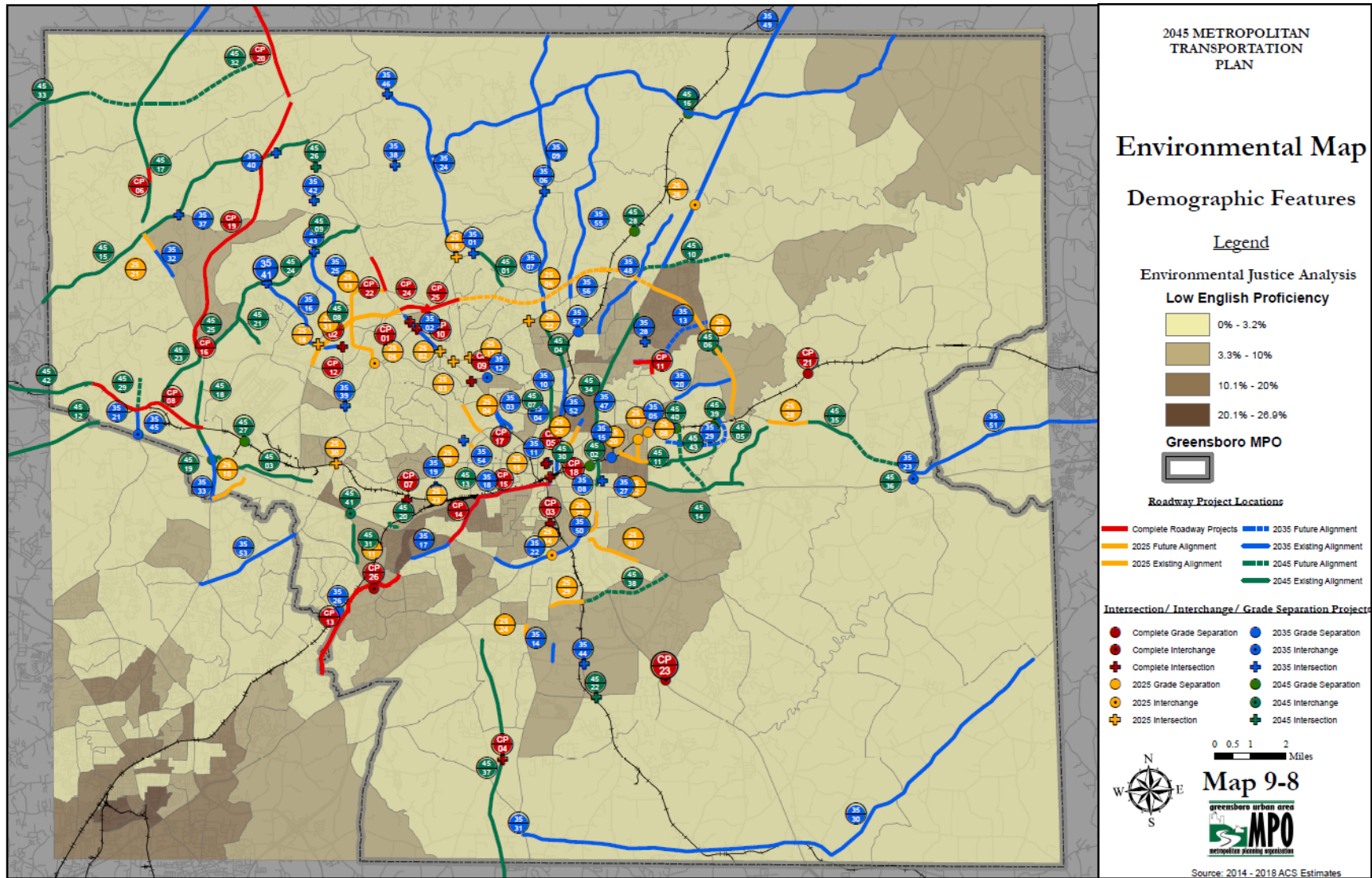
Greensboro Urban Area Metropolitan Planning Organization



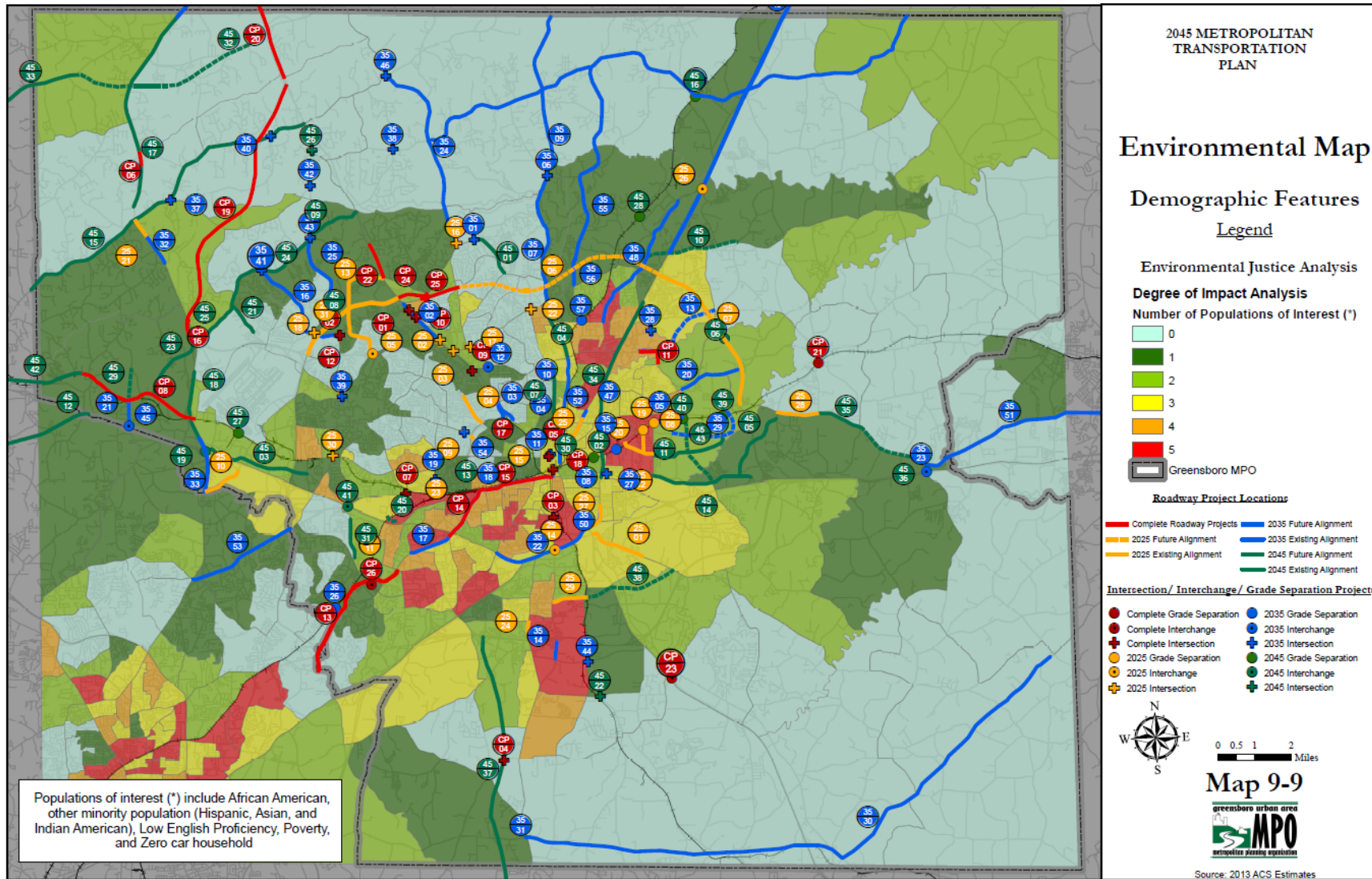
Greensboro Urban Area Metropolitan Planning Organization

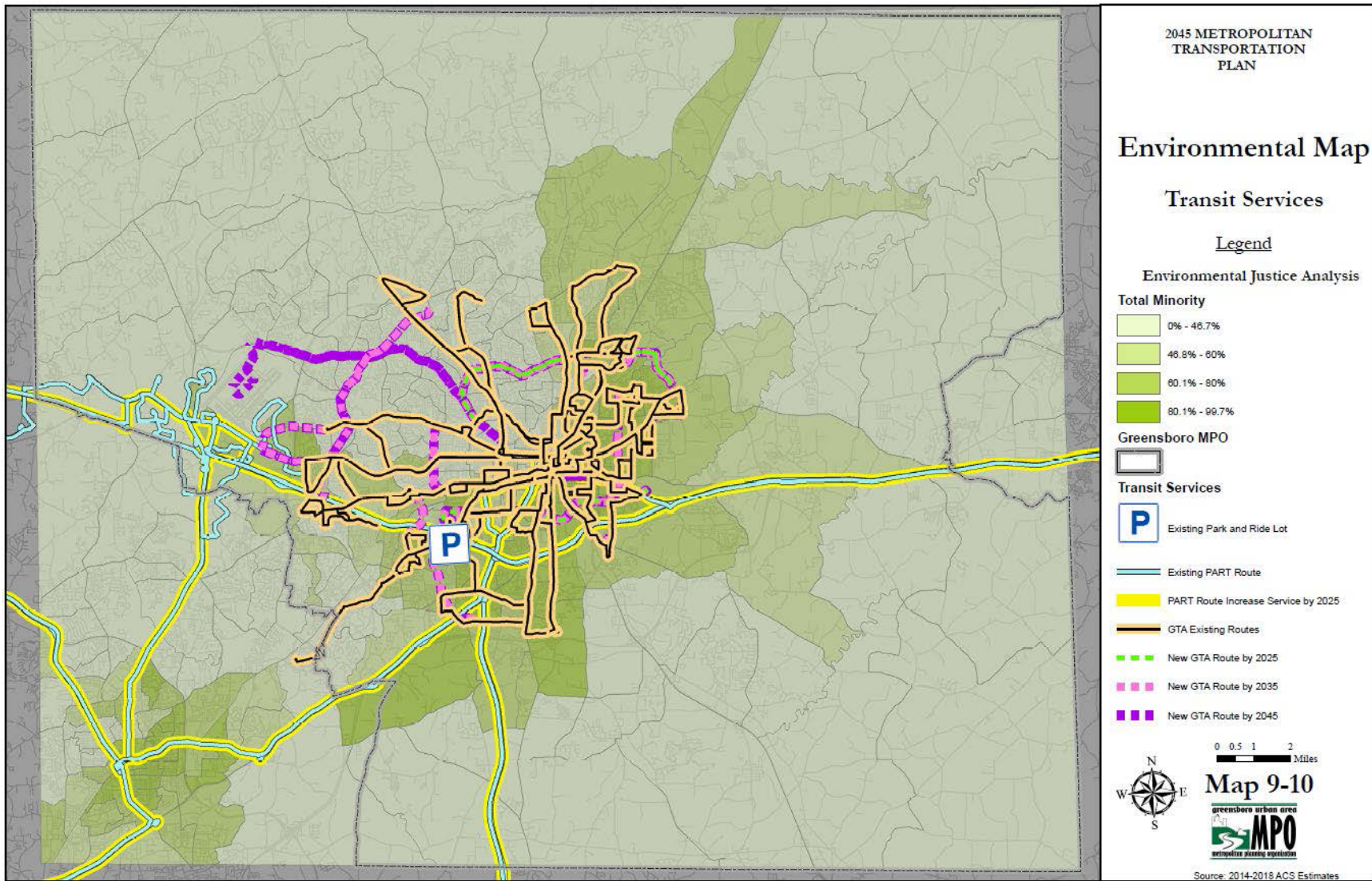


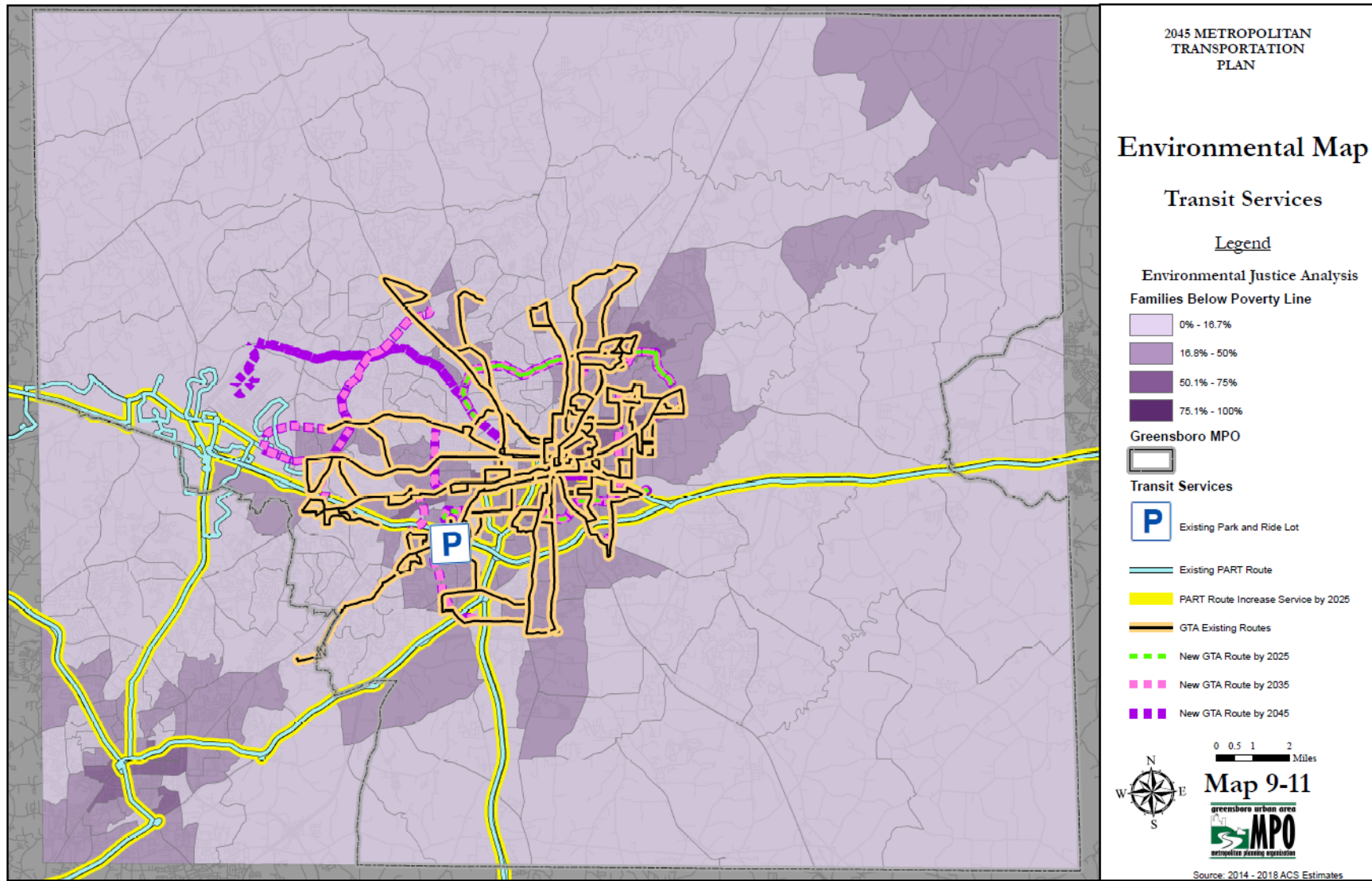
Greensboro Urban Area Metropolitan Planning Organization



Greensboro Urban Area Metropolitan Planning Organization







Greensboro Urban Area Metropolitan Planning Organization

APPENDIX F - INVESTIGATION GUIDANCE, DISCRIMINATION COMPLAINT FORM AND LOG

INVESTIGATIVE GUIDANCE

- A. Scope of Investigation** – An investigation should be confined to the issues and facts relevant to the allegations in the complaint, unless evidence shows the need to extend the issues.
- B. Developing an Investigative Plan** – It is recommended that the investigator (i.e., Title VI Coordinator or other official trained to conduct Title VI investigations) prepares an Investigative Plan (IP) to define the issues and lay out the blueprint to complete the investigation. The IP should follow the outline below:
1. Complainant(s) Name and Address (Attorney name and address if applicable)
 2. Respondent(s) Name and Address (Attorney for the Respondent(s) name and address, if applicable)
 3. Applicable Law(s)
 4. Basis/(es)
 5. Allegation(s)/Issue(s)
 6. Background
 7. Name of Persons to be interviewed
 - a. Questions for the complainant(s)
 - b. Questions for the respondent(s)
 - c. Questions for witness(es)
 8. Evidence to be obtained during the investigation
 - a. Issue – e.g., Complainant alleges his predominantly African American community was excluded from a meeting concerning a future project which could affect the community.
 - i. Documents needed – e.g., mailing list which shows all physical addresses, P.O. Box numbers, property owner names, and dates when the meeting notification was mailed; other methods used to advertise the meeting.
- C. Request for Information** – The investigator should gather data and information pertinent to the issues raised in the complaint.
- D. Interviews** – Interviews should be conducted with the complainant, respondent, and appropriate witnesses during the investigative process. Interviews are conducted to gain a better understanding of the situation outlined in the complaint of discrimination. The main objective during the interview is to obtain information that will either support or refute the allegations.
- E. Preparing an Investigative Report** – The investigator should prepare an investigative report setting forth all relevant facts obtained during the investigation. The report should include a finding for each allegation. A sample outline for an investigative report is provided below.

Sample Investigative Report Template

- I. COMPLAINANT(S) NAME** (or attorney for the complainant(s) – name and address if applicable)
Name, Address, Phone: 999-999-9999
- II. RESPONDENT(S)** (or attorney for the respondent(s) – name and address if applicable)
Name, Address, Phone: 999-999-9999
- III. APPLICABLE LAW/REGULATION**
[For example, Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d); 49 CFR §21.11; 49 CFR §26.53]
- IV. COMPLAINT BASIS/(ES)**
[For example, Race, Color, National Origin, Limited English Proficiency, Sex, Age, Disability]
- V. ALLEGATIONS**
[Describe in logical sequence, each allegation including the prohibited basis for the alleged discriminatory conduct, (e.g., race, color, national origin, sex, age, or disability) and the specific statutory or regulatory provision the allegation would violate, if proven to be true.]

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Issue #1 – Complainant alleges that transit system failed to inform minority communities of rate increases.

Issue #2 – Complainant alleges that transit system has not sufficiently publicized or held public meetings to share information regarding fare increases and route changes that impacts low-income and minority citizens.

VI. BACKGROUND

[Provide detailed information regarding the complaint, including a historical overview of the case, including any activities or actions taken prior to accepting the complaint for investigation.]

VII. INVESTIGATIVE PROCEDURE

[Describe in detail, methods used to conduct the investigation, such as document requests, interviews and site visits. Include witnesses' names and addresses, documents received and/or reviewed, emails sent and received.]

VIII. FINDINGS OF FACT

[Provide a detailed description of the investigator's analysis of each allegation, based on clear and factual findings. Include specific evidence used to support your findings.]

IX. CONCLUSION

[State whether discrimination did or did not occur. Conclusions must be evidence-based and defensible. Test conclusions by considering all possible rebuttal arguments from the respondent and complainant. Both respondent and the complainant should be given an opportunity to confirm or rebut the assertions of the other party and your findings, but all the evidence you've presented should speak for itself.]

X. RECOMMENDED ACTIONS

[Outline what should be done to remedy the findings or, if necessary, provide justice for the complainant.]

APPENDIX

[Include in the Appendix any supplemental materials that support your findings and conclusion.]

Greensboro Urban Area Metropolitan Planning Organization

GUAMPO

DISCRIMINATION COMPLAINT FORM

Any person who believes that he/she has been subjected to discrimination based upon race, color, national origin, sex, age, or disability may file a written complaint with GUAMPO, within 180 days after the discrimination occurred.			
Last Name:	First Name:	<input type="checkbox"/> Male <input type="checkbox"/> Female	
Mailing Address:		City	State Zip
Home Telephone:	Work Telephone:	E-mail Address	
Identify the Category of Discrimination: <input type="checkbox"/> RACE <input type="checkbox"/> COLOR <input type="checkbox"/> NATIONAL ORIGIN <input type="checkbox"/> AGE <input type="checkbox"/> SEX <input type="checkbox"/> DISABILITY <input type="checkbox"/> LIMITED ENGLISH PROFICIENCY			
Identify the Race of the Complainant <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian American <input type="checkbox"/> American Indian <input type="checkbox"/> Alaskan Native <input type="checkbox"/> Pacific Islander <input type="checkbox"/> Other _____			
Date and place of alleged discriminatory action(s). Please include earliest date of discrimination and most recent date of discrimination.			
Names of individuals responsible for the discriminatory action(s):			
How were you discriminated against? Describe the nature of the action, decision, or conditions of the alleged discrimination. Explain as clearly as possible what happened and why you believe your protected status (basis) was a factor in the discrimination. Include how other persons were treated differently from you. (Attach additional page(s), if necessary).			
The law prohibits intimidation or retaliation against anyone because he/she has either taken action, or participated in action, to secure rights protected by these laws. If you feel that you have been retaliated against, separate from the discrimination alleged above, please explain the circumstances below. Explain what action you took which you believe was the cause for the alleged retaliation.			
Names of persons (witnesses, fellow employees, supervisors, or others) whom we may contact for additional information to support or clarify your complaint: (Attached additional page(s), if necessary).			
<u>Name</u>	<u>Address</u>	<u>Telephone</u>	
1. _____			
2. _____			
3. _____			
4. _____			

Greensboro Urban Area Metropolitan Planning Organization

DISCRIMINATION COMPLAINT FORM

Have you filed, or intend to file, a complaint regarding the matter raised with any of the following? If yes, please provide the filing dates. Check all that apply.

- NC Department of Transportation _____
- Federal Highway Administration _____
- US Department of Transportation _____
- Federal or State Court _____
- Other _____

Have you discussed the complaint with any GUAMPO representative? If yes, provide the name, position, and date of discussion.

Please provide any additional information that you believe would assist with an investigation.

Briefly explain what remedy, or action, are you seeking for the alleged discrimination.

****WE CANNOT ACCEPT AN UNSIGNED COMPLAINT. PLEASE SIGN AND DATE THE COMPLAINT FORM BELOW.**

COMPLAINANT'S SIGNATURE

DATE

MAIL COMPLAINT FORM TO:

GUAMPO
PO Box 3136 300 W Washington St
Greensboro, NC 27403
336-508-4080

FOR OFFICE USE ONLY

Date Complaint Received: _____

Processed by: _____

Case #: _____

Referred to: NCDOT FHWA Date Referred: _____

APPENDIX G - COMPLIANCE REVIEW CHECKLIST FOR FHWA SUBRECIPIENTS

General Requirements	Completed
1. A copy of the recipient's signed USDOT Title VI Assurances	<input type="checkbox"/>
2. Title VI Policy Statement (signed)	<input type="checkbox"/>
3. Title VI Notice to Public, including a list of locations where the notice is posted	<input type="checkbox"/>
4. Name and official title of Title VI Coordinator and a list of their Title VI duties	<input type="checkbox"/>
5. Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)	<input type="checkbox"/>
6. Title VI Complaint Form	<input type="checkbox"/>
7. List of Title VI complaints, investigations, or lawsuits (i.e., Title VI Complaint Log)	<input type="checkbox"/>
8. Public Participation Plan, including information about outreach methods to engage traditionally underserved constituencies (e.g., minorities, low-income, disabled), as well as a summary of outreach efforts	<input type="checkbox"/>
9. Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance, which requires conducting four-factor analyses	<input type="checkbox"/>
10. A table depicting the membership of any non-elected committees and councils, broken down by race and gender, and a description of the process the MPO uses to encourage minorities and women to participate on such committees	<input type="checkbox"/>
11. A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program	<input type="checkbox"/>
12. Compliance and enforcement procedures to ensure nondiscriminatory administration of programs and services	<input type="checkbox"/>
13. A demographic profile of your planning area that includes identification of the locations of minority, low-income, LEP, and/or other underserved populations	<input type="checkbox"/>
14. Information regarding how consultants and/or subrecipients are monitored for compliance with Title VI	<input type="checkbox"/>
15. Any environmental justice analysis conducted in the past three years and, if necessary, a description of the measures used to address any disproportionately high and adverse impacts to minority or low-income communities	<input type="checkbox"/>
16. Documentation from any Title VI compliance reviews or investigations conducted by any agency other than NCDOT-OCR in the last three years.	<input type="checkbox"/>

Appendix A
Public Outreach

The draft *MPO Title VI 2022 Update* was out for public comment from **March 14 to April 13, 2022**. The public outreach included advertising on 2 newspapers Carolina Peacemaker and Greensboro News & Records, a press release, and the MPO website.

No comment was received during the public review period.

Public Notice

Call for Section 5310 Transit Projects

The Greensboro MPO calls for project **Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Call for projects** - Eligible applicants include GTA, TAMS, PART, and non-profit organizations. An estimated \$265,585 is available under this program. The amount funding is subject to change.

Application may be reviewed at www.guampo.org. Project proposals under Section 5310 are due by **April 13, 2022**. A public hearing will be held on these items at the Transportation Advisory Committee meeting **May 11, 2022 at 2 PM** online. Visit the MPO website www.guampo.org for information about the online meeting.

We Need Your Input

MPO Title VI and Public Participation Plan

The Greensboro MPO has prepared an update to its **MPO Title VI and Public Participation Plan**. Copies of the updated plans will be available online at www.guampo.org. Please submit your comments for the **MPO Title VI by April 13, 2022** and for the **Public Participation Plan by April 28, 2022**.

The Updated Plans are proposed for adoption at the MPO's TAC Meeting on **May 11, 2022 at 2 pm**. The meeting will be held online.

For more information please visit the MPO's website www.guampo.org to learn more about the Updated Plan and to leave comments.

For more information or to submit proposals visit

www.guampo.org

Email guampo@greensboro-nc.gov or call (336)373-2903.



A2 - Press Release



CITY OF GREENSBORO
FOR IMMEDIATE RELEASE

Contact: Tram Truong
Phone: 336-373-2903

Metropolitan Planning Organization's Public Participation Plan and Nondiscrimination Policy Now Available for Review

GREENSBORO, NC (March 14, 2021) – The City of Greensboro's Department of Transportation staff, on behalf of the Greensboro Urban Area Metropolitan Planning Organization (MPO), has updated its Public Participation Plan and Title VI nondiscrimination policy. Residents may review and comment on the updated MPO Title VI Plan by April 13 and Public Participation Plan by April 28. The plans are available at www.guampo.org. Comments may be submitted online or email tram.truong@greensboro-nc.gov.

The updated plans will be considered for adoption by the MPO's Technical Advisory Committee 2 pm, Wednesday, May 11. The meeting will be held [online](#). For more information about the meeting, please see the information on the website www.guampo.org.

For more information, contact Tram Truong at tram.truong@greensboro-nc.gov or 336-373-2903.

#

A3 – The MPO Website

The screenshot shows the website for the Greensboro Urban Area Metropolitan Planning Organization (MPO). The browser address bar shows the URL: greensboro-nc.gov/departments/transportation/metropolitan-planning-organization. The page features a navigation menu on the left with links to 'About the MPO', 'Transportation Advisory Committee', 'Technical Coordinating Committee', 'MPO Plans', 'Bicycle & Pedestrian Advisory Committee', and 'Title VI Notice'. Below the menu is an eNotification sign-up section with fields for 'Email Address', 'Retype Email Address', 'First Name', and 'Last Name', and a 'Calendar' section with a checked box for 'Metropolitan'. The main content area is titled 'Metropolitan Planning Organization' and includes a 'Transportation Plans Updated' banner with a 'GREENSBORO URBAN AREA MPO' logo. Below the banner are sections for 'Documents for Public Review' and 'Grant Applications Now Open'. A right-hand sidebar contains a 'NEWS' section with the headline 'MPO Seeks Public Comment on Transit Agency Nondiscrimination Policy' and an 'EVENTS' section with the text 'No results found.' The background of the page features a large image of a city street at night with illuminated buildings.

Metropolitan Planning Organization

Departments » Transportation »

Metropolitan Planning Organization

Font Size: [A] [A-] [A+] Share & Bookmark: [Facebook] [Twitter] [LinkedIn] Feedback: [Feedback] Print: [Print]

Transportation Plans Updated

The 2045 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan were approved by the MPO on December 9.

Documents for Public Review

- [Draft Title VI Program Plan - Comments](#) due on this nondiscrimination plan by April 13.
- [Draft Public Participation Plan - Comments](#) due by April 28.
- [Draft Greensboro Transit Agency Title VI Plan - Comments](#) on this nondiscrimination plan due by April 28.

Grant Applications Now Open

- [Section 5310 Application](#) - Submit applications for federal funding to provide transportation services to elderly or disabled people by April 13.

The Greensboro Urban Area Metropolitan Planning Organization (MPO) manages the federally required transportation planning process for the area's highway, transit, bicycle and pedestrian facilities.

NEWS

MPO Seeks Public Comment on Transit Agency Nondiscrimination Policy

Metropolitan Planning Organization's Public Participation Plan and Nondiscrimination Policy Now Available for Review

Metropolitan Planning Organization Now Accepting Grant Applications for Transit Projects for Seniors and Individuals with Disabilities

[MORE NEWS](#)

EVENTS

No results found.

Appendix B
Adopting Resolution

RESOLUTION ADOPTING THE MPO TITLE VI PLAN

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

WHEREAS, Title VI of the Civil Right Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance; AND

WHEREAS, The Greensboro Urban Area Metropolitan Planning Association (GUAMPO) manages the transportation planning process required by federal law; AND

WHEREAS, GUAMPO is a recipient of federal funding and is required to comply with the Title VI of the Civil Rights Act of 1964; AND

WHEREAS, maintaining compliance with the Title VI of the Civil Rights Act of 1964 requires MPO to adopt an updated Title VI Plan every three years; AND

WHEREAS, the plan's development included a public review period of at least 30 calendar days; AND

WHEREAS, comments received during the aforementioned public review period have been duly considered and addressed in the revised Greensboro MPO Title VI Plan;

NOW Therefore, be it resolved, that the Greensboro Urban Area Transportation Advisory Committee hereby adopts the Greensboro MPO Title VI Plan, on this day, May 11, 2022

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

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, May 11, 2022.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, May 11, 2022

Notary Public

My commission expires _____.



Greensboro Transit Agency Title VI Program Update 2022

Executive Summary - go to guampo.org/transportation-advisory-committee for full document

May 11, 2022

City of Greensboro Public Transportation Division
P. O. Box 3136
Greensboro, North Carolina 27402-3136
(336) 373-2634

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5. Title VI Public Notice	
6. Title VI Complaint Procedures (Record of Title VI Investigations, Complaints, and/or Lawsuits)	
7. Service Standards/ Performance Monitoring System	
8. Guilford County Title VI Plan	

Accessible Formats

This document is available **in** accessible formats upon request. Paper copies of this document and additional information about accessible formats may be obtained by contacting:

Greensboro Transit Agency
223 West Meadowview Road 27406
P. O. Box 336
Greensboro, NC 27402-3136
www.ridegta.com

INTRODUCTION

This 2022 Title VI Program Update of the Greensboro Transit Agency (GTA) is offered to verify compliance with Civil Rights Act of 1964 and its amendments, which prohibit discrimination on the basis of race, color, or national origin in programs and activities that receive federal funds.

This document has been produced consistent with the guidelines in Federal Transit Administration (FTA) Circular 4702.1B, effective October 1, 2012. Federal Transit Administration recipients are required to submit Title VI reports every three years, as required by 49 CFR Section 21.9(b), and to evaluate significant system-wide and fare changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact.

The Greensboro Transit Agency serves as the primary public transportation provider for the city of Greensboro, North Carolina. GTA operates 17 fixed routes all week, with 30 minute headways on the weekdays and hourly headways on the evenings and on weekends. Higher Education Area Transit (HEAT), created in 2006 through a unique private/public partnership, offers four routes primarily serving the area college population. In addition, GTA offers ADA paratransit services with Access GSO serving almost 2000 persons with functional disabilities within the city limits of Greensboro.

GTA averages around 6,000 daily passenger trips, serving the many populations within the city limits with the sole out-of-city destination of Guilford Technical Community College. Service hours are 5:15 a.m. to 11:30 p.m. Monday through Friday, and 6:00 a.m. to 10:00 p.m. Together, GTA and HEAT drive over 2.2 million revenue miles per year. Access GSO services are offered during the same hours as required by federal law, averaging 1.8 million passenger miles annually.

Together, the three services provide access for many demographic groups including persons of low income, minority and Low English Proficiency. Routes are continually evaluated to ensure destinations for these groups are accessible, including such locations as Guilford County Social Services, Guilford County Health Department, Guilford Technical Community College, Moses Cone Health System and a number of shopping areas including four area Wal-Mart stores. Transit planners continually reevaluate system routes to ensure that areas of higher population density are served. Input regarding the services is readily accepted through our translatable websites, customer comment cards and during various committee, panel and commission meetings.

This 2022 Title VI Program Update has been prepared to verify that:

- 1) GTA benefits and services supported by FTA funds are available to, and fairly distributed among, transit customers without regard to race, color or national origin;
- 2) The opportunity and ability of persons to participate in transit planning, programming and implementation is not limited on the basis of race, color or national origin; and
- 3) Any necessary corrective, remedial and affirmative actions have been taken to eliminate and prevent discriminatory treatment of people on the basis of race, color or national origin.

1.0 Title VI Program General Information

Items 1.1 through 1.5 below provide the general information specified in Circular 4702.IB of October 1, 2012 for Title VI programs of transit agencies receiving FTA funds.

1.1 FTA Fiscal Year 2022 Title VI Certifications and Assurances

In keeping with the requirements of 49 CFR Section 21.7, the Greensboro Transit Agency's Certifications and Assurances are current. Copies of the most recently updated versions of these documents are included in Appendix 1. [Pursuant to Article 3.5 (1) in accordance with Title VI of the Civil Rights Act, as amended, the subsidiary, a.k.a. Keolis Greensboro, LLC, agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age or disability. In addition, the Keolis Greensboro, LLC agrees to comply with applicable Federal regulations and other implementing requirements FTA may issue. Also, in accordance to 3.5 (11.d), Keolis Greensboro, LLC agrees to comply with Executive Order No. 13166, "Improving Access to Services for Persons with Limited English Proficiency," 42 U.S.C. Article 2000d-1 note and U.S. DOT Notice, "DOT Guidance to Recipients on Special Language Services to Limited English Proficient (LEP) Beneficiaries," 66 Fed. Reg. 6733, as amended.]

1.2 Title VI Complaint Procedures

Consistent with 49 CFR Section 21.9(b), GTA has established and implemented a Title VI complaint procedure. These complaint procedures are posted on the GTA website at www.ridegta.com. A copy of the most recently updated version of the procedures is included as Appendix 2.

1.2.1 Record of Title VI Investigations, Complaints, and/or Lawsuits

Consistent with 49 CFR Section 21.9(b), GTA maintains a record of all Title VI investigations, complaints and/or lawsuits. There are no Title VI investigations, complaints or lawsuits active or pending with GTA. More information is in Appendix 6.

1.3 Limited English Proficient (LEP) Access and Language Implementation Plan

Title VI and its implementing regulations require that recipients of FTA funds take steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for people who are Limited English Proficient (LEP). GTA understands the importance of serving its LEP customers and the role that public outreach plays in achieving equality of access to public transit.

Serving LEP transit customers is a key part of GTA's commitment to assist all persons in its service region in achieving the mobility they need. A copy of GTA's LEP Access and Language Implementation Plan is included as Appendix 3. Highlights of this plan include:

- GTA's website (www.ridegta.com) includes a language translation feature that allows visitors to obtain content in many other languages including Spanish and Vietnamese, the predominant ethnic groups in the region.
- Many employees who work directly with customers and the general public are encouraged to learn and use common expressions in other languages, i.e. "Hablo espanol", "No hablo ingles". If the LEP person does not speak or read any of these languages, the transit system will use a telephone interpreting service to identify the person's primary language.
- Fare information and other announcements are posted on each bus, at the lobby of the transit system administrative offices, at the J. Douglas Galyon Depot Customer Service Office and at the J. Douglas Galyon Bus Slip Area.
- Language translation and signing interpreters are available upon request at all public meetings.
- Schedules incorporate international symbols wherever possible, and route signs with bus symbols are installed throughout the system to aid navigation.
- GTA engages in ongoing outreach to community organizations and agencies to regularly assess and update the needs of LEP persons in the region.

1.4 Title VI Public Notice

Consistent with 49 CFR Section 21.9(d), GTA notifies the public of the agency's Title VI obligations and informs the public of the protections against discrimination afforded by Title VI regulations. GTA's Title VI Public Notice is posted on GTA vehicles, on the GTA website www.ridegta.com, at GTA Administrative Offices, and at the J. Douglas Galyon Depot. A copy of the Public Notice is included as Appendix 5.

1.5 Public Participation Plan and Activities

GTA engages in a broad and ongoing range of public involvement activities. The plan for these activities is described in Section 1.5.1 below, and supporting activities are summarized in Section 1.5.2. Further, public participation in transit planning activities is coordinated with the public involvement activities of the Greensboro Area Metropolitan Planning Organization (MPO), of which GTA is a member. These activities are described in Section 1.5.3. A copy of GTA's Public Participation Plan (PPP) is included as Appendix 2.

1.5.1 Public Participation Plan

GTA's principal goals for the PIP are to seek out and integrate the needs and views of all transit customers, especially those of minority, low-income and LEP populations. GTA's PIP is structured to offer regular and continuous opportunities for the public to be involved in the agency's planning and operational decisions. Multiple channels of communication are available

to GTA customers, businesses served by GTA and non-riders of the region. GTA offers the following options for acquiring feedback and recommendations on service changes.

- GTA staff meets once a quarter with a Rider Advisory Panel (RAP), a selected group of GTA riders, to gain feedback on the GTA Fixed Route experience and suggestions for improvement.
- GTA staff meets monthly with a Rider Advisory committee, a group of GTA paratransit riders, to gain feedback on the GTA 's Paratransit Service experience. Its purpose is to assist the Greensboro Transit Agency in matters affecting the delivery of safe, reliable and efficient transportation services for persons with disabilities.
- A Service Evaluation Committee that consists of GTA riders and supporters, meet quarterly to review service levels and explore potential new routes and services.
- Commission meetings/Public Meetings and Hearings - GTA holds open meetings to receive feedback on potential commission actions affecting GTA riders and the transit community. Commission meetings are held monthly and GTA allows time to hear Speakers from the floor. Additionally, public meetings and hearings are held whenever there are policy or service changes being proposed.
- Comment cards are on every bus and at the J. Douglas Galyon Depot to capture comments, concerns and commendations.
- Surveys are conducted of transit customers and potential transit markets by the Marketing and Communications Manager.

1.5.2 Public Involvement Activities

Public involvement activities since the submittal of the 2019 Title VI Program Update include:

- Monthly Commission Meetings (Refer to Appendix 4 for Minority Representation)
- 18 Industries of Blind Meetings
- 9 Dialysis Meetings
- 3 Fix Route Focus Group Meetings
- 3 Specialized Community Area Transit (now Access GSO) Focus Group Meetings
- 9 Rider Advisory Panel Meetings
- 9 Rider Advisory Committee Meetings
- 4 Access Fare Change Public Meetings

The actions that GTA has taken during the last three years to ensure that minority and low-income people of the service region had meaningful access to transit services include:

- Development and implementation of the GTA Limited English Proficiency (LEP) Plan.

- Bus Orientations for minority and low-income participants.
- Quarterly Paratransit Meetings with Agencies.
- Paratransit Services Brochure available in Spanish.

1.5.3 GTA and the Metropolitan Planning Organization (MPO) Process

In addition to the public involvement program and activities for transit planning described in Sections 1.5.1 and 1.5.2, GTA through its membership and participation in the Greensboro Area Metropolitan Planning Organization is also part of the ongoing outreach effort to include minority, low-income and LEP residents of the region in public outreach and involvement activities for overall transportation planning.

2.0 Title VI Program Specific Information

The requirements from Chapter IV include System-wide service standards and system-wide policies. It has also been GTA's practice to perform a Title VI analysis in the event of a major service change. Included in this section are any demographic analysis of the service area, data regarding customer demographics and travel patterns, collected from passenger surveys, and copies of board minutes demonstrating the board's approval of the various policies.

GREENSBORO TRANSIT AGENCY POLICY STATEMENT TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

The Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, it provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 20000d).

The City of Greensboro/Greensboro Transit Agency works in partnership with the Federal Transit Administration to ensure nondiscriminatory transportation in support of its mission to enhance the social and economic quality of life for all Americans. GTA's Title VI program is responsible for providing leadership, direction and policy to ensure compliance with Title VI and Environmental Justice and Limited English Proficiency principles and to ensure that social impact to communities and people are recognized and considered throughout the transportation planning and decision making process. It shall further be the purpose of GTA's Title VI program to ensure that all groups are afforded a quality of life by providing equal service, aid and/or benefits.

The GTA Public Transportation Manager, or designee, has been delegated as the Title VI Officer. In that capacity, the OTA Public Transportation Manager is responsible for implementing all aspects of the Title VI program and for ensuring Title VI obligations are fulfilled. Implementation of the Title VI program is accorded the same priority as compliance with all other legal obligations incurred by the Greensboro Transit Agency in its financial assistance agreements with the Department of Transportation.

RESOLUTION ADOPTING THE GTA TITLE VI PLAN

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

WHEREAS, Title VI of the Civil Right Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance; AND

WHEREAS, The Greensboro Transit Agency (GTA) is the designated recipient and urban transit service provider in the Greensboro Urbanized Area; AND

WHEREAS, GTA is required to comply with the Title VI of the Civil Rights Act of 1964 as a designated recipient of federal funds; AND

WHEREAS, maintaining compliance with the Title VI of the Civil Rights Act of 1964 requires GTA to adopt an updated Title VI Plan every three years AND

WHEREAS, the 2022 plan development process included a public review period of at least 30 calendar days; AND

WHEREAS, comments received during the aforementioned public review period have been duly considered and addressed in the 2022 update to the GTA Title VI Plan;

NOW THEREFORE, be it resolved, that the Greensboro Urban Area Transportation Advisory Committee hereby adopts the GTA Title VI Plan, on this day, May 11, 2022.

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

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, May 11, 2022.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, May 11, 2022

Notary Public

My commission expires _____.

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907CE 47938.1.1 47938.3.1	Install severe duty impact attenuators at four locations on multiple routes in Guilford County: I-73 NB at Exit 2 (Friendly Avenue), I-73 SB at Exit 1 (I-40 WB), I-73 SB at Exit 97A (US 29/US 70), I-85 SB at Exit 121 (I-73 NB) in Greensboro	4/19/21	Feb. 2022	\$145,000	Construction underway	Bobby Norris
SS-4907CO 48784.3.1	Install severe duty impact attenuator on I-85 North at Exit 126 A-B collector ramp to US 421 South in Greensboro	4/20/21	Feb. 2022	\$35,000	Construction underway	Bobby Norris
SS-6007S 49558.1.1 49558.3.1	Warning sign revisions, pavement marking and delineator installations, directional signing upgrades and sign distance improvements at SR 2254 (Wendover Avenue) from 1591 feet southwest of Market Street to 858 feet northeast of Market Street in Greensboro.	6/13/21	6/30/22	\$49,950	Planning activities underway. Construction pending material arrivals. City to coordinate press release. Sign work only remaining.	Dawn McPherson
SS-4907CL 48630.3.1	Traffic Signal revisions at the following locations: US 70 (Wendover Avenue) at Gatewood Avenue; SR 3163 (Market Street) at English Street; SR 4240 (Gate City Boulevard) at Willow Road; SR 1007 (Randleman Rd) at W Elmsley Dr/Nestleway Drive; SR 1007 (Randleman Rd) at Glendale Drive; SR 1007 (Randleman Rd) at Vandalia Road; US 220 (Battleground Avenue) at Cornwallis Drive; and SR 1008 (Market Street) at Holden Road in Greensboro	7/1/21	Apr. 2022	\$67,500	Funds approved 3/7/19 and released, Agreement executed for construction by City of Greensboro. Construction underway.	Dawn McPherson
SS-4907CM 48631.3.1	Traffic Signal revisions at the following locations: US 220 (Battleground Avenue) at Green Valley Road/Pembroke Road; US 70 (Wendover Avenue) at Elwell Avenue; SR 2526 (Summit Avenue) at Sixteenth Street; SR 3841 (Market Street) at Edgeworth Street; US 220 (Battleground Avenue) at Edney Ridge Road; US 220 (Battleground Avenue) at Markland Drive; and US 29 at E. Cone Boulevard in Greensboro	7/1/21	Apr. 2022	\$200,700	Funds approved 3/7/19 and released, Agreement executed for construction by City of Greensboro. Construction underway.	Dawn McPherson
49598	Reconfigure SR 2254 (Wendover Ave.) on/off ramp intersection at Westover Terrace (non-system) and add traffic signal	8/9/21	12/31/21	\$450,000	Construction Completed	Chad Reimakoski
SS-6007X 49707.1.1 49707.3.1	All-way stop and overhead flashers to be installed on NC 62 at SR 1005 (Alamance Church Road) and on SR 1113 (Kivett Drive) at SR 1129 (Groometown Road).	1/3/22	6/30/22	\$60,300	Planning and design activities underway - Final Inspection Completed 11/23/21	Dawn McPherson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
U-5841 50232.1.1 50232.2.1 50232.3.1	Widen Lindell Road (SR 2254 Wendover Ave. Off Ramp) and Friendly Avenue to accept dual left turn lanes in Greensboro	3/17/22	FY2024	\$1,500,000	Final design underway, ROW certified 2/4/20, advertised, bids rejected, additional let pending	Brian Ketner
U-6019 47164.1.1 47164.2.1 47164.3.1	Construct turn lanes and sidewalks at the intersection of SR 2334 (Air Harbor Road) and SR 2347 (Lake Brandt Road) in Greensboro	4/21/2022 4/7/2022	FY2024	\$875,000	Final design underway, ROW acquisition is complete	Rob Weisz
48919	Realign lanes on eastbound SR 2254 (West Wendover Ave) at Holden Rd (non-system) to create an acceleration lane in Greensboro	5/2/22	Dec. 2022	\$150,000	Funds approved 9/5/19 and released 6/23/20 - Planning and design activities underway	Dawn McPherson
I-5964 45914.1.1 45914.2.1 45914.3.1	Interchange improvements at I-40/Business 85/US29/US70/US220 and Elm-Eugene Street in Greensboro	5/6/22	FY 2024	\$600,000	Final plans complete, ROW certified 1/17/19, Re-Let 11/4/21 - Bids rejected from the 11/4/21 letting - Re-advertisement being considered for a future let date	Brian Ketner
SS-6007AB 49703.3.1 49703.1.1	Installation of guardrail on US 70/US 220 (Wendover Avenue) between SR 2523 (Yanceyville Street) and Cypress Street.	5/13/22	7/31/22	\$90,000	Construction schedule pending	Bobby Norris
B-5717 45673.1.1 45673.2.1 45673.3.1	Replace bridges #109 and #121 over South Buffalo Creek in Greensboro on SR 4240 (East Lee Street)	6/21/22	FY 2025	\$7,100,000	Planning and Design activities underway; ROW underway	Kevin Fischer
SS-6007I 49119.1.1 49119.3.1	Traffic signal revisions at the intersection of SR 1115 (Rehobeth Church Road) and West Vandalia Road in Greensboro	7/29/22	FY2023	\$4,500	Funds approved 3/5/20 and released 6/23/20, Agreement executed for construction by City of Greensboro	Dawn McPherson
SS-6007K 49263.1.1 49263.3.1	Traffic signal revisions at intersection of SR 4121 (Gate City Boulevard) and Patterson Street in Greensboro . Install FYA heads on both approaches of SR 4121 and for the southbound Patterson Avenue approach to the intersection. Lengthen mast arm #17 for improved lateral positioning for the recommended FYA for the southbound Patterson Avenue approach.	7/29/22	FY2023	\$9,900	Funds approved 3/5/20 and released 6/23/20, Agreement pending for construction by City of Greensboro	Dawn McPherson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907C1 48304.1.1 48304.3.1	Directional crossover construction on US 29 at Lakeview Memorial Park Cemetery Entrance in Greensboro	8/4/22	7/1/23	\$300,000	Funds approved and released 12/6/18 - Design underway	Chad Reimakoski
I-5955 45908.1.1 45908.3.1	Pavement Rehabilitation on I-40 from east of Freeman Mill Rd to east of SR 3037/ SR 4240 (Gate City Boulevard) in Greensboro	8/16/22	FY2025	\$12,855,000	PE funding approved 10/10/17, Planning and design activities underway	Chad Reimakoski
Y-4807B 40325.2.59 40325.3.59	Pine Street RR crossing closure and Lowdermilk St./ Sykes Ave. realignment in Greensboro	9/15/22	FY2025	\$2,550,000	Planning and design activities underway, COG acquiring ROW - complete	Kumar Trivedi
SS-6007L 49829.2.1 49829.3.1	Traffic signal installation and pedestrian accommodations at the intersection of SR 4240 (W Gate City Boulevard) at Fulton Street in Greensboro	10/28/22	FY2024	\$81,000	Funds approved 6/4/20 but not released. Agreement pending for construction by City of Greensboro	Dawn McPherson
U-6016 47161.1.1 47161.2.1 47161.3.1	Intersection improvements at SR 2124 (Lewiston Road) and SR2136 (Fleming Road) in Greensboro	11/17/22	FY 2024	\$1,300,000	Planning and design activities underway	Chad Reimakoski
R-5725 50474.1.1 50474.2.1 50474.3.1	Intersection improvements on NC68 from NC150 to SR 2129 (Fogelman Rd.) in Oak Ridge . Improvements consist of access management and safety enhancements.	1/17/23	FY2025	\$6,000,000	Planning and design activities underway, Public meeting held 3/5/19 - ROW underway	Brian Ketner
SM-5707G 48907.1.1 48907.2.1 48907.3.1	Installation of left and right turn lanes on SR 2526 (Summit Avenue) at SR 2565 (Hicone Road) in Greensboro	5/4/23	Nov. 2023	\$385,000	Funds approved 9/5/19 and released 6/23/20 - Design work to begin pending approval	Chad Reimakoski
U-4015A 35013.1.4 35013.2.4 35013.3.4	Widen SR 1556 (Gallimore Dairy Road) to multilanes from NC 68 to Airpark East in Greensboro	5/16/23	FY2025	\$6,600,000	Planning and design activities underway, Coordinate with U-5974, ROW underway	Brian Ketner
48916	Realign intersection to improve turning radius on the north side of NC-61 / NC-100 (Main St) and NC-61 (N Wharton Ave) in Gibsonville	6/15/23	Jan. 2024	\$610,000	Funds approved 9/5/19 and released 6/23/20 - Design underway	Chad Reimakoski

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
W-5807A 48952.1.2 48952.2.2 48952.3.2	Intersection improvements at SR 2526 (Summit Ave.) and Eastbound US 220 (Wendover Ave.) ramps in Greensboro .	7/6/23	FY2025	\$280,000	Funding approved, design underway	Chad Reimakoski
U-4758 40251.2.1 40251.3.1	Improvements to Johnson Street/Sandy Ridge Road from SR 1820 (Skeet Club Road) to south of I-40 in High Point	12/19/23	FY2026	\$45,700,000	Planning and Design activities underway, Public meeting 8/14/18 - Preliminary ROW work underway	Laura Sutton
P-5709 46920.1.1 46920.2.1 46920.3.1	Construct grade separation at Franklin Boulevard and NSRR H line in Greensboro	4/16/24	FY2026	\$12,375,000	Planning and design activities underway	Brad Smythe
U-5812 54040.1.1 54040.2.1 54040.3.1	Intersection improvements at Pisgah Church Rd. and Lawndale Ave., at Lawndale Ave. and Martinsville Rd., and at Martinsville Rd. and Pisgah Church Road in Greensboro	3/30/24	FY2026	\$750,000	Planning and design activities underway, Project transferred to City of Greensboro (LAP), PE move forward list 11/24/20	Donnie Huffines
BR-0078 67078.1.1 67078.2.1 67078.3.1	Replace bridges #292 and #467 on Wendover Avenue over Battleground Avenue	1/16/24	FY2026	\$21,500,000	Planning and Design activities underway	Kevin Fischer
U-5852 50241.1.1 50241.2.1 50241.3.1	Widening on SR 2085 (Benjamin Parkway/Bryan Boulevard) from SR 2254 (Wendover Ave.) to Holden Road in Greensboro .	5/21/2024 1/16/2024	FY2026	\$12,458,000	Planning and design activities underway	Laura Sutton
U-5842 54042.1.1 54042.2.1 54042.3.FD1	Intersection improvements at Pisgah Church Rd. and North Elm Street in Greensboro	3/30/24	FY2026	\$750,000	Planning and design activities underway, Project transferred to City of Greensboro (LAP)	Donnie Huffines
R-5823 47095.1.1 47095.2.1 47098.3.1	Widening of NC 65/NC 68 from NC65 in Stokesdale (Southernmost intersection) to US 220/ Future I-73 in Guilford/ Rockingham Co.	5/21/24	FY2026	\$17,000,000	Planning and design activities underway, Coordinate with R-2577C	Brian Ketner

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
U-5850 50239.1.1 50239.2.1 50239.3.1	Widen SR 1007 (Randleman Road) to multilanes from Glendale Drive to Elmsley Drive in Greensboro	7/16/24	FY2026	\$2,400,000	Planning and design activities underway	Brian Ketner
U-5892 44673.1.1 44673.2.1 44673.3.1	Add lanes on US 220 (Battleground Ave.) from Westridge Road to Cotswold Avenue in Greensboro	12/16/25	FY2028	\$18,173,000	Planning and design activities underway	Brian Ketner
B-5713 45669.1.1 45669.2.1 45669.3.1	Replace Bridge 352 over I-40/I-85 Business on Willow Road (Non-System) in Greensboro	1/20/26	FY2027	\$3,318,000	Planning and design activities underway, Coordinate with B-5718	Kevin Fisher
I-5712 50126.1.FS1 50126.2.1 50126.3.1	I-40/US 421 at the intersection of SR 1850 (Sandy Ridge Road) interchange in Greensboro Raleigh Eastbound and Westbound Ramps, Construct Loop Ramps in Northeast and Southwest Quadrants, and Widen SR 1850 through Interchange	12/15/26	FY 2027	\$14,500,000	Planning and design activities underway, Coordinate with U-4758 and U-6045	Laura Sutton
B-5356 46070.3.FS1	Replace Bridge #299 over South Buffalo Creek on I-40 in Greensboro	10/19/27	FY2030	\$11,700,000	Planning and design activities underway, Coordinate with I-5965	Kevin Fisher
B-5718 45674.1.1 45674.2.1 45674.3.1	Replace Bridge #329 over I-40/I-85 Business/US 29/US 70 US 220 on Patton Avenue (Non-System) in Greensboro	10/19/27	FY2030	\$3,350,000	Planning and design activities underway, Coordinate with B-5713	Kevin Fisher
U-5974 45962.1.1 45962.2.1 45962.3.1	Upgrade NC 68 to Superstreet from SR 1523 (Hickwood Road) to SR 1556 (Gallimore Dairy Road) in High Point	7/18/28	FY2030	\$48,100,000	Planning and design activities underway, Coordinate with U-4015A	Brian Ketner
R-5889 48394.1.1 48394.2.1 48394.3.1	US 29 (Future I-785) from SR 2565 (Hicone Rd) in Greensboro to US 158 / NC 14 in Reidsville . Upgrade corridor to Interstate Standards	8/15/28	FY2032	\$190,700,000	PE funds approved 11/13/18, NTP scheduled 9/20/21, Includes U-5898 (NC 150 Interchange)	Laura Sutton
I-5735 52017.1.1 52017.3.1	Pavement Rehabilitation on I-73 from Randolph county line to I-85 US 421 in Greensboro	9/19/28	FY2030	\$5,316,000	PE funds approved 10/10/17	Chad Reimakoski

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
U-6008 47143.1.1 47143.2.1 47143.3.1	Interchange improvements at SR 2085 (Bryan Boulevard) and New Garden Road in Greensboro . Improvements include new ramp from Westbound New Garden Road to Westbound SR 2085 (Bryan Boulevard)	2/1/29	FY2032	\$2,250,000	Planning and design activities underway, Public meeting held 6/6/19 - The City of Greensboro and the Division have agreed on delaying the project until further analysis is completed	Rob Weisz
U-5851 50240.1.1 50240.2.1 50240.3.1	Widening of SR 1001 (Church Street) from US 220 (Wendover Avenue) to East Cone Boulevard in Greensboro	1/1/40	Post Years	\$12,312,000	Planning and design activities underway	Laura Sutton
I-6004 47958.1.1 47958.2.1 47958.3.1	Upgrade interchange at I-40/I-85 and SR 3056 (Rock Creek Dairy Road) in Guilford Co.	1/1/40	Post years	\$10,900,000	PE funds approved 6/5/18, NTP scheduled 3/21/23	Chad Reimakoski
I-5965 45195.1.1 45195.2.1 45195.3.1	Improvements to I-40 / Business 85 / US29 / US70 / US220 from SR 1398 (Freeman Mill Road) to US29 / US70 / US220 in Greensboro . Add lanes, improve SR 1007(Randleman Road) and Elm-Eugene Street interchanges and replace Norfolk-Southern Railroad Bridge overpass east of Elm-Eugene Street	1/1/40	Post years	\$103,437,000	Planning and design activities underway	Laura Sutton
U-6045 54040.1.1 54040.2.1 54040.3.1	Roadway improvements (widen to multi-lanes)on SR 1850 (Sandy Ridge Rd.) from I-40 to SR 1008 (West Market Street) in Greensboro	1/1/40	Post years	\$13,661,000	Planning and design activities underway, Coordinate with I-5712 (Public meeting 5/21/19)	Laura Sutton
U-6100 48133.11 48133.2.1 48133.3.1	Access management improvements and safety enhancements, including ramp closures and consolidations on US 29 / US 70 / US 220 from SR 4240 (Gate City Boulevard) to south of I-785 in Greensboro	1/1/40	Post years	\$102,500,000	PE funds approved 6/5/18, State EA/FONSI scheduled 8/18/27	Brian Ketner
R-2577C 37405.1.1	US158 from North of SR2034 (Anthony Road) to US220 in Stokesdale	Post years	Post years	\$30,200,000	Planning and environmental studies underway, Coordinate with R-5823	Laura Sutton

North Carolina Department of Transportation

4/26/2022

Active Projects Under Construction - Guilford Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C203256	U-3615B	SR-1820 (SKEET CLUB RD) FROM EAST OF SR-1818 (JOHNSON ST) TO WEST OF NC-68 (EASTCHESTER DR) IN HIGH POINT.	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Hayes, PE, Meredith	\$30,898,017.15	3/2/2015	3/29/2019	5/20/2015	4/30/2022	99.8	99.8
C203433	I-5110 I-5110A R-2413A	FUTURE I-73 FROM EXISTING SR-2085 (JOSEPH M BRYAN BLVD) / AIRPORT PKWY INTERCHANGE TO SOUTH OF US-220 NEAR HAW RIVER.	FLATIRON CONSTRUCTORS INC - BLYTHE DEVELOPMENT CO JOINT VENT	Smith, Brian V	\$176,550,000.00	5/7/2014	4/25/2017	5/7/2014	4/30/2022	100	99.95
C204071	U-5169	I-74/US-311 AND NC-68 (EASTCHESTER DR) INTERCHANGE IMPROVEMENTS.	BRANCH CIVIL INC	Snell, PE, William H	\$22,481,354.65	7/30/2018	1/28/2021	9/14/2018	9/30/2022	100	95.23
C204096	U-2525C	GREENSBORO EASTERN LOOP FROM US-29 NORTH OF GREENSBORO TO SR-2303 (LAWNDALE DR).	ES WAGNER COMPANY LLC/SMITH-ROWE LL	Julian, Jason R	\$120,471,182.82	4/30/2018	11/20/2022	5/7/2018	7/21/2023	79.16	91.35
C204103	U-2412A	SR-1486/SR-4121 (GREENSBORO/HIGH POINT RD) FROM US-311 BYPASS TO WEST OF SR-1480 (VICKREY CHAPEL RD).	BRANCH CIVIL INC	Lorenz, PE, Kris	\$55,963,119.69	7/30/2018	12/28/2021	9/12/2018	10/20/2023	91.1	86.93
C204150	U-5896	US-29/US-70/I-85 BUSINESS, SR 1009 (S. MAIN ST.) IN HIGH POINT AND BRIDGE #147 OVER US-311 ON US-29/US-70/I-85 BUSINESS	BOGGS CONTRACTING INC.	Lorenz, PE, Kris	\$25,325,396.73	3/28/2022	2/28/2025				
C204371	U-2581BA	US-70 (BURLINGTON RD) FROM WEST OF SR-3045 (MT HOPE CHURCH RD) /SR-2819 (MCLEANSVILLE RD) TO EAST OF SR-2826 (BIRCH CREEK RD)	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Snell, PE, William H	\$11,125,538.10	7/1/2020	4/30/2022	7/1/2020	5/31/2022	99.7	86.09
C204465		RESURFACE 1 SECTION OF US 29 AND 21 SECTIONS OF RAMPS AND LOOPS FOR US 29	BLYTHE CONSTRUCTION, INC	Lorenz, PE, Kris	\$3,884,488.85	4/1/2021	7/1/2022	7/9/2021	4/30/2022	100	100
C204499	R-4707	INTERCHANGE OF US 29 AND SR 4771 (REEDY FORK PARKWAY)	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Hayes, PE, Meredith	\$46,382,713.04	6/2/2021	10/28/2024	6/7/2021	10/28/2024	26	15.96
C204626		RESURFACE 1 SECTION OF NC 87, 1 SECTION OF NC 49 AND 21 SECTIONS OF SECONDARY ROADS	FSC II LLC DBA FRED SMITH COMPANY	Lorenz, PE, Kris	\$4,639,570.37	6/3/2021	11/1/2022	6/28/2021	11/1/2022	52.1	15.36
C204665	U-5754	US-29/US-70/US-220 (O'HENRY BLVD.) FROM I-40/I-85 BUS TO SOUTH OF FLORIDA ST. IN GREENSBORO	BRANCH CIVIL INC	Lorenz, PE, Kris	\$5,144,885.00	3/15/2022	3/14/2023				

North Carolina Department of Transportation

4/26/2022

Active Projects Under Construction - Guilford Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
DG00480	U-2412B(L)	LANDSCAPE PLANTING ALONG GATE CITY BLVD FROM SR 4121 (EAST MAIN ST) TO SR 1546 (GUILFORD COLLEGE ROAD)	MOTS LANDSCAPING & LAWNS LLC	Hayes, PE, Meredith	\$175,647.50	9/1/2019	12/31/2021	9/9/2019	12/31/2021	100	100
DG00490		AST TREATMENT OF 26 SECONDARY ROADS IN GUILFORD COUNTY	CAROLINA ROAD SOLUTIONS LLC	Lorenz, PE, Kris	\$832,311.02	4/1/2021	10/30/2021	4/8/2021	4/30/2022	100	97.46
DG00493		REPLACE PIPE #2134 ON SR 2835 (MCKNIGHT MILL ROAD) APPROX. 0.1 MILE SOUTH OF INTERSECTION WITH SR 2732 (HINES CHAPEL ROAD)	HUNTING CREEK CONSTRUCTION INC	Snell, PE, William H	\$374,444.44	7/8/2021	9/9/2021	7/8/2021	4/30/2022	82.5	99.69
DG00512		RESURFACE 43 VARIOUS STATE ROUTES	SHARPE BROTHERS A DIVISION OF VECELLIO & GROGAN INC.	Hayes, PE, Meredith	\$2,562,749.29	7/1/2021	11/1/2022	7/1/2022	11/1/2022	32	35.12
DG00513		REPLACE BRIDGE #235 OVER BIG ALAMANCE CREEK ON SR 1005 (ALAMANCE CHURCH ROAD)	SMITH-ROWE, LLC	Hayes, PE, Meredith	\$1,675,367.75	6/21/2021	10/25/2022				
DG00515		AST TREATMENT OF 34 SECONDARY ROADS IN GUILFORD COUNTY	WHITEHURST PAVING CO. INC.	Lorenz, PE, Kris	\$749,755.28	7/1/2021	6/30/2021				
DG00524	R-5787-G R-5787-H	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS ROUTES	ATLANTIC CONTRACTING COMPANY, INC.	Lorenz, PE, Kris	\$717,704.25	6/1/2021	4/14/2023	7/26/2021	4/14/2023	45.5	70.29
DG00527	HS-2007C	INSTALLATION OF THERMOPLASTIC PAVEMENT MARKING LINES ON VARIOUS SECONDARY ROUTES	TMI SERVICES INC.	Cvijetic, PE, Bojan	\$1,358,289.72	8/16/2021	11/19/2021				
DG00531		RESURFACE SR 1001 (CHURCH STREET) - 3 SECTIONS, SR 2714 (RED CEDAR ROAD) AND SR 2748 (SPRINGWOOD CHURCH ROAD)	SHARPE BROTHERS A DIVISION OF VECELLIO & GROGAN INC.	Hayes, PE, Meredith	\$2,780,006.94	7/8/2021	7/7/2022	8/12/2021	7/7/2022	60	96.13
DG00533		MILLING, RESURFACING AND PAVEMENT MARKINGS ON I-85 BUS/US 29/US 70, NC 150 AND VARIOUS SECONDARY ROADS	BLYTHE CONSTRUCTION INC.	Lorenz, PE, Kris	\$2,989,292.45	7/8/2021	7/7/2022	9/20/2021	7/7/2022	73.4	65.14
DG00551	R-2413A(L)	LANDSCAPE PLANTING ALONG I-73 FROM BRYAN BLVD. TO US 220	COUNTRY BOY LANDSCAPING INC.	Lorenz, PE, Kris	\$593,953.15	12/20/2021	6/19/2023				

North Carolina Department of Transportation

4/26/2022

Active Projects Under Construction - Guilford Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
DG00552	R-2413C(L)	LANDSCAPE PLANTING ALONG US 220 FROM I-840 TO NC 65	GOLDSTAR PROJECT GROUP LLC	Lorenz, PE, Kris	\$119,464.76	12/20/2021	6/19/2023				
DG00555		REPLACE PIPE #2221 ON SR 3426 (SHERATON PARK ROAD) IN GUILFORD COUNTY	C2 CIVIL LLC	Cvijetic, PE, Bojan	\$529,396.00	3/7/2022	12/1/2022	3/7/2022	12/1/2022	17.5	10.97

Small town charm!

As part of our *Explore with Express* series, this month's focus will be on PART's Route 4, Alamance Burlington Express. This route seamlessly connects Greensboro, Burlington, Graham, Mebane, and Chapel Hill.

The beautiful historic area of Alamance County is known to many North Carolinians and attracts people from all over our region. The thriving cities have that small-town, "everyone knows your name" feel and are charming and welcoming to visitors. Each downtown area bustles with locally-owned restaurants, breweries, taprooms, coffee shops, antique shops, galleries, beautiful street art, and boutiques. In addition, this area provides an easy-to-access public transit system that will take you where you need to go!



Map out your trip, spend the day and enjoy these easy to get to downtown areas, and then a must-do is to venture out of the downtown areas and explore Burlington's City Park. This park houses an original *Dentzel Carousel*, a spectacular work of moving art. There are only 14 of these beautiful hand-carved wooden carousels left in the world! Visitors can also ride a mini-train or enjoy other amusement rides in the park. The Carousel Festival is an annual event celebrating the carousel and surrounding cities with local artists, live music, food trucks, and more! You can also enjoy the Splash Park at the Maynard Aquatic Center in the summer, located directly behind City Park. So venture out of your county by hopping on a PART bus ... and bring your curiosity for small-town surprises! PART buses are climate controlled, bike-friendly, handicap accessible, and have high back reclining seats and high ceilings. Riding with PART is easy, affordable, and very comfortable!

For more information about Alamance County, go to visitalamance.com/explore/towns-and-villages/

Collaboration is Key!

PART is working in collaboration with other Transit Agency professionals from the Triad to find out more about who is riding our buses and why. We value our riders and understanding more about where they're going and why will help us gain valuable insight for our planners.

Kicking off in May, we will distribute paper surveys to our current riders while also trying to reach prospective and past riders by making a digital version of the survey available on our websites. In addition, participants will be entered into a drawing to win one of several *Transit Agency Swag Bags*! The survey will be promoted with other marketing collateral to drive participation. Our goal is to engage and listen to our riders ... past, present, and future.



Please take a few minutes to complete our brief survey. If you complete the survey AND provide your name and contact information (on the back of this form) you will be entered into our drawing for a chance to win a Transit Agency Swag Bag ... full of Swag from our partner agencies!

Help us plan and you get a chance to WIN!



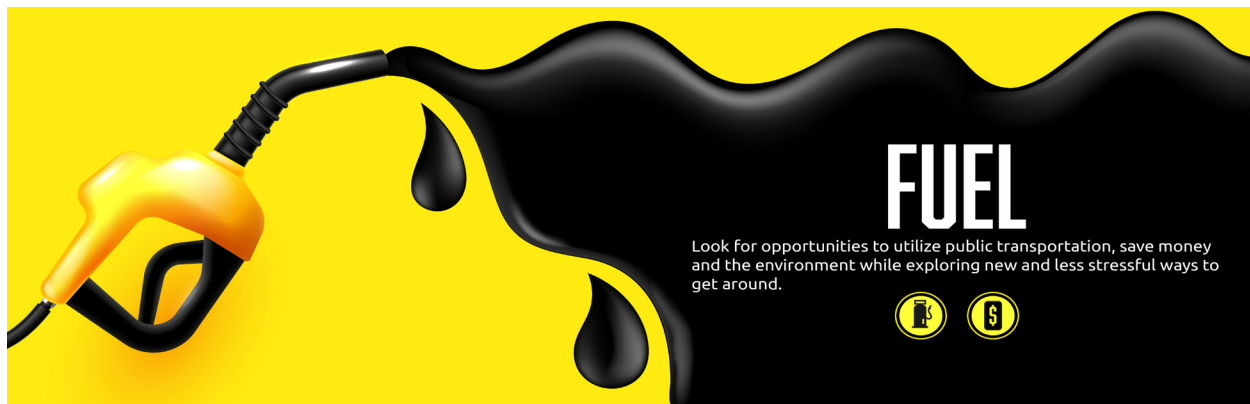
Consider This!

At the time of this publication, the average price for a gallon of regular unleaded gasoline in North Carolina was \$4.17. This is up 56% from last year and 24% from mid-February! Let's say if you need to travel from downtown Winston-Salem to downtown Greensboro and back, you would be traveling about 58 miles round trip. If your vehicle gets 29 miles a gallon, that's \$8.34 in gas each round trip you make. And this doesn't factor in the cost of wear and tear on your vehicle or the stress of driving. If you take the PART Express bus system, you will only pay \$5.00 for your round trip. Considerable savings, especially if this is a regular commute!

Did you know public transportation saves the U.S. the equivalent of 4.2 billion gallons of gasoline annually – and more than 11 million gallons of gasoline per day? Public transportation use saves the equivalent of 300,000 fewer automobile fill-ups every day. (kcata.org)

Exploring different ways to get around may seem confusing to new users. However, utilizing PART's resources will take the confusion out of getting around our region. Go to PARTnc.org/How-to-Ride and explore your options, from trip planning tools to Share the Ride and Vanpool options ... and more! And whether you walk, bike, or take the bus – you save money and help the environment.

Transportation planners across our region work diligently to provide choices and equal opportunities to the citizens in our communities. Planners coordinate these efforts under the umbrella of a regional Transportation Demand Management (TDM) initiative. These planners are working on our behalf to ensure transportation options that are safe and reliable. Look for opportunities to utilize public transportation, and save money and the environment while exploring new and less stressful ways to get around.



PART Never Gives Safety A Day Off!

PART puts our rider's safety at the top of our list, and we want them to know! Safety encompasses an entire scope of concerns, health being a top concern, especially given the pandemic and its effects on our general population and public transportation.

Kicking off in April, we will launch a Triad Regional Transit Campaign, RideTheTriad.org. This campaign will include Facebook ads, audio streaming, local radio ads and digital display graphics across several platforms. The campaign runs for seven weeks, from April 11th - June 6th and is part of our TDM (Transportation Demand Management) initiative. It includes transit agencies from Davidson County, Burlington, High Point, Winston-Salem, Greensboro, and PART. Our focus is to promote riding transit in the Triad, and how riding the bus is safe! This campaign encourages riders to ... Get back to where they need to go ... Get on the bus!



Connecting Communities is what we do!

As part of our *Explore with Express* series, this month's focus will be on PART's Route 9, Davidson County Greensboro Express. This route connects at the Greensboro Depot with a few stops in-between to the High Point Terminal as it makes its way into Thomasville. It operates several runs Monday - Friday and offers easy connections to the High Point Transportation System and the Davidson County Transportation system.

This route connects in Thomasville at PART's Highway 109 & Cooksey Drive Park & Ride lot, one of 4 located in Davidson County, three of which are served by PART Express on Route 9. Some of our Park & Ride locations can connect you with PART Express Bus service, while others are only available for meeting your carpool or vanpool group...because Connecting Communities is what we do!

Thomasville is a beautiful city and it's worth a day trip over to enjoy this historic town. Well known as part of the state's furniture industry, with its neighbors, High Point and Lexington, Thomasville is also home to the oldest railroad depot in North Carolina. It was added to the National Register of Historic Places in 1981 and now houses the Visitor's Center. Along with the oldest rail depot in NC ... the city is known as the "Big Chair City". This concept came to fame in 1960 when Lyndon Johnson, vice presidential candidate of JFK, did a whistle-stop tour in Thomasville and stood atop the "World's Largest Chair".

A unique way to take in this city is to enjoy one or all 3 of Thomasville's self-guided Historical Walks. Each walk begins at the Visitor's Center, and they are all less than one mile long (round-trip). Walks include *The Church Walk*, *The Commerce Walk*, and the *Historic Homes Walk*. For more information, go to <https://visitthomasvillenc.com/home>



Gildan is spinning new ideas!

The lack of people actively seeking work is a significant factor contributing to the ongoing workforce shortage, leaving employers looking for ways to adapt their recruiting and retention practices to attract and keep the talent they need (source: US Chamber).

Spinning a creative and valuable way to attract and retain employees, Gildan Yarns utilizes PART's Vanpool Program, offering three Vanpools to their employees. One from Elkin to Mocksville and two from Greensboro to Mocksville. This incentive is paid for by Gildan, and offered to qualified employees to utilize to get to-and-from work. And the Gildan Vanpools are offered Reserved Parking as an additional 'perk!' This type of stewardship sets an example for environmental sustainability and represents a company looking out for the health of our community and their employees.

**RESERVED
PARKING**

PART *Vanpool*

336-883-7278

GILDAN®

Accurate Data In, Equals Good Results Out

PART and the four MPO's in the Piedmont Triad maintain and use the Piedmont Triad Regional Model (PTRM), a travel model, to evaluate and develop transportation projects. This model consists of complex algorithms that utilize data inputs to assign trips to the highway network. Perhaps the most straightforward output to understand is projections of where traffic congestion will occur in the future: the more accurate and current the data input, the more reliable the results.

More accurate and less subjective.

Transportation planners and modelers at PART are guiding three efforts to improve the data inputs within the current regional travel demand model. These projects are the 2022 Base Year Update, the Implementation of a tour-based freight model, and a regional Household Travel Survey. The 2022 Based Year Update primarily consists of projecting population and job growth across the region by traffic analysis zones (TAZs) which are kin to census tracts. This update is performed every several years, but for the first-time transportation, planners are using CommunityViz, which is a scenario based planning tool. This tool assigns a growth potential to each parcel of land in the region, then assigns growth based on population and job growth totals for that county and is governed by development suitability factors. Transportation and community planners can determine the suitability factors, but the model will assign the distribution of growth across a county, generating more accurate and less subjective growth allocation.

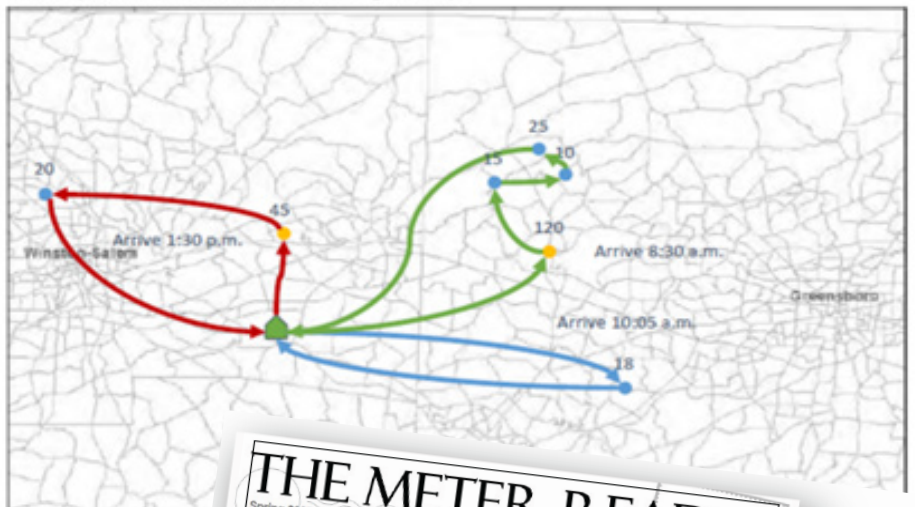
Eight years of collaborative work!

The inclusion of a Tour-Based Freight Model into the PTRM has been under development for eight years. The freight model will provide a more accurate depiction of truck and freight movement across the region. Currently, the PTRM only assigns freight trips to the highway networks based on a single trip from point A to point B and does not consider the carried commodity. The freight model will assign trips based on the commodity being carried and in a more typical tour-based trip pattern, point A to point B to point C to point D. For example, think about the journey a FedEx or UPS truck might take during the day.

"It is a capital mistake to theorize before one has data." – Sherlock Holmes.

Household Travel Surveys will be conducted across the region this fall. This type of survey was last performed in our region over ten years ago. Residents of the Piedmont Triad will have an opportunity to complete a survey related to their travel patterns and modes of transportation. When completed, the results will be tabulated and used to inform the PTRM and validate its outputs.

Example of a Tour-based Freight Trip



Transit Agency Swag Bags!

Planners and citizens benefit from good information, and we aim to get it! RCATS, PART, and the City of Asheboro are working together to plan creative ways to gather information from Randolph County citizens. A digital survey is live now, accessed by scanning a QR code or through a website link. It was distributed in Asheboro's May utility bill mailing as part of their monthly Newsletter. Following will be social media posts, print collateral, website publications, and paper surveys that will be distributed to RCATS and PART bus riders, running May 23rd - June 3. As an incentive, we are collecting participants' names to enter into a drawing to win one of our *Transit Agency Swag Bags*. We mean business when it comes to collecting good data for planning!

