



Technical Coordinating Committee Meeting Agenda

Monday March 11, 2024 at 2:00 PM
Teams Online Meeting

Introductory Items:

1. Opening remarks / TCC Roll Call /Attendee Verification

Action Items:

1. January 30, 2024 Meeting Minutes
2. 2024 TAC Bylaws Update
3. MTIP Amendment & Modifications: Statewide Projects
4. MTIP Amendments & Modifications: MPO Area Roadway Projects
5. MTIP Amendment & Modification: Non-Highway Projects
6. BiPed Administrative Modification: US 70 & Rock Creek Dairy Road
7. Prioritization 7.0 Local Input Point Methodology
8. MPO Self-Certification
9. FY 2024-25 UPWP Approval

Business Items / Potential Action Items:

1. Coordinated Public Transit Human Services Plan
2. Division Engineer Report
3. Projects Update
 - City projects
 - Crossmax update / raise grant
4. Strategic Reports
 - Ethics Filing

Other Items

1. Member Reports
2. Wrap-Up & Adjournment

Lead Planning Agency: City of Greensboro Department of Transportation



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Technical Coordinating Committee Agenda Summary

Monday March 11, 2024 at 2:00 PM
Teams Online Meeting

Action Items:

2. **2024 TAC Bylaws Update** – updates bylaws to define a new mechanism for selecting the TAC Town Representative and their alternate following a February meeting of MPO town mayors.
3. **MTIP Amendments: Statewide Projects** – amends the 2024-2033 MTIP to update funding amounts on items related to the state resiliency program and tribal transportation.
4. **MTIP Amendments & Modification: MPO Area Roadway Projects** – amends and modifies the 2024-2033 MTIP for two local bridge projects and for utilities on Lindley Road.
5. **MTIP Amendment & Modification: Non-Highway Projects** – amends and modifies the 2024-2033 MTIP to add funding to a Division 7 accessibility project, preliminary engineering funds for sidepath construction on Benjamin Parkway, and to shift funding for new rail car purchases in the Piedmont Corridor to allow additional time for planning and design.
6. **BiPed Administrative Modification: US 70 & Rock Creek Dairy Road** – administratively amends the BiPed Plan to include necessary bicycle and pedestrian improvements in the vicinity of US 70 and Rock Creek Dairy Road near Sedalia.
7. **Prioritization 7.0 Local Input Point Methodology** – approval of the P 7.0 ranking methodology for the development of the 2026-2035 STIP.
8. **MPO Self-Certification** – annual action required to certify the MPO planning process complies with all applicable federal laws and regulations.
9. **FY 2024-25 UPWP Approval** – programs federal planning grant funds and corresponding state and local matching funds. Also modifies the MTIP to adjust the BGDA funding amount flexed to planning. The draft document was reviewed at the February meeting. *Approval in March 2023 is required to meet NCDOT deadlines.*

Business Items / Potential Action Items:

1. **Coordinated Public Transit Human Services Plan** - update on the development of the plan as well as Section 5310 funds from FTA.
2. **Division Engineer Report** - current topics including NCDOT projects in the MPO area.
3. **Projects Update** - update on the Crossmax Purple transit line launch, city RAISE Grant submission, as well as other studies and various projects of interest.
4. **Strategic Reports** - recent and upcoming work items.

Lead Planning Agency: City of Greensboro Department of Transportation



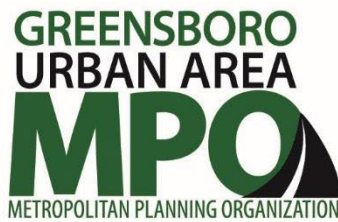
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Technical Coordinating Committee

Meeting Minutes of January 29, 2024

2:00 PM, Greensboro, NC

Zoom Online Virtual Meeting

Attendance

Tyler Meyer	<i>TCC Chair</i>	Alex Rotenberry	<i>NCDOT IMD</i>
Lydia McIntyre	<i>MPO Staff</i>	Elizabeth Jernigan	<i>GSO Parks & Rec</i>
Raunak Mishra	<i>MPO Staff</i>	Jason Geary	<i>GSO E&I</i>
Craig McKinney	<i>MPO Staff</i>	Suzette Morales	<i>FHWA</i>
Gregory Carlton	<i>MPO Staff</i>	Alex Rosser	<i>PTLA</i>
Mary Harward	<i>MPO Staff</i>	George Linney	<i>GTA</i>
Yuan Zhou	<i>MPO Staff</i>	David Pegg	<i>GTA</i>
Tram Truong	<i>MPO Staff</i>	Hanna Cockburn	<i>GDOT Dir.</i>
Mark Kirstner	<i>PART</i>	Michael Abuya	<i>NCDOT TPB</i>
Snow Ou	<i>PART</i>	Frances Kallam	<i>GSO E&I</i>
John Kim	<i>PART</i>	Scott Whitaker	<i>Summerfield</i>
Chris Spencer	<i>GDOT Eng.</i>	Cam Dungee	<i>Sedalia</i>
Chad Reimakoski	<i>NCDOT Div. 7</i>	Robbie Wagoner	<i>Stokesdale</i>
Stephen Robinson	<i>NCDOT Div. 7</i>	Sean Taylor	<i>Oak Ridge</i>
Nishant Shah	<i>NCDOT Div. 7</i>	Joel Strickland	<i>McAdams</i>
Jarius Gurley	<i>Guilford Co. Social Services</i>	Irma Zimmerman	<i>TAMS</i>
Jeff Sovich	<i>GSO Sustainability Planning</i>	Kelly Larkins	<i>GSO Planning</i>

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

Introductory Items

1. Orientation to Teams Software

Tyler Meyer welcomed everyone to the January virtual meeting and reviewed how to use the Teams software.

2. Opening Remarks and Roll Call

Gregory Carlton took roll call for the public record inviting TCC members and others to identify themselves in the teams chat. Tyler Meyer also invited Alex Rosser to introduce a new member of the TCC meeting, who was identified as Steven Rich. Rich is the Deputy Director of Planning and Engineering with the PTIA. Mark Kirstner of PART also introduced John Kim, regional Travel Demand Modeler, and Snow Ou Associate Modeler.

Action Items:

1. December 11, 2023 Meeting Minutes

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

Mark Kirstner moved to approve the minutes. Kelly Larkins seconded. The TCC voted unanimously to approve.

2. 2024 Safety Performance Measure Targets

Yuan Zhou updated the group on the 2024 Safety Performance Measure Targets. The MPO began setting performance measures and targets in 2018. Federal surface transportation law and regulations require MPOs and state DOTs to follow performance-based planning with a focus on performance-based transportation outcomes. The safety performance measure targets need to be established annually, based on five-year calendar-year rolling averages. The 2024 North Carolina State Safety Performance Targets were submitted to FHWA on August 31, 2023, with the submission of the annual Highway Safety Improvement Program Report. The targets reflect the 2019 Strategic Highway Safety Plan goal, to reduce the fatalities and serious injuries in half by 2035, moving towards a goal of zero fatalities by 2050. The MPO endorses the NCDOT targets this year, as it has since 2018.

Zhou showed two tables which highlighted historical safety data and targets. The historical data reveals a constant upward trend in injuries and fatalities. Consequently, there is a slight decrease in the target numbers, suggesting a slightly more aggressive approach to safety target setting. The Greensboro MPO has a safety pattern that is similar to that of the state. The recommendation was made to approve the resolution endorsing the NCDOT 2024 Safety Performance Targets.

Sean Taylor moved to approve the 2024 Safety Performance Measure Targets. Jason Geary seconded. The TCC voted unanimously to approve.

3. Approve Updated Travel Demand Model Socioeconomic Data

Yuan Zhou discussed the travel demand model, which serves as an essential tool to meet the Metropolitan Transportation Plan (MTP) planning requirements outlined in the Code of Federal Regulations. The MTP must involve analysis of the projected transportation demand for individuals and goods within the MPO boundary over the period of the plan to ensure project recommendations are appropriate in light of expected future demand. PART oversees the Piedmont Triad Regional Travel Demand Model, also called the PTRM Model, in collaboration with the NCDOT Planning Division and the Greensboro, Winston-Salem, High Point and Burlington-Graham MPOs. This model serves as a designated regional model for the MPO area. The primary data inputs of the model include highway and transit network data, behavior and field observation data, and socioeconomic data. Following the calibration and validation process, the model would become capable of generating forecasted travel demand metrics including daily traffic volume and the traffic volume by period on the roadway network, spanning the planning horizon years. This output serves as a crucial reference for both long-range planning and short-term TIP programming.

As part of a cyclical feedback process, the MTP projects are incorporated into the model subsequent to its adoption. In order for it to be properly aligned with the timeline of the MTP, the PTRM Model is updated every four to five years. In the model update process, updating socioeconomic data stands out as a very critical step, serving as a key input for developing the MTP.

PART has collaborated with Triad MPOs to compile updated socioeconomic data inputs for the PTRM. The socioeconomic data encompasses household population, employment, and school enrollment, with the estimation and projections spanning the base year of 2022 and future horizon years of 2030, 2040, and 2050. This joint effort aims to enhance the accuracy of the relevance of the model's socioeconomic data. PART completed a report that was available in the meeting agenda packet that outlined the methodologies of the socioeconomic data collection and validation. The recommendation was to approve the resolution for the socioeconomic data update for Piedmont Triad Region Travel Demand Model.

Hanna Cockburn moved to approve the updated Travel Demand Model Socioeconomic Data. Michael Abuya seconded. The TCC voted unanimously to approve.

4. 2024 TCC Bylaws Update

Gregory Carlton introduced an amendment to the TCC Bylaws. The amendment adds the Town of Sedalia, Town of Stokesdale, Town of Pleasant Garden, and also Guilford County Transportation and Mobility Services to TCC membership roles. Administrative staff from each of the new members will be able to vote at TCC meetings moving forward.

Corresponding with the addition of these new members, the language of Article III has been amended to admit all new members as special voting members. Carlton stated that a special voting member is able to vote on resolutions but their attendance is not counted against quorum. The amended language would allow the TCC Chair to promote all special voting members to regular voting member status if they demonstrate regular attendance at the meeting. As a regular voting

member, the member would be counted towards quorum. The recommendation was for TCC to approve the amendment.

Alex Rotenberry from NCDOT IMD mentioned that the language that describes the Integrated Mobility Division as a voting member needed to be updated in the bylaws. Mark Kirstner also asked if there were similar changes to the TAC bylaws. Tyler Meyer replied that none had taken place yet but that the town representatives were still discussing how to proceed, and they should be able to begin voting at the next meeting.

Hanna Cockburn moved to approve. Mark Kirstner seconded. The TCC voted unanimously to approve.

5. MTIP Amendment & Modification: Statewide projects

Gregory Carlton introduced seventeen statewide amendments and modifications to the 2024-2033 MTIP. The first, Project HS-2015 is a highway safety project that corresponds with the state's vulnerable road user and bicycle and pedestrian improvement program. The project has three geographic tiers, and the amendment adds \$2.1 million annually from FY 25 to FY 29 at the division and regional tiers, and adds \$2.8 million annually from FY 25 to FY 29 for the statewide tier.

Projects M0552-A and M0552-B correspond with the statewide training program for the Open Roads Designer software as well as other miscellaneous software. The modification adds \$300,000 annually from FY 24 to FY 25 at the division and regional tiers. It also adds \$400,000 annually from FY 24 to FY 25 for the statewide tier.

Projects M0553-A and M0553-B are for integrated project training and delivery. M0553-A adds \$600,000 annually from FY 24 to FY25 at the division and regional tiers and adds \$800,000 annually at the statewide tier. M0553-B adds \$1.2 million annually from FY 24 to FY 25 for the division and regional tiers, and adds \$1.6 million annually from fiscal at the statewide tier during that same period.

Project M0563-D, which pertains to the statewide LIDAR data collection program that was previously discussed in the August TAC meeting, is amended to add \$1.285 million in additional funding for FY 2024. Project M0563-E, which is the Statewide Resilience Reporting Program, is amended to add \$850,000 from a PROTECT grant for FY 24.

The last statewide modification was for TC-0031. This project expands on-demand transit services for 11 rural communities across the state and will employ a transportation as a service (TaaS) model. Carlton stated that this model uses on demand private transportation similar to popular companies like Uber or Lyft. The modification adds \$25,000 in funding for FY 24.

Hanna Cockburn moved to approve the minutes. Sean Taylor seconded. The TCC voted unanimously to approve.

6. MTIP Amendments & Modifications: MPO Area Roadway Projects

Tram Truong presented the 2024-2033 MTIP amendments and modifications for area roadway projects. The first amendment introduced was C-5600U. This project will upgrade NCDOT's Triad Traffic Management Center on I-85 by constructing a new traffic operation center at the corner of Burnt Poplar Road and Chimney Rock Road. The center will be equipped with a state-of-the-art computer systems, software, and other equipment funded by NCDOT-directed CMAQ funds. The amendment adds \$1.6 million in CMAQ funding in FY 24.

The second amendment introduced was for HL-0046. This project will modernize roadway, curb and gutter, and construct sidewalk and bicycle lanes on East Gate City Boulevard from Willow Road to Florida Street. The amendment adds \$100,000 using federal BGDA funds in FY 24 which will be used to complete right-of-way. The amendment also shifts construction funding from 80-20 federal funding BGDA, to 100% state funding in FY 24.

The third and final amendment adds HS-2407A as a sub-project of HS-2407. This project was established to create safety improvements at various locations across Division 7. The new sub project will be used to install pedestrian signal upgrades, crosswalks, and make other intersection improvements on Summit Avenue and Textile Drive. The amendment will be funded with \$75,000 in Federal Highway Safety Improvement Program (HSIP) funds for the utility and construction phases in FY 24.

Truong also introduced modifications to U-4015A and U-5850. The modification for U-4015A, which is a project that will widen Gallimore Dairy Road from NC 68 to Airpark Road, shifts construction from FY 24 to FY 25 with no changes in funding amounts. The modification for U-5850, which will widen Randleman Road from Elmsley Drive to Glendale Drive shifts the construction phase from FY 25 to FY 26 and increases funding by \$700,000 for payment purposes. The recommendation was for TAC to approve the MTIP amendment and modification for these five roadway projects.

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

7. MTIP Amendment & Modification: Non-Highway Projects

Tram Truong introduced two amendments and a modification to the 2024-2033 MTIP for non-highway related projects. The first amendment was for BO-2407. This project is part of an ongoing series of projects to upgrade intersections in Division 7, in order to provide accessible ADA-compliant sidewalk coverings using Federal Transportation Alternative Funds. Division 7 coordinates with the MPO and other regional partners to identify locations for accessibility upgrades. The amendment adds \$100,000 annually for design from FY 24 to FY 28.

The modification is to P-5709. This project will construct a railroad grade separation for the Norfolk Southern H line at the Franklin Boulevard crossing in Greensboro. It will also close the nearby O'Ferrell Street crossing. The project is funded with state highway trust funds and is a part of a long-term effort to improve safety and efficiency of operations between Raleigh and Charlotte. The modification shifts construction from FY 25 to FY 26. The funding amount remains unchanged at \$26.605 million, but the distribution across each year is modified to reflect current cash flow assumptions.

The other amendment is for BL-0117, which will replace an outdated trestle bridge on the A&Y Greenway over Lake Brandt. The bridge has reached the end of its useful life and requires replacement to ensure pedestrian and cyclist safety. The amendment incorporates needed greenway repairs from Strawberry Road to Bur-Mil Park into the scope of the project, including a crossing improvement on Strawberry Road. The amendment will allow all needed work at this location to be

incorporated into the project as a bundle. Project funding will be updated upon availability of detailed cost estimates. The recommendation was that TAC will approve the MTIP amendments and modification for these three non-highway projects.

Scott Whitaker asked if there were any concept visuals for the trestle bridge repair on the A&Y Greenway and if the decision had been made on the type of materials that will be used. Elizabeth Jernigan replied that the options for railings and other parts of the bridge are still being decided and that more information will be shared soon. Meyer mentioned that there were many facets to the greenway bridge replacement and improvements that will be made to surrounding infrastructure.

Elizabeth Jernigan moved to approve. Hanna Cockburn seconded. The TCC voted unanimously to approve.

8. MTIP Modification: MPO Area Transit Project

Tram Truong presented a transit amendment to the 2024-2033 MTIP. The amendment creates a new project, TL-0055 to repair the J. Douglas Galyon Depot and bring it up to a state of good repair. The project adds \$1.6 million in MPO directed federal BGANY funds, matched by \$400,000 in City of Greensboro GTA funds for FY 24.

Work on the depot has been phased and began in 2018. The first phase of the project, TD-5279 increased passenger waiting capacity, modernized the ticket counter and call center facilities, added a security station, and upgraded the electronic signage. The project also performed necessary repairs including the partial replacement of the roof over the transit facility. The second phase was WBS 49227 which repaired the passenger tunnel and provided for the restoration of exterior windows, repaired the baggage conveyor system, and installed new HVAC equipment. The third phase, Project TL-0055 will include the replacement of the train station barrel roof, completion of interior repairs of historic windows, and additional work, such as the exterior cleaning, painting, and accessory repairs on the train platforms and elsewhere at the facility.

Jeff Sovich asked if any of the window, roof, and other repair features have been designed thus far to be energy efficient. Tyler Meyer stated that the engineering division has done a detailed evaluation of such features, and features such as the window have been designed to maintain historical integrity. Meyer also suggested that Sovich get in contact with engineering to talk about the details of the project and maximizing energy efficiency.

Hanna Cockburn moved to approve. George Linney seconded. The TCC voted unanimously to approve the modification.

Business Items / Potential Action Item(s):

1. 2024-2025 Draft unified Planning Work

Tyler Meyer provided an update on the 2024-2025 Unified Planning Work Program (UPWP). FY 25 will start on July 1, 2024, and run through June 30, 2025. Meyer provided a table that detailed the MPOs financials over the coming fiscal year. The budget includes a total of \$1.4 million in federal funding, split between federal highway and transit planning funds, and required local matches. Meyer also documented carryover work items remaining in the budget from prior years. These are projects

which got started in earlier fiscal years, but which are not expected to be fully completed by July 1 of 2024. Including these projects in the UPWP allows the work to continue and for expenses to be billed back against the prior year grants. The total amount funding remaining on the carryover projects is less than the \$1.156 million in carryover funds indicated by the table.

Meyer then highlighted the work program expected for next year. The staff will work to complete three projects started under the current FY 24 work program, including the first phase of a Better Bus Stop Plan for GTA. That project is going to look systematically at GTA bus stops across the entire system and prioritize needed improvements to them, including installing bus shelters, creating accessible pedestrian connections, relocating stops when they need to be in a better location for safety or convenience for riders, eliminating redundant stops, and other related items. The first phase of the project will compile the data and start to pull together the tools needed to support a long-range planning effort. Additional phases will feature into the FY 25 work program under a new special study for the Better Bus Stop Plan Phase Two, which would expand on the year one activities.

The Downtown Transportation Plan, which will commence in the near future, will carry over. The East Gate City Boulevard Corridor Study, to create a planning vision for East Gate City Boulevard from Murrow Boulevard to I-40 is also featured in the draft UPWP. This project will look at what sort of future improvements might be needed in the Willow Road to Florida Street component of the project, which Tram Truong talked about in the earlier TIP amendment. Additional special studies that are expected to begin in the UPWP could include a reevaluation of the BiPed plan, and specifically, on the recommendations and improvements for future facilities that plan includes.

Staff also anticipates that the final UPWP will include a review of the future roadway network recommended in the 2045 Metropolitan Transportation Plan in the lead up to the development of the 2050 Metropolitan Transportation Plan. Working on the MPO Comprehensive Safety Action Plan awarded by USDOT will be a major focus, along with ongoing technical and administrative work, as is done every year. Other items, such as what Yuan Zhou discussed earlier in the meeting with the socioeconomic data model development could also factor into the final version of the UPWP.

Alex Rotenberry asked when other documents that are statutorily required, such as the Title VI Plan, the Limited English Proficiency Plan, and the Coordinated Public Transit Human Services Transportation Plan, will be updated. Meyer replied that Greensboro's Public Involvement Plan is updated on an annual basis. The Title VI and Limited English Proficiency Plans were updated about a year ago so are considered up to date. Meyer also stated that Greensboro's Coordinated Human Services Transportation Plan will soon be updated and released at the same time as the call for projects for fiscal year '24. The update will include revision of the ridership performance numbers.

2. Division Engineer Report

Chad Reimakoski cited the submitted report that features red revisions pertaining to the last report. There were no new updates and no questions from the group.

3. Projects Update

Jason Geary was called on to provide an update on recent and upcoming locally administered projects instead.

- The Murrow Boulevard Bridge Repair Project (EL-5101DR) began construction work on Jan 29 and is expected to be completed by the end of 2024. The project has started by getting traffic control measures in place.

- The Downtown Greenway Phase 4 Project (EB-6037C) also started construction on January 29. The old railroad right-of-way is in the process of being cleaned up and some initial signage has been put up to prevent residents from accessing the segment while work is being done.
- The Davie Street Streetscape Project (Contract 2018-051A) only had one bidder in December, so bids have been reopened.
- The Eugene & Bellemeade Streetscape Project (Contract 2020-0180) is in its final phases and should begin paving by around March 15 or possibly earlier depending upon the weather

Scott Whitaker provided a project update on EB-5900, the Summerfield A&Y Greenway. Whitaker stated that the town had a meeting with NCDOT and that they have agreed to break the project into two separate components. Component L1 is the part of the project located adjacent to Summerfield Road, and Component L2 is the connection to the extant A&Y Greenway south of the town. McKinney noted that L2 is still in the design process, and the course of the trail is liable to be shortened.

The design of the project is complete for Component L1 along Summerfield Road. This portion of the project will require a MTIP amendment, probably be at the March TAC meeting. The project will have two breaks corresponding with spatial extent of the components — part A and B, and then once it's gone through the TIP process, the town will be able to request right-of-way authorization to move forward with Component L1. In this section, there is not a lot of right-of-way work that needs to be conducted. It is mostly easements they are going need to acquire. While the town is working on the right-of-way aspects of that northern portion, the southern portion will go through some alternative designs that could shorten the length of the L2 segment dramatically. There were no questions from the group.

Tyler Meyer alerted the TAC members that there was to be a upcoming meeting for the Hilltop Road grade separation project on February 1 at 2:00 pm for local officials, which TAC members were welcome to attend. A public meeting was then scheduled to take place that evening. The MPO raised this item to keep members apprised about the development of the project. Construction will begin in the next couple of years, and final design will be revealed shortly. Meyer asked Reimakoski if there was anything about the project that he wanted to add, and there was none.

Alex Rosser from the Piedmont Triad Airport Authority provided an update with information about projects taking place at the airport. He began by discussing the Marshall Aerospace project. The company is a maintenance, repair, and overhaul company that is going to locate its U.S. office on the airport grounds. Their new hangar will have seven bays, where they will maintain up to seven C-130 military aircraft at any given time. The hangar build is starting to come out of the ground and steel is being erected.

The Boom Supersonic project is being constructed nearby to the Marshall Aerospace facility. Their facility has had its roof completed in the past month, finishing their building slab. On the inside of the facility, they still have two concrete placements to do. They also need to do prep work to get the facility for their apron and parking lot, including working on utilities. Duke Energy is running power down the southern portion of the access roads around I-73. The first portion of the power will go from North Regional Road to the Boom Facility through a cul-de-sac connecting to the site. Rosser then shared pictures of both the Marshall Aerospace and Boom Supersonic sites, highlighting where the construction work is ongoing.

NCDOT has been working on completing the southern portion of the access roads around I-73. This first portion will begin at North Regional Road and will connect down to the Boom facility at the aforementioned cul-de-sac. The Airport Authority is working with NCDOT and the Boom contractor to determine the exact date of when that extension will be opened, but the hope was that it would be open within two weeks of the meeting. NCDOT is still working with their contractor on the bridge crossover at I-73 to the service road. This crossover will connect to Pleasant Ridge Road. That project will be completed by June 2024.

The phase 2 and phase 3 construction of the Cross-field Taxiway is also ongoing. Phase two has a little bit more grading to do. For phase three, the contractor will be working on the final grades between the threshold of Runway 23R and then tying the taxiway up to the taxiway bridge that crosses I-73. This will be completed by November of this year. The airport is also working on a Line of Sight issue where the current air traffic control tower cannot see that taxiway without cameras. The Airport Authority will remove a hill that is there, and that will hopefully resolve that line of sight item.

Lydia McIntyre provided an update on the East Greensboro Greenway Feasibility Study. McIntyre highlighted the project schedule and noted that the city is in the Study Recommendations phase of the plan following earlier discussions with NCDOT and the Integrated Mobility Division. The goals for the study are safety, equity and inclusion, accessibility and connectivity, place making, and feasibility. Staff are gathering feedback about these goals and the project and have been attending a number of different community events to gather community input. At the moment, the alignment of the route has endpoints at the J. Douglas Galyon Depot and Barber Park, with spurs to the Historic Magnolia House and the Windsor Chavis Nocho Community Complex. McIntyre noted that this is only an initial alignment and that many others are being studied. As a next step, the city staff are evaluating alternative routings. There is going to be a stakeholder meeting with NC A&T to re-evaluate a portion of the greenway that would run adjacent to their farm. The university would like to evaluate alternatives and the city will continue to have discussions with them about it. The city staff will also coordinate with landowners that may be impacted by the project. At the moment this is only a feasibility study, but it could become a project in future prioritization rounds or if other grant funding becomes available.

4. Strategic Reports

Tyler Meyer added a number of strategic reports. The new Bird micromobility service permitted by the city is expected to kick off operations in March. The scooters will be visible in the vicinity of Downtown Greensboro. The city has also arranged with NC State's Institute for Transportation Research and Education, to install some permanent bike and pedestrian counting equipment along the downtown Greenway, to help them keep track of how many people are using it. This is going to improve how Parks and Recreation targets target their maintenance activities, and it will also prove a better understanding of how the facility operates.

The staff are working on a few other projects of note including the Coordinated Human Services Transportation Plan that the MPO uses to guide its Section 5310 Elderly and Disabled Funding Allocations to area projects. Staff will put out a version of the document for public feedback and review in the April timeframe. At the same time, the MPO will issue a call for 5310 projects to area transit agencies and eligible nonprofits. The plan update is going to update the transit operating statistics, socioeconomic data, and other related measures. The MPO does not expect a major

overhaul of these transit items at this time, and the expectation is that both will be released at the same time, as was done in the past.

Staff are working on allocating the household and employment forecast information at the traffic analysis zone level for future years. This is a critical part of filling in the details for the socioeconomic inputs to the PTRM model. TAC approved overall totals for the socioeconomic data, and future work will fit it out across the area. When future traffic flows are evaluated, they will take the data into account.

MPO staff are working with GTA in an effort to apply for a planning grant under the Federal RAISE Program, which would look at supporting infrastructure for the GTA Crossmax Purple Route, which will combine the existing Route 1 and Route 10. The grant will evaluate bus shelters, several pedestrian connections, and endpoint charging for electric buses so that busses can charge at the end of each trip. Staff are also working with consultants to scope out specific UPWP planning activities, such as the Comprehensive Safety Action Plan, the Better Bus Stop Plan phase one, and the East Gate City Boulevard Quarter Study. Work on the Downtown Transportation Plan is far along and will be expected to be voted on by city council soon.

Suzette Morales then gave an update from FHWA. GHG emissions have become a new performance measure and the MPOs will be required to adopt their own measure in coordination with neighboring MPOs. There were also 11 additions to the MUTCD since the last was done in 2009. Those additions include the standards for pavement markings and signals for public and private roads. Morales also mentioned the Make Transit Stations Accessible competitive grant. It is meant to finance capital projects to repair, improve, modify, retrofit or relocate infrastructure of stations or facilities for passenger use.

Other Items:

1. Member Reports

Tyler Meyer then opened the floor to any updates from member agencies. Alex Rotenberry had two updates: The application for children's bicycle helmets is open until February 9, and last year about 23,000 children's helmets were distributed across the state and the goal is higher for this year. Last year about 23,000 children's helmets were distributed across the state and the goal is higher for this year. The application is open to non-governmental agencies as well.

Rotenberry also reminded the group that the next IMD quarterly webinar is February 1, 2024. The webinar consists of updates on various projects the IMD is working on involving bicycle, pedestrian, and public transportation. The information was put in the meeting chat.

Hanna Cockburn informed everyone the GDOT added a new division on January 1, 2024. The new division is made up of two sections that are transferring from field operations, asphalt maintenance and concrete maintenance to create a new Maintenance Division in GDOT.

Sean Taylor notified the group that the section of the Mountains to Sea Trail within Oakridge was officially designated. The new section is called the Headwaters Trail and it comes off the Cascades Park.

There were no updates from GTA, TAMS, or PART.

2. Wrap-Up & Adjournment

Meyer noted the next TCC meeting will be held on March 11, 2024 at 2:00 PM.

Scott Whitaker made a motion to adjourn, and the motion was accepted by acclamation.

Tyler Meyer adjourned the meeting at 3:14 PM.



Update of Changes to TAC Bylaws

Article III:

- **Section 1:** The voting member list has been updated to reflect that the Town Representative seat shall be a annually rotating position.
 - Note: Dean Maddox, Mayor of Pleasant Garden shall represent the towns during the next 12-month period. This was decided by a joint meeting of the MPO town mayors on February 2.
- **Section 2, Paragraph 2:** The terms of office have been updated for the Town Representative to reflect that the seat shall annually rotate between the northern towns (Oak Ridge, Stokesdale, and Summerfield) and the southern towns (Pleasant Garden and Sedalia).
 - Note: This structure was also decided by the town mayors on February 2. The northern town seat shall also internally rotate between the three towns. In the south, Pleasant Garden is the only town able to hold the seat at the moment due to population limits imposed by the MOU but Sedalia will coordinate closely with them.
- **Section 3, Paragraph 2:** The town alternate role is now defined. During years in which the southern towns hold the primary seat, the northern town seat shall be the alternate and vice versa. This should help to ensure a fair geographic representation.

Other articles:

- All other articles and subsections of the TAC bylaws remain unchanged by this Bylaws Update.

Lead Planning Agency: City of Greensboro Department of Transportation



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**BY-LAWS
GREENSBORO URBAN AREA METROPOLITAN PLANNING
ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

ARTICLE I - NAME

The name of this organization shall be the Greensboro Urban Area Transportation Advisory Committee, hereinafter referred to as the "TAC".

ARTICLE II - PURPOSE

The purpose and goals of this committee shall be:

1. To provide leadership and guidance for the coordination of the continuing, cooperative, and comprehensive transportation planning process in the Urban Area.
2. To keep the policy boards of the participating local governments informed of status and requirements of the transportation planning process.
3. To facilitate coordination and communication between policy boards and agencies represented on the TAC and TCC.
4. To facilitate coordination of metropolitan transportation planning with (a) transportation planning at the local, regional, and state level.
5. To assist in the dissemination and clarification of the decisions and policies of the policy boards; and for providing opportunities for citizen participation in the transportation planning process.
6. To make policy, program, and planning decisions vested to the Metropolitan Planning Organization by federal, state, and local law, regulation, and other authority.

ARTICLE III - MEMBERS

Section 1 – Number, Qualifications, and Vote Weighting: As specified in the Memorandum of Understanding (MOU), the TAC bylaws specify the number of representatives from towns, cities, and counties within the MPO's planning area boundaries. The TAC bylaws will also specify the voting representation for the State. TAC bylaws also establish such vote weighting procedures as may be adopted by the

TAC under the terms of the Memorandum of Understanding. All TAC voting members and alternates shall comply with the State Government Ethics Act (NCGS CH. 138A).

Voting Member

- Four members of the City of Greensboro City Council
- Two members of the Guilford County Board of County Commissioners
- One member of the North Carolina Board of Transportation
- One annually rotating Town Representative selected from the Town Councils of the Towns of Oak Ridge, Pleasant Garden, Sedalia, Summerfield, and Stokesdale.

Each voting member has one vote.

Ex-Officio Non-Voting Members

- The Division Administrator, Federal Highway Administration or his/her/their representative shall serve as an ex-officio, non-voting member and will not be counted for the purposes of establishing a quorum.

Section 2 - Terms of Office: If the member is an elected official, that official's term of office on the TAC shall automatically expire upon the member leaving elected office. If the official is an appointed official, the term of office shall automatically expire upon that member leaving the appointed office.

The Town Representative seat shall rotate between the southern towns (Pleasant Garden, and Sedalia) and northern towns (Oak Ridge, Stokesdale, Summerfield) of the MPO planning area on a yearly basis coincident with the Town Alternate. The Towns are responsible for selecting this member by caucus and to maintain communication with the representative about their individual and collective priorities.

Section 3 - Alternates: Each member agency shall appoint an alternate for its representative(s) provided that each alternate must also meet the same qualifications of membership. Alternate member(s) may serve as a full voting member during any meeting where that board's representative is not in attendance. Proxy and absentee voting are not permitted.

The Town Alternate shall rotate between the southern towns (Pleasant Garden, and Sedalia) and northern towns (Oak Ridge, Stokesdale, Summerfield) of the MPO planning area on a yearly basis coincident with the Town Representative. The Towns are responsible for selecting this alternate by caucus and to maintain communication with the representative about their individual and collective priorities.

Section 4 – NC State Government Ethics Act: Every voting member, including alternates, shall comply with the State Ethics Act as per Chapter 138A of the NC General Statutes. This includes the affirmative duty to (a) annually file a Statement of Economic Interest, (b) biennially attend mandatory training on ethics, (c) report potential conflicts,

and (d) recuse from voting or discussing issues on which the attending member has an identified conflict of interest.

ARTICLE IV - OFFICERS

Section 1 - Officers Defined: The TAC will have a Chair, responsible for presiding over meetings and for certain communication functions on behalf of the TAC. TAC may determine to create additional officers as needed without requiring a change of the bylaws. The Lead Planning Agency (LPA) will provide a staff member known as the MPO Planner to serve as Clerk of the Committee.

Section 2 - Elections: The TAC Chair shall appoint an alternate to serve in his/her/their stead as appropriate. Alternatively, the TAC Chair may determine to yield the position, through the mechanism of elections.

Section 3 - Terms of Office: If elections are utilized for the TAC Chair, or other such Officers as may be created, the term of office shall last until TAC determines to hold new elections and/or the Chair or Officer vacates their TAC-associated position.

Section 4 – Ethics Liaison: The Transportation Planning Manager shall appoint a designee to serve as the Ethics Liaison for the MPO for supporting compliance to the State Ethics Act as per Chapter 138A of the NC General Statutes.

ARTICLE V - MEETINGS

Section 1 - Regular Meetings: Meetings shall be held according to an annual schedule and may be cancelled on an as-needed basis. The regular schedule shall be kept on file with the clerk of the Lead Planning Agency and posted on the internet. If the schedule is changed, the changes should be given to the clerk at least one week prior to the first meeting held according to the revised schedule.

Section 2 - Special Meetings: Special meetings may be called by the Chair. Whenever possible, at least seven (7) days notice shall be given. At least 48 hours prior to the meeting notice for such meetings, other than emergency meetings, should be posted at the door of the usual meeting room and mailed or delivered to such media outlets as have requested such notice as well as posted on the internet. For an emergency meeting, notice shall be provided immediately after it has been provided to committee members.

Section 3 - Quorums: A quorum shall be established through the presence of at least half of the TAC members including at least one representative of the City of Greensboro.

Section 4 – Conflict Disclosure: At the start of meeting the Ethics Awareness & Conflict Of Interest Reminder is to be read by the Chair and any voting member with a conflict of interest is to identify the conflict and is to refrain from any participation in the particular

matter before the TAC.

Section 5 - Attendance: Each member shall be expected to attend each regular meeting and each special meeting provided at least seven days notice is given. Subject to his/her/their member agency's approval, a member shall appoint an alternate to serve in his/her/their absence provided that the member informs the Clerk of the Committee prior to the meeting which the alternate will attend. This notification shall authorize the alternate to vote in the member's absence. The Town Representative member shall notify the Town Alternate if they are unable to attend the regular meeting.

Section 6 - Standing: Good standing for all representatives shall be maintained through regular attendance at meetings. Following two consecutive absences without notice or sending an alternate, a representative's seat shall not be counted towards a quorum. Good standing shall automatically be restored upon a representative's attendance at a meeting. A replacement representative may be requested by Committee vote or at the discretion of the MPO secretary after a member has missed three consecutive meetings without notice or sending an alternate

Section 7 - Agenda: The agenda is a list of considerations for discussion or action at a meeting. The agenda is developed and distributed by the Lead Planning Agency (LPA) Staff. Items on the agenda may (a) be identified by LPA staff, (b) may originate as a carryover from previous TAC meetings, (c) may be requested by any member of the TAC, (d) may be requested from any jurisdiction party to the MOU, or (e) may be requested by the Chair of the Transportation Advisory Committee. Additional items may be placed on the regular agenda during a meeting, as long as a majority concurrence of the present and eligible voting members is received.

Section 8 - Voting Procedures: The Chair and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 5 of this article. Each voting member of the TAC shall have one vote. A majority vote of the members (or their authorized alternates) present and eligible to vote shall be sufficient for approval of matters coming before the Committee. The Chair has a vote like the other members. A member may withdraw from voting or abstain from voting on an issue without affecting the maintenance of a quorum. No secret ballot voting is allowed. E-mail voting is not allowed, however written ballots are allowed provided they are signed by each voter and included in the meeting record after the vote is taken. Written ballots shall be kept available for public inspection until the meeting minutes are approved. In the absence of any direction from these By-laws or other duly adopted voting procedures pursuant to certain approval actions, ***Robert's Rules of Order, Newly Revised*** will designate procedures governing voting.

Section 9 – Electronic Meetings: TAC meetings may be held electronically by web or phone based means when it is deemed appropriate by the Chair and in accordance with the North Carolina Open Meetings Law and the Greensboro Urban Area MPO Public Participation Plan as amended.

ARTICLE VI – PARLIAMENTARY PROCEDURES

The rules contained in the current edition of *Robert's Rules of Order, Newly Revised*, shall govern the TAC in all cases to which they are applicable and in which they are not inconsistent with the MOU, these bylaws and/or any special rules of order the TAC may adopt.

ARTICLE VII - AMENDMENTS TO BY-LAWS

Amendments to these By-laws of the TAC shall require the affirmative vote of at least two thirds of the TAC members present, provided that written notice of the proposed amendment has been transmitted to each member at least seven days prior to the meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the MOU governing this document. In the event of any conflict, the MOU shall carry precedence over these By-laws. TAC bylaws adoption and amendment requires the approval of the TAC to become effective.

**APPROVED by the Greensboro Urban Area Metropolitan Planning Organization
Transportation Advisory Committee on March 13, 2024:**

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 March 13, 2024.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day March 13, 2024.

Notary Public

My commission expires _____



FY 2024-2033 MTIP Amendment: Statewide Projects

Background:

NCDOT requests the MPO amend the 2024-2033 MTIP for two statewide projects. Amendments of the MTIP are needed to maintain MTIP-STIP consistency.

Project Situation:

- **M-0563E** supports and manages resilience program reporting. Adds \$850,000 in each year FY 24 & FY 25 for Preliminary Engineering phase using federal PROTECT Formula Program funding. *Adds \$850,000 in FY 24 & FY 25.*
- **R-5966** Federal Tribal Transportation Program provides for road and bridge improvements on tribal lands. The MTIP action is needed to maintain MTIP – STIP consistency despite the fact that there are no designated tribal lands present in the MPO area. *Updates funding in FY 24, 25, 26 and 27 at the request of the Federal Highway Administration.*

Recommended Action & Next Steps:

- TAC action to amend the FY 2024-2033 MTIP for 2 projects M-0563E and R-5966.
- NCDOT STIP actions for projects M-0563E and R-5966 were scheduled to occur at the March 7, 2024 Board of Transportation meeting.

Lead Planning Agency: City of Greensboro Department of Transportation



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MTIP Amendment Details

ID #	DESCRIPTION	STATUS	FUNDS	PHASE	FY 2024	FY 2025	FY 2026	FY 2027
M-0563E*	Statewide, Manage and Support Resilience Program Reporting	Current	PROTCT	PE	\$ 850,000			
		Change	PROTCT	PE		\$ 850,000	\$ 850,000	
R-5966*	Federal Tribal Transportation Program	Current	FTTP	CST	\$ 5,059,000	\$ 4,469,000	\$1,694,000	
		Change	FTTP	CST	<u>\$10,463,000</u>	<u>\$ 5,598,000</u>	<u>\$1,309,000</u>	<u>\$ 937,000</u>

Notes:

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

Funding Sources Key:

FTTP: Federal Tribal Transportation Program

PROTCT: PROTECT Formula Program (Promoting Resilient Operations...)

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA
FY 2024-2033 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
STATEWIDE 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 2024-2033 Metropolitan Transportation Improvement Program, adopted by the TAC on September 20, 2023 and has found that a modification is needed; AND

WHEREAS, NCDOT requested the MPO amend the 2024-2033 MTIP for two projects M-0563E and R-5966; AND

WHEREAS, the amendment for project M-0563E is to add preliminary engineering in FY 25 & FY 26 using PROTECT Formula Program funding; AND

WHEREAS, the amendment for project R-5966 is to update funding in FY 24, FY 25, FY 26 and FY 27 at the request of the Federal Highway Administration; AND

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

WHEREAS, the NC Board of Transportation will amend the STIP for two projects M-0563E and R-5966 on March 7, 2024; 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 Metropolitan Transportation Improvement Program for FY 2024-2033, for 2 projects M-0563E and R-5966, on this day, March 13, 2024.

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 March 13, 2024.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day March 13, 2024.

Notary Public

My commission expires _____.

FY 2024-2033 MTIP Amendments and Modifications: MPO Area Roadway Projects

Background:

NCDOT requests the MPO amend two roadway projects and modify one roadway project in the 2024-2033 MTIP.

Project Situation:

- **B-5356** will replace bridge over South Buffalo Creek at I-40/ BUS 85/ US 29/ US 70/ US 220. Total federal bridge program, funding amount is unchanged at \$11.7 million *Shifts Construction from FY 2028 to FY 2029 to allow additional time for planning and design.*
- **B-5713** will replace bridges on Willow Road over I-40/BUS-85 and South Buffalo Creek. Total federal bridge program, funding amount is unchanged at \$9 million. *Shifts Construction from FY 2030 to FY 31 to allow additional time for planning and design.*
- **HL-0126** will modernize Lindley Road with curb and gutter, roadway modifications, sidewalks, and bicycle lanes in the vicinity of Guilford Middle School. The project will improve safety, convenience, and comfort for students walking and bicycling to Guilford Middle school, and improve roadway safety and operations. Design is complete, and the City is currently working on right-of-way acquisition using local funds. Total federal BGANY funds increase to \$2,314,000. *Adds \$10,000 for Utilities in FY 2024.*



B-5356



B-5713

Lead Planning Agency: City of Greensboro Department of Transportation



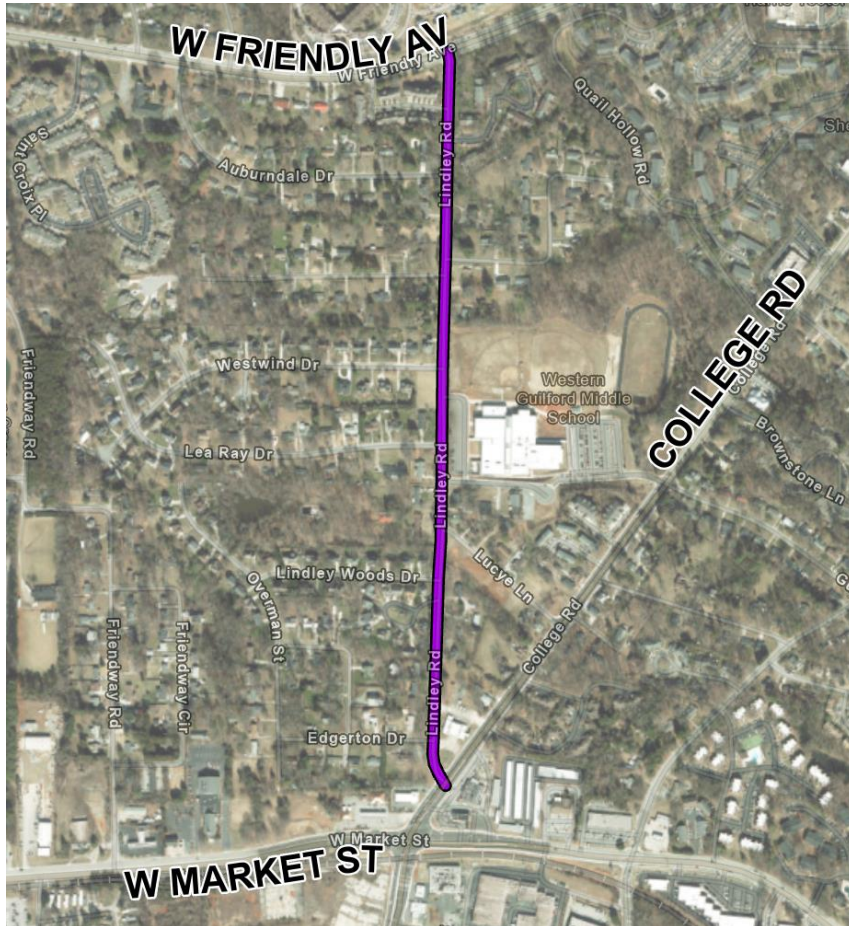
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HL-0126

Recommended Action & Next Steps:

- TAC action for FY 2024-2033 MTIP to amend projects B-5713 and HL-0126, and modify project B-5356.
- NCDOT STIP actions for projects HL-0126 were scheduled to occur at the February 1, 2024 Board of Transportation meeting and projects B-5356 and B-5713 at the March 7, 2024 Board of Transportation meeting.

MTIP Modification and Amendment Details

ID #	DESCRIPTION	STATUS	FUNDS	PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	
B-5356	Replace bridge over South Buffalo Creek at I-40/ BUS 85/ US 29/ US 70/ US 220	Current	BFP	CST					\$ 6,207,000	\$ 4,562,000	\$ 931,000				
		Change	BFP	CST						\$ 6,207,000	\$ 4,562,000	\$ 931,000			
B-5713*	Replace bridge on Willow Road over I-40/BUS 85	Current	BFP	ROW					\$ 1,000,000						
		Change	BFP	CST							\$ 3,785,000	\$ 3,604,000	\$ 611,000		
HL-0126*	Lindley Road Modernization	Current	BGANY	PE	\$ 8,000										
			L(M)	PE	\$ 2,000										
		Change	BGANY	CST	\$ 1,835,000										
			L(M)	CST	\$ 459,000										
		Change	BGANY	UTL	\$ 8,000										
			L(M)	UTL	\$ 2,000										

Notes:

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

Funding Sources Key:

BFP: Federal Bridge Improvement Program - Formula

BGANY: Surface Transportation Block Grant Program (Any Area)

L(M): Local

**RESOLUTION AMENDING AND MODIFYING THE GREENSBORO URBAN AREA
FY 2024-2033 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
MPO AREA ROADWAY 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 2024-2033 Metropolitan Transportation Improvement Program, adopted by the TAC on September 20, 2023 and has found that a modification and amendment is needed; AND

WHEREAS, The MPO and NCDOT determined the need to amend the 2024-2033 TIP for two projects B-5713 and HL-0126 and modify one project B-5356; AND

WHEREAS, the modification for project B-5356 and the amendment for B-5713 are to adjust the schedule; AND

WHEREAS, the amendment for project HL-0126 is to add Utility funding in FY 2024; AND

WHEREAS, the NC Board of Transportation took actions on projects HK-0126 on February 1, 2024 and projects B-5356 and B-5713 on March 7, 2024; 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 act on the Metropolitan Transportation Improvement Program for FY 2024-2033 to amend projects B-5713 and HL-0126, and to modify project B-5356, on this day, March 13, 2024.

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 March 13, 2024.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day March 13, 2024.

Notary Public

My commission expires _____.

FY 2024-2033 MTIP Amendment and Modification: Non-Highway Projects

Background:

NCDOT requests the MPO modify and amend the 2024-2033 MTIP for three non-highway projects, two concerning pedestrian accessibility and safety improvements and the other a train and maintenance facility project.

Project Situation:

- **BO-2407** is part of an ongoing series of projects to upgrade intersections in Division 7 to provide accessible, ADA compliant sidewalk curb ramps using federal Transportation Alternatives funds. Division 7 coordinates with the MPO and other regional partners to identify locations to include in these projects. Currently \$1,000,000 is budgeted for construction annually and \$100,000 annually for design work over that period of time. *Adds \$50,000 for Right of way and \$50,000 for Utilities annually from FY 24 to FY 28 using TALT5 and TA. Switches funding source for Engineering and Construction to TALT5 and TA. Funding amount unchanged for Engineering and Construction.*
- **EB-5986** will construct a sidepath on the north side of Benjamin Parkway from Elam Ave to Battleground Ave. The project includes roadway modifications (including bringing in the curb line to eliminate an unneeded outbound lane between Battleground and Garland Drive), signal modifications, and crossing improvements. *Adds Preliminary Engineering \$50,000 in FY 24.*
- **P-5719C** will add new trains to the Piedmont Corridor and construct a new maintenance facility. *Shifts construction from FY 24 to FY 26 to allow additional time for planning and design. Funding amount unchanged at \$212,528,000.*



Recommended Action & Next Steps:

- TAC action for FY 2024-2033 MTIP to amend project BO-2407 and to modify projects EB-5986 and P-5719C.
- NCDOT approved the changes for project EB-5986 at the February 1, 2024 Board of Transportation meeting and BO-2407 and P-5719C at the March 7, 2024 Board of Transportation meeting.

Lead Planning Agency: City of Greensboro Department of Transportation

MTIP Modification and Amendment Details

ID #	DESCRIPTION	STATUS	FUNDS	PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
BO-2407*	Upgrade Intersections to Comply With the ADA Using TA Funds in Division 7	Current	TA	CST	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	
			HF(M)	CST	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	
			TA	PE	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	
			HF(M)	PE	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	
		Change	<u>TALT5</u>	PE	<u>\$ 100,000</u>					
			<u>I</u>	PE		<u>\$ 100,000</u>	<u>\$ 100,000</u>	<u>\$ 100,000</u>	<u>\$ 100,000</u>	<u>\$ 100,000</u>
			<u>TALT5</u>	ROW	<u>\$ 50,000</u>					
			<u>I</u>	ROW		<u>\$ 50,000</u>	<u>\$ 50,000</u>	<u>\$ 50,000</u>	<u>\$ 50,000</u>	<u>\$ 50,000</u>
			<u>TALT5</u>	UTL	<u>\$ 50,000</u>					
			<u>I</u>	UTL		<u>\$ 50,000</u>	<u>\$ 50,000</u>	<u>\$ 50,000</u>	<u>\$ 50,000</u>	<u>\$ 50,000</u>
			<u>TALT5</u>	CST	<u>\$ 1,000,000</u>					
	<u>I</u>	CST		<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>		
EB-5986	Construct sidepath on Benjamin Parkway from Elam Ave to Battleground Ave, including roadway improvements, signal modifications, and crossing improvements	Current	TAANY	ROW	<u>\$ 56,000</u>					
			L	ROW	<u>\$ 14,000</u>					
			TAANY	CST		<u>\$ 960,000</u>				
			L	CST		<u>\$ 240,000</u>				
		Change	<u>TAANY</u>	PE	<u>\$ 40,000</u>					
			<u>L</u>	PE	<u>\$ 10,000</u>					
P-5719C	Purchase rail cars for Piedmont Service Expansion	Current	T	CST	<u>\$ 27,820,000</u>	<u>\$ 27,820,000</u>				
			DP	CST	<u>\$ 156,888,000</u>					
		Change	<u>T</u>	CST			<u>\$ 27,820,000</u>	<u>\$27,820,000</u>		
			<u>DP</u>	CST			<u>\$156,888,000</u>			

Notes:

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

Funding Sources Key:

DP: Discretionary or Demonstration

HF(M): State Match for Highway Funds

L: Local

T: Highway Trust Funds

TA: Transportation Alternatives Program

TALT5: Transportation Alternatives Program (Less than 5K)

**RESOLUTION AMENDING AND MODIFYING THE GREENSBORO URBAN AREA
FY 2024-2033 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM:
NON-HIGHWAY 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 2024-2033 Metropolitan Transportation Improvement Program, adopted by the TAC on September 20, 2023 and has found that a modification and amendment is needed; AND

WHEREAS, the MPO and NCDOT determined the need to modify and amend the 2024-2033 TIP for projects BO-2407, EB-5986, and P-5719C; AND

WHEREAS, these amendments and modifications are needed to maintain MTIP-STIP consistency; AND

WHEREAS, the amendment for project BO-2407 will add Right of way and Utilities funding from FY 24 to FY 28; AND

WHEREAS, the amendment for project EB-5986 will add Preliminary Engineering in FY 24; AND

WHEREAS, the modification adjusts scheduling for project P-5719C; AND

WHEREAS, the NC Board of Transportation modified the STIP for project EB-5986 on February 1, 2024 and amended project BO-2407 and modify project P-5719C on March 7, 2024; 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 act on the Metropolitan Transportation Improvement Program for FY 2024-2033 to amend project BO-2407 and modify projects EB-5986 and P-5719C, on this day, March 13, 2024.

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 March 13, 2024.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day March 13, 2024.

Notary Public

My commission expires _____.



BICYCLE, PEDESTRIAN, TRAILS & GREENWAYS PLAN ADMINISTRATIVE MODIFICATION 2024

Background

The Bicycle, Pedestrian, Trails and Greenways Plan Update was adopted in 2015 and amended in 2018 and 2023. At this time, an administrative modification is recommended to make a minor change to the plan text and mapping regarding Rock Creek Dairy Road and US 70 bicycle and pedestrian accommodations.

Project Situation

This amendment will capture sidewalk and pedestrian improvements in the vicinity of Rock Creek Dairy Road and US 70 that were inadvertently left off the sidewalk prioritization map 3-5A due to a previous production error. Rock Creek Dairy Road plays a crucial role in connecting various residential neighborhoods, retail centers, restaurants, hotels, churches, and other community facilities between US 70 and Mackintosh Lake Lane. While sidewalks have been added to neighborhoods along Rock Creek Road, they do not extend to major destinations such as retail centers, restaurants, and churches, hindering the continuity of safe pathways for cyclists and pedestrians.

In the Town of Sedalia Bicycle and Pedestrian Plan adopted in 2015 and the Bicycle, Pedestrian, Trails and Greenways Plan of Greensboro MPO Amendment in 2018, it is recommended to add bicycle lane and sidewalk on US 70 within the town of Sedalia limit. However, there are currently gaps in sidewalks along US 70 between the Town of Sedalia limit and Golf House Road East on US 70. By filling the gaps and adding bike lanes and sidewalks along this stretch, it will create a seamless and safe pathway for cyclists and pedestrians to travel safely between these destinations.

Therefore, adding bike lanes and sidewalks on Rock Creek Dairy Road from US 70 to Mackintosh Lake Lane and along US 70 from the limit of Sedalia town to Golf House Road W is crucial to promote safe and efficient transportation for cyclists and pedestrians accessing various destinations in the area. These improvements will contribute to the creation of a more connected and accessible community environment for residents and visitors alike.

This administrative modification will add a recommendation for bike lanes and sidewalks on Rock Creek Dairy Road from US 70 to Mackintosh Lake Lane and along US 70 from the limit of Sedalia town to Golf House Road East. The recommendation on this corridor will enhance connections and fill in gap between town of Sedalia, retail centers, restaurants, hotels, churches, and various residential neighborhoods such as Golf House Road, Reserve Parkway, Heron Pointe Drive and Wake Bridge Drive.

This minor adjustment to the text and mapping in the plan is consistent with the MPO Public Participation Plan provisions for minor plan modifications processed at the administrative tier.

Lead Planning Agency: City of Greensboro Department of Transportation



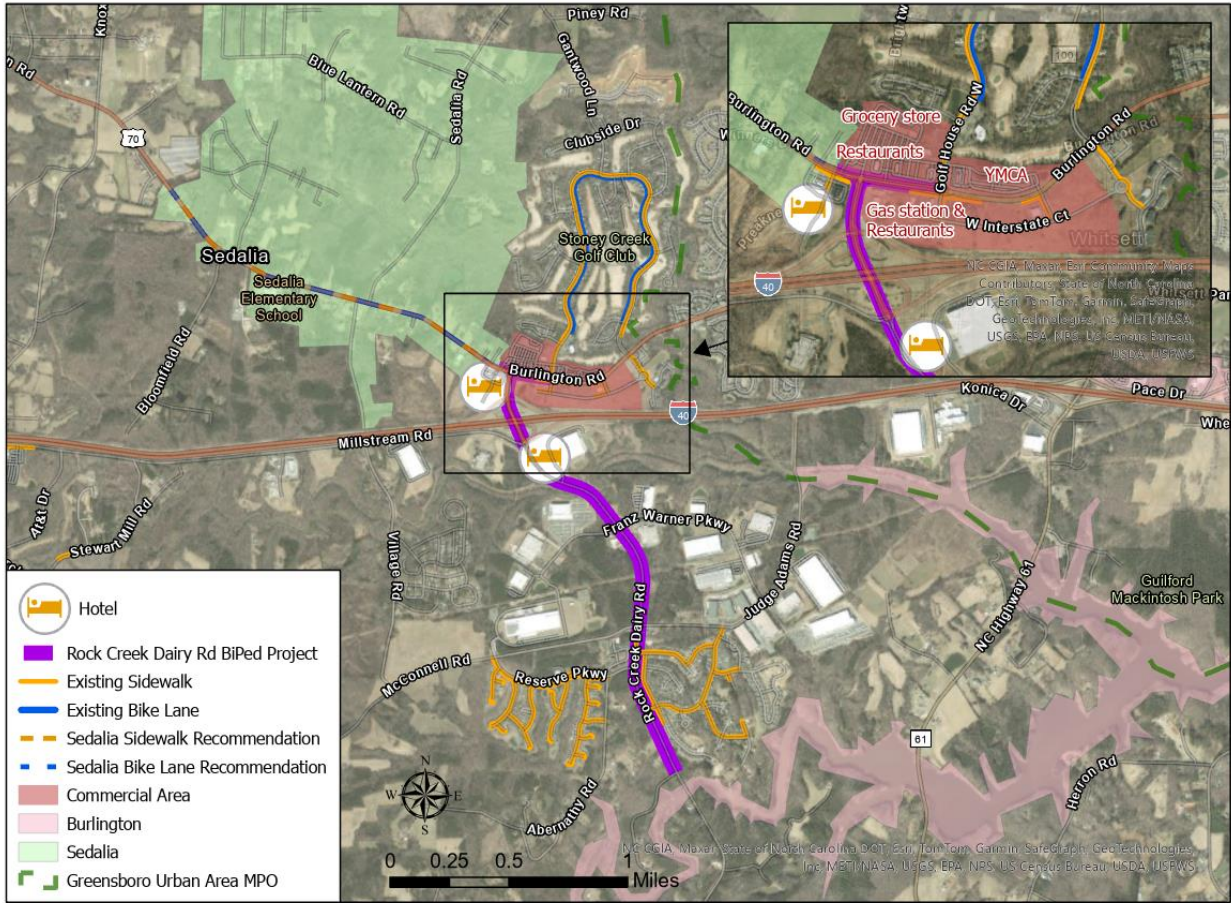
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**RESOLUTION MODIFYING THE GREENSBORO URBAN AREA MPO BICYCLE,
PEDESTRIAN, TRAILS & GREENWAYS (BIPED) PLAN**

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, the MPO has reviewed the 2018 Bicycle, Pedestrian, Trails and Greenways Plan Update Amendment (BiPed) and determined that a minor modification is necessary at this time to update recommendations for bike accommodations on Rock Creek Dairy Road; AND

WHEREAS, this amendment will capture sidewalk and pedestrian improvements in the vicinity of Rock Creek Dairy Road and US-70 that were inadvertently left off the sidewalk prioritization map 3-5A due to a previous production error; AND

WHEREAS, the minor modification revises the BiPed bike and pedestrian maps and project lists to add bike lanes and sidewalk on Rock Creek Dairy Road from US 70 to Mackintosh Lake Lane and along US 70 from the limit of the town of Sedalia to Golf House Road East; AND

WHEREAS, Rock Creek Dairy Road from US 70 to Mackintosh Lake Lane serves as a vital connection between US 70 and Mackintosh Lake Lane, linking various residential neighborhoods, retail centers, restaurants, hotels, churches, and other community facilities; AND

WHEREAS, US 70 from the limit of the town of Sedalia to Golf House Road East fills the bicycle and pedestrian gap to ensure a continuous and safe route for non-motorized transportation to connect residential to school, retail centers, hotels, and other community facilities; AND

WHEREAS, the minor modification is consistent with current analysis of need and opportunities, community preferences, the adopted Town of Sedalia Bicycle and Pedestrian Plan, and existing infrastructure connection needs in the corridor; AND

NOW THEREFORE, be it resolved, that by the Greensboro Urban Area Transportation Advisory Committee, that the 2023 Bicycle, Pedestrian, Trails and Greenways Plan Amendment, be modified as noted herein for the Greensboro Urban Area Metropolitan Planning Organization on this day, March 13, 2024.

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 March 13, 2024.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day March 13, 2024.

Notary Public

My commission expires _____.



MPO Project Ranking Methodology Modification

For NCDOT's 2026-2035 Strategic Prioritization Process

Introduction

New roadway, public transportation, bicycle, pedestrian, rail, and aviation projects are under consideration for funding for the years 2026 through 2035. Per the [Strategic Transportation Investments Act](#), NCDOT uses a formalized, needs-based process for Transportation Improvement Program candidate project identification, prioritization, and selection. This process, now in the seventh cycle, is known as Prioritization 7.0 (P 7.0). All modes compete under this process except for bridges, interstate maintenance, safety, and similar categories, which use alternative selection processes.

The MPO is a key partner in identifying new projects for evaluation. Prioritization 7.0 is a key component in project selection for the FY 2026-2035 Statewide Transportation Improvement Program (STIP).

Background

The Prioritization process is generally quantitative measuring relative project needs or benefits, along with a qualitative element. In the Greensboro area, the Greensboro Urban Area MPO (GUAMPO) represents its member jurisdictions in the process. The MPO starts the process by working with MPO member jurisdictions to identify potential candidate projects. The MPO will then validate, prioritize and determine which candidate projects to submit to NCDOT. The MPO is limited to 23 submittals per mode, and the Division Engineer is limited to 14 per mode. The figure below provides a snapshot of the two phased process.

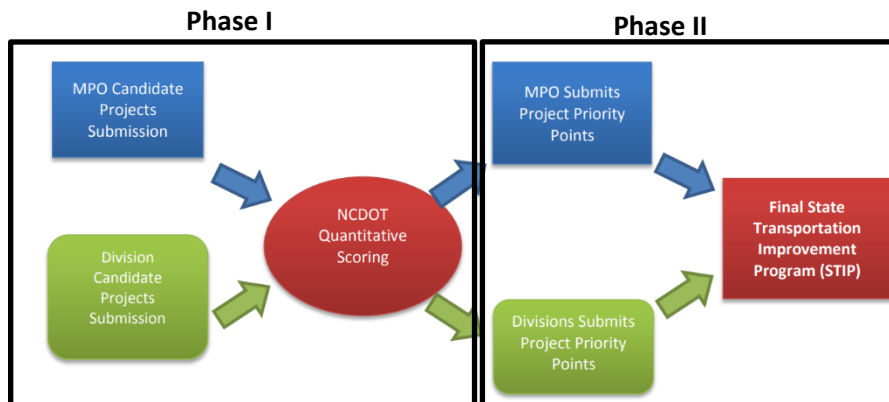


Figure 1. Strategic Prioritization Overview

Eligible member jurisdictions or agencies include the City of Greensboro, Guilford County Parks &

Open Space, Greensboro Transit Authority (GTA), Piedmont Authority Regional Transportation (PART), Guilford County (TAMS) and Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, Summerfield.

MPO staff has compiled *Recommended Project List (Phase I)* developed based on a review the Metropolitan Transportation Plan (MTP), the Bicycle, Pedestrian, and Greenway Plan (BiPed, update 2018, initial discussions with NCDOT, 2040 Greensboro Mobility Public Transportation Plan (adopted 2019), 2019 Congestion Management Process plan, Vision Zero Greensboro High Injury Network (HIN) and projects submitted by the MPO member jurisdictions.

The [Recommended Project List](#), including roadway, bicycle and pedestrian, aviation, rail, and public transportation projects, have been evaluated for eligibility and competitiveness based on NCDOT's requirements and performance measures for each mode. The listing is recommended for submittal for P 7.0. The listing includes new projects and existing projects previously submitted to NCDOT under Prioritization 3.0, 4.0, 5.0 and 6.0.

MPO Project Ranking Methodology Requirement

A follow-up legislation to the STI, Senate Bill 890 requires NCDOT to develop a process for approving local methodologies used by the MPOs and Rural Planning Organization (RPOs). Therefore, all MPOs and RPOs must develop a local performance-based process based on criteria outlined in House Bill 817 (STI). Public involvement is an important component to the development of the local methodologies used and providing local input through the Greensboro MPO and NCDOT Division 7. This document will fulfill those requirements. Public involvement was held from February 5 to March 7 with a total of fourteen respondents. Comments have been summarized in the [Appendix B](#). MPO Transportation Advisory Committee will approve the Methodology at the March 13 meeting. You may view more information on the Strategic Transportation Investments (STI) at <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx>

Purpose

The MPO Project Ranking Methodology is an important component in Strategic Prioritization Process. The MPO Project Ranking Methodology serves to:

- **Allow the MPO to identify projects that will serve the highest need;**
- **Allow the MPO to communicate local input for specific projects; and**
- **Meet NCDOT's requirements for development of a local methodology**

After MPOs, RPOs, and Divisions across the state complete the project submittal process, NCDOT will evaluate and rank projects based on quantitative data (i.e., congestion, safety, ridership, accessibility). This will produce a rank ordered list based strictly on quantitative needs based scores. These ratings are expected to be released in April 2024 along with the draft Statewide Mobility Category project funding results.

The next step will be for the MPO and Division Engineer, and their counterparts across the state, to apply local input points at the Regional Impact Category. NCDOT will then prepare a rank ordered list taking into account both the quantitative scores and the results of local input point assignments. NCDOT expects to release this list along with the draft Regional Impact Category Project Funding results in August 2024.

Once the results of the Regional Impact Category competition are announced, the MPO and Division will apply their local input points at the Division Needs Category. NCDOT will then prepare a rank ordered list taking into account both the quantitative scores and the results of local input point assignments. The draft 2026-2035 STIP including the statewide, regional and division projects will be released in February 2025.

The local input, shown below for each category, is evenly split between the MPO and the NCDOT Division 7 Engineer. As noted above, the statewide category projects are only scored quantitatively, therefore local input is only provided for projects included in the regional and division categories.

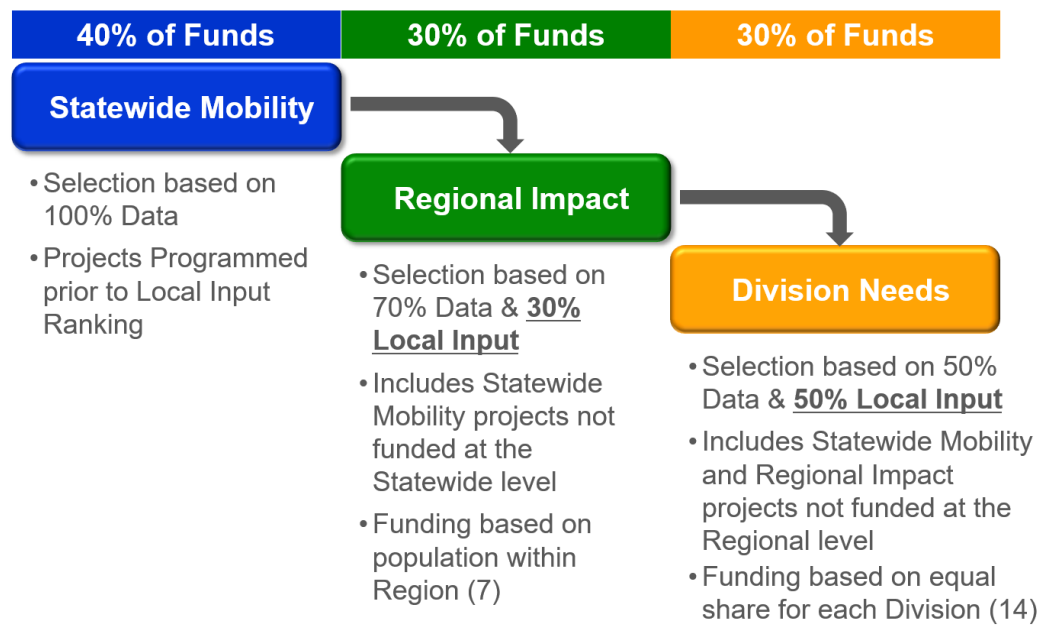
FUNDING CATEGORY	Statewide	Regional	Division
QUANTITATIVE SCORING %	100	70	50
LOCAL INPUT SCORING %	N/A	30	50
TOTAL NUMBER OF MPO POINTS	N/A	1900	1900

This table provides the definition for project eligibility for each funding category. The eligibility is broken out by mode and includes the type of facility or level of service that is eligible at each category. Not all modes are able to compete at the Statewide or Regional category.

STI Eligibility Definitions			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • NHS routes (July 1, 2012) • STRAHNET • ADHS Routes • Uncompleted Intrastate projects • Designated Toll Facilities 	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

Projects in the statewide category which are not awarded funding are also eligible to compete at the regional category. This is also the case for regional category projects which may compete at the division category if not funded. Aviation projects will be the only exception to this rule. The MPO's policy board

(Transportation Advisory Committee) approved this decision under P 3.0. Aviation projects can cascade down to all categories under NCDOT's process.



Total Score and MPO Project Ranking Approach

MPO Project Ranking Process

The process proposed for use by the Greensboro Urban Area MPO for Prioritization 7.0 includes 6 key steps:

- 1) Identification of candidate projects;
- 2) Evaluation of candidate projects;
- 3) Submittal of local projects to NCDOT;
- 4) Point assignment process;
- 5) Schedule and public outreach; and
- 6) Submittal of local input to NCDOT.

Step One: Identification of Candidate Projects

MPO staff will begin the first step by compiling a list of candidate projects for scoring by NCDOT's Strategic Prioritization Office (SPOT). Staff will coordinate with potential implementing sponsor agencies (including the City of Greensboro, Guilford County Parks & Open Space, GTA, PART, Guilford County (TAMS), and the towns of Pleasant Garden, Oak Ridge, Summerfield, Stokesdale, and Sedalia) to compile the list of candidate projects. MPO staff will then screen the candidate project list to narrow it down before the evaluation step. The screening process will consider a range of factors including:

- Eligibility requirements;
- Relative need;
- Realistic potential for funding and implementation between FY 2026-2035.

Step Two: Evaluation of Candidate Projects

Demonstration of project need is key to a project's competitiveness under NCDOT's project selection process. The MPO will evaluate candidate projects' competitiveness based on the NCDOT ranking process and criteria.

Appendix A, at the end of this document, includes the eligibility requirements set by the NCDOT. It is provided in the following order:

- *Roadway Projects*
- *Public Transportation*
- *Rail*
- *Bicycle & Pedestrian Projects*
- *Aviation*

Step Three: Submittal of Local Projects to NCDOT

MPO staff will provide TCC and TAC final MPO recommendations for all candidate projects. The total number of projects that can be submitted by each mode is as follows:

- **Roadway**- A total of 23 projects may be submitted. This includes resubmittals of previously submitted but unfunded projects.
- **Public Transportation**- A total of 23 public transportation projects can be submitted.
- **Bicycle and Pedestrian** – A total of 23 bicycle and pedestrian projects can be submitted.
- **Rail**- A total of 23 projects can be submitted.
- **Aviation** – A total of 23 new aviation projects can be submitted.

Staff will narrow down the project list for each mode based on the results of step two as needed. This list will represent the *Recommended Project List* to be submitted to NCDOT.

Step Four: Point Assignment Process

The MPO has 1900 points to allocate to projects across all modes for both the Regional and Division categories. Up to 100 points can be allocated to a single project. The MPO will base its assignment of local points on the results of NCDOT's quantitative scoring of the MPO's projects and the *MPO Project Ranking Methodology*. The Methodology, includes such factors as multi-modalism, project readiness (i.e., completed feasibility study, implementable within first five years of the TIP), safety, economic impact, and priority.

The MPO assigns points at both the Regional and Division Categories. The MPO will use a '*Project Cascading*' approach for *unfunded* projects from the Statewide and Regional Categories. This means that at the Regional Category, step down Statewide projects are eligible to compete and receive local input points. At the Division Category, step down Regional projects are eligible to compete and receive local input points. Statewide projects are not considered for local input points during the division needs competition per MPO policy. *Aviation projects do not step down, which will be the only exception to this rule.*

Flex Policy Option *: MPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred between Regional and Division Categories. If the organization chooses to flex Local Input Points, MPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

Description of Criteria and Weights

Assignment of local points will be based on a combination of quantitative and qualitative criteria. *The criteria have been weighted to reflect their relative importance and will be applied to all modes.* Criteria include:

Criteria	Description	Color Scheme & Point Assignments	Weighted Percentage
Relative performance in NCDOT's quantitative scoring process	Projects ranked from highest to lowest into three tiers based on NCDOT's quantitative scoring.	Green will be assigned to projects in top scoring tier; Yellow to those in second scoring tier; and Red to those in bottom scoring tier.	40
Projects that support multi-modalism (<i>bicycle, pedestrian, transit, or freight</i>)	Projects on roadways with bicycle, pedestrian, and/ or transit accommodations in approved plan or design. Or projects on roadways with Interstate, US, or NC shields.	Any project following into the above categories will receive a Green assignment all other projects will receive a Red assignment.	10
Identified on the MPO Priority List	TAC approved MPO Priority List includes Greensboro Urban Area priority projects for obtaining funding by mode.	Green will be assigned to projects identified on the list and all others will receive a Red assignment.	10
Feasibility of obtaining funding and construction of project during fiscal years 2026-2035	Readiness of the project determined by the scope of the project and phases required and completed in the project development process.	Green will be assigned to projects with designs completed or that will only require a Categorical Exclusion environmental document. Yellow will be assigned to projects with designs or environmental documents currently underway or have completed feasibility study. Red will be assigned to all other projects.	15
Identified on the High Injury Network*	Projects identified on the High Injury Network. The High Injury Network highlights locations of high crash concentrations based on severity.	Green will be assigned to all projects identified as Top Concern. Yellow will be assigned to all projects identified as Moderate or Emerging Concern. Red will be assigned to all other projects.	15
Impact to economic development	Projects that have a significant benefit supporting economic development.	Green will be assigned to projects that support adopted economic development plan (i.e., Comprehensive Plan, Chamber of Commerce, etc.). Yellow will be assigned to projects that will support current economic development activity. Red will be assigned to all other projects. Economic development is considered any projects that creates industrial, technology, warehousing, freight and logistics, aerospace, pharmaceutical, health care, and research oriented jobs.	10
Total			100

The MPO uses a matrix to evaluate each project based on these criteria. A color scheme *with assigned points* will be used to assess the relative performance of each project under each criteria. The color scheme is defined as follows:

- ❖ **Green**- Project performs well or has a positive impact on the criteria. (4 points)
- ❖ **Yellow**- Project performs moderately or has little or no impact on the criteria (2 points)
- ❖ **Red**- Project performs low or has negative impact on criteria (0 points)

*Denotes modification to original methodology

Once each project is scored for each criteria , the total score is calculated for each project on the list. The total score calculation sums total number of points based on weighted percentage value of each criterion. The MPO total points are used to sort the projects from the highest to the lowest score. Below is a sample of the sorted project matrix:

Category	Facility	NCDOT's Performance (40%)	Support Multi-Modalism (10%)	MPO Priority List (15%)	Project Feasibility (15%)	Local Budget Impact (10%)	Economic Development Impact (10%)	MPO Total Points
Division	Downtown Greenway	4	4	4	4	4	4	4.0
Statewide	US-29 S. Ohenry Blvd, US-220 , US-70	4	4	4	4	0	2	3.4
Statewide	US 29/ Reedy Fork Interchange (R-4707B)	4	4	4	2	0	4	3.3
Regional	Battleground Avenue	4	4	4	2	0	0	2.9

The MPO will then assign local input points ranging from 0 to 100. The assignment of local input points is accomplished using a three step process. In the first step, after the projects are sorted by score in descending order, maximum (generally 100) points are allocated to each project going down the list until there are no more points. In the second step, the MPO then evaluates each of these projects to determine how many points appear needed to put the project in a competitive position. If a project appears competitive with less than 100 points applied, the excess points are removed and budgeted to increase the competitiveness of other projects. If it appears that no amount of local input points would do so, no points are assigned. In the third step, the MPO then proceeds to allocate remaining points to the next project on the list, unless it appears the project will not be competitive even with local input points, until the point allocation is fully exhausted.

The MPO considers two interrelated questions in deciding how many points to assign to a project in the second and third steps of this methodology:

- (1) How many points appear needed to keep a specific project in a competitive position in the prioritization process?
- (2) If after assigning local input points would the project still likely be uncompetitive or excessively costly relative to funding availability (for example a major statewide project cascaded to the Division level)?

In considering these questions, the MPO qualitatively considers a range of relevant factors including:

- NCDOT’s quantitative score
- Project cost relative to expected funding availability including any anticipated modal funding constraints
- Division 7 feedback on which projects they will assign local input points to

- Quantitative scores and costs for projects competing in the same tier in other MPOs or RPOs (assuming competing and competitive projects from other MPOs or RPO will be assigned the highest local input points)

Note: Point assignments may deviate from the MPO Project Ranking Methodology based on TAC or NCDOT Division advisement. Any deviation from the above methodology will be documented with the rationale/ reasoning and made available online at <http://www.guampo.org/>, along with public comments and final point assignments.

Step Five: Schedule and Public Outreach

The Greensboro Urban Area MPO will follow its Public Participation Plan (PPP, available at <https://www.greensboro-nc.gov/home/showpublisheddocument/56690/638321155860570000>). The PPP was developed in consultation with community stakeholders and is a flexible framework for encouraging public participation on all MPO plans and studies. The projects being considered for funding in the FY 2026-2035 period have a large geographic reach or impact. Therefore, this process will be conducted in accordance with Tier 2 of the PPP. In addition to the Tier 2 requirements, Tier 1 requirements must also be followed. The method of outreach under Tiers 1 and 2 include:

- Public Notice Newspaper Ads;
- Posters displayed on transit, parking decks, libraries, and recreation centers;
- Press Releases;
- Newsletter on the MPO and Prioritization Process; and
- Public Review and Meeting (*minimum of one and may be held virtually*).

NCDOT will release a listing of projects funded for each category over a series of months. As a result, the MPO will submit local points twice during a five-month period. The MPO will solicit public review and comments via survey (online and/or on-site), email and public meetings on the MPO Project Ranking Methodology and assignment of local points 1-5 months prior to final submittal to NCDOT in July 2024 (regional category) and November 2024 (division category). Comments will be summarized in a brief report and presented to the TCC and TAC for review. If necessary, the MPO will also document responses to the comments in the report.

Prior to submittal to NCDOT, MPO staff will present a draft Recommended Project Assignment of Local Points to the TCC and TAC for review only. The TCC and TAC will have a month to review assignment of points and public comments. In addition, the public will also be able to voice their comments during a Public Review Period and the TAC comment period at the beginning of the TAC meeting. MPO staff will request TCC recommendation for approval and TAC approval the following month. The adoption will be noted in the minutes and a notarized resolution.

MPO Project Ranking Process Timeline

Phase I: Identify Candidate Projects	Dates
MPO call for projects*	May-July 10, 2023
MPO Evaluation of Candidate Projects	July- August 2023
MPO Review of Candidate Projects	August 9, 2023
Public Review	Aug. 10-Sept. 10, 2023
MPO Approval of Identified Projects	September 20, 2023
MPO Submittal to NCDOT	September 29, 2023
NCDOT Evaluation and Scoring of Projects	October 2023- March 2024
Release of P7.0 Quantitative Scores & Draft Funded Statewide Projects	Late April 2024
Phase II: Assign Points & Final Rankings	Dates
MPO Analysis and Local Input Points	May-July 2024
MPO Priority Project List	May 2024
Public Review (including Local Input Points)	May 13-June 13, 2024
MPO Approval of Regional & Division Tier projects	June 2024
MPO Submittal of Regional Projects to NCDOT	July 2024
Draft Programmed Regional Projects	Late August 2024
MPO Submittal of Division Project to NCDOT	November 2024
2026-2035 Draft STIP Released	February 2025

Step Six: *Submittal of Local Input (Points) to NCDOT*

MPO staff will submit the project assignment of Regional Local points to NCDOT as approved by the TAC in July 2024, and Division Needs Points by November 2024. The final *Listings of Project Assignment of Local Points* will be available online at www.guampo.org.

A comprehensive Draft listing of projects to be funded by NCDOT will be in the Draft FY 2026-2035 State Transportation Improvement Program (STIP) expected to be released in February 2025. The MPO will then develop the Draft FY 2026-2035 Metropolitan Transportation Improvement Program (MTIP) for additional public review and comment.

Materials Sharing

Materials relevant to the P7.0 local input point assignment process will be available online at www.guampo.org and include:

- Adopted local input methodology document
- Highlights of schedule milestones, as well as specific public comment and public meeting schedules when available
- Preliminary and final local input point assignment sheet(s) (including record of deviations, as applicable).

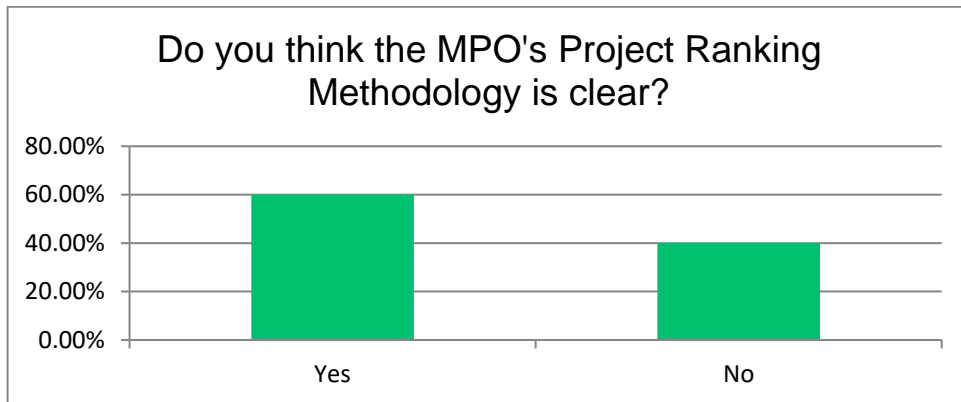


MPO Project Ranking Methodology

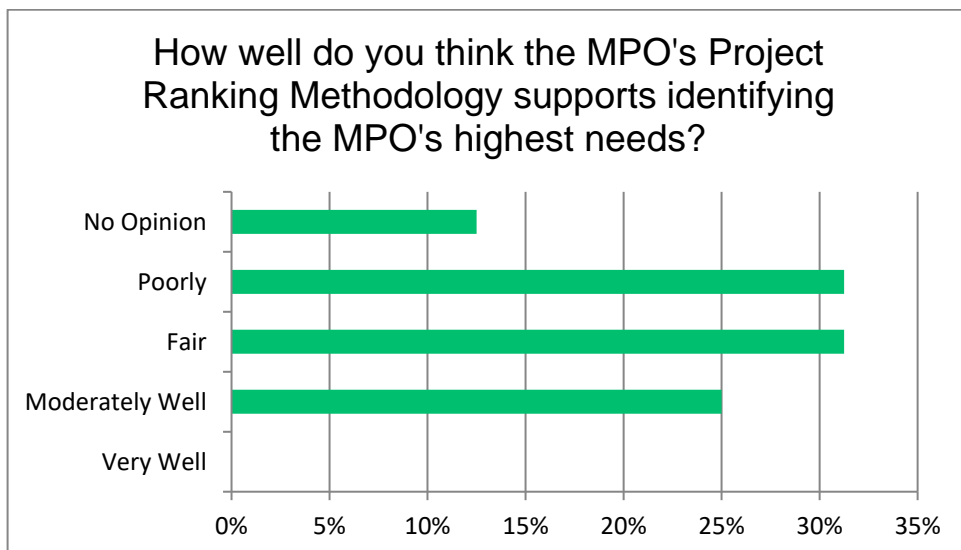
Public Comments

The Greensboro MPO held a Public Comment period from February 5 through March 7th for the *MPO Project Ranking Methodology* document. The *Project Ranking Methodology* document described the method the MPO will use to identify the most competitive projects and assign local points. Methods of outreach included newspaper ads, emails, and press release. Interested persons were able to respond via email, mail, or Survey Monkey. A combination of sixteen responses were received for both documents. Below are survey response(s) on the methodology.

Question 1.



Question 2.



Question 3. Do you recommend any changes to the MPO's Project Ranking Methodology? If so, please list.

Comments Emphasizing a Need for Better Traffic Management

C1. I live on the outer edges of the city and am in the older age group so am less likely to be using a bicycle or walking into town to do business or shopping. I prefer having better traffic flow and access by car to get into town and around. I do understand the need for better bus service in the center of downtown and southern areas of the city.

MPO Response: Your comments have been reviewed and will be shared with the TAC. The MPO continues to undertake efforts to improve congestion management within Greensboro and the rest of the MPO area by prioritizing roadway modernization projects that enhance accessibility, safety, and improve the flow of traffic.

Comments Critical of the Methodology

C2. NCDOT should not have as much weight with their quantitative scoring process, most of their goals are to expand the high injury network of roads.

C3. drop the competition model (competition is easier to oversee and requires less planning but wastes energy and resources); drop the point system (this isn't a game); establish a set of values/goals (environmental sustainability, resource/land usage maximization (fewer roads and parking lots, more space for homes, businesses, and third places), resident quality of life (air, noise, and light pollution, and safety), transit time reduction (it doesn't use cars), etc.) and design all solutions around them; hire traffic consultants, preferably from the Netherlands or some place that has already figured all this stuff out. There is no need to reinvent the wheel.

C4. Yes. Stop making up shxx to spend money on.

MPO Response: Thank you for your comments. The scoring methodology used by the MPO is designed to comply with the state process and state legal requirements. This process requires that we score projects based off of a series of merit criteria and metrics. We will make sure to share your comments with NCDOT, and the MPO will continue to look for ways to add qualitative inputs into our methodology with each new round of prioritization. GDOT and the City continue to investigate and implement efforts to increase space utilization in Downtown Greensboro, and to include environmentally sustainable, multimodal solutions in our plans. For more information about our current programs, please visit our [Transportation Plans and Programs page](#).

Comments Emphasizing BiPed Infrastructure and Multimodal Solutions

C5. With deaths to our pedestrian and bicyclist population, bike paths and sidewalks should be a higher priority, especially in Northwest Greensboro where there is a large contingent of bicyclists and where pedestrians have no place to walk except on the road. Improve the lighting so motorists can see the bicycles, etc. We were promised

sidewalks as part of your annexation of our land by the city. We have waited over 14 years and still no sidewalks. Now all of this additional traffic is coming to the airport area and still no sidewalks, no bike paths, poor lighting, congested roadways with no plans to fix the congested areas. And we were promised a new high school to ease the overcrowding at Northwest High and we still don't have that. That was in the plans and was taken out because you built Northern. Northern did not ease the crowded conditions at Northwest. You want our tax dollars but you don't want to address the issues you created.

C6. Plan for a post-fossil-fuel world. Make multi-modal transportation available. Increase the number of and improve bike lanes.

C7. Base on income sources...trucking lanes...car lanes, bike lanes.

C8. I think multimodal should be given a higher % ranking

C9. The project ranking should take into account the way car dependent infrastructure costs cities and communities more in the long run and place more weight in priority on projects that support better public transit and pedestrian options.

C10. De-emphasize highway projects, particularly those that expand capacity. Instead, emphasize equity (impacts upon vulnerable users, racial and ethnic minorities, ADA compliance, etc.). Have an equity scoring criteria. Focus on projects that create connective "main streets" rather than overly wide roads. Greensboro has set a goal of being car-optional by 2040, so project rankings ought to reflect that, as well as for Vision Zero.

C11. I think the plan for rail service between the three airports is a great idea especially if PTIA isn't going to be able to attract more passenger airlines to lower fares or offer more destination choices.

MPO Response: Thank you for this feedback. We will share these comments with TAC. The MPO will continue to support bicycle, pedestrian, and transit projects in our community. For any specific project concerns or to discuss sidewalk needs and priorities, please contact MPO Staff directly at 336-373-4184. We also encourage all members of the public to attend our [Bicycle & Pedestrian Advisory Committee](#) meetings.

Question 4. Please provide any additional comments.

Comments Critical of BiPed and Multimodal Infrastructure

C12. I'm not a fan of road diets, bicycle lanes, or roundabouts after spending extensive time in California with family and seeing the results of those traffic-calming methods on traffic in cities of similar size (Santa Rosa, Marin, Novato). The bike lanes, bus lanes, and road diets all lead to confusing lines and lanes in the roadway with more accidents, pedestrian injuries, and distracted drivers trying to figure out how to turn, where to go, and what lane to follow than calming or simplifying congested traffic. That's just my experience with cities that have tried these methods. It's better to put the money toward repairing messed up roads, hiring more officers to enforce traffic laws, and making sure judges hand out strict sentences to violators.

C13. With no income from bikes, why do they get an entire lane...and very little usage?

MPO Response: Thank you for sharing your opinions. We will make sure to share these comments with TAC. Bicycle and pedestrian infrastructure are important for promoting

public health and wellness, increasing access to outdoor landscapes and opportunities for members of our community (including youth, elderly, and individuals without a personal vehicle) and promote a range of community goals for land use, enhanced livability, and economic competitiveness. We recognize a need for a balanced planning approach, and our methodology is designed to consider improvements to all modes of transportation including personal vehicle transport. Our office also continues to prioritize safety in all of our efforts, and we aim to make sure that all new projects are navigable and efficient for residents.

Comments Supportive of BiPed and Multimodal Infrastructure

Concerned about public transit being left behind

C14. I know you are trying, and I know there is only so much you can do. I've gone up against the machine of bureaucracy, and lost, so I don't expect much. I know NCDOT will always prioritize roads, and they have all the power, but we cannot keep doing things like this. Good luck.

C15. I strongly support the first 5 projects listed on the biped category and hope that these end up being funded in this next cycle. I would also add the muddy creek greenway to that list going along Lindsay street from Murrow to not sure where that ends. And I would also add the east Greensboro greenway. Even though that is currently in the feasibility stage now - we should be ready with funding when it gets designed.

C16. Greensboro has so much potential to be a great city for pedestrians and to serve communities with excellent public transit. Please do not invest more into overly car dependent infrastructure and invest in people and communities.

C17. Bike/ped projects are the wave of the future and the cost for value is significantly lower than highway projects. The city's plan for vision zero as well as making the city car optional supports this higher priority.

MPO Response: Thank you for these comments. The MPO continues to invest in and prioritize new bicycle, pedestrian, and transit infrastructure. We will take this feedback into consideration as we develop new projects in the coming years. Our office is currently engaged in the city's [GoBORO - Greensboro Long Range Transit Plan](#) which aims to increase transit frequency and reliability by the year 2045. The first new project from this plan, the [Crossmax Purple Route](#), launched on March 4 and offers 15-minute daily frequencies between W. Wendover Avenue and GTCC-Greensboro Campus. The city hopes to launch additional new and enhanced transit services in the near future, and we encourage interested residents to check-in frequently on our website for updates on our projects.

General Concerns

C18. We all feel like we have been ignored for years. Why should we trust you now?

C19. We have homeless people that we can't remove from million dollar properties, ruining property values, with no property tax relief. We have train horns destroying our quality

of life in historic neighborhoods. We don't need upgrades in transportation if no one wants to live here.

C20. Where can you find a list of all these proposed projects and how many points they get?

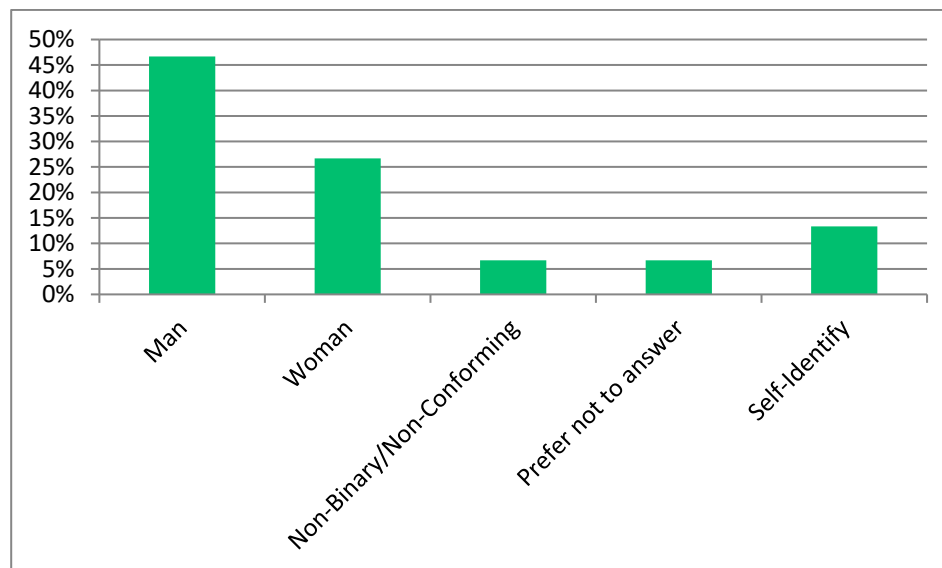
MPO Response: All of the proposed projects from the current round of prioritization can be viewed on [our interactive website](#). Our goal is to make sure that all local residents and other interested parties can have their transportation concerns and comments addressed, and we are happy to setup an individual consultation as needed. Please feel free to contact Craig McKinney at Craig.McKinney@greensboro-nc.gov or 336-373-4184.

Demographic Responses

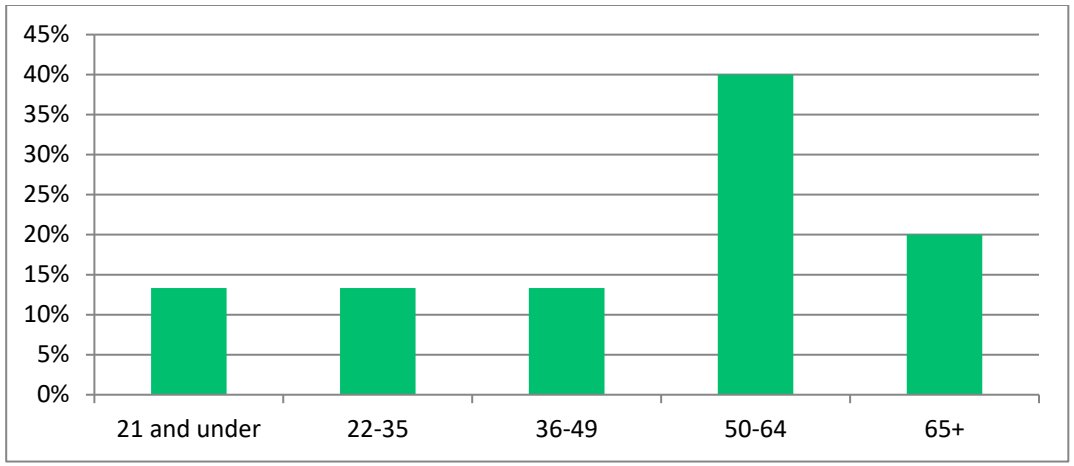
Question 5. What is your zip code?

Zip Code	Percentage
27410	29%
27409	7%
27406	7%
27455	7%
27403	21%
27408	7%
27401	14%
27405	7%

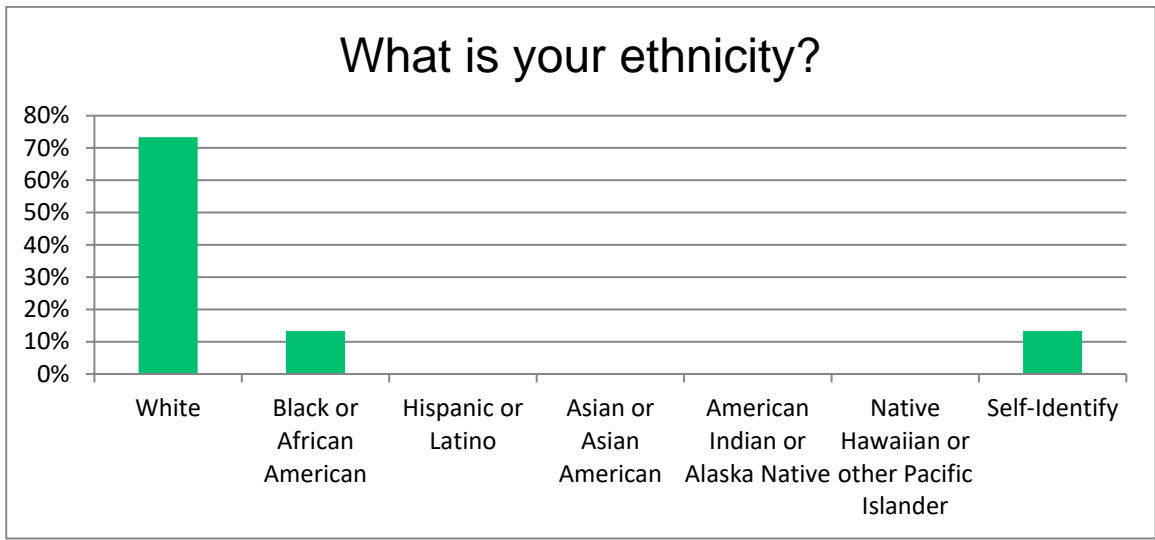
Question 6. What is your gender?



Question 7. Please select the age group that applies to you?



Question 8. What is your ethnicity?





MPO Self-Certification Checklist for FY 2024-2025

The MPO must annually certify to the FHWA and the FTA that its planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of various laws, including the Federal Transit Act, the Clean Air Act, Title VI of the Civil Rights Act of 1964, Infrastructure Investment and Jobs (IIJA) Act, and the Americans with Disabilities Act of 1990.

Checklist

The following detailed checklist is a guide to the issues considered in this self-certification process.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law? *Yes*
2. Does the policy board include elected officials, providers of major modes of transportation, and appropriate state officials? *Yes*
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period? *Yes*
4. Is there a currently adopted Unified Planning Work Program (UPWP)?
 - a. Is there an adopted prospectus? *Yes*
 - b. Are tasks and products clearly outlined? *Yes*
 - c. Is the UPWP consistent with the Metropolitan Transportation Plan (MTP)? *Yes*
 - d. Is the work identified in the UPWP completed in a timely fashion? *Yes*
5. Does the area have a valid transportation planning process?
 - a. Is the transportation planning process continuous, cooperative and comprehensive? *Yes*
 - b. Is there a valid MTP? *Yes*
 - c. Did the MTP have at least a 20-year horizon at the time of adoption? *Yes*
 - d. Does it address the 10 planning factors? *Yes*
 - e. Does it cover all modes applicable to the area? *Yes*
 - f. Is it financially constrained? *Yes*
 - g. Does it include funding for the maintenance and operation of the system? *Yes*
 - h. Does it conform to the State Implementation Plan (SIP)? *Yes*
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 years)? *Yes*
6. Is there a valid Transportation Improvement Program (TIP)?
 - a. Is it consistent with the MTP? *Yes*
 - b. Is it fiscally constrained? *Yes*
 - c. Is it developed cooperatively with the state and local transit operators? *Yes*
 - d. Is it updated at least every 4 years and adopted by the MPO and the Governor? *Yes*

Planning for the transportation future

LEAD PLANNING AGENCY: CITY OF GREENSBORO DEPARTMENT OF TRANSPORTATION

P.O. BOX 3136 GREENSBORO, NORTH CAROLINA 27402-3136 · 336 373-4368 · fax 336 412-6171 · www.guampo.org

7. Does the area have a valid Congestion Management Process?
 - a. Is it consistent with the MTP? *Yes*
 - b. Was it used for the development of the TIP? *Yes*
 - c. Is it monitored and reevaluated to meet the needs of the area? *Yes*
8. Does the area have a process for including environmental mitigation discussions in the planning process? *Yes*
9. Does the planning process meet the following requirements of federal law?
 - a. Title VI: Are there procedures in place to address Title VI complaints and do they comply with federal regulation? *Yes*
 - b. Environmental Justice: Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process? *Yes*
 - c. ADA: Are there procedures in place to address ADA complaints of non-compliance and do they comply with federal regulation? *Yes*
 - d. Disadvantaged Business Enterprises (DBE): Does the MPO have a DBE policy statement that expresses commitment to the DBE program? *Yes*
10. Does the area have an adopted Public Participation Plan?
 - a. Did the public participate in the development of the PPP? *Yes*
 - b. Was the PPP made available for public review for at least 45 days prior to adoption? *Yes*
 - c. Is adequate notice provided for public meetings? *Yes*
 - d. Are meetings held at convenient times and at accessible locations? *Yes*
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? *Yes*
 - f. Is the PPP periodically reviewed and updated to ensure its effectiveness? *Yes*
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO Web site? *Yes*
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? *Yes*

RESOLUTION CERTIFYING THE GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2024-2025

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, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is addressing the major issues facing the area through conducting the transportation planning process in a continuing, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303; this finding includes that

- the *Metropolitan Transportation Improvement Program FY 2024 – FY 2033* is a subset of the *2045 Metropolitan Transportation Plan* and that
- the Transportation Plan has a planning horizon year of 2050 and meets all the requirements for an adequate Transportation Plan; AND

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93); AND

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 (42 U.S.C 2000d-1), 49 CFR part 21, 49 U.S.C 5332, and Section 324 of title 23 U.S.C; AND

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in FHWA- and FTA-funded planning projects (Section 1101(b) of SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26) and affect equal employment opportunity program (23 CFR part 230); AND

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and persons with disabilities per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38);

NOW, THEREFORE, be it resolved that the Greensboro Urban Area Transportation Advisory Committee certifies the transportation planning process for the Greensboro Urban Area Metropolitan Planning Organization on this day March 13, 2024.

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 March 13, 2024.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day March 13, 2024.

Notary Public

My commission expires _____.



To: TAC and TCC
From: Tyler Meyer, AICP, Transportation Planning Manager, TCC Chair
Subject: FY 2024-2025 Unified Planning Work Program
Date: March 13, 2024

The Unified Planning Work Program (UPWP) will guide MPO planning activities for FY 2024-2025. The UPWP lists the projects, priorities and works tasks the GUAMPO will undertake during the fiscal year using funding provided from Federal, State, and local sources. It reflects the MPO's short-range planning needs and provides details on funding sources, agencies responsible for completing the described work, and the expected products of that work.

The UPWP provides the basis for coordinating metropolitan planning activities in the MPO planning area. The primary objective is to develop an integrated planning program which considers the planning activities of each transportation mode and coordinates these activities to produce a plan that serves the needs of the area. The UPWP is developed using the Metropolitan Transportation Plan (MTP) as the planning guidance document.

Many of the tasks outlined in the UPWP are required by either State or Federal law and are ongoing. At the Federal level, these include the development of the fiscally-constrained MTP, the Transportation Improvement Program (TIP), and implementation of the Congestion Management Process (CMP) and performance-based planning requirements. At the State level, NC General Statute 136-66.2 requires that each MPO develop a Comprehensive Transportation Plan (CTP). The Strategic Transportation Investments Law (Chapter 136 Article 14B) requires each MPO to fulfill a range of important functions in the identification, prioritization, and programming of transportation projects and development of the Transportation Improvement Program.

Funding for transportation planning includes product of Federal, State and local funding sources with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) providing 80 percent of the funding for local planning. For FHWA funds, the remaining 20 percent is the required match for Federal funds and is provided by local jurisdictions. For FTA funds, the remaining 20 percent is split between local funds and state funds. Local funds are provided by the Lead Planning Agency, the City of Greensboro, except where otherwise noted.

Lead Planning Agency: City of Greensboro Department of Transportation



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WWW.GUAMPO.ORG

FY 2024-2025 UPWP Funding Totals

Funding Source	Federal Funding	Local Match	State Match	Total
FY 25 Funds				
FHWA PL	\$422,400	\$105,600	\$0	\$528,000
FHWA PL Setaside	\$10,800	\$0	\$0	\$10,800
FHWA BGDA	\$1,280,000	\$320,000	\$0	\$1,600,000
FHWA SPR	\$0	\$0	\$0	\$0
FTA 5303	\$241,600	\$30,200	\$30,200	\$302,000
FY 25 Totals	\$1,954,800	\$455,800	\$30,200	\$2,440,800
Prior Year Carryover Funds				
FTA 5303	\$456,474	\$57,059	\$39,885	\$553,418
Carryover Totals	\$456,474	\$57,059	\$39,885	\$553,418
Grand Total	\$2,411,274	\$512,859	\$70,085	\$2,994,218

Amendments

It is anticipated that future amendments to the FY 2024-2025 UPWP may be needed during the course of the year. Amendments may be processed to adjust level of effort between tasks, to respond to emerging priorities, and to adjust overall funding levels when needed.

Agency to Perform Work

Except where otherwise noted, all work will be completed by the Lead Planning Agency, the City of Greensboro Department of Transportation, either in whole or in coordination with MPO member agencies or regional partners.

Recommended Action & Next Steps

- Approve UPWP on March 13, 2024 following annual MPO self-certification.
- NCDOT & FHWA approval will follow.

Enclosures

2. Administrative Table
3. MTIP Table for BGDA
4. FTA Task Narratives
5. Task Narratives
6. Long Range Planning Calendar
7. Prior Year Accomplishments report
8. Anticipated DBE opportunities
9. Approval Resolution

DRAFT GUAMPO UPWP TASK SUMMARY TABLE

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning - PL104			Safe & Acc Transp Options - PL104	BGDA			Transit Planning - 5303				OVERALL TOTALS			
			Local 20%	Federal 80%	Total 100%	Federal - Total 100%	Local 20%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local	State	Federal	Grand Total
II-A Data and Planning Support																	
44.24.00	II-A-1	Networks and Support Systems	\$ 25,000	\$ 100,000	\$ 125,000		\$ 50,000	\$ 200,000	\$ 250,000	\$ 10,200	\$ 10,200	\$ 81,600	\$ 102,000	\$ 85,200	\$ 10,200	\$ 381,600	\$ 477,000
44.23.01	II-A-2	Travelers and Behavior	\$ -	\$ -	\$ -									\$ -	\$ -	\$ -	\$ -
44.23.02	II-A-3	Transportation Modeling	\$ 22,500	\$ 90,000	\$ 112,500									\$ 22,500	\$ -	\$ 90,000	\$ 112,500
II-B Planning Process																	
44.23.02	II-B-1	Target Planning	\$ 3,125	\$ 12,500	\$ 15,625									\$ 3,125	\$ -	\$ 12,500	\$ 15,625
44.23.01	II-B-2	Regional Planning	\$ 21,250	\$ 85,000	\$ 106,250	\$ 10,800	\$ 40,000	\$ 160,000	\$ 200,000					\$ 61,250		\$ 255,800	\$ 317,050
44.23.01	II-B-2A	Regional Planning: Safe & Acc Transp Options														\$ -	\$ -
44.27.00	II-B-3	Special Studies															
44.27.00	II-B-3C	Downtown Transportation Study					\$ 64,000	\$ 256,000	\$ 320,000								\$ 256,000
44.27.00	II-B-3D	Gate City Blvd Corridor Improvement Feasibility Study					\$ 44,000	\$ 176,000	\$ 220,000								\$ 176,000
44.27.00	II-B-3E	Better Bus Stop Plan Phase 2								\$ 20,000	\$ 20,000	\$ 160,000	\$ 200,000	\$ 20,000	\$ 20,000	\$ 160,000	\$ 200,000
44.27.00	II-B-3F	Gate City Bus Rapid Transit Feasibility Study					\$ 20,000	\$ 80,000	\$ 100,000								
44.27.00	II-B-3G	MTP & CTP Update					\$ 100,000	\$ 400,000	\$ 500,000					\$ 100,000		\$ 400,000	\$ 500,000
III-A Planning Work Program																	
44.21.00	III-A-1	Planning Work Program	\$ 1,250	\$ 5,000	\$ 6,250									\$ 1,250		\$ 5,000	\$ 6,250
44.24.00	III-A-2	Metrics and Performance Measures	\$ 2,500	\$ 10,000	\$ 12,500									\$ 2,500		\$ 10,000	\$ 12,500
III-B Transp. Improvement Plan																	
44.25.00	III-B-1	Prioritization	\$ 7,500	\$ 30,000	\$ 37,500									\$ 7,500		\$ 30,000	\$ 37,500
44.25.00	III-B-2	Metropolitan TIP	\$ 5,000	\$ 20,000	\$ 25,000									\$ 5,000		\$ 20,000	\$ 25,000
44.25.00	III-B-3	Merger/Project Development	\$ 1,000	\$ 4,000	\$ 5,000									\$ 1,000		\$ 4,000	\$ 5,000
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
44.27.00	III-C-1	Title VI Compliance	\$ -	\$ -	\$ -		\$ 1,000	\$ 4,000	\$ 5,000							\$ 4,000	\$ 4,000
44.27.00	III-C-2	Environmental Justice	\$ -	\$ -	\$ -		\$ 1,000	\$ 4,000	\$ 5,000							\$ 4,000	\$ 4,000
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -											\$ -	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ -	\$ -	\$ -											\$ -	\$ -
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$ -	\$ -											\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 2,500	\$ 10,000	\$ 12,500									\$ 2,500		\$ 10,000	\$ 12,500
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -											\$ -	\$ -
III-D Statewide & Extra-Regional Planning																	
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 1,250	\$ 5,000	\$ 6,250											\$ 5,000	\$ 5,000
III-E Management Ops, Program Suppt Admin																	
44.27.00		Management Operations	\$ 12,725	\$ 50,900	\$ 63,625									\$ 12,725		\$ 50,900	\$ 63,625
TOTALS:			\$ 105,600	\$ 422,400	\$ 528,000	\$ 10,800	\$ 320,000	\$ 1,280,000	\$ 1,600,000	\$ 30,200	\$ 30,200	\$ 241,600	\$ 302,000	\$ 324,550	\$ 30,200	\$ 1,874,800	\$ 2,229,550
			Local	Federal	Total	Federal - Total	Local	Federal	Total	Local	State	Federal		Local	State	Federal	Grand Total
			PL 104				BGDA			5303				Totals			
Prior Year funded special studies continuing in FY24																	
44.27.00	II-B-3B	Better Bus Stop Plan Phase 1								\$ 17,174	\$ 17,174	\$ 137,393	\$ 171,741				
44.23.01	II-B-2A	Mobility GSO 2045 (FY 2023 funds)								\$ 39,885	\$ 39,885	\$ 319,081	\$ 398,851	\$ 39,885	\$ 39,885	\$ 319,081	\$ 398,851
Totals- Prior year funded studies that will be completed in FY 24							\$ 0	\$ 0	\$ 0	\$ 57,059	\$ 57,059	\$ 456,474	\$ 570,592	\$ 57,059	\$ 57,059	\$ 456,474	\$ 570,592

FY 2024-2033 BGDA Supplemental Funds

			FY 2025	FY 2026	FY 2027
U- 6085/M- 0433	Various, Supplemental Funding for Geensboro Urban Area MPO Unified Planning Work Program	L	<u>\$320,000</u>	<u>\$220,000</u>	<u>\$220,000</u>
		BGDA	<u>\$1,280,000</u>	<u>\$880,000</u>	<u>\$880,000</u>

Notes:

Gray shading = prior listings, unshaded = revised listings, underlined = revisions,

Funding Sources Key:

BGDA: *Surface Transportation Block Grant, Direct Apportionment*

L: *local matching funds*

East Gate City Blvd Corridor Study

FTA Task Narrative

1-	MPO Name	Greensboro Urban Area MPO
2-	FTA Code	44.24.00
3-	Task Code	II-A-1
4-	Title of Planning Task	Networks & Support Systems
5-	Task Objective	MPO Staff & GTA will manage and analyze data and study ridership trends on fixed route as well as boardings and alightings by stop to support short term service needs in coordination with Goboro 2045 recommendations.
6-	Tangible Product Expected	Staff positions executing work functions noted above. Software and data purchases as needed to support said work.
7-	Expected Completion Date of Product(s)	June 2025
8-	Previous Work	MPO Transit Planner and Transit Systems Planner staff work.
9-	Prior FTA Funds	
10-	Relationship To Other Activities	
11-	Agency Responsible for Task Completion	GTA, MPO Transportation Planning Staff, and Consultants
12-	HPR - Highway - NCDOT 20%	
13-	HPR - Highway - FHWA 80%	
14-	Section 104 (f) PL Local 20%	
15-	Section 104 (f) PL FHWA 80%	
16-	Section 5303 Local 10%	\$10,200
17-	Section 5303 NCDOT 10%	\$10,200
18-	Section 5303 FTA 80%	\$81,600
19-	Section 5307 Transit - Local 10%	\$102,000
20-	Section 5307 Transit - NCDOT 10%	
21-	Section 5307 Transit - FTA 80%	
22-	Additional Funds - Local 100%	

FTA Task Narrative

1-	MPO Name	Greensboro Urban Area MPO
2-	FTA Code	44.27.00
3-	Task Code	II-B-3E: Special Studies: Better Bus Stop Plan Phase 2: Action Plan
4-	Title of Planning Task	Special Studies
5-	Task Objective	The Better Bus Stop Plan Phase 2: Action Plan will build off the preparatory work completed in Phase 1. The project will revise stops to match new goboro route structure; consolidate redundant stops; eliminate duplicative stops; relocate stops for improved safety and/or access; prioritize short sidewalk and accessibility upgrades; prioritize transit related pedestrian crossing upgrades; suggest priorities for larger scale transit access improvement projects; prioritize new shelter and bench installations.
6-	Tangible Product Expected	Technical memoranda, study report, data & related exhibits
7-	Expected Completion Date of Product(s)	Jun-25
8-	Previous Work	Better Bus Stop Plan Phase 1: data, process, and tool development
9-	Prior FTA Funds	
10-	Relationship To Other Activities	
11-	Agency Responsible for Task Completion	GTA, MPO Transportation Planning Staff, and Consultants
12-	HPR - Highway - NCDOT 20%	
13-	HPR - Highway - FHWA 80%	
14-	Section 104 (f) PL Local 20%	
15-	Section 104 (f) PL FHWA 80%	
16-	Section 5303 Local 10%	\$20,000
17-	Section 5303 NCDOT 10%	\$20,000
18-	Section 5303 FTA 80%	\$160,000
19-	Section 5307 Transit - Local 10%	
20-	Section 5307 Transit - NCDOT 10%	
21-	Section 5307 Transit - FTA 80%	
22-	Additional Funds - Local 100%	

Long Range Planning Calendar

	24-25	25-26	25-26	27-28	28-29
<u>Surveillance of Change</u>					
ongoing data collection					
<u>Metropolitan Transp. Plan</u>					
Travel Demand Model freight enhancements					
Implement New Regional Travel Demand Model designed for ongoing enhancement & data collection					
Update CTP, Thoroughfare & Collector Plans					
Update Downtown Parking Plan					
Long Range Transit Plan refinement & expansion					
Update Bicycle & Pedestrian Plan					
Develop MTP Update					
Congestion Management Process Update					
Update Coordinated Human Services Transportation Plan					
<u>Planning Work Program</u>					
ongoing activities					
<u>Transp. Improvement Program</u>					
ongoing TIP administration					
develop 2026-2035 TIP					
develop 2028-2035 TIP					
<u>Cvl Rgts. Cmp./Otr .Reg. Reqs.</u>					
Environmental Justice analysis & outreach efforts - ongoing					
<u>Incidental Plng./Project Dev.</u>					
ongoing activities					
<u>Management & Operations</u>					
ongoing activities					

Key:

work and/or MPO action required:

minimal work needed:

TBD:

GUAMPO FY 2024-2025 UPWP Task Narrative

II-A-1 Networks and Support Systems

System Usage Data

- Collect or obtain traffic volumes and speed and bicycle and pedestrian volume data. Deploy temporary counters, and purchase equipment and software as needed.
- Assess options for improving count programs and data sources, including options for an expanded bicycle and pedestrian count program. Implement findings as appropriate.
- Collect, process, maintain, and analyze freight information, crash data, socioeconomic data, and environmental data.
- Purchase software subscriptions and/or processed data including real time data services relating to motorized traffic counts, speeds, and origins and destinations; bicycle and pedestrian travel; micromobility travel and deployments; and freight data.
- Create, maintain, and update geodatabases to catalog and access multimodal usage data, crash data, and related data sets. Purchase specialized database and analysis software as needed for this task.

Transit Data & Planning Support

- Maintain GTA's General Transit Feed Specification (GTFS) feed, keep it up to date, and implement protocols for managing it effectively in coordination with GTA's CAD/AVL software and hardware from GMV Synchronatics aligning the GTFS with the new system.
- Evaluate ridership and schedule adherence for GTA Fixed Routes and HEAT service.
- Use transit analysis software to evaluate service changes, identify productive route modifications, and plan new transit routes and services.
- Forecast paratransit and fixed route ridership
- Manage and analyze data and study ridership trends on fixed route as well as boardings and alightings by stop to support short term service needs and the bus stop consolidation and improvement program.
- Participate in the City's internal bus stop planning process to improve, manage, and place infrastructure for public transportation including bus shelters, pedestrian connections, and related considerations in coordination with the Better Bus Stop initiative Phase 1 and Phase 2 (see special studies). Analyze needs and options, facilitate coordination, support technology needs, and plan ahead to scope out future phases of the Better Bus Stop initiative.

Safety Data & Planning Support

- Process crash data, maintain crash databases, and conduct crash analyses for all travel modes.
- Work with NC Vision Zero and the Vision Zero Greensboro Initiative to mine additional data sources.
- Conduct pedestrian studies as needed.
- Coordinate MPO plans, programs and committee work with the Comprehensive Safety Action Plan developed under the *Safe Streets for All* planning grant.

Infrastructure Data

- Use sidewalk, greenway, and curb ramp condition data to prepare and update analyses of repair, reconstruction, and modernization needs.
 - Produce a sidewalk maintenance needs assessment based on City ADA Transition Plan data.
 - Update greenway maintenance needs assessment as needed.
- Maintain and update geodatabases for biped infrastructure including existing facility, planned projects, sidewalk and greenway condition, and curb ramps.
- Improve internal processes for regularly updating the bicycle and pedestrian network data.
- Collect other transportation infrastructure conditions data as needed.

II-A-3 Transportation Modeling

GUAMPO FY 2024-2025 UPWP Task Narrative

- Conduct model development and routine maintenance activities per the Regional Model Work Plan.
- Support the PTRM model calibration and validation using a new base year in preparation for the MTP update.
- Use the model to analyze travel patterns and activity and to prepare traffic forecasts as needed
- Collaborate with PART, NCDOT, and MPOs to update the Memorandum of Agreement.

II-B-1 Target Planning

- Monitor and study congestion and traffic flow to support efficient transportation systems management. Update Congestion Management Process
- Assess freight issues and related transportation needs including in congestion management, project development, and safety planning activities.
- Participate in regional Travel Demand Management (TDM) Initiatives.
- Plan for climate change, resiliency, and natural disaster preparedness. Coordinate with appropriate public safety officials as needed. Analyze transportation system vulnerability to extreme weather events and climate change and develop options, plans, and projects for improving resiliency of transportation facilities or systems.
- Do groundwork and coordinate with NCDOT and partner MPOs to plan for developing and implementing *Greenhouse Gas Performance Measure* rule targets.
- Plan for electric vehicle charging infrastructure deployment and other strategies to reduce mobile source emissions and reduce vulnerability of fuel supplies in times of extreme weather events or petroleum scarcity.

II-B-2 Regional Planning

Metropolitan Transportation Plan

- Work to implement the 2045 MTP and support the goals it lays out, including goals in common with the Vision Zero Greensboro, the BiPed Plan, Mobility Greensboro 2040, and PLANIT GSO.
- Study emerging trends and their potential impact on the overall transportation system. Trends of interest include shared mobility, micromobility, online shopping impact on local roadways, post-pandemic mobility trends and more.
- Develop 2050 MTP update. See *Special Studies*.

Goboro Long Range Public Transportation Plan

- The Lead Planning Agency will work with Jarrett Walker & Associates and GTA to complete the Mobility Greensboro 2045 Transit Master Plan. The MPO will work with Guilford County, High Point, and PART to support development of a comparable plan for Guilford County. That work will include developing county level plans, goals and objectives, existing conditions, user and public preferences, route design and redesign options, new service priorities, options for enhancing revenues and funding for transit, and the potential role for mobility hubs, microtransit, and technology to improve transit service delivery and user experience.
- Pursue strategic partnerships with businesses, institutions, and the community.
- Coordinate with traffic engineers and land-use planners about implementation of roadway design, and land-use policies to enact comprehensive improvements to GTA's system.
- Coordinate with the Planning and Housing/Neighborhood Development Departments to ensure land-use and housing efforts connect with public transit.
- Create presentation materials to facilitate conversations about tradeoffs and decision making.
- Support development of financial strategies to support operations, maintenance, and capital funding.

Bicycle, Pedestrian, Greenways and Trails Master Plan

- Development of transportation plans to...

GUAMPO FY 2024-2025 UPWP Task Narrative

- (A) Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.
- (B) Integrate active transportation facilities with public transportation service or improve access to public transportation.
- Continue to reevaluate pedestrian recommendations including for sidewalk construction, pedestrian crossing improvements, and maintenance issues.
- Continue to reevaluate bicycle facilities recommendations.
- Work with Parks & Recreation and stakeholder agencies to continue to prioritize and refine greenway recommendations.
- Prepare an amendment to the 2015 BiPed Plan/ 2018 BiPed Amendment as needed to keep project recommendations current.
- Coordinate and support bicycle and pedestrian education and promotion, including Bike Month.
- Oversee the Shared Micromobility Services Program. Coordinate with operator, mobility data platform service, and stakeholders for program development, public education, and rider safety and permit compliance.
- Coordination on developing and maintaining greenways of regional significance.
- Provide technical assistance for bicycle and pedestrian planning issues, studies, and initiatives.

Comprehensive Safety Action Plan coordination

- Coordinate MPO safety planning in MTP, BiPed, and other areas with the Comprehensive Safety Action Plan developed under the *Safe Streets for All* planning grant.
 - Cultivate and maintain partnerships with public health, law enforcement, education, and others on data sharing and implementation.
 - Establish ongoing consultative structures, such as topical working groups and/or advisory committees
 - Implement and coordinate pedestrian and bicycle safety education and enforcement programs such as Watch for Me NC and Safe Route to School in conjunction with area law enforcement agencies.
 - Identify and prioritize infrastructure improvement needs, policy changes, and other steps.
 - Promote safety initiatives outside of the City of Greensboro in cooperation with Division 7 and area officials.

II-B-2A Regional Planning: Safe & Accountable Transportation Options

- Adoption of Complete Streets standards or policies.
- Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.
- Development of transportation plans to:
 - Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.
 - Integrate active transportation facilities with public transportation service or improve access to public transportation.
 - Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities.
 - Increase public transportation ridership; and
 - Improve the safety of bicyclists and pedestrians.
 - Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
- Development of transportation plans and policies that support transit-oriented development.

GUAMPO FY 2024-2025 UPWP Task Narrative

II-B-3 Special Studies

Downtown Transportation Study II-B-3C

- The Downtown Transportation Study will comprehensively assess and recommend strategies, projects, and policies for modernizing and improving transportation infrastructure in Downtown Greensboro in a manner thoroughly grounded in robust data collection, state of the practice analysis, and community priorities and goals. The study area includes the Greensboro Central Business District (within the Downtown Greenway Loop), an area with 80+ intersections and a dense network of interconnected streets and sidewalks. The study will include data collection, traffic analysis, analysis of bicycle, pedestrian, and transit travel conditions and demand; signal design considerations; development and evaluation of concepts for future improvements; evaluation of optimal phasing of improvements; and extensive public and stakeholder engagement. Deliverables will include recommended changes to downtown streets, intersections, traffic signals, traffic flow, bicycle and pedestrian facilities, transit infrastructure and related considerations. Key goals include: improve pedestrian accessibility, safety and comfort; identify feasible techniques to slow traffic; prevent fatal and serious injury crashes; improve bicycle connection and level of service; make the downtown street network more intuitive and less confusing; and consider and reinforce MPO and City transportation, land use, economic, cultural, and housing goals.

East Gate City Corridor Improvement Feasibility Study II-B-3D

- This study will assess multimodal corridor improvement needs on East Gate City Boulevard from Elm Street to I-40. The study will factor in details from the previously completed Feasibility Study of improvements from Coliseum Boulevard to Elm Street, as well as the pending roadway modernization (HL-0046) from Willow Road to Florida Street and the bridge replacement over the North Buffalo Creek currently under construction (B-5717). The study will include data collection, traffic analysis, analysis of bicycle, pedestrian, and transit travel conditions and demand; signal design considerations; assessment of potential mobility hub and other transit infrastructure locations, development and evaluation of concepts for future improvements; evaluation of optimal phasing of improvements; and extensive public and stakeholder engagement. Deliverables will include recommended future improvements and a phasing plan. Goals include improving safety, accessibility, and mobility for all roadway users; enhancing the streetscape and supporting extensive current and pending investments in the Gate City corridor by the City of Greensboro, NCA&TSU, UNC-G, community organizations, and private developers; and facilitating long range transit goals for a high capacity bus transit line along the entire Gate City Boulevard corridor.

Better Bus Stop Plan Phase 1 II-B-3E

- The Better Bus Stop Plan Phase 2: Action Plan will build off the preparatory work completed in Phase 1. The project will revise stops to match new Goboro route structure; consolidate redundant stops; eliminate duplicative stops; relocate stops for improved safety and/or access; prioritize short sidewalk and accessibility upgrades; prioritize transit related pedestrian crossing upgrades; suggest priorities for larger scale transit access improvement projects; prioritize new shelter and bench installations.

Gate City Bus Rapid Transit Feasibility Study & Options Assessment II-B-3F

- Investigate BRT or Arterial BRT style investments along the Gate City Boulevard Corridor from downtown to Four Seasons and to GTCC. Consider alternative termini for this BRT corridor investment including Gateway Research Park, Four Seasons Mall, GTCC, and Downtown High Point. Consider the performance impacts of various configurations to job access and ridership impacts as well as FTA small starts criteria. Evaluate if BRT could be a rapid-style service overlaid onto local services, if the BRT service could fully replace the local service, or if enhanced frequent local service would be best suited to the corridor for the foreseeable future.

MTP & CTP Update II-B-3G

- Develop the fiscally constrained 2050 Metropolitan Transportation Plan (MTP) and unconstrained needs plan / Comprehensive Transportation Plan (CTP). Complete thorough reevaluation of roadway network needs and

GUAMPO FY 2024-2025 UPWP Task Narrative

future investment needs. Include extensive public outreach on priorities and vision for the future. Take a deeper dive into multimodal recommendations for transit, bicycle and pedestrian, and freight movement. Coordinate with Comprehensive Safety Action Plan to incorporate safety elements. Include identification of strategic priorities, including potential future major discretionary grant project proposals.

III-A-1 Planning Work Program

- Administer the FY 2024-25 UPWP. Prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2025-2026 UPWP.

III-A-2 Metrics and Performance Measures

- Collect, analyze, and publish data to support performance measures and meet federal performance measure establishment and reporting requirements.
- Report progress on performance targets for PM2 and PM3 as well as transit asset management and transit agency safety plans.
- Update highway and transit safety targets annually.
- Establish new greenhouse (GHG) performance targets in coordination with NCDOT and neighbor MPOs.
- Monitor the established CMP.

III-B-1 Prioritization

- Implement the Prioritization 7.0 MPO Ranking Methodology to score regional and division needs projects. This includes technical analysis, public input, and review by MPO committees.
- Complete additional requirements of the Prioritization 7.0 process and keep MPO committees updated throughout the duration of the process.
- Work with NCDOT, GDOT traffic engineering, and town and county officials to conduct detailed evaluation of transportation needs and identification of prioritization candidates. Conduct detailed work on scoping, refining, and documenting the need or likely scope and cost of such projects, including by coordinating with NCDOT on express designs and conducting the local equivalent where appropriate.
- Assess infrastructure improvement needs to identify candidate projects for NCDOT Prioritization, High Impact/Low Cost program, MPO DA, CRP, CMAQ funding, and/or local funding.
- Issue a call for Transportation Alternatives DA projects as appropriate.

III-B-2 Metropolitan TIP

- Process amendments to FY 2024-2033 MTIP and ensure consistency with the STIP.
- Maintain and update “current MTIP as amended” / live MTIP posted online after every MPO meeting to keep it up to date
- Develop a new MTIP database for more effective management, record keeping, and preparation of reports (including the live MTIP) and analyses on an ongoing basis.
- Administer TADA program.
- Manage the MPO’s locally administered federal and state project programs, including agreements and ensuring MTIP consistency. Participate in the NCDOT project development, environmental study, and permitting process for area projects.
- Administer and update the Transit Resource Allocation Plan as needed.
- Update annual Program of Projects to administer transit projects.

GUAMPO FY 2024-2025 UPWP Task Narrative

- Oversee local government federal-aid project development activities for pedestrian and bicycle facilities, transit, and highway improvements.
- Coordinate review and involvement for local government feedback on NCDOT project designs.
- Coordinate with other agencies (NCDOT, PART) and city departments (Engineering, Engineering & Inspection, Parks & Rec) for project implementation, project planning, and travel modelling.

III-B-3 Merger/Project Development

- Coordinate the review and involvement of local governments and provide feedback on NCDOT project designs, project development activities, and federal funding timelines.
- Engage with NCDOT on express designs, feasibility studies, and other preliminary studies.
- Coordinate with NCDOT on efficient implementation of LAPP projects and enhancement of project submittal and review processes.
- Conduct planning level assessments to define and/or refine needed project scopes, limits, and other characteristics for LAPP projects and present and future STI project candidates.
- MPO representatives will participate in NCDOT project development, environmental, and permitting processes.

III-C-6 Public Involvement

- Provide for an open exchange of information and ideas between the public and transportation policy makers and staff.
- Conduct public involvement activities for MPO documents and processes.
- Provide support for public education and information campaigns for transportation project information as well as bicycle and pedestrian safety education initiatives.
- Increase public awareness of pending projects via in-person outreach, conventional media, and on-line resources such as the MPO website, the online Roadway Project Locator tool, the Project Update Newsletter, and social media.
- Reassess and refine the Public Participation Plan as appropriate.

III-D-1 Statewide & Extra-Regional Planning

- Actively participate in NCAMPO. Attend board meetings, participate in annual conference development session development committee, participate on transit working group, and contribute to development of organizational priorities as well as official requests or comments on behalf of the group.
- Participate in statewide and other NCDOT planning and prioritization activities, including STI Workgroup.

III-E Management, Operations & Program Support

- Administer the MPO planning process including TAC and TCC meeting logistics, agendas and correspondence.
- Administer public involvement activities, including public meetings, outreach efforts, and the BPAC.
- Conduct staff development and training activities to support MPO planning and administration functions. This includes webinars, classes, and conferences. Conferences will include AMPO, NCAMPO, NCSITE, NC Bike Summit, NC Transportation Summit, Women in Engineering, and the Transportation Research Board Annual meeting and others.

GUAMPO FY 2024-2025 UPWP Task Narrative

- Maintain membership and involvement in AMPO.
- Participate in statewide and other NCDOT planning and prioritization activities, including STI Workgroup.

FY 2022-2023 GREENBORO URBAN AREA UNIFIED PLANNING WORK PROGRAM End of Year Accomplishments Report

Greensboro Urban Area MPO accomplishments for FY 2022-2023 were as follows *(please note this FY 2022 report will be replaced with the FY 2023 report once it is available)*:

Data & Planning Support

- Updated sidewalk and bicycle infrastructure database.
- Maintained and updated the status of the sidewalk condition index layer and prioritized locations for sidewalk repairs.
- Ongoing traffic counting and data analysis for motorized and nonmotorized traffic (includes using Streetlight platform).
- Continued to work with Traffic Engineering to maintain the bicycle and pedestrian counting equipment (Eco Counter) in short-term stations.
- Supported Parks & Rec and Action Greensboro for Eco counter installation along Downtown Greenway
- Updated Recommendation Trail and Greenway GIS database
- Entered data for GIS-based crash analysis database (including bicycle and pedestrian crashes). Coordinated with Greensboro Police Department, ITRE and NCDOT to improve crash data integrity.
- Vision Zero Greensboro multimodal safety analysis, and coordination with NCDOT and GPD on crash data delivery process updates.
- Ongoing model team discussions for the Piedmont Triad Regional Model (PTRM), focusing on social economic (SE) data updates. Staff participated in SE Data Development Pilot Project while coordinating the related agencies within MPO area. Also provided the MPO updated project status to PART supporting PTRM maintenance work.
- Coordinated with PART on PTRM Household Survey oversight and administration.
- Coordinated with PART as well as partner agencies and departments on Piedmont Triad Regional CommunityViz Model preparation. Participated the CommunityViz steering committee and user group meetings to support the development of the model process.
- Collected the traffic volume data from available resources, and estimated future volumes for requested intersections or corridors.
- Began implementing the Better Bus Stop Planning Program to include data analysis/planning, project management, and maintenance.
- General GTFS maintenance for GTA, including configuring the GTFS in GTA's new CAD/AVL system, GMV.
- Staff worked with Engineering staff and member local agencies to complete draft materials for the Thoroughfare & Collector Plan update for a January public review period kickoff.
- Updated sidewalk and bicycle infrastructure database.
- Maintained and updated the status of the sidewalk condition index layer and prioritized locations for sidewalk repairs.
- Ongoing traffic counting and data analysis for motorized and nonmotorized traffic (includes using Streetlight platform).
- Continued to work with Traffic Engineering to maintain the bicycle and pedestrian counting equipment (Eco Counter) in short-term stations.
- Supported Parks & Rec and Action Greensboro for Eco counter installation along Downtown Greenway
- Entered data for GIS-based crash analysis database (including bicycle and pedestrian crashes). Coordinated with Greensboro Police Department, ITRE and NCDOT to improve crash data integrity.
- Ongoing model team discussions for the Piedmont Triad Regional Model (PTRM), focusing on social economic (SE) data updates. Staff participated in SE Data Development Pilot Project while coordinating the related agencies within MPO area. Also provided the MPO updated project status to PART supporting PTRM maintenance work.
- Coordinated with PART on PTRM Household Survey oversight and administration.
- Coordinated with PART as well as partner agencies and departments on Piedmont Triad Regional CommunityViz Model preparation. Participated the CommunityViz steering committee and user group meetings to support the development of the model process.
- Collected the traffic volume data from available resources, and estimated future volumes for requested intersections or corridors.

- Began implementing the Better Bus Stop Planning Program to include data analysis/planning, project management, and maintenance by working with GTA planning and maintenance team members to create a shelter construction prioritization process leading to 21 shelter installs over three months
- General GTFS maintenance for GTA
- Staff worked with Engineering staff and member local agencies to completed draft materials for the Thoroughfare & Collector Plan update for a January public review period kickoff, followed by TCC/TAC adoption in May and maps distributed to area jurisdictions for their adoptions.
- Data analysis to support MPO review of express design projects.

Planning Process

- Fleming - Lewiston Connector & Interchange: MTP/ Thoroughfare & Collector/CTP Action
- Continued CTP update to address comments from Transportation Planning Branch.
- Coordination with PART and Triad MPO's on Triad Transportation Demand Management Plan.
- Ongoing evaluation of GTA's Mobility Greensboro 2040 plan implementation priorities.
- Completed procurement process and selected a vendor for GTA's Mobility Greensboro 2045 long-range plan
- Completed procurement process and selected a vendor for GTA's Zero Emission Fleet Transition Plan (ZEFTP)
- Prepared and submitted USDOT SS4A grant
- Supported NCDOT in preparation of USDOT RCP grant
- Continued CTP update to address comments from Transportation Planning Branch.
- Coordination with PART and Triad MPO's on Triad Transportation Demand Management Plan.
- Ongoing evaluation of GTA's Mobility Greensboro 2040 plan implementation priorities.
- Kicked off GTA's Mobility Greensboro 2045 long-range plan, 'GOBORO' and completed several key tasks including, a draft existing conditions report and two transit system design scenarios to present to the public.
- Kicked off GTA's Zero Emission Fleet Transition Plan (ZEFTP) and finished the baseline report, which estimates GTA's existing paratransit and fixed route fleets can be 100% zero emission by 2035.
- Submitted a proposal for the USDOT's Charging and Fueling Infrastructure (CFI) grant to plan for community electric vehicle (EV) charging infrastructure in rural and urban areas of need, and to replace inoperable public charging in Downtown Greensboro.
- Participated in USDOT RCP grant debriefing on how can improve application
- Coordination with NCDOT on holding a public input meeting for U-6108
- U-6108 Public Input Meeting
- Contracted with Toole Design for the development of SRTA Program Guide and Toolkit (Kickoff and community stakeholder meetings were held)
- Participated in Vulnerable Road User Safety Assessment with NCDOT and consultant
- Participated in USDOT Vision Zero Pairing Program with NYC and Alameda, CA
- Participated in NC Vision Zero meetings and NC Vision Zero Leadership Institute
- Staff completed ITE Safe System Course
- CMAQ Analysis and project submittal to NCDOT
- Coordinated with partner agencies and updated the performance measures targets for Transportation Performance Management to NCDOT

Administration

- Prepared eleven sets of MTIP/STIP amendments / administrative modifications this quarter.
- Maintained "Current MTIP" database and MPO webpage reports. With regular updates after each TAC meeting, these provide the reader a current, up to date version of the MTIP.
- Actively participating in the design reviews of federally funded sidewalk and roadway projects. Worked with local government to ensure proper progression of project timelines. Evaluated sidewalk requests and timelines for additional pedestrian enhancement projects.
- Worked on NCSHPO documents, PCE documents and consultation forms for, BL-0041, HL-0046, U-5532I, EB-5985, U-5532C, HL-0047, U-5532E, U-5532H, EB-5986, EB-5997, EB-5995, U-5532E, U-5532F, and EL-5101DR ;

coordinated with City Engineering & Inspections on a new City funded professional services agreement for support in preparation of PCEs and associated documents.

- Worked with NCDOT towards approval of contract awards for the BGDA, CMAQ, TAP & Enhancement funded sidewalks, and on establishing needed supplemental agreements to existing projects. Agreements were modified and/or processed for the following projects: C-5555E, EB-5995, EB-5997, EB-5987, HL-0047, and M-0551CC.
- Attended IMD Quarterly Meeting
- Evaluated and analyzed projects for P6.0; coordination with NCDOT and local jurisdictions.
- Held monthly meetings with local staff and NCDOT Division 7 to review status of projects covered by STI or DA Municipal Agreements.
- Attended monthly meeting with Park & Rec to review status of greenway and trail projects and program.
- Attended monthly status meeting on Galyon Depot Repairs WBS 49227
- Coordination and facilitation of Bicycle and Pedestrian Advisory Committee including the second quarter BPAC meeting.
- Coordination and training on Streetlight Data.
- Actively participated in the review of resurfacing projects to implement new bicycle facilities as part of the Downtown Streetscape Master Plan.
- Evaluated bicycle network improvements for short-range network expansion.
- Actively participated in the review of various sidewalk projects under design.
- Staff analyzed the City's micromobility (e-scooters and e-bikes) program data.
- Collaborated with Parks & Rec to provide technical assistance for installing Eco counters on downtown greenway and support site selection and installation process
- Prepared sixteen sets of MTIP/STIP amendments / administrative modifications during third and fourth quarters.
- Maintained "Current MTIP" database and MPO webpage reports. With regular updates after each TAC meeting, these provide the reader a current, up to date version of the MTIP.
- Actively participating in the design reviews of federally funded sidewalk and roadway projects. Worked with local government to ensure proper progression of project timelines. Evaluated sidewalk requests and timelines for additional pedestrian enhancement projects.
- Worked on NCSHPO documents, PCE documents and consultation forms for, , HL-0047, , , EB-5986, EB-5997, EB-5995, U-5532E, EB-6037C , EB-5877, EB-5878, U-5532G and EL-5101DR ; coordinated with City Engineering & Inspections on a new City funded professional services agreement for support in preparation of PCEs and associated documents.
- Worked with NCDOT towards approval of contract awards for the BGDA, CMAQ, TAP & Enhancement funded sidewalks, and on establishing needed supplemental agreements to existing projects. Agreements were modified and/or processed for the following projects: C-5555E, HL-0048, U-5532I, P-5709, Eb-5985, and EB-5997.
- Evaluated and analyzed project BR-0079 for bike and pedestrian accommodation
- Attended IMD Quarterly Meetings
- Evaluated and analyzed projects for P7.0; coordination with NCDOT and local jurisdictions.
- Held monthly meetings with local staff and NCDOT Division 7 to review status of projects covered by STI or DA Municipal Agreements.
- Attended monthly meetings with Park & Rec to review status of greenway and trail projects and program.
- Attended monthly status meetings on Galyon Depot Repairs WBS 49227
- Coordination and facilitation of Bicycle and Pedestrian Advisory Committee including the first quarter BPAC meeting.
- Attended monthly Greensboro Transit Agency Advisory Commission meetings.
- Coordination and training on Streetlight Data.
- Actively participated in the review of resurfacing projects to implement new bicycle facilities as part of the Downtown Streetscape Master Plan.
- Evaluated bicycle network improvements for short-range network expansion.
- Actively participated in the review of various sidewalk projects under design.
- Staff analyzed the City's micromobility (e-scooters and e-bikes) program data. Prepared and distributed Micro mobility Survey
- Collaborated with Parks & Rec to provide technical assistance for installing Eco counters on downtown greenway and support site selection and installation process; coordinated with ITRE to develop contract to install the Eco counters

- Staff reviewed, researched, and developed formula to distribute 5307 and 5339 funds to GTA, PART, and TAMS
- Developed and adopted FY 2023 Program of Projects, held public comment period from May 9 to June 8, 2023. Public hearing was on June 21.
- Called for projects from March 8 to April 7, scored projects, and recommended projects for Section 5310. The projects were awarded in the TAC meeting on May 10.
- Preparation of grant agreement for the USDOT SS4A grant funding
- Coordinated with Burlington, High Point, and Winston-Salem MPOs to maintain current MPO boundaries.
- Assisted and coordinated on the Greensboro Federally Funded Transportation “On-Call” Consultant Services selection process

Management & Operations

- Prepared for and conducted three sets of TAC/TCC meetings via online meeting software.
- MPO staff attended Triad RPO TCC/TAC meetings. Interviewing, hiring, and supervision of roster employees to support MPO Planning work.
- Staff attended and organized the Employee Resource Group meetings.
- Staff attended and organized Employee Engagement activities
- Staff facilitated and participated the Piedmont Transportation Professionals Forum.
- Staff attended Greensboro Drone Committee meetings.
- Staff participated in the GDOT Equity Team.
- Staff development & training ATLAS Training.
- Staff advertised, interviewed, and hired a Transportation Planning Safety Engineer
- Staff helped interview some GTA positions (Access GSO and Depot Customer Service Representative)
- Representation on the NC Executive Committee for Highway Safety.
- Staff attended NC Streetlight User Group Meeting.
- Staff attended the Piedmont Triad Scenario workshop.
- Staff attended CommunityViz Suitability tutorial training and workshop
- Staff attended the NC Clean Transportation Plan Virtual Public Information Session.
- Staff participated in GTA’s weekly service planning meetings.
- Staff served as NCAMPO transit subcommittee chair.
- Staff supported planning activities for the Downtown Trolley Pilot project.
- Staff regularly supported planning for improved bus stop management and enhancements.
- Staff reviewed TRB papers
- Staff participated in the MPO Environmental Screening Tools Survey
- Staff participated in the 2022 Equity and Public Involvement in the Transportation Planning Process Survey sponsored by FHWA
- Staff volunteered as a mentor for North Carolina Future City Middle School Competition
- Prepared for and conducted four sets of TAC/TCC meetings via online meeting software.
- MPO staff attended Triad RPO TCC/TAC meetings. Interviewing, hiring, and supervision of roster employees to support MPO Planning work.
- Staff attended and organized the Employee Resource Group meetings.
- Staff attended and organized Employee Engagement activities
- Staff facilitated and participated the Piedmont Transportation Professionals Forum.
- Staff attended Greensboro Drone Committee meetings.
- Staff participated in the GDOT Equity Team.
- Staff development & training ATLAS Training.
- Staff advertised, interviewed, and hired a Transportation Planner and BiPed Coordinator
- Representation on the NC Executive Committee for Highway Safety.
- Staff attended NC Streetlight User Group Meeting.
- Staff attended the Piedmont Triad Scenario workshops.

- Staff attended the FHWA Scenario Planning Peer Exchange workshop
- Staff attended CommunityViz Suitability tutorial training and workshop
- Staff participated in GTA's weekly service planning meetings.
- Staff served as NCAMPO transit subcommittee chair.
- Staff supported planning activities for the Downtown Trolley Pilot project, which was implemented in July.
- Staff advised and supported GTA staff to implement Route 15 (Yanceyville) 30 minute headways on weekdays.
- Staff helped Winston-Salem MPO to score transit projects Section 5310 and 5307
- Staff regularly supported planning for improved bus stop management and enhancements.
- Staff volunteered as a mentor for North Carolina Future City Middle School Competition
- Staff attended and completed the Introduction Leadership and Operational Leadership classes
- Staff attended MentorMe Program
- Staff attended BeRailSafe Lunch & Learn
- Staff served as a Liaison in the Language Access Group
- Staff attended NCDOT Transportation Summit in Raleigh
- Staff attended the GDOT Academy
- Staff attended on ADA Transition plan demonstration with Citian company
- Staff participated in Profession Development courses offered through HR
- Staff held a meeting with staff members from the City of Charlotte on Transportation Electrification.
- Staff participated the North Carolina Strategic Highway Safety Plan Implementation Workshop
- Staff assisted and participated the Piedmont Transportation Professional Safety Event: Low Cost Safety Improvements

ANTICIPATED DBE CONTRACTING OPPORTUNITIES FOR 2024-2025

Name of MPO: _____ Greensboro Urban Area MPO _____ _____ Check here if no anticipated DBE opportunities

Person Completing Form: ___Bruce Adams_____ Telephone Number: _____336-412-6237_____

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
44.27.00 // II-B-3E	Special Studies	City of Greensboro	Consultant	\$160,000	\$200,000

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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Note: This form must be submitted to NCDOT-IMD even if no DBE Contracting Opportunities are anticipated. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

**RESOLUTION APPROVING THE FY 2024-2025 UNIFIED PLANNING WORK PROGRAM AND
MODIFYING THE FY 2024-2033 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE GREENSBORO URBAN AREA**

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, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Greensboro Urban Area Metropolitan Planning Organization; AND

WHEREAS, the Greensboro Urban Area Metropolitan Planning Organization has been designated as the recipient of USDOT FHWA and FTA Metropolitan Planning Program funds; AND

WHEREAS, the Greensboro Urban Area Metropolitan Planning Organization has determined to supplement these funding allocations with Surface Transportation Block Grant Direct Apportionment funds and that a Transportation Improvement Program modification is needed to modify the supplemental funding amount for FY 2024-2025 and future years; AND

WHEREAS, the Greensboro Urban Area Metropolitan Planning Organization has made the prerequisite self-certification finding of compliance with federal requirements; AND

WHEREAS, the Transportation Advisory Committee agrees that the Unified Planning Work Program will effectively advance transportation planning for Fiscal Year 2024-2025;

NOW THEREFORE be it resolved that the Greensboro Urban Area Transportation Advisory Committee hereby approves the Fiscal Year 2024-2025 Unified Planning Work Program for the Greensboro Urban Area on this day March 13, 2024.

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, March 13, 2024.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, March 13, 2024.

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-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	7/1/2021	Jul. 2024	\$67,500	Construction underway - 2 locations remaining - Battleground & Cornwallis and Holden & Market (NCDOT SRG has approved the proposed changes)	City of Greensboro
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	7/1/2021	Jul. 2024	\$200,700	US 29 at Cone Blvd. (waiting on new mast arms) only remaining location	City of Greensboro
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	4/13/2023	FY2024	\$4,500	Construction complete. Final review completed 2/20/23.	City of Greensboro
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.	TBD	FY2024	\$9,900	Funds approved 3/5/20 and released 6/23/20, Agreement pending for construction by City of Greensboro.	City of Greensboro
EB-6037C	Construct Multiuse Path (A&Y Greenway) from Spring Garden Street to south of Rollins Road	6/8/2023	FY2025	\$8,936,000	Construction underway	City of Greensboro/Stephen Robinson
U-5532E	Construct sidewalk on Big Tree Way and Wendover Avenue	9/28/2023	FY2025	\$1,888,087	NTP set for 3/11/24	City of Greensboro/Stephen Robinson
SS-6207W 51272	US 29 southbound outside shoulder located between MP 20.484 and MP 20.574 (from 590 feet south of Phillips Avenue to 115 feet south of Phillips Avenue) in Greensboro. Install Guardrail.	1/23/2024	1/23/24	\$33,000	Project approved by BOT and assigned. Construction completed 1/23/24. Final review completed 2/1/24.	Matthew Whitley

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
AV-5701	Piedmont Triad International Airport Runway 5R-23L Extension Program	3/1/2024	FY2027	\$20,000,000	Planning and design activities underway	Rachel Bingham
HL-0046	Modernize roadway, curb and gutter and construct sidewalk on SR 4240 (E. Gate City Blvd.) from Willow Road to Florida Street	3/7/2024	FY2026	\$3,560,000	COG working on plans to resubmit for NCDOT review.	City of Greensboro/Stephen Robinson
U-5532F	Construct sidewalks on Holden Road at various locations	3/14/2024	FY2027	\$1,897,879	Final Plans and Bid Docs under reviewed by NCDOT and returned with comments.	City of Greensboro/Stephen Robinson
SS-6207M 50759	SR 1398 (Freeman Mill Road) at Coliseum Boulevard - Install pedestrian signals for existing crosswalk	3/29/2024	Fall 2024	\$15,500	Design activities underway - traffic signal plans revised.	Dawn McPherson
EB-5877	Construct sidewalk on Farmington Drive from Wintergarden Lane to SR 4021 (West Gate City Boulevard)	4/4/2024	FY2026	\$300,000	Final plans and bid docs returned to COG for revisions.	City of Greensboro/Stephen Robinson
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 .	4/4/2024	FY2025	\$450,000	Funding approved, design underway Additional funding being secured. Traffic Control Plans by central.	Chad Reimakoski
EB-5878	Construct Sidewalk on West Meadowview Road from SR 1007 (Randleman Road) to South Elm Eugene Street	4/11/2024	FY2027	\$259,000	Final Plans and Bid Docs approved. Supplemental agreement to municipal agreement underway.	City of Greensboro/Stephen Robinson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
I-5955A 45908.1.2	Rehabilitation of bridges in Guilford County	4/16/2024	FY2026	\$10,100,000	Planning and design activities underway. Turned in for letting.	Chad Reimakoski
BL-0041	Repair surfaces on Lake Daniel Greenway from Friendly Avenue to Josephine Boyd Street and Latham Park Greenway at the tennis courts near Wendover Avenue	4/18/2024	FY2026	\$500,000	Final plans and bid docs have been approved. Letting activities pending.	City of Greensboro/Stephen Robinson
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	TBD	Oct. 2024	\$385,000	Funds approved 9/5/19 and released 6/23/20 - Design work underway, ROW underway	Chad Reimakoski
SS-6207H	Installation of signs for the US 70 relocation onto Wendover Ave. at I-40	Spring 2024	7/1/24	\$275,000	Waiting on sign production.	Dawn McPherson
U-5532G	Sidewalk improvements at various locations in Greensboro	4/25/2024	FY2026	\$1,149,700	Final Plans approved - COG needs to submit bid docs for review	City of Greensboro/Stephen Robinson
U-5532H	Construct sidewalk at locations on Seminole Drive and West Bessemer Avenue	5/2/2024	FY2026	\$670,220	Final plans and bid docs have been approved. Letting activities pending.	City of Greensboro/Stephen Robinson
BL-0042	Construct greenway and sidepath on Vance Arlington Greenway from north of Florida Street to Bragg Street in Greensboro	5/15/2024	FY2027	\$1,200,000	COG working on plans to resubmit for NCDOT review.	City of Greensboro/Stephen Robinson
U-6016 47161.1.1 47161.2.1 47161.3.1	Intersection improvements at SR 2124 (Lewiston Road) and SR2136 (Fleming Road) in Greensboro	5/16/2024	FY2026	\$1,300,000	Planning and design activities underway, ROW Certified. Utilities need to be moved.	Chad Reimakoski

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
Y-4807B 40325.2.59 40325.3.59	Pine Street RR crossing closure and Lowdermilk St./ Sykes Ave. realignment in Greensboro	5/21/2024	FY2027	\$2,550,000	Planning and design activities underway, COG acquiring ROW - complete	Kumar Trivedi
HL-0047	Construct sidewalks on SR 2523 (Yanceyville Street) from Lees Chapel Road to I-840 (Greensboro Urban Loop) and widen and modernize roadway and construct sidewalks on SR 2876 (Sands Drive) from East Cone Blvd. to McKnight Mill Road, and on Old Battleground Road	5/30/2024	FY 2027	\$550,000	Environmental Document approved. Plans reviewed by NCDOT and returned with comments.	City of Greensboro/Stephen Robinson
U-5532C	Construct sidewalk on the eastern side of Rudd Station Road from Townsend Road to Scott Road and on the Northern side of Scott Road from Rudd Station Road to Summit Avenue	5/30/2024	FY2026	\$370,000	Final plans and bid docs approved. Letting activities pending.	City of Greensboro/Stephen Robinson
SS-6007L 49289.2.1 49289.3.1	Traffic signal installation and pedestrian accommodations at the intersection of SR 4240 (W Gate City Boulevard) at Fulton Street in Greensboro	6/7/2024	FY2025	\$81,000	Funds approved 6/4/20 but not released. Agreement pending for construction by City of Greensboro	City of Greensboro/Dawn McPherson
SS-6207X 51273	SR 1002 (Scalesville Road) at SR 2347 (Lake Brandt Road) in Summerfield. Convert Intersection to all way stop.	6/28/2024	9/28/24	\$45,000	Planning and Design activities underway	Dawn McPherson
SS-6007N	Traffic signal revision at SR 1398 (Freeman Mill Road) and Florida Street	6/29/2024	FY2025	\$5,000	COG Forces to complete work	City of Greensboro/Dawn McPherson
SS-6007O	Traffic signal revisions at SR 1541 (Wendover Avenue) and Big Tree Way	6/29/2024	FY2025	\$5,000	COG Forces to complete work	City of Greensboro/Dawn McPherson
SS-6007Q	Traffic signal revisions at SR 1541 (Wendover Avenue) and Norwalk Street	6/29/2024	FY2025	\$5,000	COG Forces to complete work	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
HS-2007G 49317.3.8	US 29 from US 29 at Lakeview Memorial Park Cemetery Entrance. Construct directional crossover.	TBD	FY2024	\$410,000	Construction funds set up and approved to deliver SS-4907CI design plans. Needs to be re-let.	Chad Reimakoski
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	TBD	FY2026	\$1,500,000	Final design underway, ROW certified 2/4/20, advertised, bids rejected, Additional let scheduled - Waiting on permit renewal	Chris Smitherman
AV-5707	Piedmont Triad Internatonal Airport, Construct Taxiway G	7/1/2024	FY2027	\$15,900,000	Planning and design activities underway	Rachel Bingham
P-5709 46920.1.1 46920.2.1 46920.3.1	Construct grade separation at Franklin Boulevard and NSRR H line in Greensboro	7/15/2024	FY2026	\$12,375,000	Planning and design activities underway - ROW 90% complete.	Brad Smythe
17BP.7.R.116	Replace Bridge #224 on McConnell Road	8/9/2024	FY2027	\$806,900	Planning and design activities underway - awaiting funding	Vacant
C-5600U	Triad TMC Upgrade	9/19/2024	FY2026	\$1,647,900	New Let Date Pending	Dominic Ciaramitaro
U-5532I	Construct sidewalks and ADA ramps on Holden Road, Cotswald Avenue, Greenbriar Road and Swing Road	9/26/2024	FY2026	\$1,649,082	COG working on plans to resubmit for NCDOT review.	City of Greensboro/Stephen Robinson
EB-5985	Construct sidewalk on Cone Blvd. from US 29 (N. O'Henry Blvd.) to St. Regis Road in Greensboro	9/26/2024	FY2026	\$471,000	COG working on plans to submit for NCDOT review.	City of Greensboro/Stephen Robinson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
HL-0048	Pedestrian signal installation, accessible ramp construction and traffic signal replacements at various intersections in Greensboro	9/26/2024	FY2026	\$1,000,000	COG in discussions with consultant firm to begin work	City of Greensboro/Stephen Robinson
EB-5883	Construct sidewalk on US 220 (Wendover Ave.) from Grecale St. to SR 1001 (N. Church St.) and from SR 2526 (Summit Ave.) to US 29 (N. O'Henry Blvd.)	9/26/2024	FY2027	\$2,811,000	COG working on ROW plans for resubmittal to NCDOT for review	City of Greensboro/Stephen Robinson
HL-0126	LINDLEY ROAD, WEST FRIENDLY AVENUE TO NORTH COLLEGE ROAD NEAR WESTERN GUILFORD MIDDLE SCHOOL. LINDLEY ROAD MODERNIZATION.	9/26/2024	FY 2027	\$2,304,000	Project setup and assigned.	Stephen Robinson
EB-5900	Construct Multiuse Path from US 220 to Centerfield Road in Summerfield	9/26/2024	FY2026	\$3,896,000	Planning and design activities underway	Town of Summerfield/Stephen Robinson
HS-2407A	SR 2526 (Summit Avenue) at Textile Drive. Install pedestrian signal heads, crosswalk, and other intersection improvements.	10/1/2024	4/1/25	\$70,000	Project setup and assigned.	Dawn McPherson
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	12/17/2024	FY2026	\$11,500,000	Planning and design activities underway, Coordinate with U-5974, ROW complete, utilities relocations underway. Final Plans complete.	Chris Smitherman
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	12/17/2024	FY2027	\$45,700,000	Planning and Design activities underway, Public meeting 8/14/18 - Preliminary ROW work underway	Bryan Key
EB-5987	Construct sidewalk on Old Battleground Road from Lake Brandt Road to the Bicentennial Greenway in Greensboro	2/13/2025	FY2026	\$887,000	COG to determine entity that will prepare plans and specifications	City of Greensboro/Stephen Robinson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
BL-0116	A&Y GREENWAY, HILL STREET TO ROLLINS ROAD. EXTEND GREENWAY.	TBD	TBD	\$2,100,000	Project setup and assigned.	Stephen Robinson
BL-0117	A&Y GREENWAY AT LAKE BRANDT. REPLACE BRIDGE.	2/26/2025	FY 2028	\$2,538,000	Project setup and assigned.	Stephen Robinson
15BPR.113	Rehabilitation of Bridge #875 on I-73 over I-85 and Rehabilitation of Bridge #5245 on NC 62 over I-85	3/18/2025	FY2027	\$2,000,000	Planning and design activities underway	Kristy Alford
50806	Install left turn lane on SR 2347 (Lake Brandt Road) at SR 2324 (Plainfield Road) near Summerfield	3/20/2025	10/31/26	\$600,000	Planning and deisgn activities underway	Chris Smitherman
EB-5986	Construct sidewalk/sidepath on Benjamin Parkway and Westover Terrace	3/27/2025	FY2027	\$1,200,000	COG working on environmental document for NCDOT to review. Municipal agreement executed.	City of Greensboro/Stephen Robinson
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	TBD	FY2025	\$600,000	No bids on recent letting - discussions taking place for next steps	Chris Smitherman
BR-0078 67078.1.1 67078.2.1 67078.3.1	Replace bridges #292 and #467 on Wendover Avenue over Battleground Avenue	6/17/2025	FY2028	\$21,500,000	Planning and design activities underway	Jon Gaillard
P-5714	NCRR Norfolk Southern, Pomona Yard - Extend auxiliary track and add power turnouts	6/20/2025	FY2028	\$3,000,000	Planning and design activities underway	Brad Smythe

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
P-5713	Convert at-grade crossing to grade separation at North Carolina Railroad/Norfolk Southern Railroad an SR 1424 (Hilltop Road)	7/15/2025	FY2028	\$10,500,000	Planning and design activities underway	Kumar Trivedi
EB-5996	Construct sidewalk on SR 1001 (N. Church Street) from Henry Street/Electra Drive to Lee's Chapel Road	7/15/2025	FY2027	\$434,000	Planning and design activities pending. Municipal agreement needs to be requested for execution.	City of Greensboro/Stephen Robinson
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	7/17/2025	FY2026	\$2,400,000	Planning and design activities underway, ROW certified 8/30/23.	Chris Smitherman
17BP.7.R.134	Replace Bridge #183 on SR 2710 (Running Creek Road)	9/4/2025	FY2027	\$1,000,000	Planning and design activities underway - awaiting funding	Vacant
EB-5997	Construct sidewalk on Green Valley Road from Friendly Avenue to Westover Terrace in Greensboro	9/30/2025	FY2027	\$288,000	COG working on plans for submittal to NCDOT for review	City of Greensboro/Stephen Robinson
17BP.7.R.136	Replace Bridge #267 on Coble Church Road	10/2/2025	FY2027	\$1,000,000	Letting activities underway - awaiting funding	Vacant
EB-5995	Construct sidewalk on Lawndale Drive from Pisgah Church Road to Lake Brandt Road	10/2/2025	FY2027	\$381,000	COG working on plans for submittal to NCDOT for review. Municipal agreement needs to be requested for executed.	City of Greensboro/Stephen Robinson
BP7.C002.1	Replace pipe on Abernathy Road	11/6/2025	FY2026	\$500,000	Planning and design activities underway Plans @ 65%. CFI Held.	Vacant

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
AV-5711	Piedmont Triad International Airport Surface Movement Guidance and Control System Update	12/1/2025	FY2027	\$9,000,000	Planning and design activities underway	Rachel Bingham
BR-0080	Replace Bridge #331 on Sullivan Street over US 29/ US 70/ US 220	12/16/2025	FY2028	\$4,800,000	Planning and design activities underway	David Stutts
AV-5800	Piedmont Triad International Airport Taxiway J Extension, Taxiway D to Taxiway J2	1/1/2026	FY2030	\$6,000,000	Planning and design activities underway	Rachel Bingham
BR-0077	Replace Bridge #131 on SR 2770 (Huffine Mill Road) over US 70	1/20/2026	FY2029	\$13,100,000	Planning and design activities underway. In coordination with P-5709	David Stutts
U-5842 54042.1.1 54042.2.1 54042.3.FD1	Intersection improvements at Pisgah Church Rd. and North Elm Street in Greensboro	4/9/2026	FY2028	\$750,000??	Planning and design activities underway, Project transferred to City of Greensboro (LAP). Cost estimate needs to be reviewed and updated.	City of Greensboro/Stephen Robinson
P-5747	Construct a grade separation at NCRR Norfolk Southern and South English Street	4/21/2026	FY2029	\$14,900,000	Planning and design activities underway	Kumar Trivedi
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.	5/19/2026	FY2028	\$17,000,000	Planning and design activities underway, Coordinate with R-2577C. Public Meeting 9/25/23	Chris Smitherman
BR-0079	Replace Bridge #302 on Tuscaloosa Street over US 29/US 70/US 220	7/21/2026	FY2029	\$5,100,000	Planning and design activities underway	David Stutts

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
BP7-R012	Replace Bridge #124 on SR 2347 (Lake Brandt Road)	10/15/2026	FY2028	\$1,000,000	Planning and design activities underway Plans @ 65%	Vacant
AV-5718	Piedmont Triad International Airport construct High Speed Taxiway to Runway 5R-23L	12/1/2026	FY2030	\$3,000,000	Planning and design activities underway	Rachel Bingham
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	12/15/2026	FY2029	\$18,173,000	Planning and design activities underway	Chris Smitherman
BR-0081	Replace Bridges #283 & 342 on Phillips Avenue over US 29/ US 70/ US 220	1/19/2027	FY2029	\$11,500,000	Planning and design activities underway	Alexander Foster
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.	1/19/2027	FY 2030	\$10,900,000	PE funds approved 6/5/18	Hon Yeung
BR-0186	Replace Bridge #469 on Benjamin Parkway over SR 2254 (Wendover Avenue)	4/20/2027	FY2029	Pending	Planning and design activities underway	Bryan Key
B-5356 46070.3.FS1	Replace Bridge #299 over South Buffalo Creek on I-40 in Greensboro	10/19/2027	FY2030	\$11,700,000	Planning and design activities underway, Coordinate with I-5965	Bryan Key
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	10/19/2027	FY2030	\$3,350,000	Planning and design activities underway, Coordinate with B-5713	Lindsay Crocker

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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	12/21/2027	FY 2029	\$14,500,000	Planning and design activities underway, Coordinate with U-4758 and U-6045	Bryan Key
AV-5715	Piedmont Triad International Airport Runway 5R-23L Group IV Upgrade	1/1/2028	FY2032	\$10,000,000	Planning and design activities underway	Rachel Bingham
AV-5802	Piedmont Triad International Airport - Construct northwest apron to increase capacity for future expansion	3/1/2028	FY2032	\$10,000,000	Planning and design activities underway	Rachel Bingham
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	7/18/2028	FY2030	\$48,100,000	Planning and design activities underway, Coordinate with U-4015A	Chris Smitherman
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	8/15/2028	FY2032	\$190,700,000	PE funds approved 11/13/18, NTP scheduled 9/20/21, Includes U-5898 (NC 150 Interchange)	Chris Smitherman
BP7-R020	Replace Bridge #376 on SR 2035 (Pearman Quarry Road)	10/5/2028	FY2030	\$700,000	Planning and design activities underway Plans @ 25%	Vacant
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)	2/1/2029	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. Funded for PE Only.	Chris Smitherman
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	7/17/2029	FY 2032	\$12,312,000	Planning and design activities underway	Radha Attaluri

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
EB-5992	Construct sidewalk on Spring Garden Street from SR 1008 (W. Market Street) to Pomona Drive and from Merritt Drive to Holden Road	8/25/2029	FY2031	\$315,000	Planning and design activities pending. Municipal agreement needs to be requested for execution.	City of Greensboro/Stephen Robinson
BP7-R026	Replace Bridge #403 on SR 1372 (Alamance Road)	10/4/2029	FY2031	\$600,000	Planning and design activities underway	Vacant
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	1/15/2030	Post years	\$13,661,000	Planning and design activities underway, Coordinate with I-5712 (Public meeting 5/21/19)	Bryan Key
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	1/15/2030	FY2032	\$3,318,000	Planning and design activities underway, Coordinate with B-5718	Bryan Key
BP7-R003	Replace Bridge #86 on SR 1858 (Beeson Road)	9/19/2030	FY2032	\$1,000,000	Planning and design activities underway	Vacant
U-6129	Construct intersection and pedestrian improvements at West Friendly Avenue and Pembroke Road and roadway and access management improvements from Pembroke Road to Green Valley Road.	10/17/2030	FY2032	\$550,000	Planning and design activities pending	City of Greensboro/Stephen Robinson
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 .	2/18/2031	FY2033	\$12,458,000	Planning and design activities are currently paused	Alexander Foster
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	3/27/2031	FY2033	\$750,000	Planning and design activities underway, Project transferred to City of Greensboro (LAP), PE move forward list 11/24/20. Cost estimate needs to be reviewed and updated.	City of Greensboro/Stephen Robinson

NCDOT DIV 7 PROJECTS LOCATED IN GUAMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
BP7-R004	Replace Bridge #167 on Richardson Village Way	9/4/2031	FY2032	\$1,000,000	Planning and design activities underway	Vacant
BP7-R025	Replace Bridge #174 on SR 2770 (Huffine Mill Road)	10/2/2031	FY2033	\$1,000,000	Planning and design activities underway	Vacant
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	1/20/2032	FY 2035	\$103,437,000	Planning and design activities underway	Bryan Key
P-5735	Construct a grade separation and close crossing at Norfolk Southern Main Line and SR 1584 (Yanceyville Street).	7/20/2032	FY2035	\$12,700,000	Planning and design activities underway	Kumar Trivedi
BP7-R027	Replace Bridge #439 on SR 1379 (Dorchester Road)	9/2/2032	FY2035	\$600,000	Planning and design activities underway	Vacant
BP7-R028	Replace Bridge #244 on SR 3077 (Brookhaven Mill Road)	10/4/2032	FY2035	\$900,000	Planning and design activities underway	Vacant
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	1/1/2040	Post years	\$102,500,000	PE funds approved 6/5/18, State EA/FONSI scheduled 8/18/27	Chris Smitherman

North Carolina Department of Transportation

3/6/2024

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
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	3/30/2024	100	94.91
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	3/30/2024	100	98.28
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	3/31/2024	100	95.81
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	4/23/2022	3/23/2025	76.8	39.45
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	87.7	61.33
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	4/25/2022	4/1/2024	100	78.3
C204712	B-5717	REPLACE BRIDGES #109 AND #121 OVER SOUTH BUFFALO CREEK ON SR 4240 (EAST GATE CITY BLVD.) IN GREENSBORO	CONTI CIVIL LLC	Cvijetic, PE, Bojan	\$8,270,442.00	10/15/2022	10/28/2025	11/29/2022	10/28/2025	58.6	56.38
C204771	R-5725	NC 68 AT SR 2129 (FOLGLEMEN RD) TO NC 150 IN OAK RIDGE	YATES CONSTRUCTION CO., INC	Hayes, PE, Meredith	\$10,497,020.93	3/15/2024	3/14/2026	3/15/2024	3/14/2026	0	0.58
C204781	HE-0005	PIEDMONT TRIAD INTERNATIONAL AIRPORT - ROADWAY CONNECTIONS IN RELATION TO BOOM SUPERSONIC	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Snell, PE, William H	\$8,991,271.36	9/15/2022	12/30/2024	10/5/2022	12/30/2024	76.5	78.95
C204813	BP7-R006	REPLACE BRIDGE #400225 OVER US 29/70 ON SR 1115 (REHOBETH CHURCH ROAD) IN GREENSBORO	ZACHRY CONSTRUCTION CORPORATION	Lorenz, PE, Kris	\$8,420,829.53	5/31/2023	4/13/2026	7/18/2023	4/13/2026	41.6	20.13
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	6/12/2023	4/30/2024	100	67.11

North Carolina Department of Transportation

3/6/2024

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
DG00558	U-6019	INTERSECTION IMPROVEMENTS AT SR 2334 (AIR HARBOR ROAD) AT SR 2347 (LAKE BRANDT ROAD)	ATLANTIC CONTRACTING COMPANY, INC.	Hayes, PE, Meredith	\$1,082,298.10	7/11/2022	11/15/2022	4/11/2023	4/30/2024	100	76.18
DG00572		REPLACE BRIDGE #25 OVER POLE CAT CREEK ON SR 1105 (EAST STEEPLE CHASE ROAD)	RE BURNS & SONS CO. INC.	Lorenz, PE, Kris	\$1,285,359.02	7/7/2022	7/1/2023	3/14/2023	4/30/2024	99.1	96.12
DG00575	R-2413C(L)	LANDSCAPE PLANTINGS ON I-785 - FROM US 70 TO US 29	MOTS LANDSCAPING & LAWNS LLC	Cvijetic, PE, Bojan	\$299,543.48	9/1/2022	4/30/2024	10/18/2022	4/30/2024	100	96.33
DG00589	HS-2007C	INSTALLATION THERMOPLASTIC PAVEMENT MARKINGS ON VARIOUS SECONDARY ROUTES IN DIVISION 7	TRP CONSTRUCTION GROUP LLC	Cvijetic, PE, Bojan	\$1,494,249.58	3/15/2023	11/7/2023	9/13/2023	2/20/2024	100	100
DG00592		RESURFACING OF US 70 FROM SR 2848 (FLEMINGFIELD ROAD) TO SR 2851 (PENRY ROAD) AND SECTIONS OF NC 61	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Hayes, PE, Meredith	\$2,215,729.61	3/15/2023	6/30/2024	5/25/2023	6/30/2024	100	86.54
DG00598		FIFTEEN SECONDARY ROADS	VECELLIO & GROGAN INC DBA SHARPE BROTHERS	Hayes, PE, Meredith	\$2,664,511.33	10/6/2023	4/7/2025	11/6/2023	4/7/2025	5	18.96
DG00599		REPLACE BRIDGE #584 OVER BIG ALAMANCE CREEK ON SR 3412 (TABERNACLE CHURCH ROAD)	RE BURNS & SONS CO. INC.	Hayes, PE, Meredith	\$1,166,713.00	3/27/2023	3/20/2024	3/27/2023	4/30/2024	82	95.41
DG00600		REPLACE BRIDGE #78 OVER WEST FORK DEEP RIVER ON SR 1523/1538 (DEEP RIVER ROAD)	EASTERN STRUCTURES LLC	Lorenz, PE, Kris	\$1,931,675.63	5/1/2023	4/24/2024	5/3/2023	6/30/2024	22.7	14.66
DG00601		REPLACE PIPE #402104 ON SR 3097 (INGOLD ROAD)	HUNTING CREEK CONSTRUCTION INC.	Cvijetic, PE, Bojan	\$1,088,888.88	6/5/2023	5/29/2024	6/5/2023	5/31/2024	84	98.79
DG00610		RESURFACING OF 57 VARIOUS SECONDARY ROADS	BLYTHE CONSTRUCTION, INC.	Lorenz, PE, Kris	\$4,122,630.60	4/3/2023	6/30/2024	7/22/2023	6/30/2024	66.8	88.43
DG00611		REPLACE BRIDGE #402 OVE RIDDICKS CREEK ON SR 1376 (MECKLENBURG ROAD)	HUNTING CREEK CONSTRUCTION INC.	Lorenz, PE, Kris	\$608,888.88	8/21/2023	11/22/2023	8/21/2023	5/20/2024	100	89.68



P.O. BOX 27685
RALEIGH, NORTH CAROLINA 27611

(919) 814-3600

<https://ethics.nc.gov/>

March 2024

**It's that time Again...
Annual Statement of Economic Interest (SEI)
Due April 15th**



Don't forget, not only is Monday, **April 15, 2024**, Tax Day, but it is also the SEI filing deadline for regular SEI filers and Transportation Advisory Committee ("TAC") members (who also file an RED).

If you are seeking reelection to a covered elected office and filed a 2024 Candidate SEI listing that office and other covered positions held, you are not required to file an additional SEI in 2024.

We encourage you to file your SEI electronically. Ninety percent of filers choose to e-file because e-filing is convenient, fast, and efficient. E-filing provides an immediate confirmation of your filing and ensures that your information is saved for future filings.

In addition, the SEI e-filing system asks a series of questions to automatically determine what type of filing is necessary based on the answers you provide and generates the appropriate completed form at the end of the process (either a No-Change Form SEI or a Long Form SEI). The system even emails a copy of your completed form to you!

If you don't receive a confirmation number as soon as you e-file, you have not successfully submitted your SEI. Please log back into your e-filing account, make sure you completed all sections, and hit the "submit" button.

Let's get started on your e-filing! Here is the link: [NC Ethics Efile - Home Page](#)

We still offer manual filing for those who cannot file electronically but we hope you will give electronic filing a try. Trust us, we're the Ethics Commission. You will be surprised at how easy it really is and who wants the hassle of printing out a manual form and mailing or delivering the original to us!

REMEMBER...



Many SEI questions require that you respond by checking "yes" or "no." It is common for manual filers to miss those questions, requiring resubmission of SEIs and missed deadlines. Not fun. So please make sure you check those boxes and provide the requested details if you check "yes." In addition, remember to sign your SEIs.

OTHER COMMON SEI ERRORS:



- **Income Question:** You should list income sources (not amounts) of over \$5,000. Many select “*I had no reportable income over \$5,000*”, which in some cases is an error. For instance, if you or immediate family members are employed, you most likely have income of \$5,000 or more and need to disclose the source and other details of that income.
- **“Reason for Filing”:** Please respond to this question by listing the covered entities with which you serve, and which require that you file an SEI. Our electronic SEI filing system lists all covered agencies, boards, commissions, community colleges, universities, and TACs, so make the correct selection(s). If you serve on more than one entity, you should list them all on one SEI, to avoid the need for multiple filings.
- **Missing Real Estate Disclosure Form (RED) for RPO/MPO filers:** If you are filing because you serve on a TAC, you must select your TAC as your “Reason for Filing.” Otherwise, the e-filing system will not prompt you to complete a RED.
- **Procrastinators Beware!** Remember that filing your SEI is the law. And it’s important to governmental transparency. So please do not file late, or you could be fined by the Ethics Commission. And we really would rather not fine you friendly folks.



If You Forgot Your Password, Don’t Sweat It!

We get it—you file yearly and it’s a challenge keeping up with passwords, especially those used infrequently. But as long as you know the email address you used to file last year, **YOU** can reset your password by following this [step by step guide](#).

EASY PEASEY!

If you forgot the email address you used to create your account or can no longer access that account, give us a call and we’ll update your email address. Please do not create another account. Also, if you don’t receive the reset email, please check your spam folder.

The image shows a 'Sign In' form with the following elements: 'Email' and 'Password' input fields, a 'Forgot your password?' link highlighted with a red box, a blue 'Sign in' button, a 'Remember me?' checkbox, a 'Don't have an account?' link, and a grey 'Create Account' button.

FREQUENTLY ASKED SEI QUESTIONS

Q: Who must file an SEI?

A: Members of State boards and the Council of State, legislators, judicial officers (justices, judges, district attorneys, clerks of court), and certain State employees making over \$60,000 must file an SEI. If you filed a 2024 Candidate SEI for reelection to the same office you currently hold and any other covered position you hold, you are not required to file an additional SEI for this year.

Q: Do I have to file if my term on a Board or Commission has expired or will expire before April 15?

A: Maybe. Even if your term has expired or will expire on or before April 15, 2024, you must file an SEI until your replacement is appointed **and** sworn in.

Q: Where Can I Check My Agency or Board's SEI Compliance?

A: You can check compliance, including your SEI filing date and education received date for your board or agency, here: [SEI Compliance Tool](#).

TEST YOUR SEI KNOWLEDGE



Income Disclosure:

If Mr. Smith and his spouse earned a State salary last year, is this considered reportable income?

- Yes, Mr. Smith should report any income over \$5,000 received by him, or his spouse, in response to the income question on the SEI. Although the identity of the employer may have already been listed in response to the employer question at the beginning of the SEI, the income question should also include this information.

Stock Questions:

As of December 31, 2023, Mr. Smith owned stock valued at \$9,600 in GM and \$11,500 in Google. He also owned \$22,700 in a technology-focused mutual fund which holds stock in Apple as well as other technology companies. What should Mr. Smith list in response to the stock question on the SEI?

- Mr. Smith **is not** required to report the GM stock because as of December 31st, it did not meet the \$10,000 reporting threshold for individual stocks.
- Mr. Smith **is** required to report the Google stock because it was over \$10,000 in value as of December 31st.
- Question 3 excludes stocks owned in mutual funds from the reporting requirement. Although the value of Mr. Smith's interest in the technology mutual fund exceeded \$10,000, that interest is not reportable.

Ms. Jones has extensive stock ownership. Can she just list the name of her brokerage company and ask Ethics Commission staff to contact the company for more information?

- No. Each filer is obligated to disclose those interests on their SEI. This enables members of the public and the filer's colleagues to understand the filer's interests in the event there is a potential conflict of interest. Stocks may be listed on the SEI or on an attachment to the SEI. But please don't specify the value or number of shares owned.

HERO CORNER –
Because Ethics Liaisons are our heroes!

Dear Ethics Liaisons,

We greatly value and appreciate your support in assisting the Ethics Commission in ensuring compliance with the State Government Ethics Act. With over 6,500 public officials subject to the SEI filing and ethics education requirements, we cannot achieve full compliance without you keeping us updated on changes to public officials and encouraging those officials to 100% compliance.


As we approach the busiest time of the SEI filing season, we ask that you please check your board, commission, or agency's roster of covered persons on the [compliance report](#). This is a great tool for tracking SEI and education compliance. If the information found on the compliance report is not current or the list of members or employees needs updating, please report any changes on our convenient [webform](#).


Sincerely,


Your Friends at the State Ethics Commission



AND THE NOMINEES FOR THE ROLE OF OUTSTANDING ETHICS LIAISON ARE!!

 **Nan Coulter** – nominated in the role of outstanding ethics liaison for a community college (**Southwestern**). Ms. Coulter's outstanding work includes having her board's 2024 annual SEI filings already completed! Her success can be attributed to her perseverance and dedication to the craft of electronic SEI filing (100% of filers).

 **Lisa Wallace** – nominated in the role of outstanding ethics liaison for a State agency (**Dept. of Public Safety**). Ms. Wallace presented an award-winning performance as an ethics liaison who strives to ensure that all DPS employees meet their ethics requirements. This rising star deserves accolades for always being on cue when the Ethics Commission requests information. Bravo!

 **William Upchurch** – nominated in the role of outstanding ethics liaison for a covered board (**Tobacco Trust Fund Commission**) Mr. Upchurch delivers an inspiring performance as an ethics liaison who cultivates an appreciation of ethics requirements to his agricultural community. Even with his newfound fame we suspect he will remain approachable when Ethics Commission staff seek information.



FHWA Updates – March 2024

Congress Approves Fiscal Year 2024 Appropriations Through March 8, 2024

On February 29, 2024, the House and the Senate passed a [continuing resolution](#) to approve appropriations for Fiscal Year (FY) 2024 through March 8, 2024. Now the bill moves to the President for signature into law.

FHWA Publishes Notice of Proposed Rulemaking for Highway Safety Improvement Program

On February 21, 2024, the Federal Highway Administration (FHWA) published a Notice of Proposed Rulemaking (NPRM) in the Federal Register [[89 FR 13000](#)] to update the Highway Safety Improvement Program (HSIP) regulations under [23 CFR Part 924](#). The NPRM addresses provisions in the Infrastructure Investment and Jobs Act (IIJA) (also known as the “Bipartisan Infrastructure Law” (BIL)) and reflects current agency priorities and state-of-practice. The comment deadline is April 22, 2024. FHWA is hosting an informational webinar on Monday, March 4. The registration information is available [here](#).

FHWA Extends Comment Period for NPRM on National Performance Management Measures

On February 13, 2024, FHWA published a notice in the Federal Register [[89 FR 10018](#)] to extend the comment period to March 12, 2024 for the NPRM [[89 FR 4857](#)] on the National Performance Management Measures. On January 25, 2024, FHWA proposed non-substantive changes throughout [23 CFR Part 490](#) to provide increased clarity, and substantive changes to three subparts:

- Subpart A—General Information, which applies to all of the regulations throughout part 490;
- Subpart B—National Performance Management Measures for the Highway Safety Improvement Program; and
- Subpart E—National Performance Management Measures to Assess Performance of the National Highway System.

FHWA Announces \$1.25 Billion in Available Funding for Safe Streets and Roads

On February 21, 2024, FHWA [announced](#) the availability of \$1.25 billion in funding through the [Safe Streets and Roads for All \(SS4A\)](#) discretionary grant program. The SS4A program is focused on improving roadway safety for all users by reducing and eliminating serious injury and fatal crashes through comprehensive safety action plans and their subsequent implementation. The SS4A program provides funding for two types of grants: Planning and Demonstration Grants and Implementation Grants. The application deadlines for Planning and Demonstration Grants are April 4, 2024; May 16, 2024; and August 29, 2024. The application deadline for Implementation Grants is May 16, 2024. More information is available at [Grants.Gov](#).

FHWA Announces \$150 Million in Available Funding for Congestion Relief Program

On February 21, 2024, FHWA [announced](#) the availability of \$150 million in funding through the [Congestion Relief Program](#). The vision for the Program is to fund operational improvement projects that increase the effectiveness of existing transportation system capacity, improve and integrate travel modes other than single-occupant vehicles, and give travelers sufficient motivation to use those modes or to avoid peak-period travel. Eligible applicants include a State, Metropolitan Planning Organization

(MPO), city, or municipality, carrying out a project in an urbanized area with a population greater than 1,000,000. The application deadline is April 22, 2024.

FHWA Announces \$30 Million in Available Funding for Prioritization Process Pilot Program

On February 22, 2024, FHWA announced the availability of \$30 million in funding through the [Prioritization Process Pilot Program \(PPPP\)](#). The PPPP provides funding to develop and implement a publicly accessible, transparent prioritization process for the ranking and selection of projects for inclusion in short-range and long-range transportation plans. Eligible applicants include MPOs that serve a Census delineated urban area with a population of over 200,000, and States. The application deadline is May 1, 2024. FHWA is hosting an informational webinar on Thursday, March 7. The registration information is available [here](#).

FTA Announces \$1.5 Billion in Available Funding to Modernize Buses and Bus Facilities

On February 8, 2024, the Federal Transit Administration (FTA) [announced](#) the availability of approximately \$1.5 billion in funding through the [Low- or No-Emission \(Low-No\) Program](#) and the [Buses and Bus Facilities Program](#). Approximately \$1.1 billion is available through the Low-No Program, and approximately \$390 million is available through the Buses and Bus Facilities Program. The application deadline for both programs is April 25, 2024.

Application Deadlines Approaching for Other U.S. DOT Discretionary Grant Opportunities

Please be aware of the approaching application deadlines for the following discretionary grant opportunities from the U.S. Department of Transportation (DOT):

- [March 5 – Mobility Equity Research Initiative](#);
- [March 13 – Rural Autonomous Vehicle \(RAV\) Program](#); and
- [March 19 – Bridge Investment Program, Planning and Bridge Project Grants](#).

U.S. DOT Announces Complete Streets Artificial Intelligence Initiative for Small Businesses

On February 1, 2024, the U.S. DOT [announced](#) the [Complete Streets Artificial Intelligence \(AI\) Initiative](#) for small businesses to leverage advancements in technology to improve transportation. The Complete Streets AI Initiative will be offered through the Department's Small Business Innovation Research Program, and will consist of a multi-phase effort to develop powerful new decision-support tools for State, local, and Tribal transportation agencies that assist in the siting, design, and deployment of Complete Streets. The Phase I solicitation is tentatively scheduled to open on March 11, 2024.

U.S. DOT Publishes Update to the Department's Equity Action Plan

On February 14, 2024, the U.S. DOT [announced](#) the 2023 update of the Department's [Equity Action Plan](#). The 2023 update outlines new actions the U.S. DOT is committing to across the following focus areas: (1) Wealth Creation; (2) Power of Community; (3) Proactive Intervention, Planning, and Capacity Building; (4) Expanding Access; and (5) Institutionalizing Equity.

FHWA Accepting Applications for Vision Zero Community Pairing Program

On February 13, 2024, the FHWA Office of Safety announced that FHWA is accepting applications for mentors, mentees, and peer organizations for the next cycle of the [Vision Zero Community Pairing](#)

[Program](#). The Program provides a platform among Vision Zero peers for sharing information and best practices, assessing strategies and actions, and forging beneficial learning relationships. The application deadline is March 15, 2024.

Resources on Economic Opportunity, Electric Vehicles, System Performance, Freight, and Statistics

The U.S. DOT recently published the following resources:

- [Investing in America: Best Practices to Expand Access to Jobs and Economic Opportunity Through Transportation Infrastructure Investments](#);
- [Community Charging: Emerging Multifamily, Curbside, and Multimodal Practices](#);
- [How Pavement and Bridge Conditions Affect Transportation System Performance](#);
- [National Peer Exchange on Freight Resiliency for Climate-Related Disruptions](#);
- [Pocket Guide for Transportation 2024](#); and
- [Transportation Statistical Annual Report 2023](#).

Webinars on Equity, Safety, Public Involvement, Resilience, and Transit-Oriented Development

Here is the registration information for some upcoming webinars and virtual meetings:

- [March 1 – Advisory Committee on Transportation Equity](#);
- [March 5 – E-Scooter and Micromobility Safety: Research, Tools, and Guidance](#);
- [March 6 – Meaningful Public Involvement in Transportation Decision-Making Virtual Training](#);
- [March 13 –E-Scooter and Micromobility Safety: Agency Case Studies](#);
- [March 20 – The Intersection of Risk, Resilience, and Performance Management](#);
- [March 25 – U.S. DOT Climate Change Center Webinar Series: Transit-Oriented Development](#); and
- [March 27 – FHWA Equity in Roadway Safety Webinar Series: Tools and Strategies for Equitable Design](#).

Enhancing Mobility and Independence for the Blind

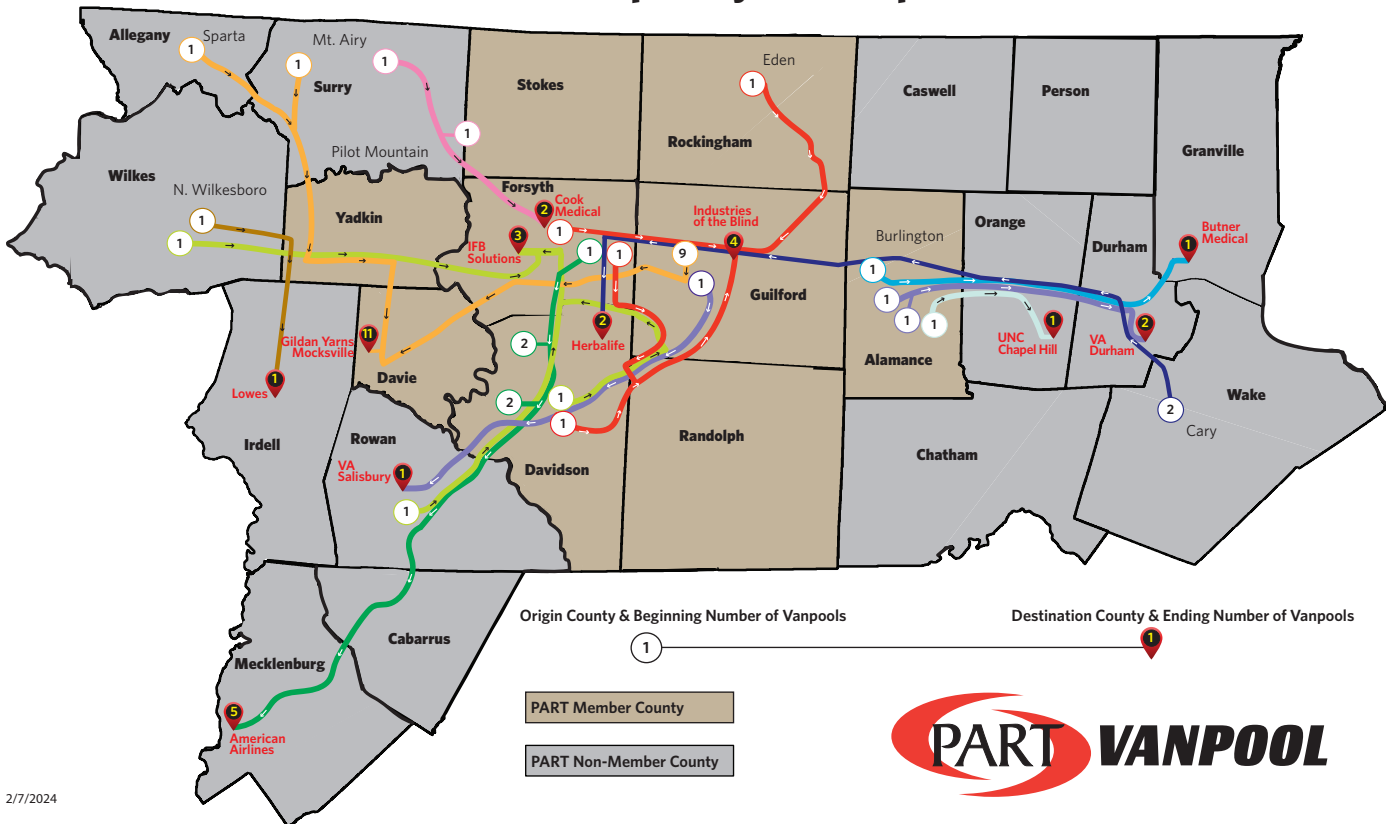
In today's fast-paced world, transportation is vital to our daily lives. However, getting around can often be challenging for individuals with visual impairments. Fortunately, through a collaboration with PART, The Industries For The Blind (IFB) in Winston-Salem, and The Industries Of The Blind (IOB) in Greensboro, a solution has been designed to meet this challenge. PART developed tailored Vanpool programs to enhance opportunities for this visually impaired workforce by providing specialized transportation solutions.

This reliable means of transportation not only empowers the visually impaired community to lead independent lives by participating in the workforce but also equips these employers with the ability to secure a dedicated pool of workers. Something all businesses struggle with. Realizing the benefit this program offers to secure reliable workers, both IFB and IOB subsidize the program's cost for their employees.

PART's Vanpool Program provides an affordable, secure, and comfortable mode of transportation by offering door to door pick-up and drop-off, eliminating the need to navigate unfamiliar routes or rely on standard public transit. This personalized service ensures that visually impaired individuals can get to work safely and familiarly. Vanpooling not only facilitates mobility but also fosters social connections. By sharing rides with fellow passengers who face similar challenges, individuals can engage in meaningful conversations, exchange experiences, and build a supportive network. Vanpooling transforms the commute into a social experience, reducing isolation, enhancing overall well-being, and facilitating the ability of the visually impaired to navigate getting to a dependable job with confidence and independence.

Because PART concentrates on mobility options, we have played a significant role in the success of these programs by bringing years of specialized route and trip planning to the table. This allows these employers the flexibility to add and switch riders around as needed with little to no impact on the cost of trips and eliminates disruption to participants. Because of PART's experience in transportation planning, this vanpool program has emerged as a game-changer for employees and employers. With its safety, convenience, social benefits, cost-effectiveness, and environmental advantages, vanpooling is transforming the lives of these workers and securing a solid workforce for employers. By offering innovative transportation solutions, PART continues to play a significant role in creating an inclusive community where everyone has equal opportunities to thrive.

PART Vanpool System Map



Money And The Environment

Hitting college campuses in mid-February is our 3rd campaign in a series of 4. *Ride & Save* is the topic of conversation this go-round!

This series of 4 campaigns has been developed to encourage college students to embrace a forward-thinking mindset by choosing public transportation, contributing to the development of sustainable cities, and supporting initiatives aimed at improving air quality.

The message for this campaign is:

"By choosing public transportation, you can save hundreds, if not thousands of dollars each year ... and do your PART in reducing the effects of Climate Change!"

Imagine what you could do with that extra money - a vacation, a new gadget, or even investing in your future ... financially and environmentally.

So, do your PART and join the millions of people who have already made the choice to use public transportation. Together, let's create a cleaner world while saving money."

Ride & Save

MONEY AND THE ENVIRONMENT

By choosing public transportation, you can save hundreds, if not thousands of dollars each year ... and do your PART in reducing the effects of Climate Change!

Imagine what you could do with that extra money - a vacation, a new gadget, or even investing in your future ... financially and environmentally.

So, do your PART and join the millions of people who have already made the choice to use public transportation. Together, let's create a cleaner world while saving money.

RideTheTriad.org
Regional Mobility Options

A Regional University & College Transportation Initiative

And The Beat Goes On

PART's commitment to keeping our communities informed and engaged is a task we take much pride in. *Triad City Beat*, a trusted local publication, is a tool PART utilizes to communicate with our community. By partnering with this well-respected publication, we stay connected with our target audience and demonstrate our dedication to the growth and success of our community.

Utilizing *Triad City Beat* has been an ongoing effort. Starting again in February and running through May, PART will run 1/2 page print ads, an entire suite of digital placements, and four email blasts.

The first ads will focus on PART Express and connectivity across the region with our partner agencies. Pick up a copy of *Triad City Beat* and see what PART and local businesses are talking about!

Print ads run 8 weeks: 2/8, 2/22, 3/7, 3/21, 4/4, 4/18, 5/2, 5/16 and digital ads run the same times.

Ads run twice and then switch out for a total of 4 sets of creative.

4 email blast will run 2/22, 3/21, 4/18 and 5/16.

Ad #1 runs 2/8 and 2/22

Three-Ad Suite for website publication

PART Express. Connecting Communities!

PART has easy connections to help you get to where you need to go. Save money and help the environment ... Ride with PART!

PART Express Fares One Way = \$2.50*

* Riders aged 60+, Veterans, Disabled, Students & Medicare Cardholders get **half off fares** with ID.

RideTheTriad.org

PART connects to these local transit systems:

Wide Skyscraper 300x600px

PART Express. Connecting Communities!

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RideTheTriad.org

PART connects to these local transit systems:

Large Tile 336x280 px

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* Riders aged 60+, Veterans, Disabled, Students & Medicare Cardholders get **half off fares** with ID.

RideTheTriad.org

PART connects to these local transit systems:

1/2 page print ad 9.88x4.875 inches

PART Express. Connecting Communities!

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PART Express Fares One Way = \$2.50*

* Riders aged 60+, Veterans, Disabled, Students & Medicare Cardholders get **half off fares** with ID.

RideTheTriad.org

PART connects to these local transit systems:

Billboard 970x250 px



facebook.com/partnc



linkedin.com/company/partnc



@partnc



youtube.com/partnc