



To: TAC and TCC
 From: Tyler Meyer, AICP, TCC Chair
 Subject: FY 2024-2025 Unified Planning Work Program Amendment #2
 Date: October 23, 2024

Background

The Unified Planning Work Program (UPWP) guides MPO planning activities for the fiscal year and identifies a program of work for reimbursement under annual planning grants received under the FHWA and FTA programs. The current year FY 2024-2025 UPWP will remain in effect through June 30, 2025. From time to time amendments are needed. At this time an amendment is recommended to account for *Safe Streets and Roads for All* planning grants. Rather than adding new grants, this action will account for existing grants, and is essentially an administrative step for informational purposes.

Amendment Accounts for Safe Streets and Roads for All Planning Grant Funds


This amendment to the 2024-2025 Unified Planning Work Program (UPWP) is an administrative action for informational purposes to account for two grants awarded under the *Safe Streets and Roads for All* program: FY 2022 funds awarded to support development of a Comprehensive Safety Action Plan for the MPO, and FY 2023 funds to support a planning and demonstration grant that provides for a series of demonstration projects to test safety upgrades in the field as well as to develop new street design standards for the City of Greensboro. Work on these grants is underway *Updates general task narrative, and adds \$755,504 in FY 22 SS4A grant funds and \$370,280 in FY 23 SS4A grant funds.*

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
FTA 2005(b)	\$500,000	\$0	\$0	\$500,000
FY 25 Totals	\$2,454,800	\$455,800	\$30,200	\$2,940,800
Prior Year Carryover Funds				
FTA 5303 (FY 24)	\$456,474	\$57,059	\$57,059	\$570,592
SS4A (FY 22)	\$755,504	\$138,876	\$50,000	\$944,380
SS4A (FY 23)	\$370,280	\$92,570		\$462,850
Carryover Totals	\$1,582,258	\$288,505	\$107,059	\$1,977,822
Grand Total	\$4,037,058	\$744,305	\$137,259	\$4,918,622

Lead Planning Agency: City of Greensboro Department of Transportation

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Recommended Action & Next Steps

- Amend UPWP on October 23, 2024.
- NCDOT and FHWA approval will follow.

Enclosures

- UPWP Administrative Table
- General Task Narrative
- Approval Resolution

GUAMPO FY 2024-2025 UPWP Amendment #2 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.
- Acquire transit dashboard software to help measure and deliver value beyond ridership, allowing the GTA and the MPO to better define and track transit outcomes that matter to the community. Additionally, transportation planning, visualization, and scheduling software will be obtained and used to enhance analysis and support effective decision-making.

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.

GUAMPO FY 2024-2025 UPWP Amendment #2 Task Narrative

- Collect other transportation infrastructure conditions data as needed.

Safe Streets for All Planning & Demonstration grant

- Carry out work under the FY 23 Safe Streets for All Planning and Demonstration Grant that provides for a series of demonstration projects to test safety upgrades in the field as well as to develop new street design standards for the City of Greensboro. Coordinate these activities with the various UPWP work activities for FY 2025.

II-A-3 Transportation Modeling

- 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 GoBORO 2045 Transit Master Plan. It is expected that the plan will be completed using the local funds remaining in the contract as federal funds will be fully expended before June 30, 2024. 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.

GUAMPO FY 2024-2025 UPWP Amendment #2 Task Narrative

- 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...
- (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 development & coordination

- **Develop Comprehensive Safety Action Plan under the *Safe Streets for All* planning grant.**
- 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:

GUAMPO FY 2024-2025 UPWP Amendment #2 Task Narrative

- 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.

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

GUAMPO FY 2024-2025 UPWP Amendment #2 Task Narrative

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 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.

J. Douglas Gaylon Depot Area Transit Oriented Development Study II-B-3H

- This study will analyze the area surrounding the J. Douglas Gaylon Depot, including the area real estate market and development possibilities, and to engage stakeholders and the community in crafting a vision and implementation plan for mixed-use urban redevelopment. The project aims to revitalize the area through diverse economic opportunities, expanded housing options, and improved access to transportation, enhancing overall socio-economic mobility. The study will focus on connecting all modes of transit and rail and increasing pedestrian infrastructure.

Safe Streets for All (SS4A) Planning Grant II-B-3I

- This grant is expected to find innovative and effective solutions for roadway safety challenges in traditionally marginalized communities such as East Greensboro and in the surrounding communities that comprise the MPO planning boundary. The plan will create a Comprehensive Safety Action Plan (CSAP) to enhance regional roadway safety through improved crash analysis, project identification, and community input. Upon completion, the City and MPO will be positioned to pursue additional funding opportunities through federal safety programs under the Infrastructure Investment and Jobs Act.

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.

GUAMPO FY 2024-2025 UPWP Amendment #2 Task Narrative

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.
- 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.

GUAMPO FY 2024-2025 UPWP Amendment #2 Task Narrative

III-C-1 Title VI Compliance

- Conduct compliance activities for Title VI of the Civil Rights Act. This includes updating Title VI and Limited English Proficiency plan with updated demographic information and policies and continuing to ensure Title VI policies are being followed throughout the planning process.

III-C-2 Environmental Justice

- Complete environmental justice analysis and reviews to: a) ensure public involvement of low-income and minority groups in decision making; b) prevent disproportionately high and adverse impacts to low-income and minority groups resulting from decisions made; and c) assure low-income and minority groups receive a proportionate share of benefits resulting from decisions made. Specific tasks include review and updates to the Public Participation Plan, mapping of populations, and businesses, conducting quantitative analysis of the benefits and burdens the transportation system, including projects and programs, have on the MLI communities, etc. For the current UPWP this is expected to include work on the Environmental Justice analysis for the MTP 2050.

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.
- Maintain membership and involvement in AMPO.

GUAMPO FY 2024-2025 UPWP Amendment #2 Task Narrative

- Participate in statewide and other NCDOT planning and prioritization activities, including STI Workgroup.

RESOLUTION AMENDING THE FY 2024-2025 UNIFIED PLANNING WORK PROGRAM FOR THE GREENSBORO URBAN AREA: SAFE STREETS AND ROADS FOR ALL PLANNING GRANTS

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 Unified Planning Work Program (UPWP) guides Metropolitan Planning Organization (MPO) planning activities for the fiscal year and identifies a program of work for reimbursement under annual planning grants received through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); AND

WHEREAS, an amendment to the UPWP is recommended to account for *Safe Streets and Roads for All* planning grants for informational purposes; AND

WHEREAS, rather than adding new grants, this action will account for existing grants, and is essentially an administrative step for informational purposes; AND

WHEREAS, the grants include FY 2022 funds awarded to support development of a Comprehensive Safety Action Plan for the MPO, and FY 2023 funds to support a planning and demonstration grant that provides for a series of demonstration projects to test safety upgrades in the field as well as to develop new street design standards for the City of Greensboro; AND

WHEREAS, the amendment updates the general task narrative, and accounts for the \$755,504 in FY 22 SS4A grant funds and \$370,280 in FY 23 SS4A grant funds plus matching funds for both grants; AND

WHEREAS, the Greensboro Urban Area Metropolitan Planning Organization has a current self-certification finding and complies with federal requirements; AND

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

NOW THEREFORE be it resolved that the Greensboro Urban Area Transportation Advisory Committee hereby amends the Fiscal Year 2024-2025 Unified Planning Work Program for the Greensboro Urban Area on this day October 23, 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, October 23, 2024.

Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, October 23, 2024.

Notary Public

My commission expires _____