



**2040 MTP  
and  
2018-2027 MTIP  
Amendment**



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





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# Introduction

This document includes amendments that are required by the Fixing America's Surface Transportation Act (FAST Act). This Act was signed into law on December 4, 2015 and provides funding and regulations for transportation programs. Addressing the regulations in the MPO's documents- notably the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP) - enable transportation projects to continue to move through the planning and design process to construction. This document includes regulations that must be included in the MTP and MTIP by May 27, 2018 to ensure projects are able to progress through the project development process.

## Background

### 2040 Metropolitan Transportation Plan

The 2040 MTP, the MPO's long-range document, was originally approved September 2015 and a full update to the plan will occur in 2020. The full 2040 Metropolitan Transportation Plan addresses surface transportation, including highways, railways, public transit, bicycling, and pedestrians, as well as intermodal connections and connections to aviation. It covers the Greensboro Metropolitan Area including the City of Greensboro, the Towns of Pleasant Garden, Oak Ridge, Sedalia, Stokesdale, Summerfield, and much of unincorporated Guilford County. The plan provides an assessment of future area transportation needs, issues and recommendations, along with future transportation investment recommendations.

### 2018-2027 Metropolitan Transportation Improvement Program

The 2018-2027 Metropolitan Transportation Improvement Program (MTIP) identifies state and federally funded transportation investments within the Greensboro Metropolitan Planning Organization (MPO) Area. The MTIP is a subset of the adopted FY 2018-2027 State Transportation Improvement Program (STIP) which includes all federal and state funded projects for the State of North Carolina. The MTIP and STIP are collectively referred to as the Transportation Improvement Program (TIP). The TIP includes the Highway Program, the Non-Highway Program (transit, rail, bicycle, and pedestrian, and aviation), and the Statewide Program (umbrella projects providing for work anywhere in the state as needed).

# Appendix E

## **Metropolitan Transportation Plan (MTP) FAST Act Requirements**



## Transportation System

The FAST Act expanded the planning factors that should be considered during the transportation planning process. The MPO previously considered eight factors during the process (*See Chapter 1 – Page I-2, Federal Requirements*), but now are required to consider ten factors. The **new factors** include:

- *Improve the resiliency and reliability of the transportation system*
- *Reduce or mitigate stormwater impacts of surface transportation*
- *Enhance travel and tourism*

### *1. Improve the resiliency and reliability of the transportation system*

The USDOT defines resilience as “An ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.”

(<https://ops.fhwa.dot.gov/publications/fhwahop15025/index.htm>) According to AASHTO SCOR 2016 “The transportation system is a complex network of infrastructure, vehicles, power sources, communications, and human capital. When we speak of resilience in the transportation sense, we mean the ability of the transportation system to recover and regain functionality after a major disruption or disaster.” ([http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP20-59\(14\)C\\_UnderstandingTransportationResilience-Roadmap.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP20-59(14)C_UnderstandingTransportationResilience-Roadmap.pdf))

Transportation systems need to be planned, designed, operated, and maintained to reduce and minimize the impact of more frequent and intense natural disasters and other emergencies. Greensboro MPO continues to partner with NCDOT and other MPOs to identify and conduct planning studies and collect data that will contribute to improving transportation reliability.

Greensboro MPO activities that contribute to a resilient and reliable transportation system include:

- Evaluation of mobility goal in the Congestion Management Plan (CMP) including performance measures focused on congestion, bottlenecks, speed, and maintenance.
- Collect and evaluate travel time data for major corridors to assist in identifying roadway projects. Travel time data has been collected by the I-95 Corridor Coalition’s Vehicle Probe Project (VPP). More details is in the *CMP – page 32*.
- Three years in a row 2015, 2016, and 2017, City of Greensboro was ranked as the most satisfying City (over 200,000 in population) in which to be a driver in the United States according to the Waze Driver Satisfaction Index.
- Consider the impacts of natural disasters to a transportation system, existing infrastructure should be evaluated on a regular basic and when it approaches the end of its service life to make decisions about replacement, rebuild, or abandonment to avoid future risks.
- Identifying adequate funding sources to meet the identified maintenance needs. Funding sources would include federal, state, and local.
- New infrastructure should be planned, designed, and built in awareness of the best understanding of future environmental and natural risks to reduce or minimize the impact.

## 2. *Reduce or mitigate stormwater impacts of surface transportation*

Together with natural disaster and extreme weather events, the intensity of heavy rain can result in stormwater that can carry debris and pollutants into water resources damaging our water quality. In addition, de-icing chemicals, sand, and salt that are used during snow and ice events can contaminate groundwater and pollute surface water. Therefore, as a part of improving a resilient and reliable transportation system, it is important for Greensboro MPO to consider the impacts of stormwater runoff when identifying, developing, and prioritizing projects.

Some more information on the *MTP – Chapter 9 – Page 9-15 Consultation and Mitigation*.

The NCDOT published an annual Highway Stormwater program report. The most recent report can be found on the NCDOT Connect website. The Greensboro MPO continues to support NCDOT efforts to control stormwater runoff along local streets and highways that help mitigate stormwater effects for new roadway projects.

## 3. *Enhance travel and tourism*

Travel and tourism is a major economic development activity in the MPO area. According to the U.S. Tourism Quality Index, the City of Greensboro was one of the top 10 small city destinations in 2017 (<http://resonanceco-uploads.s3.amazonaws.com/wp-content/uploads/2017/08/10213517/Resonance-US-Tourism-Quality-Index-2017-2.0.pdf>) An efficient transportation system is an integral part of the tourism industry. Visitors need to have a convenient transportation to reach their destinations. Therefore, Greensboro MPO is committed to promote connections between the regions' major destinations and improve travel choices to support tourism. Below are some of the many activities that the MPO does to support and enhance travel and tourism in the region:

- ❖ **Piedmont Triad International (PTI) Airport** located west of Greensboro, serving Greensboro, High Point, Winston-Salem, and entire Piedmont Triad region in North Carolina. PTI Airport is the third busiest airport in North Carolina. The MPO helps support the PTI Airport to get the funding from NCDOT for projects such as taxiway extension, road access improvements, etc.
- ❖ **J. Douglas Galyon Depot** located in downtown Greensboro serves Amtrak passenger rail and is the city's main hub for local and intercity buses. Through the support of Greensboro MPO, the Depot was funded by NCDOT for renovations to expand and provide better service.
- ❖ **LimeBike bikeshare program** started in Greensboro in the summer 2017 and became more popular throughout the city. It gives travelers more transportation choices to move around city of Greensboro.
- ❖ **Streetscape improvements like the Gate City Boulevard support enhanced travel and tourism.** This major corridor includes many important attractions and business, such as Greensboro Coliseum Complex, Greensboro Aquatic Center, Greensboro Area Convention & Visitors Bureau, Four Season Mall, and Koury Convention Center. Beginning in 2015, the City of Greensboro developed the streetscape project designed to revamp a 1.7 mile section of Gate City Blvd as a gateway and face of the city. The project included spacious sidewalks, wider outside lanes with more room for bicyclists, additional bus shelters, more convenient corner designs with better traffic signals, new streetlights, medians with space for trees and other attractive plantings, resurface the road, improve traffic flow at major intersections, replace aging water and sewer lines, and eliminate overhead utilities and power lines. Koury

Corp. recently invested in improvements to the convention center complex and another hotel along the route.

- ❖ The region's **Trails and Greenways**, ranging from greenways, park trails to hiking trails, and mountain biking, provide connections and recreational amenities. There are 37 miles of public greenways and 75 miles of public natural surface trails for a total of 112 miles in the MPO area. There are also many parks that attract a lot of tourists such as Tanger Family Bicentennial Garden, Greensboro Arboretum, Gateway Gardens, Guilford Courthouse National Military Park, etc. The MPO coordinates with local jurisdictions and state agencies such as Guilford County Parks and Recreation Department, City of Greensboro Parks and Recreation Department, and NCDOT on maintenance of existing trails and greenways, building more trails and greenways to connect systems and provide safe travel choices for people. In particular, the MPO supported and helped town of Summerfield take steps to secure funding from NCDOT and to build the A&Y Greenway northern extension. The MPO also supports a lot of other trails and greenway projects in the city of Greensboro using federal and local funds, such as the Downtown Greenway. The MPO will continue to support and collaborate with local jurisdictions and state agencies to fund for these types of projects.
- ❖ **Greensboro Coliseum Complex** is an entertainment and sports complex located on Gate City Boulevard. It was opened first time in 1959 and is one of the largest venues in the South with seating of over 23,000. Since then, it has been expanded and added The Fieldhouse, Odeon Theater, the White Oak Amphitheatre, the Greensboro Aquatic Center, and the ACC Hall of Champions.
- ❖ **Greensboro Aquatic Center**, a part of Greensboro Coliseum Complex, includes three main pools including a warmup and training pool, springboard and platform diving facilities and hosts meets for USA Diving. This venue hosted the 2010 U.S. Masters Swimming Spring National Championship, 2015 NCAA Women's Division I Swimming and Diving Championships, and other tournaments.
- ❖ Locating in the center of North Carolina, Greensboro is the ideal place to host the big events that can attract people from other places. In 3 years, 2015, 2016, and 2017, Greensboro hosted the **National Folk Festival** celebrating the roots, richness, and variety of American culture. The festival features more than 300 nation's finest traditional musicians, dancers, and craftspeople in performance, workshops, demonstrations, children activities, savory Southern and ethnic, cuisines and craft brews, non-stop participatory dancing, storytelling, and parades. Over 400,000 people attended the National Folk Festival in Greensboro in 3 years from 2015 to 2017. The MPO and Greensboro Department of Transportation cooperated with other departments in the city to provide convenient transportation for people attending the Festival such as providing bus route to pick up people at some parking locations, managing street closure and detour, and putting wayfinding signs around the city.
- ❖ Continuing on the success of hosting the National Folk Festival, Greensboro will host the **North Carolina Folk Festival** in September 2018 and each year thereafter to continue to celebrate the spirit and legacy of the National Folk Festival in our community. The MPO will continue to support and coordinate with other departments to provide convenient transportation for people attending the festival.

## Agency Consultation

The Greensboro MPO will consult with agencies and officials responsible for other planning activities within the MPO area that are affected by transportation (including state and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movement) or coordinate its planning process with such planning activities. In addition, the MPO will consult with agencies and officials responsible for other planning activities within the MPA when developing the MTP and MTIP.

### *1. Tourism*

The MPO coordinates with departments in the City of Greensboro, regional agencies, and other organizations, such as City or County Planning Departments, Greensboro Downtown, Actions Greensboro, the Greensboro Convention and Visitors Bureau and others to support and enhance tourism activities and help tourists travel throughout the region quickly, easily, and conveniently.

The MPO has relationships with tourism oriented industries including the Coliseum. The MPO receives feedback from them on various needs throughout the transportation process to enhance the mobility and safety within a region.

### *2. Natural disaster risk reduction*

In planning to reduce natural disaster risk, the Greensboro MPO coordinates with the City of Greensboro, Guilford County, and state officials. Disaster plans for the area are developed in coordination with transportation, law enforcement, and operational agencies. **Disaster preparedness** within the Greensboro MPO is discussed in *Chapter 3, Page 3-4 in the MTP*.

Guilford County just released the updated **Ready Guilford website** <http://readyguilford.com/> so people can find information about the hazards that residents of Guilford County faces, how to prepare, and information about the Guilford County Emergency Alert, Notification, & Information (GEANI) system.

## Asset Management

Federal Highway defines asset management as “a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost”.

(<https://www.fhwa.dot.gov/asset/pubs/hif17006.pdf>)

Chapter 8 in MTP and the CMP document - **Roadway Maintenance** on Page 56 discussed how the existing infrastructure is maintained in the MPO area and the role the MPO plays. The MPO coordinates with NCDOT and City of Greensboro Field Operations Department on resurfacing the existing roadway system. Between 2007 and 2014, over 600 miles of roadways were resurfaced in the Greensboro Urban Area.

Some activities that Greensboro MPO contribute to asset management include:

- Consult with agencies such as NCDOT, City of Greensboro, and other towns about bridge inspection and support projects for bridge replacement with federal or local funds to maintain the quality of bridges
- Inspect surface condition and bridge condition on greenways in the MPO area and collaborate with NCDOT and local agencies to maintain, replace, and repair bad locations on greenway and bridges to provide safe and convenient for trail and greenway users.
- Inspect quality of sidewalks in the MPO area and collaborate with the City Field Operations Department to maintain, replace, and repair damaged or deteriorated sidewalks to make walking safer, more convenient, and for pedestrians.
- Consider the potential impacts of natural disasters to the transportation system including evaluating existing infrastructure on a regular basis, especially when it approaches the end of its service life to ensure decisions about replacement, rebuilding, or abandonment consider future risks and their mitigation.
- Identify adequate funding sources to meet the maintenance needs. Funding sources would include federal, state, and local.
- Planning and designing new infrastructure in awareness of future environmental and natural risks to reduce or minimize future impacts.
- The MTP includes assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of existing transportation infrastructure to natural disasters.

## *Intercity Travel*

### *Intercity Bus, Intercity Rail and Commuter Vanpools*

Intercity connectivity is crucial for continued economic development of Greensboro MPO area. The transportation needs of those in the Greensboro MPO region as well as accessibility to adjacent regions are met by alternate modes, such as inter-city bus, inter-city rail and ride-sharing (vanpool) services.

- ❖ The Piedmont Authority for Regional Transportation (PART) Express system connects our community by providing fixed inter-city route services at Coble Transportation Center located on Market Street, Four Seasons Town Centre and Greensboro Depot, accommodated by Park & Ride facilities.
- ❖ Amtrak accommodates daily arrivals and departures from around the continental United States to Greensboro area at J. Douglas Galyon Depot on East Washington Street in the center of the city as well.
- ❖ Carolina Trailways/Greyhound serves the Greensboro region at its terminal on East Washington Street in downtown area and provides connections to nationwide intercity bus transportation.

All of these intercity transportation services are supported by J. Douglas Galyon depot on East Washington Street and various GTA bus routes that providing convenient passenger access to the intercity bus and rail services.

- ❖ In addition, the PART Ridesharing/Vanpool Program provides another mode of transportation, serving eligible groups of five or more commuters with a 7 or 15 passenger van to use to commute to and from work around the Greensboro region.

These various services provide important intercity travel choices for residents and visitors.. They also help mitigate traffic congestion, pollution, and energy consumption through automobile vehicle trip reductions, fuel savings and emissions reduction. (For more information please refer to the ***MTP – Chapter 5–Transit Element.***)

### *Strategies and investments for intercity travel*

Recommendations for investments in public transportation are based on the GTA Short-Range Transit Service Plan and relevant elements of Mobility Greensboro. PART’s Regional Transit Development Plan was also consulted. Analysis focuses on GTA and PART because they are the major providers of fixed-route local and regional transit in the MPO area. Beginning with each agency’s plans and goals, the analysis compares the estimated future revenue to projected costs of capital purchases and maintenance and operations costs. The analysis factors in the need to replace buses on a regular schedule. (For more information please refer to the ***MTP – Chapter 5 - Page 5-8 Recommended Future Services.***)

The Greensboro MPO has coordinated with GTA, PART and NCDOT Public Transportation Division (PTD) on development of the Transit Asset Management (TAM) Plan.

## *Performance Measures*

### *Background*

A national performance-based planning requirement for federal, state, and regional agencies was originally established in 2012, with the Moving Ahead for Progress in the 21st Century (MAP- 21) surface transportation reauthorization act, in order to tie investments to transportation system performance. It was continued in 2015 with the passage of an updated surface transportation authorization act, the Fixing America's Surface Transportation (FAST) Act. The FAST Act continues the aggressive path toward performance-based planning and more specifically, performance-based transportation outcomes. Several divisions of the U.S. Department of Transportation (USDOT) are responsible for administering the national surface transportation, performance-based planning program with rule-making oversight by the FHWA and FTA.

### *Process Overview*

Greensboro MPO led a collaborative effort to establish a performance-based planning process in compliance with federally-mandated requirements.

The first critical task for MPO was to research and assess the federal and state requirements associated with performance management mandates to ensure the region would be in compliance. During this process, MPO collaborated with the NCDOT to ensure coordination with new and existing programs at the state level. In addition, MPO worked with Greensboro Transit Authority (GTA), NCDOT's Public Transportation Division and Piedmont Authority for Regional Transportation (PART) to understand and monitor the transit-related requirements associated with performance management.

### *Federal Performance Measures*

Federal performance measures for both the highway and transit system have been established as part of the federal performance management initiative. For each performance measure, the Greensboro MPO assessed the effective (starting) date of the measure, the recommended data sources, and network applicability (Interstate system, National Highway System, all public roads, etc.). The highway system performance measures are listed in the table below, and apply to all MPOs and State DOTs.

NATIONAL GOAL AREA	HIGHWAY CATEGORY	PERFORMANCE MEASURE
Safety (PM1)	Safety	Number of fatalities
		Rate of Fatalities per Million Vehicle Miles Traveled (VMT)
		Number of Serious Injuries
		Rate of Serious Injuries per Million Vehicle Miles Traveled (VMT)
		Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
Infrastructure Condition (PM2)	Infrastructure	Percentage of Pavements in Good Condition (Interstate)
		Percentage of Pavements in Poor Condition (Interstate)
		Percentage of Pavements in Good Condition (Non-Interstate)
		Percentage of Pavements in Poor Condition (Non-Interstate)
		Percentage of NHS Bridges in Good Condition
Congestion Reduction (PM3)	Congestion Mitigation	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita on the National Highway System (NHS)
		Percent of Non- Single Occupancy Vehicle (SOV) Travel, Including Travel Avoided by Telecommuting
System Reliability (PM3)	System Performance	Level of Travel Time Reliability as the Ratio of Longer Travel Time (80th percentile) to a Normal Travel Time (50th percentile)
Freight Movement & Economic Vitality (PM3)	System Performance	Truck Travel Time Reliability for the Interstate System Over Five Travel Time Periods Including: Weekday Periods of 6-10am, 10am-4pm, and 4-8pm and Weekend Periods of 6am-8pm and 8pm-6am
Environmental Sustainability (PM3)	Mobile Source Emissions	Total Emissions Reduction For All CMAQ Funded Projects

The table below includes the Federal transit system performance measures, which apply to transit agencies and State DOTs and also need to be established and monitored by MPOs. It is anticipated that additional transit performance measures could become effective at a future date.

TRANSIT CATEGORY	PERFORMANCE MEASURE
Transit Asset Management (TAM) and National Transit Database (NTD) Reporting	Equipment - Percent of equipment valued > \$50,000 (support, non-revenue service vehicles) that have met their Useful Life Benchmark (ULB)
	Rolling Stock - Percent of revenue vehicles surpassing their ULB by Asset Class
	Facilities - Percent of facilities with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale
	Infrastructure – Percent of guideway directional route miles with performance restrictions by class

*Federal Performance Targets*

Although federal performance measures are defined at the federal level, one of the key tasks for MPOs, State DOTs, and transit agencies is to establish performance targets based on those defined measures. Guidance is provided at the federal level regarding the development of performance targets, but it is up to each respective agency to coordinate in order to establish and monitor targets over time. The MPO has already adopted the NCDOT **Safety Performance Measures and Targets** in February 2018. The NCDOT safety performance targets are listed in the table below.

CATEGORY	MEASURE	NCDOT TARGET
Safety	Number of fatalities	1,207.3 (5.10% reduction)
	Rate of Fatalities per Million VMT	1.114 (4.75% reduction)
	Number of Serious Injuries	2,161.2 (5.10% reduction)
	Rate of Serious Injuries per Million VMT	1.988 (4.75% reduction)
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	393.5 (5.30% reduction)

The table below displays the timeline for when State DOTs and MPOs are required to establish targets of the remaining performance measure categories.

CATEGORY	MEASURE	NCDOT TARGET DUE DATE	MPO TARGET DUE DATE
Infrastructure	Percentage of Pavements in Good Condition (Interstate)	May 20, 2018	November 16, 2018
	Percentage of Pavements in Poor Condition (Interstate)		
	Percentage of Pavements in Good Condition (Non-Interstate)		
	Percentage of Pavements in Poor Condition (Non-Interstate)		
	Percentage of NHS Bridges in Good Condition		
	Percentage of NHS Bridges in Poor Condition		
Congestion Mitigation	Annual Hours of Peak Hour Excessive Delay (PHED)	May 20, 2018	November 16, 2018
	Per Capita on the National Highway System (NHS)		
	Percent of Non- Single Occupancy Vehicle (SOV) Travel, Including Travel Avoided by Telecommuting		
System Performance	Level of Travel Time Reliability as the Ratio of Longer Travel Time (80th percentile) to a Normal Travel Time (50th percentile)	May 20, 2018	November 16, 2018
System Performance	Truck Travel Time Reliability for the Interstate System Over Five Travel Time Periods Including: Weekday Periods of 6-10am, 10am-4pm, and 4-8pm and Weekend Periods of 6am-8pm and 8pm-6am	May 20, 2018	November 16, 2018
Mobile Source Emissions	Total Emissions Reduction For All CMAQ Funded Projects	May 20, 2018	November 16, 2018

At the invitation of NCDOT, Greensboro MPO staff have been attending working group meetings as part of the state’s input process in determining specific measures and targets for PM2 and PM3. MPO staff plans to adopt those measures and targets at the appropriate time.

As to **Transit Targets**, the Greensboro MPO has coordinated with GTA, PART and NCDOT and is anticipated to adopt the respective transit targets established by each agency on or before October 1, 2018.

**RESOLUTION AMENDING THE GREENSBORO URBAN AREA  
2040 METROPOLITAN TRANSPORTATION PLAN**

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

**WHEREAS**, § 23 U.S.C. Section 450 requires Metropolitan Planning Organizations (MPOs) to develop and maintain a metropolitan transportation plan and sets standards to which a metropolitan transportation’s plan must comply; AND

**WHEREAS**, the 2040 Metropolitan Transportation Plan adopted by the MPO in September 2015 and amended in November 2017 covers all modes of surface transportation, has a horizon of at least 20 years, and is financially constrained; AND

**WHEREAS**, Transportation Advisory Committee has found that an amendment to the 2040 Metropolitan Transportation Plan is needed at this time in order to comply with new federal requirements added to § 23 U.S.C. Section 450 by the Fixing America’s Surface Transportation Act (FAST Act); AND

**WHEREAS**, not amending the 2040 Metropolitan Transportation Plan for FAST Act compliance at this time would mean that no future Metropolitan Transportation Improvement Programs could move forward until the needed changes were amended into the document; AND

**WHEREAS**, the Transportation Advisory Committee has provided for a thirty day public comment period and has solicited public and private transportation provider comments per the Public Participation Plan adopted February 26, 2014; AND

**WHEREAS**, on April 2, 2017 the Federal Highway Administration and the Federal Transit Administration certified the MPO in compliance with federal requirements for a period of four years;

**NOW THEREFORE**, be it resolved by the Greensboro Urban Area Transportation Advisory Committee, that the 2040 Metropolitan Transportation Plan Amendment, dated May 9, 2018, be adopted for the Greensboro Urban Area Metropolitan Planning Organization on this the 9<sup>th</sup> day of May 2018.

\*\*\*\*\*

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, the 9<sup>th</sup> day of May, 2018.

*Marikay Abuzuaiter*  
Chair, Transportation Advisory Committee

\*\*\*\*\*

Subscribed and sworn to me on this, the 9<sup>th</sup> day of May, 2018.

DEIDRE E. BROWN  
NOTARY PUBLIC  
GUILFORD COUNTY, NC  
My Commission Expires 3/07/2023

*Deidre E. Brown*  
Notary Public

# Public Comments

## Summary of Public Comments





## Summary of Public Comments

### *2040 Metropolitan Transportation Plan and 2018-2027 Metropolitan Transportation Improvement Program Amendments*

The Greensboro MPO held a Public Comment period from April 2 through May 1 for the *2040 Metropolitan Transportation Plan and 2018-2027 Metropolitan Transportation Improvement Program Amendment* documents.

The documents were amended as required by the Fixing America's Surface Transportation Act (FAST Act). The documents have been amended to address new planning factors and performance measures. The changes state how the documents meet specific federal regulatory requirements and did not change the projects, project schedules, supportive policies, or the overall investment mix. This action will bring the 2040 MTP into compliance with new federal regulations before the May 28 deadline. If this were not done, future TIP amendments would not be allowed until compliance was achieved.

The public review period was advertised in the News and Record and Peacemaker (*see the advertisement below*), and on the city's website. The document was also available at the Greensboro Clerk's Office, Guilford County Administrative Office, Greensboro Department of Transportation, NCDOT Division 7, and Greensboro Central Library. No comments were received during the public review period, which is not unexpected given the relatively technical and administrative nature of the changes

## Newspaper Ad

# Public Notice

## Amendments to the Metropolitan Transportation Plan and 2018-2027 Metropolitan Transportation Improvement Program

The 2040 Metropolitan Transportation Plan addresses surface transportation, including highways, railways, public transit, bicycling, and pedestrians, as well as intermodal connections and connections to aviation. The 2018-2027 Metropolitan Transportation Improvement Program (MTIP) identifies state and federally funded transportation investments within the Greensboro Metropolitan Planning Organization (MPO) Area.

Amendments are required for these documents. The amendments will enable transportation projects to continue to move through the planning, design right-of-way and construction phases.

Comments are due by **May 1, 2018**.

### For More Information, Review Locations and Submit Comments

Visit: [www.guampo.org](http://www.guampo.org) Call: (336) 373-3117

Email: [lydia.mcintyre@greensboro-nc.gov](mailto:lydia.mcintyre@greensboro-nc.gov)

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

