



TRANSPORTATION ADVISORY COMMITTEE
Minutes of June 25, 2008
2:00 p.m., Greensboro, NC
4th Floor Conference Room (Room 401)
Old Guilford County Courthouse

TAC MEMBERS PRESENT

Robbie Perkins	<i>TAC Chair</i>	Mike Winstead	<i>Guilford County Board of Commissioners</i>
Doug Galyon	<i>Board of Transportation</i>	Kirk Perkins	<i>Guilford County Board of Commissioners</i>
T. Dianne Bellamy-Small	<i>Greensboro City Council</i>		

ATTENDANCE

Adam Fischer	<i>Acting GDOT Director</i>	Scott Rhine	<i>PART</i>
Tyler Meyer	<i>TCC Chair</i>	Sandy Carmany	<i>Town of Pleasant Garden</i>
Peter Ohlms	<i>GDOT / MPO</i>	Mike Simpson	<i>Greensboro Parks & Recreation</i>
Lydia McIntyre	<i>GDOT / MPO</i>	Michael Brandt	<i>Town of Summerfield</i>
Alex Ashton	<i>Guilford County</i>	Taft Wireback	<i>News & Record</i>
Mike Mills	<i>NCDOT</i>	Frances Gallagher	<i>Capital Management & Engineering</i>

Robbie Perkins called the meeting to order at 2:10 p.m.

Action Items

1. Approve Minutes of May 28, 2008

T. Dianne Bellamy-Small moved for approval of the minutes. Mike Winstead seconded the motion. The Committee voted unanimously to approve the minutes of the May 28, 2008 meeting.

2. Amend 2007-2013 Metropolitan Transportation Improvement Program

Peter Ohlms advised that the amendment before the Committee reversed part of an amendment made at the May meeting. The previous amendment changed an earmark project for the Greensboro Transit Authority (GTA) from eight expansion small buses to four expansion small buses plus four ticket machines. NCDOT was not able to amend the State Transportation Improvement Program with this item before federal closing deadlines, so the item was being reverted to its original state. Ohlms advised that this would be considered a staff-level administrative modification but was before the Committee for formal approval.

Planning for the transportation future

Tyler Meyer advised that GTA could still use all eight new small buses and could pursue the ticket machines in the future. T. Dianne Bellamy-Small moved for approval of the administrative modification. Mike Winstead seconded the motion. The Committee voted unanimously to approve the modification to the 2007-2013 Metropolitan Transportation Improvement Program.

3. Resolution of Support for the Mountains-to-Sea Trail

Tyler Meyer advised that the Mountains-to-Sea Trail (MST) concept had existed for many years as an east-west hiking trail similar to the Appalachian Trail. He noted that a separate Mountains-to-Sea Bicycle Route also exists. Meyer introduced Alex Ashton, Open Space Planner for Guilford County, who presented a summary of the MST.

Ashton advised that some sections of the MST are already in place and designated, including part in Guilford County. The initial idea was conceived in the 1970s, when Allen DeHart helped establish organizations to propel the concept. Locally, Bill Craft, Rick Boiling, and Mike Simpson helped establish and designate trails as a part of the MST system.

Ashton said that the statewide trail effort would contribute towards improved hiking opportunities and was endorsed by the state Department of Environment and Natural Resources and the Friends of the Mountains-to-Sea Trail. The trail is primarily suited for hikers, but local jurisdictions may construct portions as multi-use paths that accommodate other users. A “trunk line” is envisioned to form the backbone of the trail, with spokes and alternate connector routes along the way. Key destinations in Guilford County include Haw River State Park, Bur-Mil Park, Bryan Park, Northeast Park, and multiple schools along the trail. Economic benefits are expected for travel, tourism, and hospitality functions; recreation-related businesses; retailers; and wineries along the route.

Planning meetings for the MST have occurred statewide. In the Triad, the Piedmont Triad Council of Governments has led planning efforts. Two routes come into Guilford County from Forsyth: one on the Piedmont Greenway and one on the Atlantic & Yadkin Rail-Trail. Two connections exist to Haw River State Park, one from the Town of Summerfield and one from the watershed lakes. The primary route travels along Greensboro’s watershed trails and north into Rockingham County. Although each trail section will be maintained, governed, and named locally, consistent signage will be used on the system statewide.

Ashton advised that Guilford County’s open space program is working to purchase land to make a connection from the watershed trail section of the MST to Haw River State Park. This connection would serve nonmotorized transportation purposes in a developing area near Lake Brandt Road.

Funding for the MST is expected from multiple sources. The State of North Carolina has earmarked \$10 million for the effort, including \$3 million within Guilford County. Local and grant funds are also anticipated, along with donations of easements and volunteer work. Maintenance would be by sponsors, volunteers, and local governments. Coordination and partnerships, including support from the MPO, will be important for the success of this multi-jurisdictional effort. Ashton advised that the Winston-Salem MPO passed a resolution similar to the one before the Committee.

T. Dianne Bellamy-Small suggested talking to Boy Scouts regarding volunteer opportunities. She inquired about historic destinations along the trail and suggested marketing those. Ashton advised that preserving the natural history along the trail would also be important to note. Bellamy-Small provided a contact with the Town of Sedalia.

Doug Galyon inquired about a connection to the City of High Point. Ashton advised that in the long term, the Lake Brandt Greenway and Bicentennial Greenway would make this connection, and another trail on the Deep River would connect further into High Point. Galyon noted that during a previous project to widen I-40, a pedestrian tunnel was requested but was not installed. Adam Fischer advised that the Bicentennial Trail crossed I-40 at Boulder Road. Meyer advised that High Point was also looking to construct a trail towards Kernersville, which could tie in to the regional trail system.

Kirk Perkins moved for approval of the resolution. Mike Winstead seconded the motion. The Committee voted unanimously to approve a resolution of support for the Mountains-to-Sea Trail.

4. Reports, Concerns, and Discussion from MPO Area Towns

Sandy Carmany inquired about an ordinance request to lower the speed limit on Alliance Church Road from Neelley Road to Town Hall. Doug Galyon advised that he would follow up on the request.

Michael Brandt advised that the Town of Summerfield was very interested in the Mountains-to-Sea Trail and was considering constructing a trailhead facility with parking in the future, for which the Town may seek funding support in the future.

5. Citizen Comments - None

Business / Potential Action Items

1. Interstate 73 Routing

Tyler Meyer advised that NCDOT and the Federal Highway Administration propose to designate the western section of Greensboro's Urban Loop as Interstate 73. This would make the segment of roadway eligible for Interstate Maintenance funding in the future and would add to the state's mileage total of Interstate facilities. It would also clarify the route to the community.

This proposal follows the completion of a feasibility study that looked at the routing of I-73 in Guilford County. The study concluded that the route originally proposed, which was along NC 68 and I-40, would not work effectively. Instead, a new connection is proposed from the NC 68 - US 220 Connector to the Western Urban Loop in the area of present-day Bryan Boulevard. The requested action was for the TAC to concur with the designation along existing facilities.

Doug Galyon noted that when NCDOT looked at the routing along I-40 and NC 68, the interchange required at I-40 had estimated right-of-way costs of \$400 million, which was not practical. The Urban Loop then became seen as a more practical route for I-73. The remaining link will be from NC 68 to Bryan Boulevard. Galyon concurred with the proposed routing. Meyer advised that the routing would work better from a traffic capacity standpoint than loading additional traffic onto I-40 at NC 68.

T. Dianne Bellamy-Small inquired if there were existing roads in the area of the proposed connection. Meyer advised that the NC 68 - US 220 Connector was scheduled to start in a few years, which would tie in with a future enhanced connection. Galyon advised that the Connector would be nine miles of new highway from US 220 at the Haw River south to Edgefield Road, at which point it would cross a golf course and connect to the new alignment of Bryan Boulevard. Robbie Perkins clarified that the unfunded section is along the golf course. Galyon noted that he expected the airport authority to be generous by donating right-of-way along that section.

Kirk Perkins moved for adoption of the resolution. Mike Winstead seconded. The Committee voted unanimously to approve a resolution concurring with the proposed routing of I-73.

2. 2035 LRTP and Air Quality Conformity Update

Tyler Meyer advised that staff was continuing to work to resolve issues with air quality conformity and the Long Range Transportation Plan (LRTP). The 2035 LRTP relates to the Metropolitan Transportation Improvement Program (MTIP) through the timeframes for projects. Under the normal conformity process, analysis shows that the area will meet air quality requirements, and the LRTP and MTIP are adopted and implemented. Meyer advised that air-quality analysis was not showing compliance for the 2010 horizon year by a close margin. Out of a 200-ton pollutant budget, the overage was 0.2 ton. Staff are continuing to investigate ways to eliminate the problem and show conformity.

Without a fix for this problem, the area will enter a conformity lapse period. Meyer noted that Congress recently added a provision for a one-year conformity grace period, which was a change from previous rules. The grace period delays full sanctions for a year. In the conformity lapse scenario, staff will review the previous conforming 2030 LRTP and the new 2009-2015 MTIP. Projects that have not shifted between network years will be able to move forward. If any projects have shifted across horizon years, they cannot move forward until conformity is reestablished. In such a situation, the MTIP to be adopted could only show projects that can move forward. Preliminary review indicates that few projects would be affected under such a scenario.

If the conformity test can be met through the analysis process, the draft LRTP will be released for public review as previously planned. If the test cannot be met, it will still be necessary to adopt the MTIP.

Meyer advised that the violation was for the one-hour ozone standard, which will be formally revoked in April of 2009. Because this will occur coincidentally during the one-year grace period, the MPO would be able to approve the 2035 LRTP document in April 2009 at any rate. After April 2009, the area will still be subject to particulate matter regulations and will likely experience future complications related to ozone as well.

Robbie Perkins thanked Sandy Carmany for her work on the Early Action Compact to bring an attainment designation to the area. Adam Fischer repeated that the area was only exceeding the standard by a small amount and advised that the analysis was using a vehicle mix that assumes more SUVs and vans than is realistic, so modelers are investigating the possibility of closing the gap by revising the assumed vehicle mix.

Perkins advised that there would be businesses that the county could not recruit if it is not in conformity with air-quality standards. T. Dianne Bellamy-Small inquired how the FedEx facility would impact air quality. McIntyre advised that freight assumptions are included in the vehicle mix in air-quality modeling, so the facility is indirectly reflected through the type of vehicles assumed to be on the road. Meyer advised that the model does seek to estimate the types of traffic and air-quality impacts that facilities such as FedEx will have. Federal Environmental Protection Agency staff were reviewing the issue of the vehicle mix.

3. 2009-2015 Metropolitan Transportation Improvement Program Update

Lydia McIntyre advised that NCDOT approved its 2009-2015 State Transportation Improvement Program (STIP), which includes all projects across the state. The Metropolitan Transportation Improvement Program (MTIP) includes only projects within the Greensboro Urban Area.

McIntyre reviewed major project changes since the draft STIP was released in November 2007. A feasibility study for the I-73 Connector recommended two possible alternatives. This project does not have funding attached to it, but has been added to the STIP with an ID number. Doug Galyon advised that the estimated cost was about \$130 million.

McIntyre advised that the Hornaday Road Extension project includes a bridge over the Urban Loop near I-40 Business. This project was shifted from construction in 2008 to construction in 2009, which really represented a delay in letting of only a few months.

In the bridge category, project B-5119 was added. It will replace two bridges near the US 29 and Business I-40 interchange. New public transportation projects included funding for the area's Job Access / Reverse Commute and New Freedom Programs as a result of the Coordinated Human Services Transportation Plan. For enhancements, Phase II of the Battleground Rail-Trail (from Markland Drive to Lee Street) was shown as a new project in the MTIP. The STIP includes it as another phase of an existing project.

Tyler Meyer described an effort to pursue Congestion Mitigation and Air Quality (CMAQ) funding to upgrade GTA's evening routes that would follow up on the Greensboro City Council's recent action to fund an additional GTA route on Yanceyville Street. The proposal would replace existing evening routes, many of which are long one-way loops, with the daytime routes, including the new route. Service frequencies would remain hourly, but trips would be more direct. The proposal does not require additional buses, because

the additional service is at off-peak times. Anticipated operations costs are expected to total \$2.5 million from 2009 through 2011.

Meyer advised that the CMAQ funds could act as seed money to cover operating costs for the service for three years, allowing GTA to build ridership in the evening, but that local operating support would be needed thereafter. Staff will begin developing an analysis of the air-quality benefits of this improvement to meet CMAQ requirements. Meyer advised that the CMAQ application would be submitted and that the TAC could amend the 2009-2015 MTIP if the application is approved.

Adam Fischer advised that after the third year of service, a \$5 increase in vehicle registration fees was a potential way to cover future operations needs. T. Dianne Bellamy-Small noted that there were two priority routes for GTA, and the City Council only funded one of them. Fischer advised that the expanded evening service was the second priority after the Yanceyville route. Bellamy-Small inquired about the operations funding for HEAT. Fischer advised that the City was negotiating with the participating universities to cover HEAT operating costs.

Bellamy-Small inquired about the possibility of adding park-and-ride facilities and services to reduce driving trips to downtown Greensboro. Scott Rhine noted that PART had leased spaces from the City at the Depot but was having to turn passengers away because the spaces were full, and funding restricts PART from leasing additional spaces. Bellamy-Small suggested investigating a downtown circulator bus, which could include participation from the downtown business improvement district. Fischer noted that there are bus stops around downtown. Robbie Perkins stated that the Downtown Greenway would also increase pedestrian activity downtown as its population rises.

Michael Brandt noted that GTA provides service within the City and PART provides bus service to outer communities in the Triad, but towns within Guilford County do not have transit service. Brandt advised that Summerfield would be interested in a partnership to develop park-and-ride facilities in the Town. Sandy Carmany advised that Pleasant Garden would be interested in a similar initiative.

4. Recommendations of North Carolina's 21st Century Transportation Committee

Tyler Meyer provided an overview of statewide legislative items. The 21st Century Transportation Committee was convened in late 2007 to provide recommendations on transportation priorities and funding. The two-year process included an interim report for the 2008 short session of the General Assembly. A final report is expected before next year's long session. The group has looked at transportation needs in a broad way and has considered strategies to address funding gaps.

Meyer advised that four subcommittees prepared the recommendations. The Intermodal subcommittee looked at rail and transit needs. It proposed some items related to railroads as well as a transit grant program to support certain regional transit projects with a state share of 25%. The subcommittee also recommended expanded options for local sales taxes for transit, vehicle registration fees, and taxes at the local or regional level.

The Prioritization subcommittee focused on eliminating the transfer from the Highway Trust Fund, one of the state's main highway funding sources. The transfer was initially established to reimburse funding sources that lost revenue due to the creation of the Highway Trust Fund. The subcommittee also focused on gap funding for the North Carolina Turnpike Authority, bridge rehabilitation funding, and interstate project funding related to the equity formula.

The Intergovernmental subcommittee endorsed a resolution urging the federal government to allow North Carolina to recoup 100% of the gas tax revenue it contributes to the U.S.

The Finance subcommittee mirrored some recommendations from the Prioritization group, including eliminating the transfer from the Highway Trust Fund and providing gap funding for the Turnpike Authority. It also proposed a statewide transportation bond and debated tolling the replacement of the Yadkin River Bridge on I-85.

Meyer advised that the General Assembly would likely take time to review the recommendations and move forward. The only legislation entered in the short session related to the 21st Century Transportation Committee was regarding the local sales tax option and transit grant program, but it is unlikely it will see action before the session ends.

Meyer discussed issues with the Committee's recommendations. The Intermodal subcommittee looked at specific funding opportunities for various transit programs but did not identify a dedicated funding source other than a "suitable portion" of the statewide transportation bond. The single-county sales tax option is only for transit and would be overseen by a regional authority. The funding program and background would benefit from more directly stating support for bus-related needs as opposed to rail, because a key part of a viable rail system is a strong bus network to support it. Doug Galyon noted that Sam Hunt headed the Intermodal subcommittee, which had taken the most comprehensive look at intermodal needs in North Carolina ever completed, and that the group was working hard to be thorough.

Meyer described recommendations from the Prioritization and Finance subcommittees. Half of the proposed state transportation bond would go to urban loops and interstate projects. The other half would go to intrastate projects, as defined by the General Assembly, and to bridges, but the funding program would not contribute to meeting non-intrastate urban mobility needs such as widening US 70 in the Greensboro area. It remains to be seen how such projects, along with transit, will be addressed. As such, the bond may be a needed first step but is not a comprehensive solution to transportation funding.

Galyon noted that the Yadkin River Bridge was vitally important to Greensboro. NCDOT's Division 7, which includes Greensboro, is a joint partner with Division 9, which includes the Yadkin River Bridge, in the state's equity formula for funding. If the \$300 million cost were allocated from the equity formula to the Yadkin River Bridge, it would be years before Division 7 received additional funding. Galyon also noted that Loop funding alone requires additional revenues of \$3.9 billion. Galyon advised that one proposal was to take the funding from maintenance, the last place from which funding should be taken.

Meyer advised that the bill related to sales taxes for transit was currently in committee and would likely not see a vote until the next session, but a budget bill will be adopted at some point and will deal with transportation funding in some way. The 2007-2008 state budget bill included a plan to reduce the transfer from the Highway Trust Fund over time, eliminating it by 2011. NCDOT made its funding assumptions in the 2009-2015 State Transportation Improvement Program (STIP) based on the projected increases in the Highway Trust Fund, as an element of state law. However, the 2008-2009 budget phases out the transfer on a different schedule and diverts the revenue to cover gap funding for the Turnpike Authority instead of to address general statewide transportation needs. It is likely that the Triangle Expressway project, which is under time pressure, may be a reason that this change was made. This creates implications for the next STIP and will impact the ability to deliver urban loops unless the statewide bond is passed. Robbie Perkins noted that even a \$1.8 billion bond would not be enough. Galyon advised that nothing substantive would likely occur in the short session, but that the most important issue facing the next governor would be how to fund transportation needs in the state.

T. Dianne Bellamy-Small inquired how local efforts to prepare a transportation bond package would relate to statewide funding efforts. Galyon advised that local bonds would have a positive effect by allowing the area to leverage limited state funding to move projects ahead. Adam Fischer advised that previous transportation bonds have doubled the money by leveraging state and federal funds. Bellamy-Small requested a list of talking points to help City Council members and County Commissioners address why the bonds were important. Galyon offered the services of NCDOT staff to assist. Perkins noted that it would be helpful to have documentation of the effectiveness of local matching funds. Bellamy-Small advised that it would be helpful if Galyon could attend a public hearing on the local bonds on July 15. The TAC continued discussing the area's history of leveraging state funds to move projects forward. Galyon noted that the section of the Loop from Bryan Boulevard to Lawndale Drive could be examined for potential funding partnerships.

5. Transportation Project Updates

Tyler Meyer advised that GTA's top priority was its new \$20 million maintenance, administration, and operations facility. After completion of an environmental study and development of concepts, the Greensboro City Council approved purchase of a site off Meadowview Road near South Elm-Eugene Street using \$2 million in federal discretionary transit grant funds distributed from NCDOT. With this step taken, staff can continue to seek funding for construction. T. Dianne Bellamy-Small suggested speaking with PART regarding locating a needed mini-hub along with the new GTA facility. Adam Fischer advised that staff had spoken with PART and that the location would not be ideal for them. Meyer noted that the old GTA site near downtown was expected to become available for urban redevelopment.

Meyer advised that a portion of the Downtown Greenway project was moving forward through an easement agreement between Greensboro College and the City of Greensboro. The section of trail between Lee Street and Eugene Street would be built by Action Greensboro and its subsidiaries and dedicated to the City. Bellamy-Small noted that Council also authorized closing the Bragg Street railroad underpass to vehicular traffic to allow the greenway to be routed underneath it. Robbie Perkins stated that the Downtown Greenway would be the key to downtown economic development for the next 100 years.

Meyer advised that an updated version of the Project Update Newsletter was included with meeting materials. Bellamy-Small requested 115 copies for a mailing.

6. MPO Strategic Topics

Lydia McIntyre advised that at the last TAC meeting, T. Dianne Bellamy-Small inquired about Charlotte's experience with High-Occupancy Vehicle (HOV) lanes. McIntyre advised that the Charlotte project was part of NCDOT's widening of I-77, during which the decision was made to include HOV lanes. State policy requires HOV lanes to be new capacity, not conversions of existing general-use lanes. In Charlotte, the lanes were added by reducing the median width. The lanes should be used where existing corridors have congestion, and funding for enforcement is required to maintain the lanes' efficiency. Charlotte's 2005 traffic counts for the morning peak hour included 1600 vehicles with 1700 people in the general-use lanes and 296 vehicles with 836 people in the HOV lane. In 2007, the number of vehicles in the HOV lanes increased slightly, but the number of people increased more. Bellamy-Small inquired if the Greensboro area had any suitable facilities for HOV lanes. Adam Fischer advised that it would be applicable when widening an interstate to relieve congestion, but that it was likely not appropriate for any facilities in the area currently.

Meyer advised that NCDOT is continuing to analyze where heavy landscaping can be added along the Urban Loop at locations where noise walls were not constructed. GDOT will also look at the potential for improvements to areas built after 1996, the date of public knowledge of the alignment, where NCDOT is not permitted to make improvements. Potential funding sources could include STP-DA funds. Mike Mills advised that plantings could occur in late 2008 or early 2009. Staff were investigating landscaping on certain bridge embankments as well. Robbie Perkins requested an update on this at the July 15 meeting of the Greensboro City Council. Bellamy-Small inquired whether the landscaping would really stop the noise. Mills advised that it would not, but that it would spruce up some areas that were unattractive, including areas with existing noise walls.

Adam Fischer advised that the process was ongoing for Greensboro to pursue a \$134 million transportation bond in fall 2008. Bellamy-Small suggested providing a list of bond projects to the County Commissioners for their reference. Meyer noted that the 2008 bond would be the first half of a \$228 million package, with the understanding that an additional amount will be needed later to complete projects. Fischer noted that staff initially identified \$440 million in needs and that the bond would include transit projects, sidewalks, greenways, intersection improvements, maintenance, roadway improvements, and streetscapes.

Meyer noted that a new traffic count map with 2007 data was included in TAC notebooks.

Other Items

I. Board Member Report

Doug Galyon summarized what was in the adopted 2009-2015 State Transportation Improvement Program. Although Galyon fought to restore the original schedule, the Eastern Urban Loop was deferred to construction starting in 2013. The design is complete for the section of the Urban Loop from Bryan Boulevard to Lawndale Drive and awaits funding. From Lawndale to US 29 is not as far along in the planning process but will get underway. In the past, when other NCDOT projects have encountered problems, unfunded but designed projects such as these have been able to progress.

Galyon advised that the High Point Road widening project is scheduled for right-of-way in 2009 and construction in 2012-2013. This project will include an interchange with the Urban Loop. The NC 68-US 220 Connector, as discussed earlier related to I-73, is on schedule for construction in 2012-2013. Widening of US 220 from Horse Pen Creek Road in Greensboro to Winfree Road in Summerfield is a related project that is scheduled for construction in 2010. A bid has been awarded for replacement of Greensboro's signal system. Adam Fischer advised that the estimate was \$19 million, but the low bid came in at \$16.8 million.

Galyon advised that the Bridford Parkway Extension project, including a bridge over I-40, was expected to reduce traffic at an I-40 interchange. Bryan Boulevard relocation is expected to be complete this fall. Groometown Road widening from I-85 to Vandalia Road is complete in time for a golf tournament. West Market Street widening plans are settled, with construction to begin in 2011.

T. Dianne Bellamy-Small noted that she delivered information for Town Hall Day to every Guilford County delegation office. Galyon thanked her for doing so.

2. Regional Transportation News

T. Dianne Bellamy-Small noted that it was good to see a recent news story about PART. Robbie Perkins noted the conservative rural counties, which had initially been hesitant to participate in funding PART, are now convinced and on board. Business people there see how the system connects them with urban counties. Perkins noted that Rockingham County still needs to participate.

Scott Rhine advised that new service in Davidson and Randolph counties would begin on June 30, and that PART was working on eight different park-and-ride lots in the Triad. Bellamy-Small inquired about the lot on Summit Avenue at Reedy Fork. Rhine advised that the lot is PART's but does not yet have a bus route serving it. He advised that PART received an invitation from the City of Burlington to establish service on the I-40 corridor. PART has received new vans and buses and continues to order more. Other elements, including the NC 68 corridor, could be included in future plans.

Rhine advised that funding issues were paramount for PART. The Seamless Mobility Study will likely provide some funding recommendations for future transit options in the Triad. Bellamy-Small inquired about weekends and later night hours on PART. Rhine advised that such decisions were policy-based and would require funding sources. Bellamy-Small noted that she had heard requests for these improvements.

Kirk Perkins thanked Doug Galyon and Mike Mills for meeting with residents upset about noise issues around the Urban Loop.

Bellamy-Small inquired about how much funding Guilford County receives for transportation for the elderly and disabled, including Title 3 funds for elderly transportation. She advised that some gaps should receive service from the County. Robbie Perkins noted that this would be a good item to include on a future joint meeting of the City Council and County Commissioners.

3. Wrap-Up

The TAC was adjourned at 3:50 p.m.