



TRANSPORTATION ADVISORY COMMITTEE
Minutes of January 23, 2013
2:00 p.m., Greensboro, NC
City Council Chambers
Melvin Municipal Office Building

ATTENDANCE

Robbie Perkins	<i>TAC Chair, City of Greensboro</i>	Adam Fischer	<i>GDOT</i>
T. Dianne Bellamy-Small	<i>TAC Member, City of Greensboro</i>	Tyler Meyer	<i>GDOT/MPO</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Mike Fox	<i>TAC Member, NCDOT BOT</i>	Craig McKinney	<i>GDOT/MPO</i>
Marikay Abuzuaiter	<i>TAC Member, City of Greensboro</i>	Aaron Harris	<i>Southeast Guilford Community Association</i>
Dena Barnes	<i>TAC Member, Town Representative</i>	Ed Lewis	<i>NCDOT/ Division 7</i>
Zack Matheny	<i>TAC Member, City of Greensboro</i>	Michael Abuya	<i>NCDOT/TPB</i>

Robbie Perkins called the meeting to order at 2:02 p.m.

Robbie Perkins presented the State Ethics Awareness Act, which is now to be read by the Chair or designee at the beginning of each meeting. This Act states that it is the responsibility of each committee member to avoid conflicts of interest and if there are any, to present them before the committee at the beginning of the TAC meeting. There were no conflicts of interest identified before the Committee.

Robbie Perkins welcomed County Commissioner Alan Branson to the Transportation Advisory Committee.

Action Items

1. Approve Minutes of October 24, 2012

Marikay Abuzuaiter moved for approval of the minutes. Mike Fox seconded the motion. The Committee voted unanimously to approve the minutes of the October 24, 2012 meeting.

Planning for the transportation future

2. Citizen Comments

Bob Mays, former Greensboro City Council Member, said the MPO needs to use clearer language in its various materials and communications. Mays advised there are development opportunities available in East Greensboro and that transportation planning needs to effectively promote these opportunities. He noted the planned future interchange between the Cone Boulevard Extension and the Urban Loop as an important project.

Mike Fox agreed that it is generally difficult to understand transportation planning terminology and agreed economic development and infrastructure are closely related. Fox noted the way projects get funded has changed at the state level, and that there is now a data-driven prioritization process. Safety, mobility, cost, benefits, and other factors are calculated in ranking projects. Fox also indicated area MPOs are working well together to promote economic development and that input from the community is always welcomed.

3. 2012-2018 MTIP Modification: W-5305

Tyler Meyer presented an administrative modification for the NCDOT Project W-5305. The recommended endorsement would remove a southbound slip lane and realign the intersection between Groometown Road and NC 62, improving the safety of both roadways. The pending modifications include moving the right-of-way phase from 2012 to 2013 and increasing the total funding of this project from \$350,000 to \$590,000.

T. Dianne Bellamy-Small moved to approve the endorsement of the MTIP modification for Project W-5305. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to endorse the MTIP modification for Project W-5305.

4. 2012-2018 MTIP Modification: U-5306

Tyler Meyer presented an administrative modification for the NCDOT Project U-5306, which includes a series of four intersection projects on Battleground Avenue that currently experience congestion. The MPO previously submitted these projects to the NCDOT for the TIP. The projects scored very well under the Mobility-Regional-Highway tier and are being funded by the state on a reimbursement basis. The requested endorsement for the administrative modification includes shifting the right-a-way, for the Brassfield and Westridge intersections, from 2014 to 2015.

Mike Fox requested that the GDOT communicate early and often to anyone who would be impacted by medians. Medians concern property owners regarding land value. Fox inquired if property owners are reimbursed for the median placement. Ed Lewis noted reimbursements are only for direct impact to the property.

Perkins inquired if state funds would replace local funds, enabling the city to reallocate local bond funds to other projects. Adam Fischer noted that it is correct.

T. Dianne Bellamy-Small reemphasized the importance of communication during this project.

T. Dianne Bellamy-Small moved to approve the endorsement of the MTIP modification for Project U-5306. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to endorse the MTIP modification for Project U-5306.

5. 2012-2018 MTIP Modification: W-4707

Tyler Meyer presented an administrative modification for the NCDOT Project W-4707. This project realigns Bunch Road and NC 150 from its current "Y" configuration to a "T" configuration, improving the safety of the intersection. NCDOT requested the administrative modification to accommodate right of way in FY 2013 rather than FY 2012.

T. Dianne Bellamy-Small moved to approve the 2012-2018 MTIP Modification W-4707. Zack Matheny seconded the motion. The TAC voted unanimously to approve the 2012-2018 MTIP Modification W-4707.

6. U-5523 MTIP Amendment

Tyler Meyer presented MTIP Amendment U-5523, which will extend Florida Street through the Gateway University Research Park and NCA&T's Agriculture Research Farm to McConnell Road. This project supports future connectivity in Eastern Greensboro. TAC voted to amend the MTIP in the August 29, 2012 meeting and apply STP-DA funds to the project. The FHWA has since then determined that public review was required for the amendment due to its classification as regionally significant in the Long Range Transportation Plan. No comments were received from the public on this project when the MPO sought public involvement. The amendment will provide funding for construction in FY 2014 in the amount of \$2,560,000 in STP-DA funds and \$640,000 in local funds. MPO action to amend the MTIP will enable the NCDOT to amend the STIP and move forward with the project.

Jim Kee, City of Greensboro District 2 Council member, stated this project would not enhance economic development or connectivity for the Research Park or the City of Greensboro and that he had received calls in opposition from alumni and the community. Kee requested TAC reevaluate this project and apply the funding to other needs. Marikay Abuzuaiter noted that in order for this land to be used by the city, it would have to be approved by the N.C. A&TSU Board of Trustees, a step that has not yet occurred.

Fischer advised that the feasibility study will be finished in the spring of 2013. Once the feasibility study is completed, it can be presented to the N.C. A&TSU Board of Trustees for approval. Two public meetings have allowed the city to decide on a final realignment of the extension. The realignment has been adjusted to the most northwest corner of the farm to minimize impact, while still providing north-south connectivity. Fischer advised that the Florida Street extension traffic projections total about 11,000 vehicles maximum in 25 years, which only requires a two-lane roadway to ease the movement of traffic in the area. Fischer noted that connectivity improvements for Eastern Greensboro have been on the Thoroughfare Plan since the 1960s.

Sharon Hightower, neighborhood resident, stated opposition to the project noting a lack of adequate involvement of the neighborhood regarding this project and that the funds should be used for other area needs. Lewis Brandon, NCA&TSU alumni proposed a research corridor should be created on McConnell Road, which would include the farm, to encourage economic development in the area, but that the Florida Street extension is not needed.

Bellamy-Small noted that the MPO and NCA&T are working together to provide the best possible solution for this project. Fischer noted the ten public bond project meetings that addressed critical transportation needs included the Florida Street extension. Bellamy-Small noted the lack of opposition from the community during the public meetings. The inadequate north-south traffic connection on the east side of town is a result of inadequate infrastructure, which was indicated in a Disparity Study conducted by Michael Tap. The Nanotechnology Center is a key component to economic development in the area. Once that is completed, other economic opportunities will follow, but the Florida Street extension is essential for potential growth.

Matheny noted that hearing from the Board of Trustees is necessary before the project can go to implementation.

Marikay Abuzuaiter expressed concern about the chance of N.C. A&TSU Board of Trustees declining the proposed extension after the feasibility study is completed.

Robbie Perkins noted that there will be further discussion about the benefits of this project with the City Council.

T. Dianne Bellamy-Small moved to approve the U-5523 MTIP Amendment. Mike Fox seconded the motion. Marikay Abuzuaiter opposed the U-5523 MTIP Amendment. The TAC voted to pass the approval of the U-5523 MTIP Amendment, with one no vote from Abuzuaiter.

7. Boundary Agreements with other Triad MPOs

Tyler Meyer presented the MPO Boundary Agreements between the Greensboro MPO and Burlington-Graham MPO, Winston-Salem MPO, and High Point MPO. The MPO voted on the boundary agreements in the July 2012 meeting, since that time, the FHWA has required a specific agreement format.

The last US Census indicated that the urbanized area boundaries overlap the established MPO boundary lines. Agreements have been made with each neighboring MPO. On the BGMPO and WSMPO side, there were no changes to the MPO boundaries. However, on the HPMPO side, there were changes made to the metropolitan boundary line reflecting incorporated limits and annexation agreement zones.

T. Dianne Bellamy-Small moved to approve the boundary agreements with other Triad MPOs. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to pass the approval of the MPO Boundary Agreements.

8. 2035 Long Range Transportation Plan Update and Triad Air Quality Conformity

Lydia McIntyre presented on the LTRP Update that is required every four years by the federal government for project funding and evaluating transportation needs. The major elements of the LRTP include land use and transportation, roadway and multimodal recommendations, environmental analysis, air quality analysis, fiscal analysis, and public involvement. The LRTP has a minimum 20 year horizon requirement. The LRTP Update and Air Quality documents were taken out for public review in April and December.

McIntyre noted the Triad MPOs did work together to include regional elements in the LRTP document. An LRTP Update overview was distributed to the TCC members. The full document was streamlined by only including the appendices online.

The Roadway element lists the roadway improvements through 2035. The recommendations are primarily based off of identified roadway deficiencies. Only projects reflected in the LRTP are eligible for federal or state funding. The projects are categorized by horizon years for the purpose of air quality. The projects listed in 2015 are expected to be constructed and open to traffic by 2015. LRTP also includes recommendations for freight, bicycle, pedestrian, and transit. McIntyre noted the BiPed Plan completion has been delayed, but will be complete after new staff is hired.

Environmental analysis is also required to be done for the LRTP. The analysis includes consulted with environmental agencies natural resources that may be impacted by a project. A matrix is also included show the impacts projects may have on the natural environment. This is only a planning level screening. McIntyre noted that the environmental analysis for Project U-5523 Florida Street Extension was included in the LRTP.

McIntyre also noted that the air quality analysis contains the entire Triad, which is now at the maintenance level for Particulate Matter 2.5. Maintenance indicates that the Triad is no longer non-attainment, but now attains the limit for particulate matter. The LRTP did meet air quality conformity which means the emissions are within the budget limits set by state and federal officials. Projects could be delayed or stopped if conformity is not met. It was noted the emissions are much lower than four years ago for the last LRTP update. This was due to enhancements to the travel demand model.

The LRTP must also be fiscally constrained showing the source of funding for transportation improvements.

McIntyre noted a total of 30 citizens attended the two public meetings. Additionally, 10 email or online responses were received. Comments included implementing complete streets, maintenance of existing infrastructure, and emphasizes on bicycle and pedestrian improvements. Respondents are noted they would support user fees or taxes for transportation improvements. Support for expansion of transit was also noted. A citizen also questioned the need for the I-73/ I-74 Connector.

Bellamy-Small inquired if the LRTP recommended more funding for PART. Meyer noted that PART's goal is to maintain existing services and revive services that have been cut. Adam Fischer noted that the new prioritization process may allow for more emphasis on promoting economic development when projects are

resubmitted in 2014.

McIntyre noted that the final 2035 Long Range Transportation Update will be available on the MPO website.

T. Dianne Bellamy-Small moved to approve the 2035 LRTP Update and Air Quality Conformity. Robbie Perkins seconded the motion. The TAC voted unanimously to pass the 2035 LRTP Update and Triad Air Quality Conformity.

Business / Potential Action Items

1. Review 2013 Meeting Schedule

TAC discussed a conflict for the April 24, 2013 meeting. TAC agreed they could meet on April 17, 2013 instead; this meeting can be rescheduled as needed. Robbie Perkins recommends analyzing the dates on a quarterly basis.

2. MPO Certification Review

Tyler Meyer noted MPO Certification Review will be held in the next few months. MPO policies and procedures are reviewed every four years by the USDOT. Third-party reviewers from the FHWA and FTA evaluate the LRTP, CMP, project planning and development, public involvement, and operation in the review. The FTA review was done on November 1, 2012. In the last review, the USDOT reported 14 accommodations, 17 recommendations, and no corrective actions. Public concerns included the urban loop and direct representation for towns. The remaining FHWA review is scheduled for March 6, 2013, with a public hearing later that evening in the Greensboro City Council Chambers.

3. Transportation Improvement Program Update (delayed schedule for P3.0)

Lydia McIntyre indicated that the NCDOT's Draft FY 2015-2021 STIP has been delayed by a year. Originally the draft was going to be approved this summer. The delay is the result legislative changes, known as MAP-21, and uncertainty of future federal and state funding. The draft will be rereleased this fall and adopted summer 2014. NCDOT's Prioritization process is also being delayed allowing more time for data collection and preparation.

4. State Ethics Law applicability to MPOs Update

Tyler Meyer noted that this law went into effect January 1, 2013 for all TCC and TAC voting members and formally designated alternates. The Conflict of Interest Statement is to be read at the beginning of each meeting. Other requirements for the State Ethics Law include a gift ban, the completion of the Disclosure Form by April 15, 2013, and the completion of the State Ethics Training by June 30, 2013.

The Piedmont Triad RPO and High Point MPO have requested a joint training. Robbie Perkins recommended a joint training in a central location with the three Triad MPOs. Mike Fox requested that Norma Mills teach the training session. Bellamy-Small suggested using the PART Conference Room as a central location for the training.

Meyer noted that the gift ban issued by the State Ethics Commission prohibits MPO or RPO members from accepting gifts from interested persons under the law. An interested person under the law is an individual seeking to do business with the agency, engaged in activities regulated by the agency, or financial interest pertaining to agency action.

The penalty for voting members for noncompliance is a \$250 fine and possible removal from the board. Meyer advised that it is important for all voting TCC members and their alternates, as well as the TAC, to comply because they are legally required to do so.

5. Project Updates

Craig McKinney noted the East Guilford Traffic Separation Study will be held on March 7, 2013 in the Ag Extension Office "Barn" Meeting Room for 5-7pm, to discuss consolidation and improvements to crossings from Franklin Boulevard to the Urban Loop.

Lydia McIntyre noted that the US 29 Reedy Fork Parkway Interchange Upgrade Environmental Document is being delayed. The purpose of the TIP Project R-4707 would update the interchange and move it further south to accommodate future traffic, while replacing the deficient bridge. The project ranked 282 out of 304 under the NCDOT's Prioritization Process. Even though the project did not rank well, the deficient bridge needs to be replaced. NCDOT is proposing a bridge project to replace it by FY 2018. The Environmental Document is to fund TIP Project R-4707 and is being delayed until the bridge is upgraded.

Robbie Perkins inquired about partnering with the state to update the current interchange design during the bridge replacement project. Ed Lewis advised that the bridge replacement project will be constructed in FY 2018 and is funded by bridge replacement funding. The interchange project R-4707 is not scheduled to be funded until after 2022. Mike Fox noted he and Lewis would talk with Mike Mills on the options for the interchange.

6. MPO Strategic Topics

Tyler Meyer noted that the next meeting will provide more information about MAP-21.

Mike Fox thanked Aaron Harris, from the Southeast Guilford Community Association, for his work involving signage issues in his community. They are currently working within the statewide guidelines for developing signs in the new interchange.

T. Dianne Bellamy-Small thanked Mike Mills for his contribution to the debris pick-up in District 1 and the signage on Business 85.

Other Items

- 1. Board Member Report**
- 2. Regional Update**
- 3. Wrap-Up**

The TAC was adjourned by Robbie Perkins at 3:48 pm.