



TRANSPORTATION ADVISORY COMMITTEE
Minutes of June 26, 2013
2:00 p.m., Greensboro, NC
Training Room
GTA Operations and Maintenance Facility

ATTENDANCE

Robbie Perkins	<i>TAC Chair, City of Greensboro</i>	Adam Fischer	<i>GDOT</i>
Zack Matheny	<i>TAC Member, City of Greensboro</i>	Tyler Meyer	<i>GDOT/MPO</i>
Marikay Abuzuaiter	<i>TAC Member, City of Greensboro</i>	Craig McKinney	<i>GDOT/MPO</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Cheryl McQueary	<i>TAC Member, NCDOT BOT</i>	Daniel Amstutz	<i>GDOT/MPO</i>
Jeff Phillips	<i>TAC Member, Guilford County</i>	Michael Abuya	<i>NCDOT/TPB</i>
T. Dianne Bellamy-Small	<i>TAC Member, City of Greensboro</i>	Mike Mills	<i>NCDOT/ Div. 7</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Nick Tennyson	<i>NCDOT</i>
Bill Greene	<i>Town of Pleasant Garden</i>	Laura Peoples	<i>Bicycling in Greensboro</i>
Carla Strickland	<i>Town of Pleasant Garden</i>	Mark Schulz	<i>Bicycling in Greensboro</i>
Alex Rosser	<i>PTAA</i>	Claire Stone	<i>Transportation Advocacy Ctr.</i>
Kyle Laird	<i>PART</i>		

Robbie Perkins called the meeting to order at 2:04 pm.

Action Items

1. Conflict of Interest Policy Statement

Robbie Perkins read the Conflict of Interest Policy Statement required by the State Ethics Act. The policy statement 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.

Planning for the transportation future

2. Approve Minutes of April 17, 2013

T. Dianne Bellamy-Small moved to approve the minutes of the April 17, 2013 meeting. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the minutes of the April 17, 2013 meeting.

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

There were none.

4. Public Comments

Claire Stone, Greensboro resident, read a statement recommending that less expensive, innovative transportation systems should be the focus of the Coordinated Human Services Transportation Plan. Stone stated that the Coordinated Plan should have had more public participation in being rewritten and the *Seniors and Individuals with Disabilities (Section 5310)* funding should go to projects that more readily meet the program's goals. Stone stated that allocating funds to traditional public transportation does not meet the needs of the Section 5310 Program. Stone provided a sheet of additional comments with project ideas that had not been shared during the public review period. Stone requested that a statement be added to the Coordinated Plan indicating that non-profits and other transportation providers be considered for future funding for the Section 5310 funds. The TAC decided to address the comments during the presentation of the Coordinated Plan later in the meeting.

Laura Peoples, Executive Director of Bicycling in Greensboro, expressed her support for the Bicycle Friendly Community application, the Pleasant Garden Greenway Project, and the Latham Park Greenway. Mark Schulz, President of Bicycling in Greensboro, also expressed his support for the Bicycle Friendly Community application and the greenway projects that will provide convenient routes for bicycle commuters.

5. Bicycle Friendly Community Application

Daniel Amstutz presented on the Bicycle Friendly Community Application. The City of Greensboro is applying for re-designation as a Bicycle Friendly Community by the League of American Bicyclists. Designation lasts for four years and the next application due date is July 16, 2013. Designation as a Bicycle Friendly Community demonstrates commitment in enhancing bicycle facilities and helps to encourage bicycling in the community. The League of American Bicyclists will provide feedback to the applicant on how to continue encouraging and improving bicycling conditions whether or not the community is awarded the designation. Re-designation is based on an assessment of the City's efforts in engineering, education, encouragement, enforcement, and evaluation and planning for bicycling. The League of American Bicyclists first has the application reviewed by local advocates and interested parties from the community. After the local review period, the application is reviewed by a panel of bicycle professionals and experts. The League of American Bicyclists will announce their decision in October. The requested action is to approve a resolution supporting the Bicycle Friendly Community Application.

Zack Matheny inquired if efforts already put forth will be considered for this Bicycle Friendly Community Application. Amstutz noted that this designation would last until 2017, at which point another application would be necessary to continue the designation. The review panel would consider improvements done between designations. Matheny inquired how to move beyond the Bronze Level. Amstutz noted that there are five levels: Bronze, Silver, Gold, Platinum and Diamond. In order to receive an award, a community must demonstrate bicycling improvements in the elements of engineering, education, encouragement, enforcement, and evaluation and planning. Depending on a community's achievements in each category, a higher designation may be awarded. Matheny acknowledged that businesses and universities would help the ranking, but advised that support be gathered from all geographic regions of Greensboro to help boost the ranking.

Cheryl McQueary inquired if the 12 miles of bike lanes are available as a map online with a plan of future bike lanes. Amstutz noted that MPO staff are currently working to update the regional bike map from 2007 as part of the Bicycle and Pedestrian (BiPed) Master Plan update. McQueary inquired about when it will be done and who will do it. Tyler Meyer noted that until recently this project had been on hold due to other work tasks taking precedent and staffing changes, but that it was now moving to the top of the to-do list.

Although a reassessment of how much work remains to be done is still underway, the working target is to complete the work by the end of this year. McQueary advised that she would like to see completing this plan made an MPO priority.

T. Dianne Bellamy-Small recommended noting the Action Greensboro's work on looking at a Bike Share program on the application.

Jeff Phillips moved to approve the Bicycle Friendly Community Application. Cheryl McQueary seconded the motion. The Committee voted unanimously to approve the Bicycle Friendly Community Application.

6. Public Participation Plan Update

Daniel Amstutz presented on the Public Participation Plan Update, which has been updated and gone through the required 45-day public review period. The update included differentiation between amendments and the levels of public involvement each requires. Routine Amendments are required to receive the same public involvement level as the Procedural Tier Level. The public involvement period was held between May 8, 2013 and June 21, 2013. Three public comments were received, all of which were supportive of the Plan. The recommended action is to approve the Public Participation Plan Update.

Zack Matheny inquired on the attendance of the May 20, 2013 public workshop. Amstutz answered that about 15 people attended, although most of them were there to review and comment on the Coordinated Plan, which was also out for review during the same time.

T. Dianne Bellamy-Small moved to approve the Public Participation Plan Update. Dena Barnes seconded the motion. The TAC voted unanimously to approve the Public Participation Plan Update.

7. Coordinated Human Services Transportation Plan

Daniel Amstutz presented on the Coordinated Human Services Transportation Plan. The Plan has been updated to comply with changes from the passage of MAP-21, including the elimination of JARC and New Freedom programs and the ability for the MPO to allocate Section 5310 funds. The funding amount for FY 2013 totals \$239,000 and will be allocated to areas where the Plan identifies transportation needs of seniors and individuals with disabilities. A needs assessment and demographic ridership trends have been included in the Coordinated Plan. The Plan includes input from diverse transportation service providers and public participation workshops.

MPO staff recommended that the Section 5310 funds be split between GTA SCAT and Guilford County TAMS to provide funding for their increasing ridership numbers. GTA SCAT ridership continues to increase, rising from 135,000 trips in 2005 to 192,000 trips in 2012. Guilford County TAMS ridership has varied since 2005 due to loss of funding; however ridership demand is high with a waiting list of over 180 individuals. TAMS is unable to make as many non-emergency trips as needed due to a lack of funds.

The Coordinated Plan was released for public review and comment between May 8 2013 and June 7 2013. A public workshop was held to review the Coordinated Plan and the Public Participation Plan at the Greensboro Central Library on May 20. Many attendees were SCAT riders, as SCAT had offered free rides to regular riders who wished to attend the meeting. Two individuals at the workshop supported the Plan as written. Other comments on the Plan included requests for:

- sensitivity workshops to promote respect for disabled riders;
- flexibility in same-day service for emergency situations;
- refreshments at public meetings;
- providing the ability to submit public comments at the Depot;
- the transfer time for seniors to be increased to two hours;
- providing seniors over 75 with free rides; and
- including the PART Regional Call Center as a project eligible for funding.

Budget constraints may prevent some suggestions from being implemented. GTA can include sensitivity workshops as part of their regular marketing outreach. SCAT riders already receive a deep discount on

services and it is difficult to determine the amount of riders that are over the age of 75. SCAT also provides same-day booking for certain emergency situations. In her comments, Claire Stone requested the PART Regional Call Center be included in the list of eligible projects. Amstutz noted that PART was contacted about including the Regional Call Center and they agreed that it should be included. This adjustment was reflected in the table at the end of the Coordinated Plan which lists the eligible projects.

Cheryl McQueary inquired if the Plan must be adopted at this meeting. Tyler Meyer advised that in order to take advantage of Section 5310 FY 2013 funding, the Coordinated Human Services Transportation Plan must be approved at this meeting.

McQueary inquired if Claire Stone expressed her comments during the public comment period. Stone stated she has been working on her comments for some time, but made similar comments to the MPO last year. Amstutz noted that Stone made comments on how the Plan was written and concerns about the Section 5310 funding allocation during the public workshop and public comment period. Amstutz also noted that the comment packet Stone provided for today's MPO meeting was not provided to staff before the meeting. MPO staff followed up on the comments about the PART Regional Call Center and included it as a project eligible for funding.

T. Dianne Bellamy-Small advised that SCAT is an expensive service to provide, costing GTA \$35 per trip and only charging \$1.50 for it. Bellamy-Small recommended looking at alternative services to maximize public dollars and cut costs. Adam Fischer noted that the STP-DA funds were allocated to GTA in the past, and the decision to move forward with using the 5310 funds to GTA and TAMS was based on their ridership numbers. GTA may experience fare increases and service cuts in the future. Robbie Perkins suggested moving forward with the Seniors and Individuals with Disabilities Section 5310 Funding before voting on the Coordinated Human Services Plan.

After discussing the Section 5310 Funding allocations, T. Dianne Bellamy-Small moved to approve the Coordinated Human Services Plan. Dena Barnes seconded the motion. The TAC voted unanimously to approve the Coordinated Human Services Plan.

8. Seniors and Individuals with Disabilities(Section 5310) Funding

Daniel Amstutz presented on the Section 5310 Funding. MPO staff discussed transportation needs with GTA and Guilford County to analyze a needs assessment, needs of the existing plan, service impacts, and eligibility. After the administrative expenses deduction of 10%, the total available funds are \$215,240.

Amstutz noted that MPO staff recommends that Section 5310 be divided evenly between GTA and Guilford County TAMS because each has approximately 200,000 trips per year. This would provide \$107,620 for each paratransit system for their operating expenses. The PART Regional Call Center did not request funding for FY 2013. The recommended action is to allocate the Section 5310 funds equally between GTA SCAT and Guilford County TAMS.

Tyler Meyer noted that non-profit transportation systems add value for the community and should be encouraged; however, GTA and TAMS have had funding concerns and are in need of the Section 5310 funding. These agencies also have the staffing capabilities to comply with FTA requirements and would quickly use the funds for their needed services.

T. Dianne Bellamy-Small noted that Guilford County TAMS uses multiple service providers for their services. She suggested that it would be a good idea to explore how GTA can spread out the opportunity and cut costs by using other providers.

Jeff Phillips inquired about the previous fiscal year funding for Section 5310. Meyer noted that Section 5310 funding was originally directed by NCDOT, which allocated funding to Guilford County. This is the first year that Section 5310 funds are to be directed through the MPO.

Robbie Perkins noted that it was interesting that Claire Stone requested funding for the PART Regional Call Center, but they did not request funding for FY 2013. Meyer noted that PART has expressed possible

needs for technology but that the capital needs have already been addressed: STP-DA funds directed by the MPO allowed the new PART facility to be constructed.

Cheryl McQueary recommended being all inclusive in the process of constructing the Coordinated Human Services Transportation Plan for future funding awards. Meyer noted that it is required by MAP-21 that projects to be funded are included in the Plan. The public workshop was held in such a manner to provide time to include public comments in the Plan. When looking at projects for next year, staff will provide time to include other projects and ideas into the Plan. The requirements from FTA will be made very clear so that agencies understand what is expected of them in order to receive the funding.

Dena Barnes moved to approve the Seniors and Individuals with Disabilities Section 5310 Funding. Zack Matheny seconded the motion. The TAC voted unanimously to approve the Seniors and Individuals with Disabilities Section 5310 Funding.

9. MTIP Administrative Modification: Establish Final FY 2013 FTA Funding Levels

Tyler Meyer presented on the final FY13 FTA funding levels. The funding levels in the March 2013 amendments were based on estimated funding levels included in MAP-21 and the continuing resolution. Congress has recently approved final FY13 funding levels to be 3.7% higher than previously expected. The recommended action is to endorse the administrative modification to the MTIP to adjust the funding levels for the final FY13 amounts.

T. Dianne Bellamy-Small moved to approve the MTIP Administrative Modification to establish final FY 2013 FTA funding levels. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the MTIP Administrative Modification to establish final FY 2013 FTA funding levels.

10. MTIP Administrative Modification: Delay W- 5305 Groometown Road

Tyler Meyer presented the MTIP Administrative Modification to delay construction for Project W-5306 Groometown Road. The project would be moved from FY13 to FY14 to accommodate extra time for design, right of way acquisition, utilities and construction. NCDOT has decided that additional safety improvements are required along NC 62 and Groometown Road. The Project is in both the Greensboro MPO and the High Point MPO. NCDOT plans to have public workshops for both parts of this project.

Zack Matheny recommended the City partnering with the NCDOT to consider using bond funds for additional beautification efforts along that area. Cheryl McQueary noted that NCDOT is reevaluating landscaping needs and projects. McQueary and Matheny plan to have a follow up meeting on beautification efforts along Groometown Road.

Cheryl McQueary moved to approve the MTIP Administrative Modification to delay Project W-5305 Groometown Road. Zack Matheny seconded the motion. The TAC voted unanimously to approve the MTIP Administrative Modification to delay Project W-5305 Groometown Road.

11. MTIP Amendment: to Accelerate EB-5518

Tyler Meyer presented the MTIP Amendment to accelerate Project EB-5518 Latham Park Greenway. The Project reconfigures Hill Street between Battleground Ave. and Mendenhall St. and provides a greenway connection between Latham Park Greenway, Lake Daniel Greenway and future greenways. The Project design and construction will be funded by NCDOT using FHWA funds with a state match, but utility relocations, right of way acquisitions and easements will be funded by STP-DA funds with a City match. After a detailed review of Project EB-5518, staff has concluded that the construction phase can be rescheduled from FY 16 to FY 15. In addition to getting the project completed more quickly, this change will enable the NCDOT keep its commitment to supply matching funds for construction and design: state funding will no longer be allowed to match independent bicycle and pedestrian project costs after 2015.

Zack Matheny moved to approve the MTIP Amendment to accelerate Project EB-5518. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to approve the MTIP Amendment to accelerate Project EB-5518. Marikay Abuzuaiter seconded the motion.

12. MTIP Administrative Modification: to Document Fiscal Constraint

Lydia McIntyre presented the MTIP Administrative Modification to document fiscal constraint by request of the FHWA. The modification demonstrates that all project costs do not exceed revenue. The MTIP displays the funding levels for all transit, bicycle and pedestrian, highway, and railroad projects. The funding levels for FY 12 to FY 15 amounts to approximately \$556,000,000. NCDOT provided sources and information in order to document fiscal constraint. The MTIP Administrative Modification also accounts for inflation.

T. Dianne Bellamy-Small inquired about the funding tables in the MTIP document. McIntyre noted that \$504,000,000 was allocated towards highway, bicycle and pedestrian, rail projects. The remaining \$52,000,000 is allocated towards public transit projects. Detailed descriptions of funding sources are also provided in the document.

T. Dianne Bellamy-Small moved to approve the MTIP Administrative Modification to document fiscal constraint. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the MTIP Administrative Modification to document fiscal constraint.

13. MTIP Amendment: to add Pleasant Garden Greenway Project

Tyler Meyer presented the MTIP Amendment to add the Pleasant Garden Greenway Project to the 2012-2018 MTIP. The project was submitted for funding under Prioritization 1.0 and 2.0, but was not funded through either. The Town of Pleasant Garden has requested to use FY 15 STP-DA funding to construct a greenway between the Town Hall and Town Athletic Fields. The project cost is estimated to be \$150,000 for design and construction. This connection will improve safety by eliminating pedestrian travel on the shoulder of Alliance Church Road. This project is currently the town's top priority and the cost is relatively low, therefore it is recommended to fund the project at this time. The Town of Pleasant Garden will be responsible for overseeing the project.

Carla Strickland, of Pleasant Garden, noted on the importance of this project. Linking the athletic fields and the town hall would prevent children from walking on Alliance Church Road where there are no sidewalks.

Zack Matheny moved to approve the MTIP Amendment to approve the Pleasant Garden Greenway Project. T. Dianne Bellamy Small seconded the motion. The TAC voted unanimously to approve the MTIP Amendment to approve the Pleasant Garden Greenway Project.

Business Items

1. NCDOT 25 Infrastructure Plan: Nick Tennyson, NCDOT Deputy Secretary

Deputy Secretary Nick Tennyson presented on NCDOT's Strategic Mobility Formula, the NCDOT 25 Infrastructure Plan, and reprioritization of transportation projects. The equity formula is being eliminated to change the funding allotments, how funds are distributed, and how projects are prioritized. Current state revenue sources, such as gas taxes and license fees, are declining; this is a nation-wide trend. Use taxes and car purchases have been down as well. The state has decreased its revenue projections for the next ten years to be \$1.7 billion less than originally expected. NCDOT is working towards closing the gap between infrastructure needs and decreasing revenues. The 25 Year Infrastructure Plan will be completely data driven on the basis of cost-benefit, reducing congestion, and multi-modal systems. Projects will compete for funding at the Statewide level, Regional level, and Division level. Of about \$15 billion expected be allocated from FY2016 to FY2025, 40% will go to the Statewide Tier and 30% will each go to the Regional and Division Tiers. At the Statewide Level, prioritization will be 100% data-driven. At the Regional Level, local input will begin to be accepted, with 30% of prioritization coming from local input and 70% relying on data. The Division Tier will be prioritized with 50% local input and 50% data. Divisions will be paired by population. Regional funding will also include transit projects, which in original discussions would have only been included in the division level. STP-DA funds can also be spent at the regional level without penalty.

Tennyson also discussed various changes that have taken place in the last 20 years, since the creation of the equity formula. Other states are also attempting to address the funding problem through various means such as dedicated sales tax funding, increasing the fuel tax, and charging based on vehicle miles traveled.

Tennyson discussed the 25 Year Plan and explained that NCDOT is looking to get input from all sectors and to provide a plan that expresses a vision for North Carolina's future. They will be looking at previously adopted plans, public comments, and participation from other parts of the government while working on the plan over the next year.

Robbie Perkins inquired about land use planning in the infrastructure plan. Tennyson stated that it is an important factor to consider, but it must be properly balanced with mobility needs. Perkins also noted that the Heart of the Triad Project with Forsyth County should be considered in planning for the division. This could help maximize regional dollars.

Perkins thanked Deputy Secretary Tennyson for his presentation.

2. Prioritization Update

Lydia McIntyre noted that there have been major changes in the prioritization process and the inclusion of performance based measures. The equity formula will be eliminated and combined into one funding source to give prioritization to the highest need projects. Any project starting after July 1, 2015 will be subject to re-prioritization. Projects will compete for funding at the Statewide level, Regional level, and Division level. Of about \$15 billion expected be allocated from FY2016 to FY2025, 40% will go to the Statewide Tier and 30% will each go to the Regional and Division Tiers. At the Statewide Level, prioritization will be 100% data-driven. At the Regional Level, local input will begin to be accepted, with 30 % of prioritization coming from local input and 70% relying on data. The Division Tier will be prioritized with 50% local input and 50% data. A majority (67%) of the Greensboro MPO roadways fall under the Division category. Approximately \$32,000,000 will be divided between 14 Divisions. The SPOT Workgroup with NCDOT will look at the criteria for the prioritization. SPOT will make recommendations to the BOT on July 10, 2013. The MPO will begin to submit projects in January 2014.

Nick Tennyson noted that bicycle and pedestrian projects cannot have state funding, they must utilize federal funding.

Lydia McIntyre noted that the MPO staff will begin the internal projects soon to submit in January 2014.

Robbie Perkins recommended having small workshops with the TAC members to learn more about reprioritization. Meyer noted that it is a very big change and that small workshops and more information about the process will be forthcoming.

3. Project Updates

Lydia McIntyre presented on the US 29/Reedy Fork Parkway Interchange. The scope of the project is currently being reassessed based on additional technical work in an effort to deliver the project in a timely and cost-effective manner. MPO staff will move forward on completing the environmental document and related work in order to complete the interchange design. The intention is to replace the deficient bridge by 2018. The Greensboro MPO will share the cost of this project.

McIntyre also presented on the interchange modification on the Western Urban Loop at Bryan Boulevard. Due to the I-73 connector, a LRTP Amendment and Air Quality and Conformity Analysis had to be done to account for the modifications. The project is out for public review and an amendment will be voted on in August.

Craig McKinney presented on the progress of the McLeansville Road grade separation project. NCDOT held a public meeting on June 13. The meeting was well attended by the public with only one concern from a residential property owner. Several residential and commercial properties will be impacted and may need to be purchased by NCDOT. Based on feedback from some public meetings, a road closure will no longer take place. Right-of-way acquisition is expected to begin in September.

4. Strategic Reports

Tyler Meyer noted that under recent changes to state law the TCC members are no longer subject to the State Ethics Act, and TAC members no longer need to take the ethics training. TAC members are still required to file SEI forms.

Other Items

1. Board Member Report

2. Regional Updates

There were none.

3. Wrap-Up

The TAC was adjourned by Robbie Perkins at 3:54 pm.