



TRANSPORTATION ADVISORY COMMITTEE
Minutes of April 17, 2013
2:00 p.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

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</i>	Wayne Davis	<i>NCDOT/TPB</i>
T. Dianne Bellamy-Small	<i>TAC Member, City of Greensboro</i>	Bill Marley	<i>FHWA</i>
Shenita Wrenwick	<i>Town of Sedalia</i>	Mike Mills	<i>NCDOT Div. 7</i>
Bill Greene	<i>Town of Pleasant Garden</i>	Taft Wireback	<i>Greensboro News and Record</i>

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

2. Approve Minutes of March 20, 2013

Zack Matheny moved to approve the minutes of the March 20, 2013 meeting. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to approve the minutes of the March 20, 2013 meeting.

Planning for the transportation future

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

Bill Greene thanked the MPO staff for assisting members of the Town Council of the Town of Pleasant Garden.

4. Public Comments

There were none.

5. Congestion Management Process Adoption

Lydia McIntyre introduced the Congestion Management Process, which is required by the FHWA for any MPO with an urban area population over 200,000. FHWA requires MPOs to analyze congested corridors and determine alternative solutions. The CMP is a multimodal document that studies roadways, bicycle and pedestrian conditions and transit. Since the last approval of the CMP, performance measures have been included in the document as required by the FHWA.

The overall process requires identification of congested points in the evaluated system, including roadways, bicycle routes and transit routes. After identifying the areas of congestion, strategies are developed for reducing congestion without adding extra capacity to the roadway.

The data used in the CMP was provided by NCDOT, the Greensboro Bicycle and Pedestrian Coordinator, Field Operations, PART, and GTA. The data gathered helps to justify transportation improvements that help to reduce congestion. McIntyre presented an example of a performance measure. Mobility was the goal in reducing centerline congestion by 25% by 2025. Objectives identified in the CMP must be specific, measurable, agreed upon, reliable and time bound (SMART). In order to achieve these goals, the MPO must identify high bottleneck locations, analyze centerline miles by volume to capacity, and analyze peak level congestion.

In addition to mobility, sustainability and roadway preservation were other goals identified in the CMP and required by MAP-21. Resurfaced miles were identified by the NCDOT. Mobility was analyzed using the Travel Demand Model by analyzing volume and capacity. Data from the company INRIX was also used to track congestion. Congestion is defined in the data as the capacity dropping below 60% of the free flow speed. Roadways like NC-68, Wendover Avenue, and US-220 are some roadways that are considered congested based on 2009 data. Future congestion is based on year 2025 forecasts.

McIntyre displayed a chart showing the total number of miles of certain roadway facility types and how much of that had been resurfaced from 2007 to 2012. Neighborhood streets are not included because they are not federally classified and cannot receive federal funding.

Ridership for PART and GTA was analyzed, although for PART only routes that went through the Greensboro Urban Area were included. Peak passenger seats were analyzed using an annual average.

The LRTP will be updated using the CMP within the next year. The Prioritization Process will then take place in order to fund the identified projects. Using the CMP will assist with justifying the need for projects within the LRTP. The FHWA has given the MPO helpful suggestions of how to pull the CMP into the LRTP. The requested action is to recommend the CMP for TAC approval. The document is available online.

T. Dianne Bellamy-Small inquired about the congestion on US-29 northbound. McIntyre noted that the Southern Urban Loop should reduce congestion in the area. However, the goal of the CMP is to look at other alternative methods and strategies of relieving congestion rather than adding capacity, such as encouraging telecommuting or using transit. Adam Fischer noted that the northern section of the Urban Loop, when completed, would also reduce congestion.

McIntyre noted that FHWA had a few comments and changes to incorporate into the CMP. Cheryl McQueary inquired if the changes would significantly impact the CMP. Bill Marley noted that the changes were minor.

Bellamy-Small inquired how much the CMP would be skewed without PART ridership data and how

much impact it has on congestion. McIntyre noted that there are strategies for improving ridership for PART in the CMP. Fischer indicated that without PART it would be difficult for them to reach their goal of reducing congestion by 25%.

Bellamy-Small moved to recommend the Congestion Management Process for approval. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to approve the Congestion Management Process.

6. Bicycle Month Recognition

Tyler Meyer presented on the Bicycle Month Declaration for the month of May. Bicycle Month is a national event sponsored by the League of American Bicyclists. The recommended action is to support a resolution recognizing the month of May as Bike Month. May 13-17th will be declared as Bike to Work Week and May 17th will be declared as the official Bike to Work Day. The events for Bike Month have been planned by the City of Greensboro and the community. Mayor Robbie Perkins noted that he will participate in Bike to Work day on May 17th and the Ride of Silence.

Marikay Abuzuaiter moved to approve the Declaration of May and Bike Month. Zack Matheny seconded the motion. The TAC voted unanimously to approve the Declaration of May as Bicycle Month.

7. MPO Self-Certification

Tyler Meyer presented the annual MPO Self-Certification required to adopt the UPWP and complying with federal requirements.

Robbie Perkins inquired if this includes compliance with the ADA. Meyer noted that the MPO is in full compliance with the ADA.

T. Dianne Bellamy-Small moved to approve the MPO Self-certification. Alan Branson seconded the motion. The TAC voted unanimously to approve the MPO Self-certification.

8. UPWP Adoption

Tyler Meyer presented the UPWP Final Draft that is due to NCDOT by the end of April 2013. The document outlines anticipated work activities and tasks for the MPO over the next year. The UPWP specifies how \$415,000 of Federal Highway funds and \$111,000 of transit planning funds are used.

Work highlights will include:

- the TIP Prioritization Process, which identifies and prioritizes competitive and needed transportation projects for consideration for funding administered by NCDOT;
- an update to LRTP to incorporate the I-73 interchange at the Urban Loop;
- completion of the BiPed Plan
- various roadway and greenway projects will be studied and developed;
- data collection will be done for the Congestion Management Process; and
- new socio-economic data forecasts will be prepared in consideration of 2010 census results for use in the Travel Demand Model; and
- work will commence on data collection for and development of improved freight travel model tools.

Priority work initiatives are outlined in the final UPWP document along with task descriptions. The recommendation is for the TAC to approve this work program for fiscal years 2013 – 2014.

T. Dianne Bellamy-Small moved to adopt the UPWP. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to adopt the UPWP.

9. MPO Boundaries Structure & Governance Report

Tyler Meyer presented the MPO Boundaries, Structures and Governance Report as a response to the state law passed in 2003 that required adjacent MPOs to provide a review for cooperation between MPOs involved. The key findings of the report are that the MPOs in the Triad are effectively working together, and

with NCDOT and PART. The Regional Travel Demand Model and the Air Quality Conformity indicate the cooperation between the adjacent MPOs. The TIP process also requires collaboration and communication between the MPOs on projects that are near their boundaries. The MPOs work closely together on planning studies that affect multiple jurisdictions.

Robbie Perkins inquired if there was any discussion about consolidating the region's MPOs. Meyer stated that there have been no recent discussions, and noted the recent action of the boundary agreements with adjacent MPOs. Currently the MPOs are working well within the current boundary arrangements.

Perkins recommended integrating PART into the other MPO transit systems in order to create a seamless regional system. Cheryl McQueary requested clarification that Perkins is not recommending combining the MPO's transit system and PART into one system, but rather altering marketing strategies to make the different bus systems better integrated with one another and easier for riders to use. Perkins clarified that is correct; marketing collectively with other MPOs will increase PART ridership.

T. Dianne Bellamy-Small inquired if the other MPOs have had input on the PART Board. Perkins noted that other MPOs are represented on the PART Board. Adam Fischer noted that the local connectors with PART are functioning in the way that Perkins has suggested, but it's in the rural areas that are problematic. Perkins noted that marketing dollars from PART and connecting MPOs are converging into each other's market.

T. Dianne Bellamy-Small moved to approve the MPO Boundaries Structure and Governance Report. Zack Matheny seconded the motion. The TAC voted unanimously to approve the MPO Boundaries Structure and Governance Report.

10. MTIP Amendment: EB 5518 Latham Park Greenway/Hill Street Road Modification

Tyler Meyer presented on Project EB 5518, Latham Park Greenway/Hill Street Road Modification. The MPO submitted this project to be part of the MTIP as part of NCDOT's Prioritization Process. The project scored very well in the criteria, coming out near the top of all the projects in the state. Construction and design will be funded by NCDOT, but they are not in a position to fund right-of-way costs. STP-DA funds are recommended for funding the right-of-way and utility costs. This project will link Latham Park Greenway to Lake Daniel Park Greenway via Hill Street from Mendenhall Street to Battleground Avenue. Total estimated cost is \$460,000 with \$50,000 coming from STP-DA funds.

Craig McKinney noted that one through lane will be removed to allow for widening of the greenway. Robbie Perkins noted that this is a much need improvement. Some discussion ensued about the future connectivity of this section to the Atlantic & Yadkin Greenway and the Downtown Greenway.

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

Business Items

1. USDOT MPO Certification Findings

Bill Marley, FHWA representative, presented the USDOT MPO Certification that is required every four years for MPOs with a population over 200,000. The certification review team consisted of FHWA North Carolina Division Office and FTA Region 4. The purpose of the review is to assess the extent of compliance with planning requirements, identify noteworthy practices and problem areas, and make recommendations for improvement.

The review items include previous certification review issues, MPO and NCDOT coordination, agreements and contracts, the UPWP, LRTP, TIP and STIP. The USDOT also reviews transit planning, regional travel demand modeling, land use planning, air quality planning, MPO compliance with Title VI, public involvement, CMP, and MPO needs.

After the Certification Review, the USDOT found noteworthy practices such as the MPOs role in the Triad Area Transportation Conformity Interagency Consultation Process and the early use of INRIX data in

the CMP.

The recommendations made from the FHWA are just suggestions to enhance what is already being done within compliance. FHWA would like to increase involvement and communication with the MPO. The incorporation of MAP-21 in the development of the UPWP and the Year of Expenditure dollars incorporated in the body of the LRTP are a few examples of the recommendations that the FHWA had.

Corrective actions require action to correct a specified issue within a specified timeframe and if left unattended, may result in decertification of the metropolitan planning process or withdrawn funds. The FHWA identified no corrective actions for the Greensboro Urban Area MPO during the review.

The Greensboro Urban Area MPO substantially met the Federal Metropolitan Transportation Planning Requirements and was certified as of April 2, 2013. The certification will last for four years. Marley stated that FHWA looks forward to helping GUAMPO augment the recommendations.

Robbie Perkins thanked Marley for conducting the review and presenting the USDOT MPO Certification Findings. Perkins thanked the MPO staff for having a successful review. Adam Fischer noted that the staff has already begun to incorporate USDOT recommendations into various work tasks.

2. Coordinated Human Services Public Transportation Plan

Daniel Amstutz presented on the Coordinated Human Services Public Transportation Plan, which has to be updated to comply with MAP-21 changes and for GUAMPO to receive funds for the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) transit grant program. Funds may be used for capital and operating expenses. GUAMPO can expect to receive \$228,000 for this program. Highlighted changes to the document include an analysis of demographic and service trends, listing possible projects in the Plan, and replacing the competitive selection process based on a qualitative assessment of the needs of the region.

The analysis of demographic and service trends uses Census and National Transit Database data. Residents in the City of Greensboro and Guilford County are aging rapidly and the need for specialized transportation services for seniors and individuals with disabilities continue to rise. Guilford County and Greensboro transit ridership continues to increase. GTA and TAMS data indicates that demand in ridership is also increasing. The Coordinated Plan will recommend that Section 5310 funds be allocated directly to GTA SCAT and Guilford County TAMS.

The draft will be completed by the end of April. The public review period will begin in May and finalizing the Coordinated Plan will happen in June and the adoption is expected to happen at the June 26 TAC Meeting. The full document will be available after the public review in May.

Robbie Perkins noted the large growth in ridership on the Guilford County Transportation and Mobility Services. Staff noted the intent to review this increase and include an explanation at the presentation at the next meeting.

3. Transportation Alternatives Program

Tyler Meyer explained that the Transportation Enhancements Program is being converted into the Transportation Alternatives Program as part of MAP-21 legislative changes. In addition to the name change, the MPO is now responsible for directing TAP funds, which is an estimated \$320,000 in federal funds. Bicycle, pedestrian, and other types of projects can be funded through this program using a competitive selection process. Only local governments are eligible to use funds through this program. The next step is to develop a competitive selection process in order to select projects for the TIP. This will require a period of public review and the selection process is expected to be written by May.

4. Strategic Reports

The Public Participation Plan revision is proposed to clarify TIP amendment procedures, and it will be put out for public review in May.

The State Ethics Act Statement of Economic Interest forms were due April 15th. The State Ethics

Commission Staff have indicated the intent to help those who may have difficulty in filing and understanding for those you have not yet filed; however, it is important that any members in that position let the State Ethics Commission staff know their status and intentions as soon as possible. Doing the training online is the most convenient way.

5. Project Updates

Lydia McIntyre went to a meeting on the Johnson Street/Sandy Ridge project in the High Point MPO. The Greensboro MPO's recommendation is to widen Sandy Ridge Road from Market Street to I-40, but High Point MPO has not decided on a design yet. High Point MPO expects a final design in 2016 after the Environmental Assessment is done in 2014. It is currently an unfunded project. Robbie Perkins noted that there has been some rezoning for an industrial park in the area that seems to be driving this project.

Tyler Meyer stated that they are still waiting for more information about the Reedy Fork Parkway Interchange project at US 29 (R-4707).

Craig McKinney attended a public hearing map review on the McLeansville Road Grade Separation Project. A design has been selected, which would impact three or four residential structures and three commercial structures. A public hearing might be held in May.

McKinney noted that the Engineering Division held a public review meeting for Project U-5306A that improves the intersection at Battleground and Cone. Businesses were concerned about the project impacting parking arrangements and business access. Several of them will lose parking spaces. Meyer noted that this is one of the projects that the MPO submitted to NCDOT for funding and scored highly on Prioritization. McKinney noted that they expect to begin construction in 2014.

Other Items

1. Board Member Report

Cheryl McQueary introduced herself as the new TAC Board Member and described her background.

2. Regional Updates

There were none.

3. Wrap-Up

The next TAC meeting will be on May 22, 2013. The TAC was adjourned by Robbie Perkins at 3:23 pm.