



TRANSPORTATION ADVISORY COMMITTEE
Minutes of September 25, 2013
2:00 p.m., Greensboro, NC
City Council Chambers
Melvin Municipal Office Building

ATTENDANCE

Robbie Perkins	<i>TAC Chair</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>	Tram Truong	<i>GDOT/MPO</i>
Bill Greene	<i>Town of Pleasant Garden</i>	Michael Abuya	<i>NCDOT/TPB</i>
Bill Marley	<i>FHWA</i>	Mike Mills	<i>NCDOT/ Div 7</i>
Alex Rosser	<i>PTAA</i>	Mark Kirstner	<i>PART</i>
Laura Peoples	<i>Bicycling in Greensboro</i>		

Robbie Perkins called the meeting to order at 2:03 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 August 19, 2013

Cheryl McQueary moved to approve the minutes of the August 19, 2013 meeting. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to approve the minutes of the August 19, 2013 meeting.

Planning for the transportation future

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

There were none.

4. Public Comments

There were none.

5. TIP Administrative Modifications: U-2524 (funding source) & U-5505 (schedule)

Tyler Meyer presented the MTIP Administrative Modification to adjust funding source and schedule for the Western Urban Loop (U-2524). This modification will also adjust the funding schedule from FY 2013 to FY2014 for U-5505 Fleming Road Relocation and Issacson Boulevard Intersection to accommodate for complex utility relocations.

Robbie Perkins inquired how the negotiations with the pipeline company are impacting project cost. Adam Fischer advised that the negotiations could increase project costs. The MPO is currently waiting to hear what compensation the pipeline would require with the utility work.

Cheryl McQueary inquired what was causing the delay in the negotiations. Adam Fischer noted that the pipeline company is moving at its own pace in the negotiations.

Marikay Abuzuaiter inquired about the definition of GARVEE bonds, which are being used to partially finance the Western Urban Loop. Meyer noted that GARVEE bonds are a mechanism that NCDOT uses to finance major projects paid back with future highway funding revenues.

Zack Matheny moved to approve the TIP Administrative Modifications for U-2524 and U-5505. Marikay Abuzuaiter seconded the motion. The Committee voted unanimously to approve the TIP Administrative Modifications for U-2524 and U-5505.

6. TIP Amendments: Add Statewide Safety & Rail Projects

Tyler Meyer presented on the 2012-2018 MTIP Amendments to modify statewide safety and rail projects. Statewide projects give the state flexibility to fund various projects as needed. This will amend funding schedules for Projects W-5517, Y-5500, and Z-5400. Project W-5301 will be deleted from the MTIP, as this work will be completed under Project W-5517.

Zack Matheny moved to approve the MTIP Amendments to add statewide safety and rail projects to the TAC for approval. Alan Branson seconded the motion. The Committee voted unanimously to approve the MTIP Amendments to add statewide safety and rail projects.

Business Items

1. Prioritization 3.0 Update

Lydia McIntyre presented an update on project prioritization, with a focus on the MPO's internal methodology, for Prioritization 3.0. Prioritization 3.0 is the basis for NCDOT's project selection decisions for the FY 2016-FY 2025 TIP and Work Program.

State law now requires that the MPO employ qualitative and quantitative criteria of its choosing to aid the identification and prioritization of needed projects. To comply with this requirement the MPO is required to submit its need-based prioritization methodology for NCDOT approval by May 2014.

Regional and local projects will be selected based three scores: 1) needs-based score derived from NCDOT's quantitative criteria; 2) MPO priority score allocated in consideration of the results of the MPO's quantitative and qualitative needs-based score and other factors; and 3) NCDOT Division Engineer priority score.

As far as the MPO's methodology is concerned, member jurisdictions are asked to submit projects to MPO staff by October 18 (November 1 for public transportation projects) so that staff can analyze the projects. MPO staff will bring their analysis of the projects to the December meeting. TAC will be asked to approve the projects in January 2014 to send to NCDOT. Local points will be assigned in May and June.

The MPO criteria for roadways are based on needs, feasibility, and additional criteria. The criteria for public transit projects and bicycle and pedestrian projects are the same as the NCDOT criteria. Roadway mobility projects that increase roadway capacity must be identified in the 2035 Long Range Transportation Plan and be a Functionally Classified Route. The preliminary evaluation and study should be completed to document the necessity for the projects. In order to submit a roadway project for MPO ranking, local support must be proven by the inclusion in the adopted plan, bond referendum, and/or support of the Council or Board. Highway criteria will be scored on the following:

- Reduction in Vehicle Hours Delay (Needs Criteria)
- Benefit/cost ratio to reduce congestion (Needs Criteria)
- Existing accidents (Needs Criteria)
- Impacts on the natural environment and NEPA documents (Feasibility Criteria)
- Potential funding availability (Feasibility Criteria)
- Status of project objective (Feasibility Criteria)
- Promotes intermodal connectivity (Additional Criteria)
- Local Share (Additional Criteria)
- Land Use Conformance (Additional Criteria)
- Multi-modalism (Additional Criteria)

The MPO roadway criteria are related to but somewhat different from the NCDOT criteria. Only 14 new projects may be submitted for roadways. In addition, 5 existing projects already in the system may be replaced with 5 new projects.

Cheryl McQueary asked why the MPO roadway criteria do not include economic development metrics, like the statewide tier. McIntyre explained that economic development is touched on under the land use criteria and that the traffic model on which the delay reduction calculations are based consider future socioeconomic projections. However it is not a stand-alone factor. NCDOT will look mainly at congestion and safety issues at roadways. Adam Fischer noted that the land use conformance criteria rewards projects that support future economic development projections.

McQueary inquired about interstate highways that go through MPO jurisdiction. McIntyre noted that the interstate highway system will compete at the statewide tier and are ranked entirely by data and need. The MPO can only apply priority points to statewide projects that are not funded at the statewide level and which then compete at the regional and possibly division levels. McQueary recommended providing a check on the economic development model NCDOT is using to gauge economic development impacts at the statewide level. Meyer noted that MPO will obtain a copy of TREDIS, the computer program that NCDOT uses, to explore use at the MPO level and also to best advise NCDOT on potential future methodological enhancements.

Major capital public transportation projects that can be completed in Fiscal Years 2015 and 2016-2020 should be submitted for prioritization. There is no limit on the number of transit projects that can be submitted. However, NCDOT requires identifying a local funding source for any transit projects that are submitted. Public transit project types are divided into expansion vehicles and facilities. The criteria for expansion vehicles and facilities are slightly different, with expansion vehicles criteria being heavily weighted towards the benefit/cost score. Operations and maintenance projects will not have to go through prioritization.

A total of 20 new bicycle and pedestrian projects can be submitted to NCDOT. NCDOT requires submitting bicycle and pedestrian projects with a minimum cost of \$100,000 and recommends that project costs not exceed \$500,000. These projects must be reflected in the LRTP, CTP, Bicycle and Pedestrian Plan, or other adopted plan. Due to recent changes, prohibits state match for independent bicycle and pedestrian projects funded after July 1, 2015. Right-of-way cannot be an included project cost. Criteria used to prioritize bicycle and pedestrian projects include safety, access, density, constructability, and what is referred to as “benefit-cost”.

Jurisdictions are asked to submit roadway and bicycle and pedestrian projects to MPO staff by October 18th and transit agencies will need to submit project lists by November 1st. Initial projects will be presented to the TAC on October 23rd. Final recommendations will be presented at the December meeting. TAC approval of the final project submittal list will take place in January 2014. NCDOT scores will be released on May 1st.

Adam Fischer noted that the process that the MPO will use to analyze projects will be similar to the process that NCDOT uses to rank projects to maximize points. Meyer noted that NCDOT also analyzes the readiness of projects. Once NCDOT has scored the projects, MPO staff will be able to compare the MPO score to the NCDOT score and determine how to award points.

Marikay Abuzuaiter inquired about the form of public involvement used in this process. McIntyre noted that this information will be on the website and the MPO is required to inform the public about the project selection process.

Jeff Phillips inquired if the MPO's projects will end up scored similarly through the new prioritization process as compared to the last prioritization process. Adam Fischer explained that the criteria for roadways are generally similar to previous iterations of prioritization. Meyer noted that some long-term projects like the Urban Loop no longer have a dedicated funding source, and they may score out a little differently. McQueary noted the competition with Division 9 on regional funding that may ensue if neither area's Urban Loop receives Statewide funding.

2. Transportation Alternatives Program

Tyler Meyer presented the Transportation Alternatives Program that was created by MAP-21 to replace the former Transportation Enhancements Program. The TAP will be directed by MPOs and is eligible to fund local pedestrian, bicycle, and a few other project types. Approximately \$350,000 is available per year for FY 2013 and FY 2014. A 20% local match is required. FHWA review and public input are required for the project selection criteria. Jurisdictions are encouraged to submit only those projects or project phases (design and right of way are eligible) that could be implemented within the FY 2014-2015 timeframe. TAP criteria and point values include the following:

- Land use connectivity (0-8)
- Transportation system connectivity (0-14)
- Safety and mobility (0-8)
- Project readiness and viability (0-14)

Project readiness will be emphasized and phasing projects will be encouraged. The selection process will next be sent out for FHWA review.

3. Project Updates

Craig McKinney presented on the following projects:

FY 2013 Funds Obligations: Some sidewalk and roadways projects have been delayed due to various reasons, and have not had funds obligated. However, these projects should be obligated in early FY 2014. A majority of the MPOs FY 2013 project phases successfully achieved funds obligation.

McLeansville Road Grade Separation: A meeting will be held at NCDOT Division 7 offices on September 26 to review the final project plans and have a final field inspection. They expect to have funding authorization in October and begin ROW acquisition, which is in line with their schedule.

US 70 Merger Team Meeting: On October 17 the Merger Team will meet in Raleigh to review the alternatives for the US 70 merger. Staff has consulted with the Town of Sedalia and will represent the Town's concerns. NCDOT has developed five alternatives. The Merger Team will narrow this down to three alternatives. There are significant concerns from businesses about an alignment alternative that would create a bypass impacting them. McQueary inquired about an alternative that would widen the existing roadway through the middle of Sedalia. Meyer stated that this alternative is not likely to be chosen, as Section 4(f) of the USDOT act requires transportation agencies to avoid impacts to significant

historical resources when there are “other prudent and feasible alternatives” that would avoid such impacts. Perkins requested that MPO staff send copies of the alternatives to the TAC.

4. Strategic Reports

MPO Staff presented on the following strategic reports:

NCDOT Bicycle and Pedestrian Planning Grant Initiative: NCDOT is now accepting applications from local municipalities for creating bicycle and pedestrian master plans. Applications are due December 19 and applicants are notified of their award status in June 2014. The Oak Ridge Pedestrian Plan was funded through this initiative.

BiPed Update Schedule and Current Work: MPO staff plan on completing the BiPed Update and bringing it to the TAC for approval in May 2014. The analysis and data collection should be completed by the end of the year. During the beginning of 2014, the documentation, layout, and public involvement will be completed. Ongoing work includes reviewing existing recommendations, completing analysis, revising documentation, and drafting performance measures for goals and objectives of the plan. At least two public meetings will be held. Staff will also reconvene the BiPed Update Advisory Committee. Robbie Perkins advised that staff should continue to engage with Bicycling in Greensboro during the update process. Daniel Amstutz stated that MPO staff will be in frequent contact with BIG.

Bicycle Crash Analysis: Tram Truong presented on an analysis of bicycle crash data. The analysis covered crash trends, where they occurred, why they occurred, when they occurred, and who was involved. A complete analysis will be included in the BiPed Update. Perkins asked about the transition areas between the City and County, especially on Lake Brandt Road. Meyer noted that this issue will be considered in the safety recommendations. Meyer also noted that an analysis of the bicycle counts that GDOT is collecting from its traffic counting program will also be conducted.

Other Items

1. Board Member Update

Cheryl McQueary noted that there have been discussions of changing the distribution of maintenance funds to a system based on need. The Governor has requested a 25-year strategic plan be developed; related documents can be found at the NCDOT website. The Board committees are being restructured in October, and McQueary will chair the Funding Appropriations and Strategy Committee.

Bill Greene, Town of Pleasant Garden, thanked Mike Mills and Cheryl McQueary for addressing issues in the Town regarding state maintained roads.

2. Regional Updates

3. Wrap-Up

The next meet will be held on October 23rd. The meeting was adjourned at 3:29 pm.