



TRANSPORTATION ADVISORY COMMITTEE
Minutes of August 19, 2013
2:00 p.m., Greensboro, NC
City Council Chambers
Melvin Municipal Office Building

ATTENDANCE

T. Dianne Bellamy-Small	<i>TAC Member, 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>	Tram Truong	<i>GDOT/MPO</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Michael Abuya	<i>NCDOT/TPB</i>
Ophelia Jones	<i>Town of Sedalia</i>	Mike Mills	<i>NCDOT/ Div. 7</i>
Bill Greene	<i>Town of Pleasant Garden</i>	Nancy Horne	<i>NCDOT/Rail Division</i>
Carla Strickland	<i>Town of Pleasant Garden</i>	Scot Sibert	<i>STV</i>
Alex Rosser	<i>PTAA</i>	Scott Adams	<i>STV</i>
Laura Peoples	<i>Bicycling in Greensboro</i>	Elizabeth Burkett	<i>Elmburst HOA</i>
Karen Knight	<i>Elmburst HOA</i>	Steve Kingsburg	<i>Elmburst HOA</i>

T. Dianne Bellamy-Small called the meeting to order at 2:00 pm.

Action Items

1. Conflict of Interest Policy Statement

T. Dianne Bellamy-Small 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 June 26, 2013

Zack Matheny moved to approve the minutes of the June 26, 2013 meeting. Alan Branson seconded the motion. The TAC voted unanimously to approve the minutes of the June 26, 2013 meeting.

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

Bill Greene, Town Council Member of Pleasant Garden, expressed his gratitude for the efforts the MPO has made to support transportation needs in Pleasant Garden.

4. Public Comments

Laura Peoples, Executive Director of Bicycling in Greensboro, noted that a joint public meeting will be held by Bicycling in Greensboro (BIG), the Parks and Recreation Department, Greensboro Department of Transportation, and the MPO on Thursday, August 22 from 5:30 to 7:30 pm at the Lewis Recreation Center to ask for feedback on a mobile application for trails and creation of a new bicycle map.

5. 2035 LRTP Amendment for U-2524BC (Western Urban Loop)

Lydia McIntyre presented on the LRTP Amendment for NCDOT Project U-2524BC, which will modify the current interchange at Bryan Boulevard to account for future volumes from the I-73 Connector. The project needs to be added to the LRTP because it adds capacity to the interchange. The project received no comments when put out for public review.

Zack Matheny moved to approve the 2035 LRTP Amendment for U-2524BC. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the 2035 LRTP Amendment for U-2524BC.

6. 2012-2018 MTIP Amendment U-2524BC (Western Urban Loop) and I-5110 (I-73 Connector)

Lydia McIntyre presented the MTIP Amendment for Project U-2524BC that is required in addition to the LRTP Amendment to reflect project funding and schedule. The MTIP Amendment went out for public review with the LRTP Amendment and no comments were received.

The MTIP Amendment for I-5110 is to change construction from FY 2016 to 2014. The schedule has been accelerated to allow I-5110 to be a design build project with the US 220/NC 68 Connector.

T. Dianne Bellamy-Small inquired if the Town of Summerfield was provided with this information. McIntyre noted that they received this information when the MPO meeting materials were sent out.

Zack Matheny moved to approve the 2012-2018 MTIP Amendment U-2524BC and I-5110. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the 2012-2018 MTIP Amendment U-2524BC and I-5110.

7. Air Quality Conformity Amendment U-2524BC (Western Urban Loop)

Lydia McIntyre presented on the Air Quality Conformity Analysis that was required for U-2524BC. Any project that adds capacity to the roadway network requires an air quality analysis as a result of Guilford County being designated as a maintenance area for PM2.5. PART performed the Travel Demand Modeling for the analysis. There were no adverse impacts found during the analysis for Project U-2524BC. The Burlington, High Point, and Winston-Salem MPOs also had to go out for public review. There were no public comments during the public review period.

Marikay Abuzuaiter moved to approve the Air Quality Conformity Amendment U-2524BC. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the Air Quality Conformity Amendment U-2524BC.

Business Items

1. East Guilford Traffic/Rail Separation Study

Scot Sibert, STV consultant for NCDOT Rail Division, presented on the results and recommendations from the East Guilford Traffic Separation Study. Between 2002 and 2004, a previous study was conducted which included recommendations for crossings that were not adopted. In 2010, NCDOT Rail Division and the City of Greensboro met again to discuss the railroad crossings. Two recommendations that were accepted in 2010 were the closing of Pine Street and realignment of Lowdermilk Street with Sykes to improve safety. The realignment of Lowdermilk Street is now in design. Six additional railroad crossings have been evaluated and recommendations made through the TSS:

- Franklin Blvd. 722-959A — Grade-separation
- O'Ferrell St. 722-961B — Closure
- Ward Rd. 722-922H — Grade-separation
- Maxfield Rd. 722-964W — Closure
- Buchanan Church Rd. 722-965D — Closure
- Wagoner Bend Rd. 722-966K — Grade-separation

Land use, emergency response times, and traffic safety are analyzed during the TSS evaluation process. The land use for these areas is commercial and industrial. The new fire station that is planned to be constructed will increase emergency response times, even with the proposed closures. The database from NCDOT has allowed traffic counts to be analyzed in the area for traffic safety.

Two public workshops were held during the TSS. The first workshop was to collect data on how the public relies on the six railroad crossings for connectivity. The second workshop was to present the final TSS recommendations.

NCDOT Rail Division is investigating funding sources for the Franklin Boulevard grade-separation that can speed up the process. The other recommendations can be prioritized for funding from NCDOT and the Naco Road Extension development. The closures are contingent upon increased connectivity provided by road projects such as the Naco Road Extension and the ability to complete the grade-separated crossing recommendations.

Nancy Horne advised that an endorsement from a local authority is needed in order to move forward with identifying project funding source(s).

Alan Branson inquired if Old Castle Pre-Cast on Buchanan Church Road has been contacted, as they do a significant amount of trucking in the area. Sibert noted that they attended the public workshops. Grade-separating Wagoner Bend and building the Naco Road Extension would still allow access to their facility. Over twenty residents attended each workshop. Grade-separations may add a few minutes per trip, but it will greatly increase safety and allow traffic to bypass train movements. Horn added that the project would need to go through the NEPA process, which would allow for additional public comment on the final design.

Marikay Abuzuaiter inquired about the cost of a grade-separation. Sibert noted that the Franklin Boulevard grade-separation would require a bridge, and grade-separations cost between four to six million dollars. Road closures do not cost more \$300,000. Franklin Boulevard may have more design costs due to realignment. Horne noted that costs can be better determined after the NEPA document is complete.

Bellamy-Small inquired if sufficient public review was received to move forward with the recommendations. Sibert advised that public review has been sufficient at this time. Additional public review will be required after project funding has been identified.

Zack Matheny moved to endorse the East Guilford Traffic/Rail Separation Study. Cheryl McQueary seconded the motion. The TAC voted unanimously to endorse the East Guilford Traffic/Rail Separation Study.

2. Strategic Transportation Reform Update

Tyler Meyer presented on the H817 Strategic Transportation Investments Bill that has been signed into law. It became law on July 1, 2013, but many of the provisions will become effective in State FY 2016. The Reform fully incorporates the Prioritization process involving the NCDOT, MPOs and RPOs.

The State Highway Trust Fund has been completely restructured. Instead of dedicated Intrastate Project and Urban Loop funding, these projects will now compete with other projects for funding under the Strategic Transportation Investments Fund, which totals \$1.2 billion per year. The reform will bundle federal funds, which are roughly \$900 million per year, under the Transportation Investments Strategy Formula for the purposes of prioritization. Federal funding requirements will still need to be respected, however. State Highway Trust fund dollars may now be used, at least in theory, for projects beyond the Urban Loop and Intrastate Projects.

Factors that impact project selection under the new law are: priority ranking, project development time, transition period projects, and funding category allocations. The three funding tiers and funding allocations are (over ten years):

- Statewide 40% at \$6 billion
- Regional 30% at \$4.5 billion
- Division 30% at \$4.5 billion

Although it appears that more funding will be available for Regional and Division projects, much of the funding could be consumed by Statewide projects. Funding competition cascades down, so Statewide projects could compete at the Regional and Division level as well, but a different point system exists at the Regional and Division level that allows smaller projects to still be competitive. The Statewide Tier has no geographic boundaries for project submittals. The Regional Tier is based on population. The Division Tier is distributed on an equal share basis.

This will strengthen the role of Prioritization 3.0 and create a more flexible highway funding resource. However, an issue is that the funding cap at the Division level may not leave enough money for all the Division needs. Other issues will need to be clarified, such as which funds count towards the Regional or Division allocation. Implementation will reveal the impacts and any necessary tweaks that will need to be made.

There are still projects in the pipeline that are committed for funding. Once these clear out in the next five years, more money will be available at the various funding levels. The next MTIP will be very important because the slate will be wiped clean and the best, most competitive projects will be most likely to receive funding.

Bellamy-Small inquired how this will impact the funding for the Urban Loop. Meyer noted that the Northern Loop between Battleground Ave and US 29 is subject to reprioritization. McQueary noted that she believes this part of the Urban Loop should begin construction in October 2015. McQueary will work with NCDOT and the Board of Transportation in an effort to advance this section.

Bellamy-Small inquired if state funds and federal funds will ever be combined on a project. Meyer noted that could happen under this system. Project development will not change, but project selection will impact what federal and state funds can be used for.

3. Prioritization 3.0

Lydia McIntyre presented the new process, Prioritization 3.0, which NCDOT uses to rank projects. Fourteen new highway projects will be allowed to be submitted, along with the option to substitute five previously submitted projects with new projects. Any project scheduled for construction by July 1, 2015 will

not be subject to reprioritization. There is no cap on project submittals for public transportation projects. Twenty submittals are allowed for bicycle and pedestrian projects, only at the Division level.

Under the three tiers, Statewide, Regional, and Division, criteria are slightly different and depend on the mode. Highway projects, for example, have criteria for prioritization based on travel time cost, congestion, economic competitiveness, safety, and multimodal connections. Public transportation and bicycle and pedestrian projects have different criteria. MPO and Division Engineer point allocations (local input) are considered under the Regional and Division Tiers but not the Statewide Tier. Although every project will be scored on a 100-point scale, at the Regional and Division levels at least 90% of funds must be spent on highway projects. MPO staff will request project submittals from member jurisdictions by mid-October, present the MPO project rankings in December, and seek TAC approval in January 2014. All proposed projects must be submitted to NCDOT by January 31st. The MPO will assign local input points between May and July 2014. MPO staff is available to meet with TAC members and member jurisdictions to discuss the process in more detail. All member jurisdictions can submit projects, including the city, county, and towns.

Public involvement will be an important part of the project submittal process, but firm guidance will be forthcoming from the SPOT workgroup and NCDOT.

4. Biped Plan Update Process and Timeline

Tyler Meyer introduced Tram Truong as a new GDOT/MPO employee, who will be working on the Biped Plan.

Daniel Amstutz presented on the BiPed Plan update. An in-depth review of the Bicycle, Pedestrian and Greenway Master Plan is underway to determine the remaining amount of data collection and analysis needed to update the document. The BiPed Update is a high priority for the MPO staff. The current completion date is expected to be in early to mid 2014. The Bicycle Level of Service (BLOS) analysis is the first main priority and is almost complete. In September, staff expect to have a more thorough and detailed schedule of when the BiPed Update will be completed.

Current work includes updating the BLOS, reviewing the bike route and suitability maps, processing crash data, and analyzing the work scope and timeline for the BiPed Plan. Outreach has been ongoing, particularly with Bicycling in Greensboro (BIG) and their executive director. Meeting have also taken place with the Greensboro Velo Club, Action Greensboro's Bike Share Task Force, and Summerfield's Open Space and Trails Committee.

A public meeting will be held by BIG, the Parks and Recreation Department, Greensboro Department of Transportation, and the MPO on Thursday, August 22 from 5:30 to 7:30 pm at the Lewis Recreation Center to ask for feedback on a mobile application for trails and creation of a new bicycle map.

Marikay Abuzuaiter noted that outreach and education are important components of the bicycle program. People often park in bike lanes, which is illegal.

T. Dianne Bellamy-Small recommended working with the Parks and Recreation Department to provide incentives for more children to ride bicycles. Bellamy-Small also suggested that the BLOS map be placed on the city website and coordinating the BiPed Update with Bike Month, in May.

5. Transportation Alternatives Program

This item was delayed until the next meeting.

6. Project Updates

GDOT held a meeting on the Horse Pen Creek Road widening project, and was very well-attended. Right-of-way is currently underway and construction is expected for FY 2015 or early 2016.

7. Strategic Reports

Heart of the Triad provides useful resources for land use planning. Information can be found at <http://www.partnc.org/HOT.html>.

Other Items

1. Board Member Update

Cheryl McQueary noted the NC Strategic Plan is being developed and is expected to be completed in January 2015.

2. Regional Updates

3. Wrap-Up

The next meeting will be held on September 25th. T. Dianne Bellamy Small adjourned the meeting at 4:05 pm.