



**TRANSPORTATION ADVISORY COMMITTEE**  
**Minutes of April 23, 2014**  
**2:00 p.m., Greensboro, NC**  
**2<sup>nd</sup> Floor Greensboro Council Chambers**  
**Melvin Municipal Office Building**

**ATTENDANCE**

Nancy Vaughan	<i>TAC Chair</i>	Adam Fischer	<i>GDOT</i>
Marikay Abuzuaiter	<i>TAC Member, City of Greensboro</i>	Tyler Meyer	<i>GDOT/MPO</i>
Cheryl McQueary	<i>TAC Member, NCDOT BOT</i>	Craig McKinney	<i>GDOT/MPO</i>
Jamal Fox	<i>TAC Member, City of Greensboro</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Zack Matheny	<i>TAC Member, City of Greensboro</i>	Tram Truong	<i>GDOT/MPO</i>
Bill Marley	<i>FHWA</i>	Dan Amstutz	<i>GDOT/MPO</i>
Alex Rosser	<i>PTAA</i>	Mike Mills	<i>NCDOT/ Div 7</i>
David Morris	<i>PART</i>	Carla Strickland	<i>Mayor of Pleasant Garden</i>
Stacey Seguin	<i>President, Brown Summit Partnership</i>	Laura Peoples	<i>Bicycling in GSO (BIG)</i>

*Nancy Vaughan called the meeting to order at 2:07 pm.*

**Action Items**

**1. Conflict of Interest Policy Statement**

Nancy Vaughan 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 26, 2014**

Cheryl McQueary moved to approve the minutes of the March 26, 2014 meeting. Zack Matheny seconded the motion. The TAC voted unanimously to approve the minutes of the March 26, 2014 meeting.

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

There were none.

**Planning for the transportation future**

#### **4. Public Comments**

Stacey Seguin, resident of 3605 Lake Cove Ct, Brown Summit, and President of the Brown Summit Partnership, presented concerns about new development at the intersection of Highway 150 and Brown Summit Road in Guilford County. The intersection sees daily traffic estimated at 7,000 vehicles and over 20 trains that cross a railroad bisecting the highway. Concerns included railroad arms that do not properly prevent traffic from crossing through when a train is approaching; a confusing and ambiguous intersection alignment; and a hill that interferes with line of sight. Seguin requested a turning lane for a new planned development. The TAC directed her to NCDOT contacts that can assist in requesting a traffic engineering study.

#### **5. Bike Month Resolution**

Daniel Amstutz presented the Bike Month resolution to declare May as Bike Month and further declare May 12-16, 2014 as Bike-to-Work Week. MPO staff has created a calendar of Bike Month community events and it will be available on the City website. Members of City Council and the TAC have been invited to participate in the Ride With the City event to kick off Bike-to-Work Week on May 12<sup>th</sup>. New events offered this year are Commuter Convoys where experienced cyclists will lead novice riders on daily commutes on the Atlantic & Yadkin Greenway and from UNCG to downtown. The Ride of Silence will be on May 21<sup>st</sup> and a public meeting for the BiPed Meeting will be held on May 22<sup>nd</sup>. The meeting will include a presentation on progress since the adoption of the original BiPed Plan and there will be an opportunity for comments and feedback from the public on progress of the BiPed Update.

Zack Matheny moved to approve the Bike Month Resolution. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the Bike Month Resolution.

#### **6. MPO Self Certification**

Tyler Meyer presented the annual MPO Self-certification that confirms MPO compliance with federal regulations and is required to adopt the UPWP.

Zack Matheny moved to approve the Self-Certification for the Greensboro Urban Area Metropolitan Planning Organization. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the Self-Certification for the Greensboro Urban Area Metropolitan Planning Organization.

#### **7. FY 2014-2015 UPWP**

Tyler Meyer presented the Unified Planning Work Program Final Draft for allocating federal funds. The document outlines anticipated work activities and tasks for the MPO over the next year. The UPWP specifies how Federal Highway Planning funds and \$170,000 of FTA Transit Planning funds are to be used. Work highlights include completing the BiPed Plan Update, amending the LRTP to accommodate project changes, developing planning performance measures for MAP-21 compliance, and conducting feasibility studies to support development needs. Meyer noted the UPWP includes collective work with regional partners for incorporating a freight model component to the Travel Demand Model.

Cheryl McQueary moved to approve the Fiscal Year 2014-2015 Unified Planning Work Program for the Greensboro Urban Area. Zack Matheny seconded the motion. The TAC voted unanimously to approve the Fiscal Year 2014-2015 Unified Planning Work Program for the Greensboro Urban Area.

#### **8. 2012-2018 MTIP Administrative Modification: W-5305 Groometown Rd**

Tyler Meyer presented an MTIP Administrative Modification requested by NCDOT to shift construction funding from FY 2014 to FY 2015 to accommodate additional time for design, right of way acquisition, and utility work that was required to address resident concerns about the project.

Matheny inquired about a timeline on the High Point Road and Groometown Road intersection. McQueary noted it was expected to be completed by May 2016 and work would begin at the end of this school year. Construction will restrict traffic to two lanes and may slightly interfere with the Wyndham Golf

Tournament.

Marikay Abuzuiater moved to endorse the MTIP Administrative Modification for the W-5305 Groometown Road Project. Zack Matheny seconded the motion. The TAC voted unanimously to endorse the MTIP Administrative Modification for the W-5305 Groometown Road Project.

#### **9. Transit MTIP Administrative Modifications: Sections 5303, 5310, 5339 and 5307**

Tyler Meyer presented an Administrative Modification to adjust funding amounts per final 2014 appropriations numbers for the following transit formula programs: Section 5303, Metropolitan Planning funds; Section 5310, Enhanced Mobility for Seniors and Individuals With Disabilities funds; Section 5339, Bus and Bus Facilities funds; and Section 5307, Urbanized Area Formula funds.

Zack Matheny moved to endorse the Transit Administrative Modifications to the Metropolitan Transportation Improvement Program for FY 2012 - FY 2018. Marikay Abuzuiater seconded the motion. The TAC voted unanimously to endorse the Transit Administrative Modifications to the Metropolitan Transportation Improvement Program for FY 2012 - FY 2018.

#### **10. MPO Project Ranking Methodology**

Lydia McIntyre presented the draft for MPO Project Ranking Methodology as part of NCDOT's Prioritization 3.0 requirements. The presentation focused on the methodology for assignment of local points and incorporation of public involvement. The assignment of local points involves six weighted factors and the largest of the six weights will be based on the project's relative performance in NCDOT's quantitative scoring process. Vaughan thanked McIntyre for the recent special session for in-depth discussion of the methodology.

McIntyre noted a project matrix evaluation has been designed to consider how each project performs based on the impact of each factor. One-tier step down is recommended for shifting project funding levels from state to regional and regional to divisional. State projects should not cascade down to divisional because their funding could overwhelm the needs of the divisional projects.

There were eight comments received during the required 30-day period of public review and the major focus of six survey responses was on alternative modes, intersection improvements to enhance pedestrian safety, and support for expansion of public transportation. One citizen commented they did not support the airport connector.

McQueary asked for clarification on the comment regarding the airport connector and McIntyre noted she would provide the two additional comments to the TAC. The methodology can be adapted after implementation if it does not appear to demonstrate sensitivity to actual MPO project preferences as long as the changes are shared with the public for input and feedback. Also the airport connector here referenced is a long term connection between I-74 and the Greensboro Urban Loop, not the short term I-73 project funded in the Transportation Improvement Program.

Zack Matheny moved to approve the MPO Project Ranking Methodology. Jamal Fox seconded the motion. The TAC voted unanimously to approve the MPO Project Ranking Methodology.

### **Business Items**

#### **1. NCDOT Board Member Briefing**

NCDOT Board of Transportation Division 7 representative, Cheryl McQueary, provided information about transportation in North Carolina, including the six modes of transportation, additional assets, and strategic funding recommendations for consideration. North Carolina is the fifth fastest growing state in the nation and the population is expected to increase by 2.1 million by 2030. The highest unemployment rates are found in areas along the state perimeter. The average commute time for most citizens is 22 minutes and without adequate planning and funding that is expected to increase. This is important in the discussion about

the quality of our transportation system and what level of service we want to support.

North Carolina and Texas have the largest highway networks in the nation. One reason that the gas tax (37.5%) is significantly higher than other states is because North Carolina is one of three states that maintain their county roads. There are 10 commercial airports, 62 general airports, and over 300 private airports in North Carolina. PTI has state-level priority for obtaining aviation funding because it offers international flights. 1.8% of NC residents walk to work and 0.8% of NC residents bicycle to work. NC ranks 41<sup>st</sup> for pedestrian safety and 44<sup>th</sup> for bicycle safety. 90% of residents agree that having a safe pedestrian network contributes to their well being and quality of life. Most federal funds for bicycle and pedestrian projects require a 20% local match, which can be challenging but cycling and walking are cited as major tourism activities in North Carolina and bicycling provides \$60 million a year in economics benefits to the Outer Banks. North Carolina operates 21 ferry vessels over seven routes. A draft policy for tolling fees will create a funding pool for replacing ferries; the cost of replacing one ferry is approximately \$20 million. There are 99 public transportation systems in North Carolina that serve over 77 million one-way trips per year. For FY2014, State and Federal Grant programs administered by NCDOT for public transit contribute \$116.3 million out of a \$4.3 billion budget. The passenger rail service is one of the fastest growing in the nation in ridership and revenue. There is an on-going discussion about a rail loop from Raleigh to Richmond. North Carolina received competitive grants of more than \$520 million for the Piedmont Improvement Project (PIP) to expand and improve the rail corridor between Charlotte and Raleigh for freight and passenger travel. The completed project will include double track between Charlotte and Greensboro and add two additional round trips to the Piedmont route.

In order to improve customer service, DMV has extended week day hours and opened for a half day on Saturdays in high volume offices. Vehicle property taxes are collected with registration renewals and it will be possible to renew a license online in the future. A *No-Fee* ID card program began January 2014.

The Triangle Expressway on Route 540 is the first in the state, and one of the first in the nation, to utilize all-electronic tolling technology on an expressway. This project was completed ahead of schedule. Within six weeks of opening the Customer Service Center, transponder sales surpassed six-month sales targets.

Morehead City and Wilmington currently operate as “boutique ports” and do not compete for container traffic. McQueary identified potential growth in wood chip exports are increasing as areas in Europe are switching from coal to wood pellets and from a contract at the Wilmington port to build refrigerated storage which will have the potential to ship pork products for the Chinese company that purchased Smithfield hams.

Global Transpark is located in Lenoir County on 2,500 acre site in with an 11,500-foot runway. In 1991, the state said it would invest \$733 million and expected to generate 55,000 jobs. As of November, \$254 million has been invested and only 486 jobs have been generated.

It is predicted that over the next 10 years transportation funding will decrease by \$1.7 billion. State efficiency solutions are outlined in the strategic mobility formula, now referred to as the Strategic Transportation Initiative that identifies approximately \$15 billion in transportation funding over the next 10 years. NCDOT state funding comes from the Motor Fuels Tax (60%), DMV Fees (25%), and the Highway Use Tax (15%). MAP-21 is due to expire in September and if it is not renewed by the U.S. Congress then North Carolina will lose \$1 billion in funding. Further funding decreases are expected from more efficient automobiles using less gasoline which impacts the Motor Fuels Tax. The Funding and Appropriations Strategy Committee is reviewing funding strategy recommendations from the 2040 Plan adopted by the BOT in 2012.

The recommendation to eliminate Highway Fund transfers (\$4 billion) would eliminate funding to the public safety sector. Interstate tolling (\$42 billion) has potential if there is a way to prevent hardship to low-income commuters. The Vehicle Miles Travelled (VMT) Fee (\$27 billion) has only been implemented in Oregon and requires a GPS transmitter in every car.

The Governor has asked the BOT to flesh out a 25 year plan as a framework to make the strongest investments in the transportation infrastructure and will continue the discussion for the Level of Service

(LOS) in North Carolina.

Jamal Fox inquired if a copy of the presentation could be provided by MPO staff.

## **2. STP-DA & CMAQ Funding for Transit – DEFERRED**

Tyler Meyer noted that Action on this item needs to be deferred until May pending (1) resolution of discussions with NCDOT to ensure STP-DA and CMAQ availability and cash flow; and (2) the next steps of the current GTA service provider contract selection and information on its service cost implications.

## **3. Prioritization 3.0 Update**

Lydia McIntyre provided information about NCDOT's initial quantitative scores and state ranking for existing highway projects only. The scores are a draft and the rankings do not reflect new highway projects and all other non-highway projects. The rankings will change after those projects are included. The MPO submitted 99 projects and more than 3,000 were submitted to NCDOT statewide. McIntyre noted that the Battleground Avenue U-5306B Intersection Improvements at Westridge was submitted as a regional project but is currently listed as a divisional project. It is expected that it will be moved to the regional tier based on its placement on the regional tier in the past. The project selection process is expected to be very competitive and it will be important to use local point assignments to support highly ranked projects. McIntyre recommended cancelling a proposed additional meeting on May 7<sup>th</sup> that was intended for review of the project scoring due to NCDOT extending the deadline for the release of the remaining project scores until May 14<sup>th</sup>. The scores will be reviewed during an additional meeting on June 11<sup>th</sup> that will also include discussion of the TIP funded statewide projects expected to be announced on May 14<sup>th</sup> or June 1<sup>st</sup>. Due to the delay in the remaining NCDOT project scores the proposed timeline for the Prioritization 3.0 Process update has been extended by one month.

## **4. Draft Priority Needs List**

Lydia McIntyre presented the Priority Needs List as a clear statement of key priorities and as an input tool for the MPO's decision making on priority point assignments. McIntyre noted that the rail improvement priorities included projects that had been submitted and requested funding for a grade-separation study that is required for the Hilltop project before it can be submitted.

## **5. BiPed Update**

Dan Amstutz provided information on progress towards completing and implementing the BiPed Plan Update. The Watch for Me NC application was submitted on April 17<sup>th</sup> and included partnerships with GPD and Campus Police at UNCG and NCA&T. A decision is expected from NCDOT by mid to late May. The most recent BiPed meeting was on April 16<sup>th</sup> and included recommendations for bicycle infrastructure improvements in the city and county. A public meeting for the BiPed Plan Update will be held on May 22<sup>nd</sup> at Action Greensboro. The meeting will include a presentation on progress since the adoption BiPed Plan and invite comments and feedback from the public for the BiPed Plan Update. The BiPed Plan Update is expected to be completed by the fall. The Update will incorporate information from extensive analysis, public outreach, and opportunities to enhance BiPed and related issues, including the Watch for Me NC campaign and new Bicycle and Pedestrian Counting program.

## **6. Coordinated Plan**

Tram Truong presented an update on the new Coordinated Plan. From 2008 -2012 funding under the Coordinated Plan was distributed based on a competitive selection process. Governmental agencies and nonprofits were eligible to apply. In 2013, as a result of MAP-21, the competitive selection process was no longer required and Section 5316 and Section 5317 funds were repealed. Instead Section 5310 funds were provided for allocation to area projects by the MPO. Given the reasons that (1) the non-profit organizations did not submit any projects in 2011 and 2012, (2) the MPO received comments from public in support of GTA SCAT, (3) GTA and TAMS faced budget constraints, and (4) GTA and TAMS served a large and diverse share of riders with a variety of services, MPO staff recommended and the TAC determined to limit the eligibility for the 5310 funds in 2013 to GTA SCAT and TAMS.

In response to public input, the 2014 update includes non-profit organizations as eligible applicants and will distribute available Section 5310 funding via a competitive selection process. The update will also allocate lapsing funds from Section 5316 JARC.

A public workshop was held on April 10, 2014 with 13 attendees and the MPO received eight responses in the workshop and by email. Public responses noted support for funding GTA SCAT, Guilford County TAMS as well as non-profit organization services. Responses also included (1) a request that the MPO staff provide necessary assistance if requested to non-profits in completing funding applications; and (2) support for providing sidewalks connected to bus stops; and (3) the hope that this revision will last for several years rather than be updated on an annual basis.

A call for Section 5310 project proposals for inclusion in the public plan will be held from May 7 - June 6, at the same time as the public review period for the Coordinated Plan revisions. The final draft will be completed after June 7. The Coordinated Plan update will be adopted and projects will be selected during the MPO meeting in June.

## **7. Project Updates**

Craig McKinney presented on two project updates:

*U-5532-A Aycock Street & Walker Avenue Project:* The public meeting for the U-5532-A Aycock Street & Walker Avenue Project had high levels of public participation and support. There were over 70 individuals and all of the comments reviewed thus far have been positive and included requests to consider new pedestrian signal strategies for left turns as part of the project.

*U-2525 B Eastern Urban Loop Project:* Bids will open on June 17<sup>th</sup> for the U-2525 B Eastern Urban Loop project. The original date, May 20<sup>th</sup>, was delayed in order to address concerns regarding the design of the proposed bridges in the project that would cross railroad tracks.

## **8. Strategic Reports**

There were none.

## **Other Items**

### **1. NCDOT Update**

There was none.

### **2. Regional Updates**

There were none.

### **3. Wrap-Up**

The next TAC meeting will be held on May 28<sup>th</sup> at 2:00 pm on the 2<sup>nd</sup> floor in the Greensboro Council Chambers.

*The meeting was adjourned by Nancy Vaughan at 3:27pm.*