



**TRANSPORTATION ADVISORY COMMITTEE**  
**Minutes of June 23, 2014**  
**1:30 p.m., Greensboro, NC**  
**3<sup>rd</sup> floor, GDOT Conference Room**  
**300 W. Washington Street**

**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>
Jeff Phillips	<i>TAC Member, Guilford County</i>	Dan Amstutz	<i>GDOT/MPO</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Mike Mills	<i>NCDOT/ Div 7</i>
Alex Rosser	<i>PTAA</i>	Ophelia Jones	<i>Mayor of Town of Sedalia</i>
Scott Rhine	<i>PART</i>	Laura Peoples	<i>Bicycling in GSO (BIG)</i>
Renee Griffin	<i>Senior Resources of Guilford</i>	Dabney Sanders	<i>Downtown Greenway</i>

*Nancy Vaughan called the meeting to order at 1:38 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 April 23, 2014**

Jamal Fox moved to approve the minutes of the April 23, 2014 meeting. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to approve the minutes of the April 23, 2014 meeting.

**Planning for the transportation future**

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

There were none.

### **4. Public Comments**

Ophelia Jones, Mayor of Sedalia, noted that NCDOT had selected the Town of Sedalia for the Bicycle and Pedestrian Planning Grant Initiative program and thanked the TAC and MPO staff for their support in the successful application.

Laura Peoples, Executive Director of Bicycling in Greensboro, thanked Mayor Vaughan for speaking at the Ride of Silence and expressed support for the new bike lanes on W. Cornwallis Drive.

### **5. MTIP Administrative Modification: Various Statewide Safety Improvement Projects W-5601**

Tyler Meyer presented the MTIP Administrative Modification to increase FY 2015 Highway Safety Improvement Program (HSIP) funding by \$1,345,000 for Project W-5601 to reflect added right of way and construction costs. Project W-5601 provides flexible funding for guardrail, lighting, rumble strips, and safety measures at problem locations.

McQueary inquired about funding sources in the next budget if MAP-21 is not reauthorized. Meyer noted that MPO staff is paying close attention to developments at the federal level. The Federal Highway Trust Fund is expected to dip into the red by August if Congressional actions to provide additional revenues from the general fund are not taken. MAP-21 will expire on September 30<sup>th</sup> if Congress does not reauthorize it.

Jamal Fox moved to endorse the MTIP Administrative Modification W-5601 for various Statewide Safety Improvement Projects. Cheryl McQueary seconded the motion. The TAC voted unanimously to endorse the MTIP Administrative Modification W-5601 for various Statewide Safety Improvement Projects.

### **6. MTIP Amendment: Statewide Vegetation Management Project ER-5600**

Tyler Meyer presented the MTIP Amendment to add an additional \$4,325,000 in construction funding for FY 2014 and 2015 to the Statewide Vegetation Management – Clear Zone Improvement and Management Project ER-5600. Project ER-5600 removes site obstructions, increases visibility, and improves safety at problem locations. The funds are provided under the Transportation Alternatives Program, which is typically used for bicycle and pedestrian projects but also covers safety, operational, and roadside management activities.

Abuzuaiter inquired if the vegetation management was mechanical or chemical. Meyer noted his expectation that it would be mechanical management but he would confirm his answer for TAC members. McQueary requested that MPO staff follow-up with a NC Hazardous Materials Study that was presented at the TAC meeting in March 2013.

Jeff Phillips moved to approve the MTIP Amendment for Statewide Vegetation Management Project ER-5600. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the MTIP Amendment for Statewide Vegetation Management Project ER-5600.

### **7. MTIP Amendments: Environmental Studies for AV-5708 PTIA Taxiway over I-73 and I-5712 I-40/Sandy Ridge Road Interchange**

Tyler Meyer presented the MTIP Amendments to incorporate funding for preliminary engineering studies requested by NCDOT to expedite the planning process on (1) Project AV-5708: PTIA Taxiway over I-73 and (2) Project I-5712: I-40/Sandy Ridge Road Interchange. Project AV-5708 will enhance PTIA's ability to accommodate future air-side businesses and Project I-5712 will implement improvements to serve growing traffic demand at the interchange. Both projects were selected as statewide STI projects under Prioritization 3.0.

Cheryl McQueary moved to approve the MTIP Amendments for Environmental Studies for AV-5708 PTIA Taxiway over I-73 and I-5712 I-40 / Sandy Ridge Road Interchange. Jamal Fox seconded the motion. The TAC voted unanimously to approve the MTIP Amendments for Environmental Studies for AV-5708

PTIA Taxiway over I-73 and I-5712 I-40 / Sandy Ridge Road Interchange.

## **8. MTIP Amendment: Accelerate Project B-5344 Harvest Road Bridge Replacement**

Tyler Meyer presented an MTIP Amendment to modify the current implementation schedule to advance ROW to FY 2015 and construction to FY 2016 for Project B-5344 Harvest Road Bridge Replacement. The project acceleration is in response to an engineering report that found the existing bridge to be structurally deficient.

Jeff Phillips moved to approve the MTIP Amendment to Accelerate Project B-5344 Harvest Road Bridge Replacement. Zack Matheny seconded the motion. The TAC voted unanimously to approve the MTIP Amendment to Accelerate Project B-5344 Harvest Road Bridge Replacement.

## **9. Resolution Requesting Designation of the City of Greensboro as Section 5307 Recipient**

Tyler Meyer presented a resolution to reaffirm the City of Greensboro as the Designated Recipient for Section 5307 funding as required by FTA in order for the City to receive its annual Section 5307 and Section 5339 allocations in FY 2014 and in future years. Records show the MPO acted to designate Greensboro in 2003 but the Governor's letter supporting the action has been misplaced. A new Governor's letter is in process and will be submitted to FTA with the MPO resolution of reaffirmation.

McQueary inquired when FTA needed the requested materials and noted that she had been in contact with the Governor's chief of staff in order to secure the letter. Meyer noted that the original due date was June 30<sup>th</sup> but there would be some flexibility. McQueary requested that MPO staff contact her if the letter was not received in the next few days.

Jamal Fox moved to approve the Resolution Requesting Designation of the City of Greensboro as Section 5307 Recipient. Zack Matheny seconded the motion. The TAC voted unanimously to approve the Resolution Requesting Designation of the City of Greensboro as Section 5307 Recipient.

## **10. Coordinated Human Services Transportation Plan Adoption**

Tram Truong presented the Coordinated Human Services Transportation Plan Update requested by the TAC last year in response to public concerns. The updated Plan includes non-profit organization eligibility and a competitive selection process developed by MPO staff to choose projects under Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities, and any remaining Section 5316 and 5317 Funding. Although Section 5316 was repealed by MAP-21, NCDOT allowed the MPO to solicit and recommend requests to allocate lapsed Section 5316 funds leftover from SAFETEA-LU.

The scoring process emphasizes project effectiveness with two objective criteria based on cost/benefit analysis and the number of expected users provided by a project's requested funding amount, proposed number of trips, and ridership. Besides these two criteria, the ability to manage and continue the program, coordination with other agencies, and utilizing existing resources are also taken into account. Applicants cannot screen or score their own grant applications. MPO staff screened the application's eligibility before it is scored separately by the Greensboro Urban Area MPO and the Winston -Salem MPO. The final score will be an average of the two values.

In the process of updating the Coordinated Plan, the MPO had two public review periods: one in April to gather public information on desired changes and a review period from May 7 to June 6 to gather responses to the Draft Coordinated Plan. In the second public review period, the MPO received four survey responses and one public comment. Responses included: suggested strategies for the MPO staff to increase their public outreach efforts; a comment about the screening and scoring of the applications; requests from GTA to update eligible projects under Section 5310; a request to provide more convenient services on fixed routes so older adults, persons with disabilities, or low income people can use the service more effectively; and a request from Senior Resources of Guilford and PART to update the transportation services for older adults and individuals with disabilities in the region.

McQueary inquired about the meaning of "more convenient" in the GTA request to provide additional services on fixed routes. Adam Fischer noted that he was not sure if the request mentioned specifics but that

any improvements to the fixed route were unlikely to be possible due to current budget limitations. Meyer noted that another possible meaning would have been to address sidewalk gaps to the bus stops. McQueary requested that in the future ambiguous public input be clarified through continued communication with participants. Fischer noted they would follow-up with the comment. There was a brief discussion on the challenges of gathering public participation and Vaughan noted that often comments don't come in until after the decision is made. Matheny thanked Truong and the MPO staff for their work on the Coordinated Plan.

Zack Matheny moved to adopt the update to the Coordinated Human Services Transportation Plan. Jamal Fox seconded the motion. The TAC voted unanimously to adopt the update to the Coordinated Human Services Transportation Plan.

## **11. Section 5316 JARC & Section 5310 Funding Awards**

Tram Truong presented the MPO staff funding award recommendations for two Section 5316 (JARC) applications and three Section 5310 applications that were received during the MPO's Call for Projects.

NCDOT allowed the MPO to solicit projects and recommend funding requests for left over JARC Funding. The MPO received an application from PART for a Career Express Deviated Fixed Route Service to replace the GTA Career Service and an application from GTA for improving their service to the GTCC campus. The MPO ranked the projects and submitted their evaluation to NCDOT. NCDOT agreed to fund \$564,025 of the \$880,000 requested for the two projects. The MPO recommended awarding PART \$500,000 for two years, FY 15 and 16, and awarding the remaining funds, \$64,025, to GTA. PART & GTA concur with these funding awards. Funding for PART will save GTA significant Career Express costs & eliminate the need for the Career Express Deviated Fixed Route Service related CMAQ funding request described at the March meeting.

Vaughan clarified that the GTA application was referring to the GTCC campus in Jamestown. McQueary inquired about who will service the new GTCC campus in Oak Ridge that will be opening in August 2014. Fischer noted that service to Oak Ridge could be provided by GTA if funding could be located but they are currently struggling to fund their current routes. Career Express is in that area and their route is currently under review. Scott Rhine noted that he had a conversation with the Vice President of Student Affairs about providing the service because the location is outside of city limits along the Highway 68 corridor. The discussion included different possible funding sources and estimated. McQueary noted that the campus will be open in less than two months and this should be an urgent issue. Fischer noted he will continue conversations with PART on expanding their Airport route because a shuttle service to the Oak Ridge campus may be more efficient than a big bus service. He noted the original HEAT service was from E. Wendover to Jamestown but GTCC was unable to support the route to the eastern campus after federal funding expired. McQueary inquired if there was a service to the Joint School of Nanotechnology and Nanoengineering and Fischer noted that there is discussion about creating that route. Jeff Phillips recommended reaching out to corporate entities that benefit from the educated workforce created in partnership with GTCC. Scott Rhine noted that there is discussion about route expansion in that area. Phillips supported the shuttle service for the Oak Ridge area and Fischer noted previous attempts to engage community support from private firms that would benefit from increased job access including hospitals and universities.

2014 funding available for the Greensboro MPO under Section 5310 is \$236,379. After subtracting 10% for administrative expenses, \$215,619 is remaining for capital and operating expenses. Three applications were received for the Section 5310 program: Guilford County Transportation and Mobility Services (TAMS) requested funding for operation of their Elderly and Persons with Disabilities Transportation service; Senior Resources of Guilford requested funding for purchasing a vehicle to provide transportation to elderly refugees and for quality of life trips for older adults; and GTA requested funding for expansion of their service hours for SCAT. After combining the scores from MPO staff and Winston-Salem MPO, TAMS had the highest score at 38, with Senior Resources second and GTA third. Because the total requested funding, \$316,464, exceeds the available funding amount of \$215,619, the MPO recommended to award TAMS and Senior Resources the full amount that they requested, and award the rest of the funding for GTA. This distribution also meets the requirement from FTA that at least 55% of Section 5310 funding must be used for

capital expenses.

McQueary requested clarification on the proposed services for the vehicle purchased by Senior Resources of Guilford. Renee Griffin noted it would be for both transporting elderly refugees and for quality of life trips of all older adults. McQueary requested that MPO staff ensure that both services were described in the project documentation.

Cheryl McQueary moved to approve the recommended Section 5316 JARC and Section 5310 funding awards. Zack Matheny seconded the motion. The TAC voted unanimously to approve the recommended Section 5316 JARC and Section 5310 funding awards.

## **12. MTIP Amendment: Add Section 5316 Funding & Modify Section 5310 Funding**

Tram Truong presented a MTIP Amendment to accommodate current public transportation projects under the Section 5316 and 5310 funding programs. The Amendment incorporates Section 5316 JARC program funds available from NCDOT, rolls over Section 5310 funding from FY 2013 to FY 2014, and corrects the FY 2014 TIP listings for program Section 5310 to incorporate the mandated minimum amount of funding for capital activities and to be consistent with the results.

Vaughan noted that if any changes were made for the MTIP Amendment to Add Section 5316 Funding & Modify Section 5310 Funding based on the request by McQueary that they be duplicated in this Amendment if needed.

Zack Matheny moved to approve the MTIP Amendment to add Section 5316 funding and modify Section 5310 funding. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to approve the MTIP Amendment to add Section 5316 funding and modify Section 5310 funding.

## **13. Project Prioritization: Draft STI Local Point Assignments**

Lydia McIntyre presented the Draft Recommended Project Assignment of Local Points for NCDOT's Strategic Prioritization Process. McIntyre reviewed step four of the Prioritization methodology that outlines the quantitative and qualitative analysis for assigning the 1700 available points across all modes at both the regional and divisional tier with a maximum of 100 points per project, for a minimum of 17 projects for each tier. Division projects will be partnered with Division 9 projects. Points can be donated to and by neighboring MPOs but no points have been requested or suggested for donation. McIntyre noted the assignment of local points involves six weighted factors and the largest of the six weights is based on the project's relative performance in NCDOT's quantitative scoring process. The project matrix evaluation is designed to consider how each project performs based on the impact of each factor: green indicates the project has a positive impact on the factor, yellow indicates the project has little or no impact on the factor, and red indicates the project has a negative impact on the factor. One-tier step down is recommended for shifting project funding levels from state to regional and regional to division. The projects have been sorted by mode to account for their different funding sources.

McIntyre reviewed the Draft Recommend Project Assignment of Local Points document. Of the 17 projects each recommended 100 points at the regional tier, there are twelve highway projects, six of which are statewide projects that had cascaded down to the regional tier. McIntyre noted the statewide US 29 O'Henry Blvd project submitted by NCDOT was expected to have more flexibility at the regional level. The statewide Grade Separation at NCRR rail project and four regional PART transit projects were recommended at the regional level. Of the 17 projects each recommended for 100 points at the divisional tier, there were eleven highway projects, including the top three regional highway projects if they are not selected for regional funding. If they receive regional funding then two divisional highway projects, the Sandy Ridge project and the Norwalk Street Extension, will be assigned points at the divisional level. The Norfolk Southern Roundhouse property rail project, the Downtown Greenway pedestrian and bicycle project, and four additional pedestrian projects were recommended at the divisional level. McIntyre noted that staff recommends not awarding points to the high-scoring Lee's Chapel Road pedestrian project due to project timing issues.

The draft will be released to the public for review in July. There is an NCDOT division methodology public meeting today, June 23<sup>rd</sup> at 4 pm and there will be a public comment meeting on possibly July 22<sup>nd</sup> or July 24<sup>th</sup> to get feedback on the recommended assignment of local points. The final draft will be presented to the TAC in August. Abuzuaiter inquired if the public comments would influence the final assignment of local points and McIntyre noted it was possible. Fischer noted that if Winston-Salem pursues their loop it will take a significant portion of the funding available at the regional level. McQueary confirmed that Winston-Salem is aggressively pursuing funding for pieces of their eastern loop and Fischer noted this project would benefit everyone. McQueary noted the news had reported that a study revealed Guilford County would benefit the most from the Winston-Salem loop. Fischer noted an article in the Business Journal that projected \$150 million in economic benefits for Forsyth County alone. McIntyre noted that there will be additional coordination with the Division office before final assignment of local points. Fischer noted that the funding amount for the Downtown Greenway project had originally been limited to \$500,000 but since it was a strong performing project the MPO would inquire if NCDOT would consider increasing the requested funding amount.

McQueary noted that she would be abstaining from the vote due to her role as a NCDOT Division representative and commended McIntyre on her excellent work in the Prioritization process.

Zack Matheny moved to endorse the Draft Recommended Assignment of Local Points. Jamal Fox seconded the motion. The TAC voted unanimously (with one abstention) to endorse the Draft Recommended Assignment of Local Points.

## **Business Items**

### **1. BiPed Update**

Dan Amstutz provided information on progress towards completing and implementing the BiPed Plan Update and other bicycle and pedestrian activities. The Watch for Me NC application with GPD and Campus Police at UNCG and NCA&T to become partners in the statewide safety campaign was accepted by NCDOT. There was a press release on May 28<sup>th</sup> and a partner kick-off meeting will be held on June 24<sup>th</sup>. Law enforcement trainings have already been scheduled and the campaign will officially launch in August or September to correspond with the start of the new school year. The Bike Month events in May were well attended: the Ride with the City had 17 participants; the Police Ride to D.C. had over 70 riders that stopped in Greensboro; the Ride of Silence attracted 150 bicyclists; and the Tradition Cornerstone had approximately 150 participants, with almost 70 arriving on bicycles. There was a public meeting for the BiPed Plan Update on May 22<sup>nd</sup> at Action Greensboro. There were approximately 12 attendees at the public meeting and a public survey is available online through the MPO website. MPO staff will incorporate analysis of the additional public recommendation analysis in to the BiPed Plan Update. The edge lines on W. Cornwallis between Lawndale and N. Elm are being converted into six-foot wide bike lanes. Parking will not be allowed in the bike lanes and residents of Cornwallis have received notification of this change via postcard.

McQueary requested that the Marketing Department communicate with the press to provide reminders to the public about the rules and regulations regarding bike lanes. Fischer noted that Watch for Me NC will be a helpful resource for increasing educational opportunities.

### **2. Project Updates**

Craig McKinney presented the following project updates:

*U-2525 B Eastern Urban Loop Project:* Bids opened on June 17<sup>th</sup>; the low bid was \$111.7 million, compared to the \$114.1 million estimated in the STIP budget.

*R-2612 B US 421/Neelley Road Interchange Project:* Bids opened on June 17<sup>th</sup>; the low bid was \$13.5 million, compared to the \$18.2 million estimated in the STIP budget.

*US 220 / NC 68 Connector (I-73) R-2413 A/B & I-5110 project:* Construction is scheduled to begin in late June and is expected to be completed by April 2017.

*Fleming Road / Isaacson Boulevard U-5505 project:* The bid opening has been pushed back to July 10<sup>th</sup> to accommodate additional time needed for an amendment to the bid package.

*Market / Walker / United EL-5101 DP project:* Construction will start on July 21<sup>st</sup>. This project completes the last section of sidewalk on Market Street and will construct sidewalk on Walker Ave from Market St. to Holden Rd.

### **3. Strategic Reports**

Tyler Meyer noted the Federal Highway Trust Fund is expected to dip into the red by August if Congressional actions to provide additional revenues from the general fund are not taken. Also, MAP-21 is due to expire September 30. It has to be extended, continued, or replaced by new legislation for the federal government to continue to levy the national gas tax, and for the federal-aid programs to continue.

Fischer noted that the Obama Administration has a Grow America proposal that would significantly increase transportation funding but it has been met with a weak response in Washington. Vaughan noted she and Jim Westmoreland would be going to Washington next week and will bring the importance of this issue with them. McQueary noted that the NC Secretary of Transportation had done a break out of projects at the Division level and there are 22,000 jobs on the line if MAP-21 is allowed to lapse and the loss of those jobs will correspond with election time for the House of Representatives. McQueary will get the specific documentation to Fischer and Vaughan.

## **Other Items**

### **1. NCDOT Update**

Cheryl McQueary noted the importance of extending MAP-21 and two members of Congress have suggested raising the federal gas tax to address funding deficiencies. There will be an NCDOT division methodology public meeting today, June 23<sup>rd</sup> from 4-7 pm and tomorrow, June 24<sup>th</sup> in Graham from 4-7 pm.

The Funding and Appropriation Committee of the Board of Transportation is considering 8 of the 9 funding strategies identified by the legislature in the 21<sup>st</sup> Century Committee and in the NCDOT 2040 Plan to address the expected decreases in transportation funding. The Vehicle Miles Travelled (VMT) Fee has already been dismissed as a short term option due to the difficulty of implementing the method at the state level. National implementation will probably be required for this approach to work.

North Carolina needs \$70 billion to fund all 3,100 projects currently in Prioritization 3.0, but not all of them may still be necessary. Citizens have expressed that transportation is an important issue but that new revenue mechanisms are needed. The Board will not be voting on a decision for a preferred strategy for a new mechanism this year.

Matheny inquired what Virginia and South Carolina have done to address deficiencies in their budgets, since they have considerably lower gas taxes. McQueary clarified that one factor going for them is that they are not responsible for county roads unlike NC. Virginia lowered its gas tax starting in 2012 but offset this revenue loss by increasing the general sales tax and dedicating a portion to transportation revenues. McQueary is not sure of South Carolina's strategies except that they have a very low gas tax. In any case it would appear that they are behind on road maintenance generally speaking. Virginia's taxation changes provide one model that is under consideration. All materials and presentations made to the Board are available online.

### **2. Regional Updates**

There were none.

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

The next TAC meeting will be held on July 23<sup>rd</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 3:03 pm.*