



TRANSPORTATION ADVISORY COMMITTEE
Minutes of January 29, 2014
2:00 p.m., Greensboro, NC
2nd Floor Greensboro Council Chambers
Melvin Municipal Office Building

ATTENDANCE

Nancy Vaughan	<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>
Jamal Fox	<i>TAC Member, City of Greensboro</i>	Tram Truong	<i>GDOT/MPO</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Mike Mills	<i>NCDOT/ Div 7</i>
Bill Greene	<i>Town of Pleasant Garden</i>	Scott Rhine	<i>PART</i>
Carla Strickland	<i>Town of Pleasant Garden</i>	Laura Peoples	<i>Bicycling in Greensboro(BIG)</i>
Shinita Wrenwick	<i>Town of Sedalia, Councilwoman</i>	Claire Stone	<i>Greensboro Resident</i>
Alex Rosser	<i>PTAA</i>		

Nancy Vaughan called the meeting to order at 2:13 pm.

Action Items

1. TAC Chair Selection

Cheryl McQueary moved to nominate Nancy Vaughan for TAC Chair. Zack Matheny seconded the motion. The TAC voted unanimously to elect Nancy Vaughan as the TAC Chair.

2. Conflict of Interest Policy Statement

Tyler Meyer 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

Adam Fischer recognized Robbie Perkins and T. Dianne Bellamy-Small for their service on the TAC.

3. Approve Minutes of October 31, 2013

Marikay Abuzuaiter moved to approve the minutes of the October 31, 2013 meeting. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the minutes of the October 31, 2013 meeting.

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

There were none.

5. Public Comments

Laura Peoples, Executive Director of Bicycling in Greensboro, announced that Greensboro will host the NC Bike Summit on October 10-12, 2014. In addition, Jim Westmoreland will be the opening speaker at the Ride of Silence in May. Zack Matheny commended the work of Bicycling in Greensboro and stated that he is looking forward to the summit in October.

Claire Stone, Greensboro resident, requested the MPO set a Coordinated Human Services Transportation Plan meeting. She asked that a meeting date be set enough in advance to allow time to complete surveys and send flyers and letters. Cheryl McQueary inquired if Stone was asking for action today or if it could wait for a future meeting. Stone noted that action could wait. Nancy Vaughan requested that Adam Fischer clarify the next steps by memo. Fisher confirmed and noted that he had been in discussion with Tyler Meyer about the future meeting and ensured the engagement of more stakeholders. Vaughan requested that rough calendar dates be established to ensure sufficient time.

6. 2012-2018 MTIP Modification: U-2524BC

Tyler Meyer presented an Administrative Modification that adds funds to the I-73 project where it connects with the Greensboro Western Urban Loop. This item is already provided for in the State Transportation Improvement Program and will add fiber optic cables and ITS (intelligent transportation systems capabilities including variable message signs) to this project. The recommended action was to approve the Administrative Modification.

Zack Matheny moved to endorse the MTIP Modification. Alan Branson seconded the motion. The TAC voted unanimously to endorse the 2012-2018 MTIP Administrative Modification for U-2524BC.

7. MTIP Amendment FY 2014-2018: Transit Modifications

Tyler Meyer presented on proposed changes in federal and state GTA transit funding for FY 2014-2018. The Amendment makes a series of adjustments, most notably to the Section 5307 program to include mandated "Transit Enhancements" and rebalances funds through other travel projects. It accounts for a reduction of SMAP funding to reflect state budget cuts. The Amendment will shift Section 5339 funding from full-size fixed route transit buses to paratransit vehicle replacement starting in FY 2015. Fixed route buses will be replaced using CMAQ funding. Specific details are included in the documentation provided for this item. The recommended action was to amend the MTIP.

Zack Matheny inquired if the state reductions would affect or increase the need for local contributions to cover the difference. Adam Fischer noted that this would be discussed in more detail in the working group but that the reduction in funding, including a federal reduction of almost a million dollars in 5307 funds and a decrease in state funding, will cause a budget shortfall in GTA. He noted that this slight decrease will not affect anything besides the budget gap. Matheny clarified that it will affect the budget gap negatively. Fischer confirmed the negative effect and noted that last year the TAC approved STP-DA funds for this year to bridge the gap in funding. Alternatives are being explored to close the budget gap through revenue enhancements or service reductions. Any possible service reduction or fare increases are part of a process that will require public meetings and input.

Zack Matheny moved to approve the MTIP Amendment FY 2014-2018 for Transit Projects. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to approve the MTIP Amendment FY 2014-

2018 for Transit Projects.

8. Endorse Town of Sedalia Bicycle and Pedestrian Planning Grant request

Daniel Amstutz presented the endorsement of the Town of Sedalia's Bicycle and Pedestrian Planning Grant application to the NCDOT Bicycle and Pedestrian Planning Grant Initiative which will allocate funds to help the Town of Sedalia prepare their first Bicycle and Pedestrian Plan. The NCDOT needs an MPO resolution for an application to be considered. The recommended action was to endorse the Town of Sedalia's application.

Marikay Abuzuaiter moved to endorse the Town of Sedalia's Bicycle and Pedestrian Planning Grant application. Jamal Fox seconded the motion. The TAC voted unanimously to endorse the Town of Sedalia's Bicycle and Pedestrian Planning Grant application.

9. MTIP Amendment for TAP Projects for FY 2014 & 2015 and Selection of TAP Projects for FY 2015 & 2016

Tyler Meyer presented on the TAP program project recommendations and the corresponding MTIP Amendment. He summarized that the new program was created under the MAP-21 federal legislation and is available mainly for local pedestrian and bicycle projects; other projects are technically eligible but do not come up as often. The amount is approximately \$350,000 per year starting in FY 2013. Federal requirements for this program include a competitive project selection process with public input opportunities. There are funding allocations proposed to be added to the MTIP at this time for FY 2014-2018 but project recommendations are only made for the first two years because MAP-21 must be reauthorized this year to continue future funding. There will be flexibility to add more projects in later years and respond to possible funding changes.

Projects were solicited from eligible sponsors in the MPO area. Public input was requested for both the project selection and on the process for analyzing and scoring the projects, and a public meeting was held on December 4th. Basic components of the competitive selection methodology included land use connectivity, transportation system connectivity, safety and mobility, and project readiness and viability measures. A GIS model was constructed to calculate criteria and score the projects, and the process can be adapted and applied in future analyses.

Meyer presented the list of projects that were evaluated, noting that the three projects that scored the highest were also the three projects recommended for funding at the present time. The first project is to purchase and install pedestrian signals at appropriate locations at intersections around Greensboro. Intersections have been identified through GIS analysis and the potential lights will need to be prioritized in coordination with transportation planning and engineering staff. The second project is the Philips Avenue sidewalk construction project, which was previously going to be funded through CMAQ but TAP funds can be substituted. The third project is for intersection improvements at Aycock Street and Walker Avenue which was identified as a high crash location in the Pedestrian Safety Analysis that was recently completed.

McQueary inquired if proposed pedestrian signals would have the bicycle signals in areas that have bike lanes. Meyer explained that there would be signals constructed at intersections with bike lanes but clarified that the pedestrian signals would not have a separate signalization for bikes. McQueary noted that in Europe they have developed signalization for both pedestrian and bicycles.

Meyer noted that after the TAC action the Amendment will be taken to NCDOT who will amend the STIP in March and fully executed agreements with the city are expected to be completed by July.

Zack Matheny moved to approve the MTIP Amendment for TAP Projects for FY 2014 & 2015 and Selection of TAP Projects for FY 2015 & 2016. Jamal Fox seconded the motion. The TAC voted unanimously to approve the MTIP Amendment for TAP Projects for FY 2014 & 2015 and Selection of TAP Projects for FY 2015 & 2016.

10. Prioritization 3.0 Project Selection for Submittal

Lydia McIntyre presented an overview of NCDOT's Strategic Prioritization Process and recommended projects in that will be submitted by the MPO for Prioritization. The new process is part of the 2009 NCDOT Transportation Reform and requires demonstration of the highest need based on specific criteria. The current approach is the third iteration of the Prioritization process and covers all modes of transportation, including pedestrian, bicycle, transit and rail.

McIntyre noted that House Bill 817 replaced the equity formula and revamped transportation funding allocations including the state Highway Trust Fund (HTF), which is now to be directed to projects identified under the Strategic Transportation Investments framework which was built around the existing project prioritization process. All modes compete for these funds under the mandated prioritization process and are evaluated under a tiered system.

McIntyre summarized the three-tiered system outlined by NCDOT (state, region, and division). 40% of state and federal funds are expected to be directed to statewide projects such as interstates, aviation, and rail and their selection will be based on 100% quantitative data. 30% of funding is designated to the regional level. Project selection will be based on 70% quantitative data and 30% local input split between the MPO and the Division Engineer. Divisional projects will receive 30% of funding and will be based on 50% quantitative data and 50% local input split between the MPO and the Division Engineer. McIntyre summarized an overview of the criteria used for highways by the NCDOT. McIntyre noted that the MPO is given 1700 points at both the regional and divisional tier and will use the points to assign support to the projects as the measure of local input. McIntyre reviewed public transportation criteria and noted that independent bicycle and pedestrian project funding is only available at divisional level with no state funds eligible. Only federal funding is available for bicycle and pedestrian projects, and matching funds have to come from local jurisdictions (ordinarily 20%) and federal funds will not pay for right of way expenses. McIntyre noted that roadway project criteria are weighted heavily on congestion, while bicycle and pedestrian criteria are focused on accessibility and density.

Cheryl McQueary inquired why Safety is not considered the most important criteria for bicycle and pedestrian projects even though Safety is assigned 15%, which is more than the Access and Demand Density criteria. McIntyre explained that the Access+Demand/Cost criterion essentially counts the Access and Demand Density criteria a second time, giving them added weight. MPO staff conducted an analysis duplicating the NCDOT criteria for bicycle and pedestrian projects, and projects in more rural areas did not perform as well as urban projects because they had low Access and Demand Density scores. McQueary noted that the state will be focusing more heavily on bicycle and pedestrian safety in the future.

McIntyre summarized the MPO process phases and Phase Two, the assignment of local points, will take place between March and May. Meeting materials included a map which illustrates the projects with their ranking ID. The highway rankings are from the initial analysis by the MPO which is not an exact replica of the NCDOT criteria. However, the bicycle and pedestrian projects were ranked using the same criteria as NCDOT.

Many projects proposed for submittal under bicycle and pedestrian prioritization are sidewalk projects that are also eligible for Safe Routes for School funding. Additionally, greenway projects that are proposed for submittal have overall costs that far exceed the amount requested, but the reduced amount will make the projects perform better and it is hoped that NCDOT will allocate funding that can be incorporated into a larger financial package. These projects include the Downtown Greenway Phase 2 and the Atlantic and Yadkin Greenway through the southern portion of Summerfield.

McQueary inquired about the location of the Norfolk Southern Roundhouse Property listed under rail projects and if this is the property the State of Virginia considers their inland port. Fischer clarified the location on Spring Garden Street in Greensboro and noted that she was correct on the latter question. McQueary noted that it seemed odd that Virginia should claim it has its inland port in Greensboro. Meyer confirmed that the Greensboro to Norfolk freight link is a very significant one for the City and the Triad.

McQueary discussed dimensions, location, and capabilities of ports in Morehead and Wilmington and recommended communicating to the state a need to move or buy a crane for Morehead City

Zack Matheny inquired about the aviation projects and confirmed that they cannot receive more than \$500,000 per project per year. McIntyre noted some projects may be identified by NCDOT as maintenance projects and thus they would be removed as ineligible for these funds. Matheny noted the economic importance of the aviation facilities and the limit of current funding, inquired about what the state is doing to locate other possible funding sources. McQueary noted that the Federal Aviation Administration (FAA) can help but also noted that the MPO should aggressively seek grants and money from organizations such as the Golden Leaf Foundation. There is only about \$18 million in aviation funding as part of this process and the Piedmont Triad International Airport will be competing with the rest of the state. McQueary recommended a discussion with Deputy Secretary Richard Walls to clarify budgeting questions so the board can submit strong candidate projects for approval.

McIntyre noted that the TAC will see quantitative scores for all modes and then assign points and there is not a set amount of points for each mode.

Zack Matheny moved to adopt the Greensboro Urban Area project rankings for the Strategic Prioritization Process for Transportation Improvement Program FY 2016-2020. Alan Branson seconded the motion. The TAC voted unanimously to adopt the Greensboro Urban Area project rankings for the Strategic Prioritization Process for Transportation Improvement Program FY 2016-2020.

Business Items

1. Review 2014 Meeting Schedule

Daniel Amstutz presented the proposed TAC meeting schedule for 2014 based on the same date pattern used for the 2013 meeting schedule. The meetings are proposed to be held on the fourth Wednesday of every month and the dates were crosschecked for conflicts with Greensboro City Council meetings, town council meetings, Board of Transportation meetings, and Guilford County Commissioner's meetings. Amstutz noted the omission of the October meeting in order to move up November and December dates to avoid conflicts with holidays. No scheduling conflicts were identified.

2. State Ethics Act reminder

Tyler Meyer presented the 2013 modification to the State Ethics Act. In 2012 legislation had extended the State Ethics Act to cover TAC officials and their alternates but the modification now changes the requirements so that the State Ethics training for TAC members is no longer required. An online ethics course is available but not mandatory. The conflict of interest statement will still be read at the beginning of each meeting and members should abstain from voting during incidents where there is a conflict of interest unless it is a solely administrative matter. The State Ethics Commission newsletter was provided to TAC members for their review. Tyler noted the most important matter is to file Statement of Economic Interest and Real Estate disclosure form by April 15th.

3. Draft Public Participation Plan revision

Tram Truong presented the draft update to the Public Participation Plan (PPP) that is required by the FTA to cover Fare and Major Service Changes and the Program of Projects documents prepared annually by the Greensboro Transit Authority (GTA) and the Piedmont Authority for Regional Transportation (PART). Additions have been made to include the POP and fare and major service changes under Tier 2. Procedures

for public involvement for the POP follow the procedures with MTIP development including public involvement activities and time established for public review and involvement. Fare and service changes do not require public meetings but emphasis on how public comments are solicited is considered in the decision making process. The 45-day Public review period runs from Dec 26, 2013 to Feb 10, 2014.

4. Prioritization 3.0- MPO Draft Methodology

Lydia McIntyre presented on the MPO methodology process and criteria for assigning points to Prioritization 3.0 projects. The State of North Carolina has required that the MPO publish the methodology to be shared with the public so they understand how the MPO will decide to allocate the points. The MPO staff anticipates having it endorsed by the TAC in the next meeting and then released for public review.

Zack Matheny inquired if creative methods were being used to increase participation at public meetings. McIntyre responded that different methods have been tried but meetings tend to experience poor attendance, with the exception of the Heart of the Triad campaign. Tyler Meyer confirmed that staff will continue to use creative methods to communicate the intention of the meetings and attract participants.

McQueary asked for clarification on the schedule. McIntyre explained that they would be seeking endorsement from the TAC of the process in February and then release the document for public review. McQueary noted that if the public input requires changes in the process it would leave limited time to modify the process in order to assign points to the projects when they are returned by NCDOT. McQueary recommended extra dates be added to the meeting calendar and put on hold in order to have additional time for presentations and discussion due to the large amount of upcoming decisions being made from May to July. She suggested that staff put two additional dates on hold. Meyer recommended releasing the draft in the beginning of February to see if there is any public input before seeking the endorsement of the TAC in the February meeting. McIntyre confirmed the decision to send members of the TAC additional meeting dates and to put out the draft for public input.

5. BiPed Plan Update Progress

Daniel Amstutz presented on the BiPed Plan Update being undertaken to revise the analyses and recommendations of the original plan (2006). The goals of the update are to make the plan more accessible and action-oriented and to clarify the objectives for improving bicycle and pedestrian conditions in the region. The plan update will include recommendations on improving bicycle and pedestrian safety based on the results of an analysis conducted by staff with NCDOT crash report data. Amstutz noted that the first meeting of the BiPed Update Advisory Committee reviewed the Bicycle and Pedestrian Safety Analyses and discussed the importance of education, prioritizing countermeasures in hotspot areas, improving enforcement efforts, and short term infrastructure improvements. The second meeting of the Advisory Committee included an exercise to identify the committee's priorities on key safety education measures based on suggestions from the first meeting. The four highest priorities the Committee agreed upon were: identifying certain messages to display in hotspot areas (billboards, flyers, other messages), concise educational signs in high traffic areas, campaigns to promote walking and biking culture, cooperating with the police department to improve in-service training for officers, and the need for highly visibility crosswalks. Amstutz noted that NCDOT will be taking applications from municipalities to expand the reach of the Watch for Me NC campaign which was originally piloted in the Triangle. The program will provide technical support, training for officers, and marketing and informational materials. The Greenway discussion in the second Advisory Committee meeting focused on the Atlantic & Yadkin (A&Y) Greenway and Downtown Greenway, with members expressing concern for the width of the A&Y Greenway from Country Park to Target and interest in enhancing access and connections to both the Downtown Greenway and watershed trails. The next BiPed meeting will focus on pedestrian infrastructure and intersection improvements. Amstutz noted that Greenways and Trails discussions with Parks and Recreation and Guilford County have identified the need for new routes due to the infeasibility of some proposed routes in original plans and consideration of existing trailheads and parking as access points. Amstutz noted many discussions on cataloging and tracking Greenway maintenance issues for collecting data to understand and prioritize those issues. Amstutz noted some significant adjustments have been made in the northwestern quadrant, including the addition of proposed greenways from the Oak Ridge Pedestrian Plan, alignment changes to the A&Y Greenway in Summerfield, and adjusting the proposed route of the Piedmont Greenway to address challenges with crossing I-73.

Planning for the transportation future

Tram Truong presented on the Sidewalk Evaluation Analysis and reviewed the process and outcomes of the Bicycle Level of Service (BLOS), Bicycle Safety Analysis, and the Pedestrian Safety Analysis. The purpose of the Sidewalk Evaluation Analysis is to spatially prioritize sidewalk development using criteria including land use connections, bus connections, pedestrian crash report data, sidewalk gaps, workers with no vehicle and household poverty. A preliminary analysis has been conducted, but it is still being fine-tuned and more information will be shared at the next meeting.

Amstutz concluded that an analysis similar to the Sidewalk Evaluation Analysis will be conducted for the bicycle network which will feed into the final recommendations for the BiPed Update. Future meetings on bicycling accommodations will take place with the BiPed Update Advisory Committee. The public meeting schedule also needs to be set.

McQueary noted that the Board of Transportation has discussed with the Bicycle and Pedestrian Transportation Division of NCDOT a provision to tie future funding for localities with advertising on local buses for the Watch for Me NC campaign. NCDOT may provide the bus advertisements free of charge, so it makes sense to go along with it.

6. Project Updates

Craig McKinney presented on several project updates:

P-5204 McLeansville Road Railroad Grade Separation Project: NCDOT Rail Division has given notice that the right of way process has started on this project and is on track for construction this year or early next year.

U-2581 / R-2910 US 70 Improvement Project: the NCDOT Merger Team met and selected alternatives for best fit and will complete their environmental study in about two years. The alternatives include a northern bypass, a southern bypass, and widening the facility through the center of town. Tyler Meyer added that the I-70 project included in the Transportation Improvement Program is scheduled to begin right of way by 2018 and construction by 2020, but the project is subject to reprioritization. If it scores well in the process than it is expected to still be constructed in that timeframe.

High Point Road Streetscape Project: the City of Greensboro has opened bids for this project, which are slightly over budget. The Engineering Department is currently reviewing the contract. The City is waiting to hear from NCDOT about providing some funds to assist with the project.

Prioritization 3.0 Public Meeting: NCDOT Division 7 is holding a public meeting to discuss projects for their Prioritization 3.0 process the evening of January 29 at their division office.

A&Y Greenway in Summerfield: an item will be brought to the town council in Summerfield to recommend hiring a firm to begin design on an alignment to extend the A&Y Greenway through Summerfield.

7. Strategic Reports:

Tyler Meyer noted that work has begun on the Unified Planning Work Program for next year's budget and a draft will be available at next meeting. The budget is for federal transit and federal highway planning grants and TAC members were encouraged to advance any transportation priorities they want included. Meyer reiterated the announcement regarding the 2014 NC Bike Summit in Greensboro. Lydia McIntyre noted a new proposal by NCDOT for the US 29/Reedy Fork Parkway Interchange proposing an interim build to help replace the bridge in the short term. Meyer noted if the full interchange project scores well it might be funded, but if not then hopefully the interim project will be funded. McIntyre also noted steady improvements to the travel demand model and the intention to pursue enhancements for integrating freight.

McQueary requested clarification on whether the integration of freight into the travel demand model is related to the freight study NCDOT is working on. McIntyre explained that the work on the travel demand model is not connected to the NCDOT freight study.

Other Items

1. Board Member Update

Cheryl McQueary thanked NCDOT staff for their work during the winter weather and gave a reminder of the Division 7 public meeting for their Prioritization process. McQueary noted a request for the February TAC agenda to include a speaker from the NC Center for Global Logistics to present about Greensboro as a logistics center. Finally, the Board of Transportation has approved a tolling methodology for ferries which will be brought to agencies in Division 1 for their consideration. The toll money would be used to support ferry replacement costs.

2. Regional Updates

Scott Rhine noted that PART is working on a project with socio-economic data that will be brought to the TAC for adoption in a few months. Data reports regarding a Section 5307 analysis have been submitted to local staff that may provide opportunities for leveraging federal funds into the region. PART will host a summit on March 27th for the conclusion of the Piedmont Together regional sustainability project which began in 2010.

3. Wrap-Up

Dena Barnes recognized Bill Greene, of Pleasant Garden, for his work as a TAC alternate.

The next TAC meeting will be held on February 26th at 2:00 pm on the 2nd floor in the Greensboro Council Chambers.

The meeting was adjourned by Nancy Vaughan at 3:58 pm.