



TRANSPORTATION ADVISORY COMMITTEE
Minutes of November 10, 2015
3:00 p.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Marikay Abuzuaiter	<i>TAC Alternate Chair</i>	Adam Fischer	<i>GDOT</i>
Jamal Fox	<i>TAC Member, City of Greensboro</i>	Tyler Meyer	<i>GDOT/MPO</i>
Jeff Phillips	<i>TAC Member, Guilford County</i>	Craig McKinney	<i>GDOT/MPO</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Tram Truong	<i>GDOT/MPO</i>
Cheryl McQueary	<i>TAC Member, NCDOT BOT</i>	Dan Amstutz	<i>GDOT/MPO</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Carla Strickland	<i>Town of Pleasant Garden</i>	Mike Mills	<i>NCDOT Division 7</i>
Mark Kirstner	<i>PART</i>	Sheldon Herman	<i>Bicycling in Greensboro</i>
Ryan Saunders	<i>Transit Alliance of the Piedmont</i>	Chandler Hagen	<i>Bicycling in Greensboro</i>
Krista Mansell	<i>Transit Alliance of the Piedmont</i>	Matt Wolf	<i>Bicycling in Greensboro</i>
Hillary Meredith	<i>Action Greensboro</i>	Taft Wireback	<i>Greensboro News & Record</i>
Dabney Sanders	<i>Action Greensboro</i>	Madeleine Carey	<i>Greensboro Parks & Recreation</i>
Matt Wallace	<i>Guilford County Parks & Open Space</i>	Justin Outling	<i>City of Greensboro</i>

Marikay Abuzuaiter called the meeting to order at 3:03 pm.

Action Items

1. Conflict of Interest Policy Statement

Marikay Abuzuaiter 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 September 23, 2015

Cheryl McQueary moved to approve the minutes of the September 23, 2015 meeting. Alan Branson seconded the motion. The TAC voted unanimously to approve the minutes of the September 23, 2015 meeting.

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

There were none.

4. Public Comments

- Ryan Saunders, representing the Transit Alliance of the Piedmont, noted upcoming activities for both organizations. The Transit Alliance of the Piedmont advocates for better public transportation that would attract choice riders to the system, such as bus route improvements and technological improvements to make riding easier. They also want to identify barriers that prevent people from riding public transportation more often. From December 1 to 15 they will host a 5-mile challenge to encourage people to try riding the bus for at least five miles. There will be an event page on Facebook to provide more information. Cheryl McQueary requested that Saunders send details to MPO staff to distribute to TAC Members.
- Sheldon Herman commented on the BiPed Plan Adoption and Complete Streets Policy Adoption, noting that has been a daily bicycle commuter in Greensboro for 15 years. He stated that in his experience it has become more difficult to bicycle in the city since he moved here and he has not seen enough progress to improve bicycling in the city over that time. He hopes the actions outlined in the BiPed Plan will make the city more bike-friendly in the next 15 years.
- Dabney Sanders, of Action Greensboro, thanked the TAC members for their interest in and support of the Downtown Greenway, and noted that they have been working with Kimley-Horn to design Phase 4 of the Downtown Greenway and the A&Y Greenway along the railroad tracks. She also announced that there will be two public meetings on December 10 from 11:30-1:30 and 4:30-6:30 at 203 S. Church Street to discuss alternatives for road crossings along the Downtown Greenway Phase 4 and A&Y Greenway projects.
- Chandler Hagen of Bicycling in Greensboro commended MPO staff for their work on the BiPed Plan Update and noted that the recommendations in it will make Greensboro better for bicycling. She encouraged TAC members to adopt the Complete Streets Policy as the first implementation step of the Plan, and thanked staff for including the bike share program in the recommended projects to submit to NCDOT for P4.0.

5. FY 2016-2025 MTIP Amendment - U-5326 College/ Guilford College at West Market Street

Tyler Meyer noted that at the previous MPO meeting in September, the MPO acted to increase the STP-DA right-of-way funds for the project U-5326 College/Guilford College at West Market Street. Although this project was selected during Prioritization 3.0 for construction funding, a different cost estimate was used for project construction which is too low (\$1.5 million). NCDOT has followed up on their commitment to fund this project by increasing the state funding to the correct amount, which is \$7.1 million. An MTIP Amendment is needed to increase this project's funding by \$5.6 million. This item will be brought before the Board of Transportation in December as a STIP Amendment and is expected to be adopted then.

Cheryl McQueary moved to approve the FY 2016-2025 MTIP Amendment - U-5326 College/ Guilford College at West Market Street. Jamal Fox seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment - U-5326 College/ Guilford College at West Market Street.

6. FY 2016-2025 MTIP Amendment - CMAQ Buses

Tyler Meyer explained that this action is a follow up to the June MPO meeting where the MPO directed available FY 2016-17 CMAQ funding to project priorities in cooperation with NCDOT. These priorities included funding for transit oriented sidewalks (EL-5101 DL & C-5555 E) as well as clean fuel replacement

buses. The transit oriented sidewalks were previously approved rollover projects from the 2013-15 CMAQ program that already had completed air quality analyses. The replacement buses for GTA have recently been reviewed for air quality improvements by FHWA and NCDOT, and the MPO has been approved to add these projects to the MTIP with an Amendment.

The Amendment will also change the project description to “Clean Fuel Replacement Buses” as GTA considers an option to replace their buses with electric buses instead of clean diesel buses. The bus costs appear to be roughly equivalent, and the necessary charging infrastructure could be financed using operating cost savings. Since the air quality analysis for using clean diesel replacements has already been done, the analysis would need to be revised if GTA determined to pursue the electric buses. However, this would not be difficult since the electric buses generate almost no emissions. The same number of buses could be purchased as well. Costs for these types of vehicles and infrastructure are decreasing, and GTA could see maintenance savings as well. Grants may also be available for the charging infrastructure.

Jamal Fox inquired about the cost of the charging stations. Adam Fischer noted that the technology for the buses and the charging stations has been out in the industry for a number of years and has become more feasible for transit systems to use. The batteries and charging station could be purchased by using the GTA annual operating funds that are normally used for diesel fuel and other costs. A single charging station that charges a bus in 5-10 minutes costs approximately \$500,000. Not only are costs coming down for initial upfront capital costs, but maintenance costs also appear to be less due to the simpler electric engine. Fox asked if there was a timeframe for deciding whether or not to purchase the electric buses. Fischer noted that a manufacturer is currently in Greensboro riding routes to determine which ones would be best suited for electric bus service, as they can only last for two hours on a single charge. GTA may purchase four buses as a starting point to test out, but the technology has been proven elsewhere and they are seriously considering moving the fleet in this direction. Duke Energy could also offer incentives by charging lower rates for the electricity used to power the buses.

Jeff Phillips inquired about the replacement timeframe of the electric buses. Fischer explained that the replacement lifecycle is governed by FTA rules, and would be the same schedule as other bus replacements: 10 years of service or 550,000 miles of service, whichever comes first. The upfront cost for the vehicle is the same as other buses, but the charging infrastructure costs more. However, the cost of the charging infrastructure can be financed over the life of the vehicles and the maintenance costs on the vehicles is estimated at being \$100,000-\$200,000 less per vehicle over the 10-year lifecycle period.

Fox inquired about the number of buses in the GTA fleet. Fischer noted that there are 45-50 large passenger buses and an equal number of smaller paratransit vehicles.

Phillips asked if the performance of the electric buses differs from diesel buses. Fischer explained that all public transportation buses go through rigorous tests before they are approved for use, and these electric buses passed easily. Alan Branson inquired about the other cities that have purchased electric buses. Fischer noted that Louisville, KY is running 12 buses; Nashville, TN is running 10 buses; Clemson, SC has recently purchased 5; and Tallahassee, FL is running about a dozen. Since buses are typically replaced at the end of their useful life, agencies are not replacing their entire fleets with electric buses all at once. Marikay Abuzuaiter inquired how long they have been in use in these cities. Fischer explained that it has only been a few years at most, as it takes 12-18 months for buses to be delivered to the purchaser. Staff will do their due diligence to get feedback from the cities that are currently using them to make an informed decision.

Jamal Fox moved to approve the FY 2016-2025 MTIP Amendment - CMAQ Buses. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment - CMAQ Buses.

7. FY 2016-2025 MTIP Amendment - Section 5307 allocation to PART

Tyler Meyer noted that the City of Greensboro is the direct recipient for the Section 5307 funding allocation from FTA, which is a formula grant program to support transit systems. The funding levels for urbanized areas are dependent on transit service statistics, population, and density, among other factors. The Greensboro Urbanized Area received about \$4.6 million in funding in FY 2015. GTA is requesting that

\$250,000 of Section 5307 be transferred to PART starting in FY 2017. The reasons for this are: 1) GTA agreed to do so when PART took over the GTA Career Express in FY 2015; 2) the MPO directed lapsing JARC funding to PART to cover the costs of this service in FY 2015 & 2016; and 3) PART now reports transit statistics to the National Transit Database (NTD) for the Greensboro Area, which is expected to somewhat increase the 5307 allocation in the area. This Amendment will enable implementation of the agreement made between GTA and PART when PART took over the Career Express. The Amendment would offset this transfer to PART by decreasing GTA 5307 operating funds by \$250,000 starting in FY 2017.

Marikay Abuzuaiter inquired if the funds being sent to PART would be placed in an operating fund specifically earmarked for the Airport Express service (the new name that PART has given the Career Express). Meyer noted that it would go into PART's general fund for operating expenses. Abuzuaiter expressed her concern that these funds may be used for operating expenses for the PART Call Center, which Greensboro is not included in. Adam Fischer noted that it is an equal swap for the estimated cost of the Airport Express service, which was originally operated by GTA until about two years ago when PART began to operate the service. This action honors the agreement made between GTA and PART at that time. Cheryl McQueary stated that PART has a history of erratic spending, and she would like a guarantee that the funds being transferred to PART may only be used for the Airport Express. Meyer noted that the description of the project in the MTIP could be changed to be more specific about what the funds are for, as long as NCDOT agrees with it.

Jamal Fox inquired if GTA would get the \$250,000 back from PART if PART decided in the future that it could not continue to run the Airport Express service. Fischer explained that they would be in breach of the agreement and the money would be returned. The TAC would be able to direct that funding back to GTA.

Mark Kirstner noted that the budget for the PART Call Center is a different budget item and is funded from a different source, which is kept separate from the general operating expenses. In addition, the Airport Express service that PART took over from GTA is very important to their program of providing last-mile service to employment centers, so PART has no intention of giving up that service. Fischer noted that PART has been able to run the service in the airport area more efficiently than GTA did.

Jeff Phillips asked if the funds would be disbursed in a one-time payment or over the course of the year. Fischer explained that agencies are typically reimbursed for the service with the federal funds at the end of the year, which is a one-time payment. Phillips asked for more clarification about what would happen if PART should choose to drop the service. Meyer noted that PART bills GTA for the service and is paid through GTA, because the City of Greensboro is the direct recipient of the federal funds. If PART ends the service, they would no longer be eligible to receive the funds from GTA. Phillips inquired how the cost of the service is estimated. Fischer explained that it is based on the routes they run, which is generally a circulator route to bring workers to the various businesses around the airport.

McQueary inquired if there was a clause in the contract for service that required a notification period before the service could be ended. Fischer noted that the contract for PART includes such a clause, and would provide adequate time for GTA to set up the service again if needed. Fox asked if PART is required to provide regular updates to GTA on its service statistics. Kirstner noted that they are averaging about 5,000 trips per month, and could provide additional information to the TAC.

Phillips noted that Guilford County runs certain services that get paid out on a shorter-term basis than annually and asked if this type of reimbursement system was something that could be considered with this PART contract. Fischer explained that federal funds for transit service are disbursed at the end of their fiscal year in one amount to reimburse expenses incurred over the course of that year. Thus the system operates on funds from the previous year in order to remain solvent and deal with immediate cash flow needs.

Cheryl McQueary moved to approve the FY 2016-2025 MTIP Amendment - Section 5307 allocation to PART with the condition that the funds are earmarked for the Airport Express service and are used only for costs incurred for the Airport Express. Jamal Fox seconded the motion. The TAC voted unanimously to

approve the FY 2016-2025 MTIP Amendment - Section 5307 allocation to PART under the conditions noted above.

8. BiPed Plan Adoption

Tyler Meyer presented on the BiPed Plan, which has been thoroughly updated and the completed document is now ready for adoption. Work on updating the plan started in 2013 and was completed by MPO and GDOT staff in cooperation with all the member agencies and with substantial community involvement. The entire document was rewritten and new analysis was completed, including an extensive safety analysis. Innovative prioritization methodologies were completed using GIS models to make sidewalk and greenway/trail recommendations. The bicycle, pedestrian, greenway, and trail project recommendations were thoroughly reworked, and policy recommendations were brought up to date.

The plan also highlighted the resources committed and projects completed since the first BiPed Plan was adopted in 2006. 133 miles of sidewalk has been completed since 2006, which is a very significant number considering that the total system is just over 500 miles. Although around 60 miles of these sidewalks were installed through independent city projects, sidewalks installed through the development ordinance and roadway projects had a significant impact as well. \$9 million in city transportation bonds has been able to leverage more than \$20 million in federal funds to construct sidewalks. In addition to the impressive sidewalk numbers, 11.9 miles of bike lanes, 8.4 miles of other on-street bicycle facilities, 7 miles of paved greenways, and 16 miles of unpaved trails have been constructed.

Maps of the bicycle facility recommendations within the MPO, including urban bicycle facilities and paved shoulder projects were highlighted. Paved shoulder projects in the MPO are much needed but are also challenging to implement for various reasons. Sidewalk prioritization maps were created for the city as well as the towns to identify the top tier projects. Greenway and trails were prioritized to determine the highest priority projects for that infrastructure as well.

Daniel Amstutz noted that each modal chapter of the BiPed Plan Update includes a section at the end which summarizes the recommendations and implementation steps pertaining to that chapter. Maps of the primary infrastructure recommendations and tables of the projects are also included in the summary.

Cheryl McQueary noted that the BiPed Scorecard at the beginning of the plan should include a reference to funding leveraged from NCDOT for pedestrian and bicycle projects. Although NCDOT support is referenced in the text, the Scorecard infographic is an important visual communication tool. Meyer noted that this could be done. Tram Truong noted that page 1-12 of the plan includes an infographic on sidewalk construction which includes NCDOT projects. McQueary also inquired about why sidewalks are installed on both sides of roadway projects instead of just one side, in order to save money and build sidewalks elsewhere. Meyer explained that larger roadways with fast-moving traffic need sidewalks on both sides due to the difficulties of crossing them. It is also more economical to build them on both sides at the same time and complete the street in one project. Highly urbanized areas such as Greensboro can have many residences and businesses along the street and having sidewalks on both sides is simply necessary when there are so many trip attractors. Adam Fischer also noted that the city has prioritized streets with transit routes and it is important to provide pedestrian access for transit stops on both sides of the street.

The TAC commended staff on their work on completing the plan.

Cheryl McQueary moved to adopt the 2015 BiPed Plan Update. Jamal Fox seconded the motion. The TAC voted unanimously to adopt the 2015 BiPed Plan Update.

9. Complete Streets Policy Adoption

Tyler Meyer noted that the first implementation step of the BiPed Plan is to adopt a Complete Streets Policy. Complete Streets accommodate all users, including bicyclists, pedestrians, persons with mobility limitations, and transit, along with cars and trucks. The MPO has worked to improve the transportation system with these principles in mind for a number of years, and is a key part of the vision statement for the

MTP. The BiPed Plan recommends the adoption of a Complete Streets Policy to reflect this commitment and help guide future actions. The Policy before the TAC states the case for Complete Streets; notes how various policies and plans relate; addresses where it is applicable; notes where and how complete streets are to be provided in the MPO; references suitable design guidance; notes key implementation steps; and calls for ongoing evaluation to monitor progress, such as data collection and condition review. The Policy is for the MPO area and is intended to cover the MPO jurisdictions and provide a guide for them to help them implement it.

Jamal Fox inquired about the formation of a Bicycle and Pedestrian Advisory Committee. Meyer noted that the TAC had originally directed staff to form a committee to advise on the development of the update to the BiPed Plan. The plan recommends continuing this committee after the adoption of the plan and advise the MPO on bicycle and pedestrian issues on a permanent basis. Daniel Amstutz added that the members of the BiPed Plan Advisory Committee included community members, advocates, and agency representatives. Transitioning to a more formal BPAC may require diversifying the membership and expanding representation as needed. The names of the attendees of the BiPed Plan Advisory Committee can be found in the Acknowledgements section of the plan.

Cheryl McQueary moved to adopt the Complete Streets Policy. Alan Branson seconded the motion. The TAC voted unanimously to adopt the Complete Streets Policy.

10. Prioritization 4.0 Project Submittals

Lydia McIntyre said that candidate projects for Prioritization 4.0 project submittals have been identified and evaluated. The projects must now be submitted to NCDOT for scoring under P4.0. After NCDOT gives the projects a quantitative score, Regional and Division Tier projects can receive local input points to improve their chances of getting funding. Projects were requested from all eligible sponsors in the MPO. Projects were received from the City of Greensboro; Towns of Oak Ridge, Pleasant Garden, and Summerfield; NCDOT; and PTIA. NCDOT Division 7 is going to submit a few projects for the Greensboro area. Each mode gets up to fourteen slots for projects, which is more than enough for public transportation but is very competitive for roadway and bicycle/pedestrian. More than 240 bicycle and pedestrian projects were evaluated based on existing and potential bicycle and pedestrian projects from the BiPed Plan. PTIA is expecting to submit aviation and rail projects as well.

Several existing roadway projects were highlighted. The intersection improvement project at West Friendly and South Lindell Road in Greensboro is being resubmitted because the cost has changed substantially. R-4707 US 29 at Reedy Fork Parkway and U-5607 NC-68 may be funded through new transportation funding identified by the General Assembly. NC-150 will be resubmitted for roadway modernization to add paved shoulders, as this was noted as an important priority in the BiPed Plan.

Highway projects that will be newly submitted include constructing a new ramp for the Bryan Boulevard/New Garden Road/Horse Pen Creek Road interchange; intersection improvements at Lewiston/Fleming Road; South Elm-Eugene Street at I-40 to remove a right turn slip lane; access management for NC 68; rehabilitation of the Eugene Street Bridge in Greensboro; construction of auxiliary lanes for I-40/I-85 Business/US 70 Business/US 29; and interchange improvements at I-73 and I-85. A project to be studied is the intersection of Battleground Ave and Pisgah Church Road to reduce conflicts between A&Y Greenway users and automobile traffic. An additional project that the MPO will submit for NCDOT is to improve the connection on NC 68 leading north towards US 220 and the Rockingham County line.

Marikay Abuzuaiter inquired about the project for South Elm-Eugene Street and I-40 and noted it was a safety concern. Lydia McIntyre explained that the project would remove the slip lane that comes up to Elm-Eugene Street from the westbound lanes, which is an unsafe design. It is possible that it could be statewide tier project because it is associated with an interstate facility, and it could score well because it is relatively inexpensive.

Abuzuaiter also inquired about the Battleground and Pisgah Church Road study project, since that intersection was constructed within the last 10-15 years. McIntyre explained that the intersection was

designed with the objective of moving automobile traffic through the intersection, but staff has received comments about the conflicts between A&Y Greenway users and automobile traffic. The project would be to improve conditions for pedestrians and cyclists along the greenway at this intersection.

Various bicycle and pedestrian projects will be submitted, including the A&Y Greenway in Greensboro, North Buffalo Creek Greenway, Downtown Greenway Phase 4, and Vance Arlington Greenway; sidewalk projects for Meadowview Road, Holden Road, Spring Garden Street, Farmington Drive, Wendover Avenue, Lawndale Drive, Vanstory Street, and Muirs Chapel Road; and a bicycle facility on Church Street in downtown Greensboro. Additional projects include various locations for a bike share stations and the southern portion of the A&Y Greenway in Summerfield.

Cheryl McQueary asked why there was no cost for the Downtown Greenway Phase 4 project. McIntyre explained that staff was still determining the cost to submit to NCDOT. The project is expected to be several million dollars, but bicycle and pedestrian projects submitted with a maximum cost to NCDOT of \$500,000 tend to do better than higher cost projects. MPO staff needs to do more analysis to determine if a higher cost can be submitted for this project while still keeping it competitive. The A&Y Greenway between Markland Drive and Smith Street is also being evaluated for the most competitive cost. McIntyre noted that she will provide McQueary with more information on this.

Jamal Fox asked why the sidewalk project for Sands Drive did not rank higher to be recommended for submittal. McIntyre noted that it did not score as well as other projects based on the P4.0 criteria, such as access, connectivity, and safety. In addition, while the project may have scored well overall, when scaled against other projects (a practice NCDOT is instituting in P4.0 to better compare projects) it does not score as well. Tram Truong added that it scored poorly on the demand/density criteria of P4.0, among other things. Tyler Meyer noted that Sands Drive is in design and will be implemented with the city's independent sidewalk construction program if it does not get funded through P4.0. This goes for all the sidewalk projects submitted.

McQueary inquired if the bicycle projects will also be implemented with city funds if they are not funded through P4.0. Meyer noted that the bicycle lane projects still need to be designed. The bike share system is still in pre-development stages although Action Greensboro is leading the project and there is substantial interest from various downtown businesses and other stakeholders. Eleven bike share locations will be submitted for funding and it remains to be seen how NCDOT will score the project as a whole. McQueary asked if the scores of bicycle and pedestrian projects can be raised by demonstrating local funding commitment above the minimum required. Truong noted that it did not appear to be a factor in the scoring criteria. McIntyre noted she would research it but believed the answer was no.

Existing rail projects include grade separations at Ward Road, Franklin Boulevard, and Wagoner Bend Road. The project to extend the Pomona Yard auxiliary track and add power turnouts will be resubmitted, and a grade separation project for Hilltop Road and construction of a rail spur line to the airport are new projects to be submitted. Existing transit projects are various PART vehicle and route service projects, and a new project that will be submitted is to make renovations to the Galyon Depot.

McQueary noted that NCDOT has received more tax revenue from automobile sales because sales have been higher in 2015 than originally projected. She has requested that this additional money be used to fund safety projects such as grade separations for railways. At this time she is not certain whether this will happen but she will report back at the next meeting.

Jeff Phillips moved to endorse the Prioritization 4.0 Project Submittals. Alan Branson seconded the motion. The TAC voted unanimously to endorse the Prioritization 4.0 Project Submittals.

Business Items

1. State Budget Follow-up & NCDOT Project Selection Process

The recently passed state budget includes changes to increase STI revenues by an estimated \$1.6 billion over ten years. NCDOT is in the process of identifying additional projects based on P3.0 results, allocating

\$500 million each to Division needs and Regional needs, and \$685 million to Statewide needs. There will also be additional funding for bridges, resurfacing and other maintenance activities. Greensboro area candidate projects that could receive this funding include R-4707 US 29 at Reedy Fork Interchange; Franklin Boulevard Grade Separation; Battleground Avenue widening from Westridge Road to Cotswold Avenue; US 29 at NC 150 interchange; and NC 68 widening from W. Market Street to I-73.

2. Division Engineer Updates

Mike Mills noted that despite some weather delays, there is good progress on the major projects in the area such as the I-73 Connector, Urban Loop projects, and US 220 widening. The Urban Loop section from Battleground Avenue to Lawndale Drive is expected to start construction in late 2016, and the final section from Lawndale Drive to US 29 will begin right-of-way acquisition in 2016 with construction to start in 2018.

3. Project Updates

- *C-5555 A & EL-5101 DG*: Sidewalk projects recently completed under C-5555 include W. Friendly Avenue, McConnell Road, Vandalia Road, and JJ Drive. The last sidewalk project is on W. Wendover Avenue between Clifton Road and Edwardia Drive. Construction is planned to be completed by the end of the year. EL-5101 DG includes sidewalks on Florida Street and Randleman Road. The project was successfully bid and the project is expected to begin construction before the end of the year.
- *U-5306 A & U-5306 C*: U-5306 A, Battleground/Benjamin/Cone intersection, was re-bid but still came more than 20% above the construction estimate. This bid has been rejected and U-5406 A will be combined with U-5306 C (Battleground & New Garden) to be bid as one project. It is expected to be put out for bid within the next three months.

Jeff Phillips inquired about bidding the two projects together. Craig McKinney explained that bidding the projects together into a larger contract may make it more attractive to contractors and increase the number of bids. Costs associated with night work and worker safety may also be contributing to higher costs. Mike Mills noted that the Division is having similar problems with getting contractors, because there is so much work taking place in the area all at once. It is keeping contractors busy and allowing them to be more selective about the work they want to do, which is also driving up prices.

- *U-5505 – Fleming & Isaacson*: This intersection recently opened to traffic. However, right turns and left turns at this intersection are much heavier than expected due to the closure of the Inman Road bridge under the I-73 project. The signals have been adjusted to accommodate pavement markings and a dual left turn phase. Final markings are expected to be installed the week after the meeting.

4. Strategic Reports

- *2016 MPO Meeting Schedule*: The meeting schedule for next year has been created and follows the same pattern as previous years, with meetings on the fourth Wednesday of the month, except for November and December. The TAC voted to endorse the 2016 MPO Meeting Schedule as presented.
- *A&Y Greenway News in Stokesdale*: Recent news items have highlighted the planned routes of the A&Y Greenway and Mountains-to-Sea Trail in the Town of Stokesdale. Kate Dixon, the Executive Director of the Friends of the Mountains-to-Sea Trail spoke at the Stokesdale Town Council meeting in October and a lively discussion ensued. The Town may be feeling pressured to work on these projects because of the activity taking place in Summerfield on their portion of the A&Y.
- *MAP-21 Reauthorization*: The House and Senate have passed their versions of a new federal transportation funding bill. The two bills must now be resolved in Conference Committee. Various issues still remain about certain safety regulations, funding levels of programs, level of support for transit, and the suballocation of additional resources.

- *FY 2016-2025 TIP Funding Overview:* Tyler Meyer showed a pie chart where federal and state non-interstate highway expenditures have been broken out in the FY 2016-2025 MTIP. 45% of funds are going to widening, 33% are going to bridges, 19% are going to sidewalks and greenways, and 3% are going to intersections. The next pie chart showed the federal highway expenditures by type, excluding interstate funding and the Highway Trust Fund (state funding). In this break-out, 35% of funds are going to widening, 40% of funds go to bridges, 23% of funds go to sidewalks and greenways, and 2% of funds go to intersections. Out of \$24,597,000 programmed for sidewalks and greenways over this MTIP, about \$1.2 million comes from NCDOT in the form of Safe Routes to Schools and TAP funds, while the rest is directed by the MPO from various sources, including STP-DA, TAP-DA, CMAQ, and local funds. The TAC requested further information on this funding breakout in future meetings as it becomes available.

Other Items

1. Board Member Update

Cheryl McQueary noted that DMV reforms include the ability to renew licenses online and pay with a credit card. Without any advertising, 133,000 people have renewed their licenses online in under two months. In addition, electronic kiosks are being piloted in DMV offices across the state to allow residents to do some DMV business at the kiosk instead of waiting in line. One such kiosk is planned to be installed at the DMV office in west Greensboro.

She also noted that Board of Transportation members have continued to raise concerns about project delivery timeframes. They will have a training to help improve the delivery processes of NCDOT.

2. Regional Updates

Alan Branson noted that he is working with state House member Jon Hardister to name a section of I-85 after the late Congressman Howard Coble. He would like it to be at the interchange of I-85 and Alamance Church Road, because this section went through Congressman Coble's birthplace. He has also been investigating the cost and a potential installation location for a life-size statue of the late Congressman.

3. Wrap-Up

The meeting was adjourned by Marikay Abuzuaiter at 4:32 pm.