



**TRANSPORTATION ADVISORY COMMITTEE**  
**Minutes of May 25, 2016**  
**2:00 p.m., Greensboro, NC**  
**3<sup>rd</sup> Floor GDOT Conference Room**  
**Melvin Municipal Office Building**

**ATTENDANCE**

Marikay Abuzuaiter	<i>TAC 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>
Cheryl McQueary	<i>TAC Member, NCDOT BOT</i>	Tram Truong	<i>GDOT/MPO</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Dan Amstutz	<i>GDOT/MPO</i>
Ophelia Jones	<i>Town of Sedalia</i>	Lydia McIntyre <i>(by phone)</i>	<i>GDOT/MPO</i>
David Hampsten	<i>Bicycling in Greensboro</i>	Mike Mills	<i>NCDOT Division 7</i>
Dale Wyrick	<i>GSO Field Operations</i>	Joe Geigle	<i>FHWA</i>
Kista Mansell	<i>Transit Alliance of the Piedmont</i>	Chris Spencer	<i>GDOT</i>

*Marikay Abuzuaiter called the meeting to order at 2:05 pm. Due to the lack of a quorum at the start of the meeting, with only three members in attendance, the TAC began with Business Item #1.*

**Business Items**

**1. Section 5310 Project Selection Next Steps**

Tram Truong noted that the MPO had a call for projects from April 18 to May 18 to accept applications for funding for Section 5310, *Enhanced Mobility for Seniors and Individuals with Disabilities*. Two applications were received during the call for projects: one from Guilford County Transportation and Mobility Services (TAMS) and one from GTA. TAMS requests \$50,000 for operating expenses for its elderly and disabled transportation program and GTA requests \$170,000 for capital expenses to extend the current hours of operation for its ADA paratransit service that are beyond the hours required on its fixed route service. Per the methodology established under the Coordinated Human Services Transportation Plan, Truong and staff from the Winston-Salem MPO will score the applications from May 23 to June 3. Recommended projects for funding will be brought to the TAC at its June meeting.

Tyler Meyer noted that both applications can be funded under the current Section 5310 funding allocation for the MPO. Additionally, the GTA application is primarily for services to dialysis patients that

**Planning for the transportation future**

have early morning appointments before the regular SCAT and fixed route services begin. This is a service that GTA has continued to offer with the assistance of this funding source. Jamal Fox inquired if TAMS was providing this service as well. Truong noted that TAMS provides transportation services to elderly, disabled, and/or low-income individuals for trips to work, education, and medical appointments. Fox noted his concern that TAMS and GTA may have overlapping service areas and are duplicating service. Truong explained that TAMS serves the areas of unincorporated Guilford County outside of the City, and so they are not serving the same population as TAMS. Marikay Abuzuaiter asked if the types of service trips (work, education, and medical) that TAMS provides are similar to GTA. Adam Fischer explained that the SCAT paratransit service of GTA is similar to TAMS, but the requested Section 5310 funding is specifically for the trips for dialysis patients in the early morning hours before regular paratransit or fixed-route hours begin. Although the GTA paratransit budget is \$7 million per year, the Section 5310 program is an important supplemental funding source for GTA so it can continue to provide these needed services.

***A fourth TAC member arrived at the end of discussion of Business Item #1. The TAC decided to go back and start with the Action Items on the agenda.***

## **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.

### **2. TAC Chair Selection**

Marikay Abuzuaiter noted that Mayor Vaughan has relinquished her seat on the TAC and position as TAC Chair. The Mayor has recommended that Abuzuaiter continue as TAC Chair because she has filled in for this position at several meetings. However, the TAC Chair is an elected position, and Abuzuaiter opened the floor to nominations from other members.

Jamal Fox nominated Marikay Abuzuaiter as the TAC Chair. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve Marikay Abuzuaiter as the TAC Chair.

Jamal Fox nominated Dena Barnes as TAC Alternate Chair. Jeff Phillips seconded the motion. The TAC voted unanimously to approve Dena Barnes as the TAC Alternate Chair.

Phillips inquired if a replacement had been selected for Mayor Vaughan's seat. Abuzuaiter noted that Councilmember Yvonne Johnson has been selected to take her seat.

### **3. Approve Minutes of April 27, 2016**

Cheryl McQueary moved to approve the minutes of the April 27, 2016 meeting. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the minutes of the April 27, 2016 meeting.

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

*There were none.*

### **5. Public Comments**

- David Hampsten, volunteer for Bicycling in Greensboro, thanked the TAC for their support of the BiPed Plan Update and related projects. He also asked for greater consideration of bicycle accommodations on low-traffic neighborhood streets in future plan updates, noting that many cyclists prefer these streets for traveling instead of bike lanes on major roadways. For major roadways he noted that protected bike lanes would be better for attracting bicyclists. Marikay Abuzuaiter thanked Hampsten for his comments.
- Kista Mansell, Director of the Transit Alliance of the Piedmont, explained that the Transit Alliance

are a citizen advocacy group to promote transit in the Triad. She distributed a handout of their 2016 Transportation Speaker Series and encouraged all to attend, including transportation professionals, elected officials, and interested residents. The next event is on June 11 and includes a workshop with Jarrett Walker, an author and transit consultant. It is important for some city staff to attend to learn and provide greater credibility to the event. She also noted that transit is part of a bigger effort in economic development, talent retention, and placemaking for Greensboro and the Triad. GTA and PART have helped sponsor the speaker series so that it is free of charge. Jamal Fox asked if the Transit Alliance has been in touch with WakeUP Wake County. Mansell noted that they had been in touch with them and they have been helpful in giving TAP advice on non-profit operations and strategy. Cheryl McQueary recommended that Mansell get in touch with Skip Moore from the TEDx community in Greensboro. McQueary provided a contact phone number for Mansell to get in touch with Moore.

## **6. MTIP Amendment: Urban Loop, I-73/US 220, & Gate City Boulevard Bridge**

Tyler Meyer explained that NCDOT requests the MPO amend the MTIP to modify the scope of two roadway projects and change the funding source for another. The funding source for U-2524 D, Greensboro Western Urban Loop, US 220 (Battleground Avenue) to Lawndale Drive, will be changed from Grant Anticipation Revenue Bonds (GARVEE) to more traditional federal funding from the National Highway Performance Program (NHP). The limits of project I-5735, I-73/US 220 pavement rehabilitation, will be extended 4.4 miles. The new scope of the project is from the Randolph County line to I-85/US 421 in Greensboro. This change was identified based on the latest round of Interstate Maintenance Prioritization conducted under Prioritization 4.0. Finally, the eastbound bridge on Gate City Boulevard over South Buffalo Creek will be included in project B-5717. Originally the project provided for just the westbound bridge to be replaced, but following further review including consultation with GDOT, NCDOT is revising the project scope to add the eastbound bridge as well.

Jamal Fox asked if the funding source would be changed from GARVEE bonds to NHP funds only for the western part of the Urban Loop, or if the eastern Urban Loop would also be changed. Meyer said he was not sure, as the funding source for the section from US 29 to Lawndale was still identified as GARVEE. Adam Fischer noted that NHP was a better funding source because it used existing funding as opposed to borrowing from future allocations. Cheryl McQueary noted her understanding that GARVEE bonds had been reduced, possibly by an action of the General Assembly.

Jeff Phillips moved to approve the MTIP Amendment: Urban Loop, I-73/US 220, & Gate City Boulevard Bridge. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the MTIP Amendment: Urban Loop, I-73/US 220, & Gate City Boulevard Bridge.

## **Business Items**

### **2. Draft Prioritization 4.0 Point Assignments**

Lydia McIntyre explained that NCDOT has scored all the local projects submitted for funding in P4.0 and the next steps are to assign local points to Regional and Division projects and conduct public involvement for the point assignments. The Greensboro MPO has 1800 points each for both the Regional and Division Tiers (3600 points total) and can assign up to 100 points per project. The points are assigned across all modes. At the Regional Tier, 70% of the total score of the project comes from the quantitative assessment (NCDOT's scoring) while 30% of the total score comes from local input. The local input is split in half between the MPO and the local NCDOT Division, in this case Division 7, with both accounting for 15% of the total score. Similarly, at the Division Tier 50% of the total score comes from the quantitative assessment and 50% comes from local input, split halfway with both the MPO and Division 7 providing 25% of the total score. In the MPO Methodology, Statewide Tier projects may step down (if unfunded) to the Regional Tier to compete for funding, but not the Division Tier. Regional Tier projects may step down to the Division Tier. Scores differ between the tiers though, since the methodologies do vary a bit and because of the statistical techniques NCDOT uses to normalize the scores for each criterion. Projects that step down

may or may not be competitive in a different tier. In addition, Aviation projects cannot step down in the MPO Methodology.

The MPO Project Ranking Methodology includes a matrix with point allocations matched to color-coded fields. Green fields correspond to receiving 4 points and mean the project performs well in that category or has a positive impact on the factor; yellow fields correspond to receiving 2 points and mean the project performs moderately well in that category or has little impact on the factor; and red fields correspond to receiving 0 points and mean the project performs poorly in that category or has a negative impact on the factor. The Methodology was taken out for public review and was approved by both the TAC and NCDOT. The relative performance in NCDOT's quantitative scoring procedure has the highest impact on the MPO score (40%) due to the fact that the projects with higher quantitative scores are more likely to be funded. The other factors include support for multi-modalism (bicycle, pedestrian, transit, or freight), which accounts for 10%; whether the project is identified on the MPO Priority List (15%); feasibility of obtaining funding and project construction during fiscal years 2018-2027 (15%); impact to local budget (if the project will free up local bond funds if funded by NCDOT) (10%); and impact to economic development (10%). For each factor, staff scored the projects and split them into three tiers, with the projects in the highest scoring tier receiving 4 points, the middle tier receiving 2 points, and the lower tier receiving 0 points. The scoring for the projects on the "support multi-modalism" factor and the "identified on the Priority Needs List" factor were only either green or red, because they were yes/no assessments.

McIntyre went over the draft point assignments for the Regional and Division Tier projects. The projects in the matrix are organized based on how well they did in the MPO Methodology. The Regional and/or Division quantitative scores as well as the Regional and/or Division rankings are also included. For Regional Tier projects, the Greensboro MPO is in Region D, which includes NCDOT Divisions 7 & 9. Region D encompasses the Burlington-Graham MPO, the Winston-Salem MPO, and a small part of the Durham MPO in Orange County. In general, the draft scoring recommendations were developed by going down the sorted list starting with the highest-scoring projects and putting 100 points on these projects until points run out. However, some projects were skipped for various reasons. For example, it is recommended to not put Regional Tier points on the I-40 widening project through Greensboro even though it has a high regional score. This project was selected by NCDOT for funding at the Statewide Tier, but has only received partial funding at the Statewide Tier at this time due to STI law "corridor cap" provisions limiting the amount of funding a major project or series of improvements on a given route can receive. After discussing the situation with Division 7, the best strategy is to resubmit the project under the next Prioritization process to secure more Statewide Tier funding at that time since the project scored very well and is likely to do so again. In the mean time the current funding will allow NCDOT to begin environmental studies for the project, and capacity to select additional projects at the regional tier can be maintained rather than diminished by funding this very expensive project out of the limited Region D funding allocation.

Although the MPO has 1800 points and the Division 7 has 2500 points to allocate for the Regional and Division Tiers, it is clear that the number of projects that may be funded from each Tier will be limited due to competition from other areas, quantitative score distributions, and the number of local input points available.

Marikay Abuzuaiter asked if the I-40 widening project could be reconsidered for full funding because there are serious safety concerns with it. Tyler Meyer noted that the project to improve the ramp and interchange with Elm-Eugene Street and I-40 would deal with some of the safety issues. It was funded at the Statewide Tier and efforts will be made to accelerate it to FY 2018 or 2019. Given the complications of widening I-40 through Greensboro, a longer timeframe is necessary for this major project. Adam Fischer noted that the cost and also engineering complexity are the major factors impacting this project's timeframe. It would be similar in complexity to the Business 40 project in Winston-Salem, and some additional enhancements could be made as part of this project. Basically, the cost and the engineering complexity mean the project could not be accelerated significantly, which means that seeking additional funding at this time would not be that helpful since it will be eligible and likely to receive additional statewide funding under Prioritization 5.0. Cheryl McQueary inquired how well the project scored in the Statewide Tier. McIntyre noted that it received 80.4 points out of 100 and ranked well overall. Mike Mills added that there are still a lot

of unknowns with the project, as well as needed coordination with Norfolk Southern because it would impact one of their rail lines.

For the Division Tier projects, the A&Y Greenway scored the highest on the MPO Methodology and also scored highly on the NCDOT quantitative scoring. The Wendover Avenue sidewalk project also scored highly on the MPO Methodology and was the best ranked bicycle and/or pedestrian project in the entire state and the highest ranking project in Division 7 overall. Bicycle and pedestrian projects generally scored very well against the highway projects in the Division Tier. However, due to the limited amount of funding for bicycle and pedestrian projects – 90% of available funding must go to highway projects while no more than 10% can go to non-highway projects – only the top four or five bicycle and pedestrian projects are expected to have a realistic shot at funding under P4.0, so it would be pointless to allocate local input points to a larger number of such projects regardless of their scores.

Jamal Fox asked for clarification on the limits of the Wendover Avenue sidewalk project that scored the highest of all the bicycle and pedestrian projects. Craig McKinney explained that the project limits are from Summit Avenue to Arnold Street, to pick up where the EL-5101 DD project left off.

Tyler Meyer noted a correction, which was to show the Summerfield South portion of the A&Y Greenway as being on the Priority Needs List and to allocate 100 points to it. Although it does not score as well as some of the other bicycle and pedestrian projects, the MPO recognizes that it is an important project for the Town of Summerfield, and if it receives MPO and Division points it may have a shot at getting partial funding. To make this change, 100 points will be removed from the widening project on East Mountain Street/Old US 421, which was the lowest ranking highway project to initially receive points. TAC members concurred with this adjustment to the draft assignment of local points.

Abuzuaiter commented that the Bryan Boulevard project to construct a new ramp from westbound New Garden Road to westbound Bryan Boulevard was an important safety project and was pleased to see it scoring well and receiving points. Fischer noted that it had been a needed project since the interchange first opened and would relieve congestion in the area.

The Priority Needs List identifies specific projects that are considered high priorities by the MPO for the 2018-2027 Transportation Improvement Program. It includes priority projects at the Statewide, Regional, and Division Tier levels. McIntyre noted that the list circulated at this meeting is a draft and will be finalized after the public involvement period on the draft project point assignments.

Public review on the draft assignment of local points is expected to occur from mid-June to mid-July. Two public meetings are proposed. Staff plan to piggyback these meetings with City Council and County Commissioner meetings. Jeff Phillips noted that the June County Commissioners meetings would not be a good time for the MPO public meetings but that the July 14 meeting would most likely work well. McIntyre noted that this day would be fine and still allow enough time to prepare for the MPO meeting on July 27. McQueary recommended using the Greensboro Television Network to promote the public review and public meetings. Abuzuaiter added that information could be inserted into the City's water/sewer service bill that is mailed to residents. Fischer noted that staff would look into these steps and implement them if possible.

Final approval of the local point assignments for Regional Tier projects will occur at the July 27 MPO meeting so that point assignments for the Regional Tier can be sent to NCDOT by July 29. Draft funded Regional Tier projects are expected to be released by August 31. Division Tier local point assignment submissions will occur in September and October. The draft of the 2018-2027 STIP should be released by January 2017.

Fischer noted that while many bicycle and pedestrian projects score very well in Prioritization, a very small amount of funding is actually available for these types of projects. This will be referenced in the NCDOT Maintenance Presentation which is the next item. Although many of these projects are funded at the local level, it would be very helpful if the funding availability was opened up for bicycle and pedestrian projects in Prioritization. McQueary explained that this is a challenge to the Board of Transportation and many members are concerned about this issue. Unfortunately, the General Assembly has restricted the ability of the Department to do that, and people will need to write to their representative or senator to ask for these

limits to be removed. Fischer added that another reason he mentioned this is because the Greensboro City Council is considering a bond referendum in the fall and bicycle and pedestrian funding is currently expected to be in the package.

TAC members concurred with the draft point assignments and thanked McIntyre for her work on Prioritization.

### **3. NCDOT Maintenance Presentation**

Mike Mills presented on the NCDOT maintenance programs for the state and Division 7. The presentation goes over the funding allocations for maintenance programs and how this funding is distributed. The majority of NCDOT's \$4.4 billion in annual funding comes from the Motor Fuel Tax (40.7%) and the Highway Use Tax (14.8%). Smaller, but still significant funding comes from federal-aid funding (21.8%) and DMV registrations (10.5%). The remaining amounts come from other sorts of federal grants, and state licenses, title fees and other sources. Mills noted that the state gas tax is currently \$0.35 per gallon, but this will drop to \$0.34 as of July 1 2016, and will stay \$0.34 until the end of 2017 when it may be adjusted again. Of this \$4.4 billion, 47% goes to construction under the STIP, while 27.6%, or \$1.23 billion, goes to maintenance activities.

NCDOT Division 7 determines needs based on three categories: assessed needs, non-assessed needs, and emergency needs and administration. Assessed needs are identified through the Maintenance Condition Assessment Program (MCAP), which includes drainage, vegetation, traffic markers and markings, signs, and shoulders; the National Bridge Inspection Standards (NBIS), which includes bridge components (deck, superstructure, and substructure) and culverts (54" and greater); and the pavement condition survey, which identifies concrete and asphalt pavement condition distresses. The MCAP is done year round on a quarterly cycle; the pavement condition assessment is done year round; and bridge inspections are done every two years. The Division has a vehicle that rides on the roads and can automatically assess roadway pavement conditions. Dale Wyrick asked if the automated roadway assessment vehicle worked well. Mills noted that the vehicle can go the speed of interstate traffic and does well at picking up pavement distresses through x-ray technology and other means. It appears to be as good or almost as good as field inspection, and removes some of the subjectivity from this method.

Non-assessed needs includes guardrail, mowing, litter pick up, pothole maintenance, debris or dead animal pick up, and unpaved roads. These must be done but are difficult to predict how often they need to be addressed. Emergency and administration needs are based on historical expenditures, and includes incident management, traffic control devices, traffic signalization, roadway lighting, rest area maintenance, and landscaping. Some Divisions receive funds for "Major Events" as well, such as in Charlotte. Cheryl McQueary asked if the ACC or PGA are considered major events in the area. Mills noted that the Division takes care of these events but they receive no additional funds for managing them. Funding for major events is determined in advance by NCDOT administration in Raleigh.

In allocating funding to the Division, the Division assessed and non-assessed needs are compared to the Statewide assessed and non-assessed needs. Maintenance allocations are also split between primary routes (US routes and interstate routes) and secondary routes (including Bryan Boulevard and much of Wendover Avenue). For the NCDOT as a whole, primary system maintenance funds have stayed flat over the last few years, but contract resurfacing and bridge program funds are up significantly. Secondary system and pavement preservation funds are up slightly since FY 2015. General maintenance reserve can be used anywhere but is usually used for primary and secondary system maintenance. McQueary asked what the difference is between contract resurfacing and pavement preservation. Mills explained that resurfacing is adding completely new pavement to the road, while pavement preservation is crack sealing, slurry seals, and various other preventative measures that fall short of resurfacing. These two funding sources for maintenance cannot be mixed. Although it is expected that additional resurfacing will reduce the funds needed for pavement preservation, it does not account for non-assessed needs that are not pavement-related.

The 2016 allocations for Division 7 include: \$5.4 million for primary road and bridge maintenance; \$24.4 million for secondary road and bridge maintenance; \$7.5 million in the general maintenance reserve; \$13.5

million in the bridge program; \$5.8 million in pavement preservation; and \$33.1 million in contract resurfacing. This totals about \$90 million for the Division. Mills also pointed out that the bridge program is different from the bridge maintenance.

There are certain administration allocations that are taken off the top of the Division 7 budget allocation. This includes \$750,000 for electricity for traffic control devices; \$900,000 for rest area operations; \$200,000 for roadway and interchange lighting; and \$1.1 million for guardrail repair. Most of these funds are allocated to the primary roadway system. Another \$328,000 is allocated to the City of Greensboro as a maintenance agreement for traffic signal maintenance and operations. Mills noted that this funding is definitely not enough to cover the maintenance that the City does on state system roads, but there is currently not enough funding available. McQueary asked if NCDOT can get an insurance settlement to pay for guardrail repair if they know who damaged it. Mills noted that they will seek funds to pay for the damage if they get a police report with the information. NCDOT does not bill for snow-related events, unless the city police or highway patrol issues you citation for a crash due to driving under the influence or another reason.

Jamal Fox asked if the maintenance agreement with the city includes trash pickup such as tires, and specifically asked about US 29. Fox had asked Field Operations to pick up trash and debris along US 29 at one point. Mills noted that US 29 is NCDOT's responsibility. McQueary noted that trash and debris on the highways in the state seems to have been much worse over the past year and even received the attention of the Governor. Mills noted that the maintenance agreement with the city is for routine maintenance and does not include unusual events such as large tire dump clean-up, but the Division will try to work with the City to reimburse them for that. Fox also inquired about the fencing along US 29. Mills noted that NCDOT pays for the fencing and will replace the chain link fence that is existing. The City would need to pay the difference if it wanted a nicer fence along US 29, such as wrought iron.

Additional off-the-top allocations include \$1.675 million in incident management operations and \$3 million for the Division for traffic signal maintenance split evenly between the primary and secondary systems. These programs were federally funded until 2014. Adam Fischer noted that the City has an annual budget of \$2 million to maintain traffic signals, half of which are NCDOT signals. While the City spends \$1 million annually on the state's signals, it only gets reimbursed about \$550,000 for them.

The 2016 primary roadway maintenance needs are \$41.5 million in assessed needs, \$4.9 million in non-assessed needs, and \$5.4 million in emergency and administration needs. The 2016 secondary roadway maintenance needs are \$78.2 million in assessed needs, \$5.3 million in non-assessed needs, and \$1.7 million in emergency and administration needs. This totals to \$137 million in 2016 needs. Mills noted that about \$30 million is held back statewide for snow removal. The Division has to get the interstates open to traffic within 48 hours mainly for freight traffic. Dale Wyrick asked if NCDOT contracts out the snow removal. Mills said that basically all of it is contracted out because they simply do not have the staff for it. McQueary commented that NCDOT is being required to contract out more and more work, which is not always beneficial to the state and the citizens. Maintenance work does not always offer contractors a consistent work load and contracting is not always a good fit for maintenance. She also relayed to instances where contractors were not doing an acceptable job with NCDOT maintenance and operations.

The state funded bridge program has a statewide total of \$212.7 million. There is a base allocation of \$3 million per Division plus an additional amount based on relative needs. The Division 7 allocation was \$13.5 million in FY 2016. In the most recent state budget bill, the Divisions were directed to reduce the number of structurally deficient bridges in the area. These structurally deficient bridges are expensive to maintain in operable condition so there will be long term cost savings from accelerated replacement of such structures. NCDOT Divisions also have a prompt response requirement: potholes must be addressed within 3 business days; safety issues must be addressed within 10 business days; and non-safety issues must be addressed within 15 business days. Potholes are not fixed permanently in this response. Safety issues are addressed as quickly as possible, depending on what it is. This information is reported to the General Assembly.

The 2015 budget bill (S744) required that NCDOT develop a Highway Maintenance Improvement Program (HMIP) for contract resurfacing and pavement preservation funds. The three year plan consists of a list of pavement resurfacing, rehabilitation and preservation projects by county. NCDOT is expected to

report which projects are completed, lane-miles treated and why projects were not completed. Various other types of reporting is required that is more than what was required in the past.

Marikay Abuzuaiter noted that a few TAC members needed to leave early and may miss the City of Greensboro Maintenance Presentation. McQueary explained that she was particularly interested in hearing the maintenance presentation from the City because her personal view is that the City is not putting enough money into street maintenance. She noted that many studies show that better maintained streets lead to higher economic development, and she suggested that the TAC may wish to make a recommendation to the Greensboro City Council about improving street maintenance. Abuzuaiter noted that Dale Wyrick had already given his maintenance presentation to City Council and that the Council was considering raising the vehicle registration fee to increase the annual budget for street resurfacing. Street maintenance is a serious concern of the Council and it is a common issue with residents. McQueary asked for a brief explanation about the proposal to raise the vehicle registration fee. Wyrick noted that the General Assembly had passed a bill to allow municipalities to raise their vehicle registration fees to \$30 to help pay for street maintenance. Greensboro's fee is currently set at \$10 per year. Raising the fee to \$30 per year and putting it all into resurfacing would provide an additional \$4 million per year for street resurfacing, increasing the annual resurfacing budget to \$6 million. The City Manager's Office is also trying to find a way to provide another \$1 million per year for resurfacing, to raise the budget to \$7 million. McQueary noted that she would prefer to have more time to listen to the presentation and not rush through it. Abuzuaiter added that other TAC members would benefit from hearing the presentation. *TAC Members decided to postpone the following Business Item to the next month's MPO meeting agenda.*

#### **4. City of Greensboro Maintenance Presentation**

*This item was postponed to the next MPO meeting due to time constraints.*

#### **5. Division Engineer Updates**

Mike Mills noted that progress is continuing on the major projects in the area, such as the I-73 Connector, eastern Urban Loop, and Bryan Boulevard projects. One of the bridges on Hicone Road will be open in June. The diverging diamond interchange on High Point Road is now open.

#### **6. Project Updates**

Craig McKinney noted that there was a Merger Team meeting in Raleigh to discuss the preferred interchange design for the Reedy Fork Parkway at US 29. At the meeting, some regulatory agency concerns were noted about the potential stream impacts of a diverging diamond interchange (DDI) design. From this point of view, the single point urban interchange (SPUI) might impact the stream less. However the DDI is the locally preferred alternative and it may be possible to mitigate the increased stream impacts. The Team decided to retain these alternatives plus a partial cloverleaf design for further study but remove the traditional diamond interchange from further consideration. The current projected schedule is aggressive and includes: complete the Environmental Assessment in June 2017; have a design public hearing in September 2017; determine the Least Environmentally Damaging Practical Alternative (LEDPA) by November 2017; complete the Finding of No Significant Impact (FONSI) in February 2018; start right of way in December 2018; and let the interim project in December 2019. The interim project will replace the bridge over US 29 hopefully with a bridge that can be used for a final interchange design based on the selected alternative. The final project is expected to go to construction in 2024.

Jamal Fox asked for clarification about the project. McKinney explained that the Division and the MPO prefer a Least Environmentally Damaging Practical Alternative that incorporates the bridge constructed by the interim project. Several but not all of the alternatives would allow that, so the final outcome of that will depend on a pending Merger Team decision on the LEDPA.

The NCDOT Rail Division will be hosting a public workshop for the Naco Road Extension on June 7. Naco Road will be extended east and connect to US 70 via west of the Urban Loop. Several at-grade railroad crossings will be closed as a result of this project. From 3-4 pm local officials can come to meet with the project staff. From 5-7 pm the meeting will be open to the general public. The meeting will be at Genesis

Baptist Church on East Bessemer Avenue. Fox requested that McKinney send him the public meeting information for Naco Road and also the information about Reedy Fork Parkway. McKinney noted that he would send this information along.

## **7. Strategic Reports**

Tyler Meyer noted that the 2016 Conference of the North Carolina Association of MPOs was a great success and he thanked those TAC members who were able to attend. He also thanked Marikay Abuzuaiteer for speaking at the conference.

## **Other Items**

### **1. Board Member Update**

Cheryl McQueary noted that more than 355,000 people have renewed their licenses online, saving more than 177,000 hours of work. The DMV is taking credit cards and debit cards online. Certain processes can also be made at self-service kiosks at some DMV offices, including in Greensboro.

### **2. Regional Updates**

*There were none.*

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

*The meeting was adjourned by Marikay Abuzuaiteer at 3:38 pm.*