



**TRANSPORTATION ADVISORY COMMITTEE**  
**Minutes of March 23, 2016**  
**2:00 p.m., Greensboro, NC**  
**2<sup>nd</sup> Floor, Greensboro Council Chambers**  
**Melvin Municipal Office Building**

**ATTENDANCE**

Marikay Abuzuaiter	<i>TAC Alternate Chair</i>	Adam Fischer	<i>GDOT</i>
Jeff Phillips	<i>TAC Member, Guilford County</i>	Tyler Meyer	<i>GDOT/MPO</i>
Justin Outling	<i>TAC Member, City of Greensboro</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>GDOT/MPO</i>
Chandler Hagen	<i>Bicycling in Greensboro</i>	Mike Mills	<i>NCDOT Division 7</i>
Dabney Sanders	<i>Action Greensboro</i>	Carey Baw	<i>AECOM</i>

*Marikay Abuzuaiter called the meeting to order at 2:05 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.

**2. Approve Minutes of January 27, 2016**

Cheryl McQueary moved to approve the minutes of the January 27, 2016 meeting. Justin Outling seconded the motion. The TAC voted unanimously to approve the minutes of the January 27, 2016 meeting.

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

*There were none.*

**4. Public Comments**

Chandler Hagen, representing Bicycling in Greensboro (BIG), noted that BIG and GDOT have been

**Planning for the transportation future**

working on events and activities for Bike Month in May. Another Open Streets event will take place on First Friday May 6, the Ride of Silence will be May 18, and the Ride With the City will be May 20. She encouraged TAC members to attend the events. She also inquired about how NCDOT will be selecting Safe Routes to Schools projects under item #7. Marikay Abuzuaiteer noted that the question about Safe Routes to Schools will be answered in that item. She also requested that Hagen send event information to the TAC members so they may share it around.

## **5. Bike Month Resolution**

Daniel Amstutz noted that staff are working on events and programming for Bike Month in May. The calendar of events is not yet complete, but there will be more discussion of Bike Month events during the Bicycle and Pedestrian Updates Business Item later on in this meeting. Staff are requesting approval of this item for the MPO to declare May as Bike Month and support the activities that will take place in May.

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

## **6. FY 2016-2025 MTIP Statewide Program Amendment: Signal Retiming (W-5700)**

Tyler Meyer explained that project W-5700 is an umbrella project number providing for various signal retiming work by NCDOT around the state. The project is broken into Division, Regional, and Statewide Needs to facilitate STI accounting. The funding has been broken down the same way as STI funding, with 40% going to statewide projects, 40% to regional projects, and 30% to division projects. The funding source is federal highway safety funds in the amount of \$2 million for FY 2016 and \$1.5 million per year from FY 2017-2020. NCDOT has already amended the STIP accordingly and is asking the MPO to follow suit to allow NCDOT to implement projects under W-5700 in the MPO area as needed.

Cheryl McQueary said she has noticed some traffic signals have yellow frames around them and asked about when and why they are used. Adam Fischer explained that the yellow reflective frames are installed at certain problem locations to improve traffic signal compliance. They are used to draw drivers' attention to the signals.

Cheryl McQueary moved to approve the FY 2016-2025 MTIP Statewide Program Amendment: Signal Retiming (W-5700). Dena Barnes seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Statewide Program Amendment: Signal Retiming (W-5700).

## **7. FY 2016-2025 MTIP Statewide Program Amendment: Safe Routes to School (SR-5001)**

Tyler Meyer noted that SR-5001 is an umbrella project to group together Safe Routes to School (SRTS) improvements for NCDOT to implement. SRTS funding is originally from the SAFETEA-LU transportation act and this is old funding that NCDOT is spending down. It may be used for spot safety projects around schools and possibly other uses. \$3.1 million will be included in FY 2016 and \$500,000 will be included in FY 2017, and this is likely to be the last of the SRTS money. NCDOT has already amended the STIP accordingly and is asking the MPO to follow suit to allow NCDOT to implement projects under SR-5001 in the MPO area as needed.

Jeff Phillips asked if there were any specific locations that this project number is going towards in the MPO area. Meyer noted that it was not defined in this project and it is a flexible project number to allow NCDOT to define that further as they determined locations for SRTS projects. Phillips asked about a new school being constructed in the eastern part of the county and if these funds would pay for improvements such as traffic lights by the school. Mike Mills noted that SRTS funds have to be used within a certain distance from a school and are generally used for sidewalk infrastructure and education, not for traffic lights.

Jeff Phillips moved to approve the FY 2016-2025 MTIP Statewide Program Amendment: Safe Routes to School (SR-5001). Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Statewide Program Amendment: Safe Routes to School (SR-5001).

**8. FY 2016-2025 MTIP Amendment: Lees Chapel Road Sidewalk (EB-5714)**

Tyler Meyer explained that this action item and the next three action items are interrelated. The Lees Chapel Road Sidewalk project was selected for construction funding by NCDOT under Prioritization 3.0 using SRTS funds. This project is planned to be implemented through project EL-5101 DL using CMAQ and STP-DA funds, and the original idea was to supplement funding for this project with SRTS funds. However, SRTS funds have specific requirements and criteria and NCDOT has determined that SRTS funds should not be mixed with other federal funds. EB-5714 was created as a standalone project for the Lees Chapel Road Sidewalk with SRTS funds; since this project will be implemented in EL-5101 DL, NCDOT has agreed to allow the MPO to use these SRTS funds for Lovett Street Sidewalk (EB-5712) and Holden Road/Lindsay Street Sidewalks (EB-5716), which are expected to be more costly than expected. These projects were also selected for SRTS funding in P3.0. EB-5714 will be deleted from the MTIP by this action and the funds will be moved in subsequent actions at this meeting.

Cheryl McQueary requested clarification on how the funds are being shifted from project to project. Meyer explained that the funds from the deleted Lees Chapel Road Sidewalk (EB-5714) will be split between EB-5716 (Holden Road/East Lindsay Street Sidewalk) and EB-5712 (Lovett Street Sidewalk). The remaining three projects are expected to be more expensive than first estimated, in part due to the need to use Contracted Engineering Inspections (CEI), which adds another 15% to the cost.

Jeff Phillips inquired if the interrelated actions could be approved in one motion. Meyer noted that it should not be a problem. He explained that East Lindsay Street Sidewalk (EB-5717) will be deleted in the next action and added to EB-5716 in the following action; the final action will add funds from EB-5714 to Lovett Street Sidewalk (EB-5712). The actions could be considered as a whole instead of separate. Marikay Abuzuaiter asked if there was any legal issue with approving all the actions at one time. Meyer explained that items #8 and #9 are Amendments and items #10 and #11 are Administrative Modifications. The first two could be approved in one motion, and the next two endorsed in a second motion.

Jeff Phillips moved to approve the FY 2016-2025 MTIP Amendment: Lees Chapel Road Sidewalk (EB-5714) and the FY 2016-2025 MTIP Amendment: East Lindsay Street Sidewalk (EB-5717) (Action Item #9). Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment: Lees Chapel Road Sidewalk (EB-5714) and the FY 2016-2025 MTIP Amendment: East Lindsay Street Sidewalk (EB-5717) (Action Item #9).

Jeff Phillips moved to endorse the FY 2016-2025 MTIP Modification: Holden Road Sidewalk (EB-5716) (Action Item #10) and the FY 2016-2025 MTIP Modification: Lovett Street Sidewalk (EB-5712) (Action Item #11). Justin Outling seconded the motion. The TAC voted unanimously to endorse the FY 2016-2025 MTIP Modification: Holden Road Sidewalk (EB-5716) (Action Item #10) and the FY 2016-2025 MTIP Modification: Lovett Street Sidewalk (EB-5712) (Action Item #11).

**9. FY 2016-2025 MTIP Amendment: East Lindsay Street Sidewalk (EB-5717)**

*This Amendment was approved in Action Item #8.*

**10. FY 2016-2025 MTIP Modification: Holden Road Sidewalk (EB-5716)**

*This Administrative Modification was endorsed in Action Item #8.*

**11. FY 2016-2025 MTIP Modification: Lovett Street Sidewalk (EB-5712)**

*This Administrative Modification was endorsed in Action Item #8.*

**12. FY 2016-2025 MTIP Amendment: Update Transit Listings**

Tyler Meyer explained that this action is needed to update the transit formula funds to comply with changes that have occurred as a result of the passage of the FAST Act in 2015. The FAST Act established new transit funding levels for FY 2016-2020 and changed some transit funding rules. In addition, the FY 2015 transit formula funding reimbursements were not received in FY 2015 due to some problems FTA was experiencing. There were some issues with new grants management software that FTA was transitioning to at

the time GTA applied for reimbursement. In order to draw down those funds, the FY 2015 transit funds need to be added to FY 2016.

Meyer referred to the transit listings table in the handout and presentation. The adjusted numbers include a 1.5% growth rate in funding over time for the transit formula funds. This is a slightly more conservative assumption than what is indicated in the legislation. Although the FAST Act provides for future funding, Congress still needs to appropriate those funds in future actions.

Marikay Abuzuaiter noted her concerns about GTA not getting reimbursed in 2015. Adam Fischer explained that every year GTA must spend their money in advance and get reimbursed by FTA at the end of the year. GTA has learned to account for this over the years and it is usually not an issue, but the delay in the reimbursement for 2015 is concerning.

Cheryl McQueary moved to approve the FY 2016-2025 MTIP Amendment: Update Transit Listings. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment: Update Transit Listings.

### **13. FY 2015-2016 UPWP Amendment**

Tyler Meyer explained that the TAC approved the FY 2015-2016 UPWP in March 2015. The UPWP accounts for planning grants and anticipated work in metropolitan planning and transit planning. Work needs have varied from what was originally estimated, and changes are now needed. This amendment adds \$25,000 to the UPWP from previously unobligated balance; reduces the Special Studies line item by \$15,000; and spreads this \$40,000 across other work items to increase their funding, such as Network & Support Services, Target Planning, and Regional Planning.

Jeff Phillips moved to approve the FY 2015-2016 UPWP Amendment. Justin Outling seconded the motion. The TAC voted unanimously to approve the FY 2015-2016 UPWP Amendment.

### **14. FY 2016-2017 MPO Self-Certification**

Tyler Meyer noted that the Annual MPO Self-Certification is a planning process requirement and must precede adoption of the coming year's UPWP. It certifies that the MPO is in compliance with the Clean Air Act, the Civil Rights Act, the Americans with Disabilities Act, and various federal planning process requirements. This should not be confused with the FHWA/FTA certification that is done every four years.

Dena Barnes moved to approve the FY 2016-2017 MPO Self-Certification. Justin Outling seconded the motion. The TAC voted unanimously to approve the FY 2016-2017 MPO Self-Certification.

### **15. FY 2016-2017 Unified Planning Work Program**

Tyler Meyer explained the UPWP programs USDOT Planning Grants for 2016-2017, accounting for anticipated work in metropolitan planning and transit planning. The 2016-2017 UPWP will go into effect on July 1, 2016. FHWA "PL" funds are estimated at \$437,141. FTA Transit Planning funds (GTA) are estimated at \$140,800. The UPWP includes accounting and procedural documentation as well. Full details, including funding tables and descriptions of work tasks, are included in the handout.

2016-2017 work highlights include: a potential air quality conformity update for the Jamestown Bypass project to receive funding from HB 97; BiPed Plan implementation such as updating the bicycle route and suitability map, bicycle lane implementation, and developing a Greenway Conditions Index; updating the Long Range Public Transportation Plan; Prioritization 4.0/FY 2018-2025 TIP development; planning performance measures; data collection for the traffic demand model and model enhancements; and a variety of project development activities.

Cheryl McQueary noted that there was an increase in the budget for FY 2016-2017. Meyer confirmed this, which is partly coming from \$104,000 in unobligated balance from previous years. The annual funding level for next year is \$332,000, but the total amount programmed will be \$437,000, due to the addition from the unobligated balance. Jeff Phillips asked how often the unobligated balance rolls over each year. Meyer explained that the PL funds have a three-year life from their original fiscal year. However, the funds are

distributed directly to the state first, before they are distributed by NCDOT to the MPOs based on a formula developed by NCDOT and the MPOs. From a practical standpoint, NCDOT never lets the funds expire by always using the oldest funds are always used first. NCDOT is considering capping the funds that MPOs can carry over because some smaller MPOs have been carrying funds for a long time without spending them. This has created an imbalance between MPOs that run out of funds quickly and those that are behind in spending funds. NCAMPO has been working with NCDOT to determine if this formula can be adjusted to distribute funds more equitably based on use and need. Although there has been some money rolling over for the Greensboro MPO for a number of years, as time goes on there will be less and less without a change in the formula. McQueary noted that the General Assembly is concerned about unused money in state accounts and is looking for ways to get this money spent.

Cheryl McQueary moved to approve the FY 2016-2017 Unified Planning Work Program. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the FY 2016-2017 Unified Planning Work Program.

#### **16. Prioritization 4.0 Methodology**

Lydia McIntyre noted that the next step in the P4.0 process will be to assign local points to Regional and Division Tier projects. In order to assign local points, the MPO must have a methodology in place to do that. The MPO Project Ranking Methodology was reviewed by NCDOT and MPO staff before it was released for public review. The methodology must be qualitative and quantitative, with NCDOT emphasizing the quantitative side of the methodology. The six factors of the MPO's methodology for assigning local points are: relative performance in NCDOT's quantitative scoring process (40%); support multi-modalism (bicycle, pedestrian, transit, freight) (10%); identified on the MPO Priority List (15%); feasibility of obtaining funding and construction of project during fiscal years 2018-2027 (15%); impact to local budget (10%); and impact to economic development (10%). McIntyre explained that projects will score better under the "impact to local budget" factor if a local government has local funds to construct the project but the local funds can be freed up by shifting the construction funding to NCDOT. The "impact to economic development" factor will be scored based on whether the project is in an identified economic activity area, such as in a plan or already known to staff.

Cheryl McQueary inquired why the third factor ("Identified on the MPO Priority List") contributes to 15% of the score while the sixth factor ("Impact to economic development") only contributes 10% to the score. McIntyre noted that economic development is measured by either existing economic activity in the area of a project or expected future economic activity based on plans or other documented proposals. The highest weight is given to the NCDOT score because of its impact on the potential for a project to be funded. Tyler Meyer noted that the Priority List factor gives the TAC more discretion on selecting projects because they can choose the priorities on that list.

In the methodology, projects will get four points if they perform well or have a positive impact on the factor being assessed; projects will get two points if they perform moderately well or have little or no impact on the factor; and projects will receive no points if they perform poorly or have a negative impact on the factor. In the scoring matrix, these points are represented with the colors green (high), yellow (moderate) and red (low/negative impact).

The methodology was released for public review for 30 days. The public review period ended on March 22. No meeting was necessary for this step in the process. Public notices were placed in newspaper ads; posters were displayed on transit vehicles, at parking decks, libraries, and recreation centers; press releases, mass emails, and Facebook posts were also done to get the word out. Three public comments were received during this 30 day period. Major themes included support of alternative modes (greenways and bike lanes), the Urban Loop, and aviation. The next public review will take place starting in April and ending in May.

NCDOT anticipates releasing scores for all submitted projects, plus the draft statewide funded projects, by March 31. The MPO will be able to begin assigning points in April. Regional Project Assigned Local Points will be submitted to NCDOT by May 31, and the draft list of regional funded projects will be released

by the end of July. Division points will be due by September 30 and final scores will be released by NCDOT in October. The draft STIP will be released in December.

Approximately \$293 million in funds for Regional Needs are available for the region the MPO is part of (NCDOT Divisions 7 & 9) over the next 10 year period, which is about \$29 million per year. Division 7 will receive about \$145 million in Division Needs funds, around \$14 million per year. Cheryl McQueary asked if STP-DA funds are factored into the \$14 million. Meyer explained that STP-DA is not factored into this number as it is assumed to be already allocated. The MPO receives annual allocations that are programmed out and staff can show the TAC what it is programmed for if requested. McQueary asked for follow-up on this question from staff.

Jeff Phillips asked for more information about how the economic development factor is defined and calculated for scoring. McIntyre explained that staff will look at the comprehensive plans of the City and small towns and see if the project area is identified in the plan as a center of economic activity. If the project will benefit this economic activity area, it will receive points. However, new areas that have appeared recently, such as at the Gateway University Research Park at East Gate City Boulevard and Florida Street, would also be considered as key economic development areas and nearby projects could get points. Phillips noted his interest in looking closely at economic development scores for projects to ensure that they are accurate. McIntyre noted that staff could provide the scoring information to TAC members before the scores go out for public review.

Jeff Phillips moved to approve the MPO Project Ranking Methodology. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the MPO Project Ranking Methodology.

## **Business Items**

### **1. State Ethics Act Filing Reminder**

Tyler Meyer noted that this item is just a reminder to any TAC members who have not filed that the due date is April 15 for the Statement of Economic Interest and the Real Estate Disclosure form. Members may file a No Change form if nothing has changed from the previous filing, which is an easier form to complete.

### **2. Bicycle & Pedestrian Updates**

Daniel Amstutz noted that his presentation will cover three topics: Bike Month, current bicycle facility projects, and the Bicycle and Pedestrian Advisory Committee. Bike Month this year will have similar events as previous years, but the how the events have developed has been different. On May 6, which is First Friday in Greensboro, there will be an Open Streets event in downtown Greensboro. This has taken on a new life because Downtown Greensboro, Inc. (DGI) and ArtsGreensboro want to do Open Streets events on First Fridays from May to August or September. Action Greensboro's SynerG young professionals group is also interested in helping. Details are still being worked out, but the May event should be bike-focused. During Bike to Work Week, which is May 16-20, coffee shops around the city will offer discounts to people who bicycle to their shop. On Bike to Work Day the City will hold the Ride With the City event during lunchtime. There will be a ride to Deep Roots Market for lunch and back. Space will be limited for this event. The Ride of Silence will take place on Wednesday May 18 and will include an event afterwards to celebrate bicycling. Other events in development include bicycle rodeos with schools and Girl Scouts troops, and pre- and post-month events at Geeksboro Coffeehouse Cinema (April 16) and the new cornerstone on the northeast end of the Downtown Greenway (June 4).

Amstutz described four bicycle facility projects the City is pursuing as part of its plan to put in 75 miles of bike facilities in the next five years. They are all related to resurfacing projects that will take place later in the year. The first project will be to install bicycle lanes on Martin Luther King Jr. Drive between Bragg Street and Florida Street. These bike lanes would connect to existing bike lanes south of Florida Street, also on Martin Luther King Jr. Drive, creating a single linear facility that leads to the edge of downtown. The City has been working closely with the neighborhood to ensure that they are supportive of the project. The current lane configuration will be replaced with two travel lanes and bike lanes, curb ramps will be replaced, new

crosswalks will be put down, and other issues will be addressed. Staff need to have another meeting with the community to confirm the marking of this project.

The second bicycle facility project is on East Bessemer Avenue between English Street and Huffine Mill Road. The current roadway has two very wide travel lanes and on-street parking. The street is wide enough for two ten-foot travel lanes, bicycle lanes, and on-street parking. The on-street parking will be retained on the eastern side of the road due to the high incidence of on-street parking related to church attendance and the Montessori School. West of the churches towards English Street the plan is to have buffered bike lanes with no on-street parking, which is minimally used anyway. Although the bike lanes won't connect to other facilities yet, west of English Street the roadway is set up for bike lanes in a future project.

The next bicycle facility project is for Hamburger Square in downtown Greensboro. GDOT had submitted a grant application for this project last fall but did not receive it. However GDOT is moving ahead with this project which will resurface the area around Hamburger Square, under the railroad trestle, and around the triangle island near Martin Luther King Jr. Drive. Lanes will be narrowed and bike lanes will be installed. Green pavement markings will be used in conflict areas of the bike lanes, which have been used in other North Carolina cities. Sharrows may be used to connect these bike lanes to the Spring Garden Street bike lanes and the future Martin Luther King Jr. Drive bike lanes.

The last project is on Walker Avenue between South Lindell Street and South Aycock Street. The plan is to install shared-lane markings (sharrows) along the length of this corridor. The Lindley Park Neighborhood Association has been consulted and is supportive of this plan. The roadway is narrow with on-street parking which makes it ineligible for traditional bicycle lanes. Additional public education will be needed because sharrows have been used only in one other location in the city. The Neighborhood Association has requested that the sharrows continue west past the bridge over Wendover Avenue. This will be considered by GDOT.

The first Bicycle and Pedestrian Advisory Committee was held on February 24. The purpose of the meeting was to bring members up to speed on projects staff is working on and discuss the structure of the committee. The committee is expected to meet every other month with the next meeting expected in April, though it has not been scheduled yet. The committee will discuss items such as upcoming resurfacing projects and the development of a new bicycle map.

### **3. FAST Act Update**

Tyler Meyer noted that the FAST Act was passed near the end of 2015. It does provide for some increases in funding for highways and transit. Highway funding will increase by 15% overall by 2020. Transit funding will increase by about 18% over the same period. These amounts are authorized but are still subject to annual appropriations. A competitive bus and bus facilities grant program has been reinstated, with \$268 million in 2016 and growing to \$344 million in 2020. The FAST Act establishes a Nationally Significant Freight and Highway Projects competitive grant program and a five-year, \$6.3 billion National Highway Freight Program. The Surface Transportation Program (STP) has been renamed the Surface Transportation Block Grant Program (STBGP) with a sub-allocation increase of 1% each year up to 55%. The Transportation Alternatives Program (TAP) has been repealed and recreated under the new STBGP with \$835 million in 2016 and 2017 and \$850 million in 2018, 2019, and 2020. The recreation of the TAP program retains the same process and split, but 50% of the reserved TAP funds may now be used for any STBGP eligible project.

There are several key policy changes from the FAST Act. MPOs are encouraged to consult with state agencies that plan for tourism, and natural disaster risk reduction. There are new planning factors to encourage the development of projects and strategies that: improve resiliency and reliability of the system; reduce or mitigate storm-water impacts on surface transportation; and enhance travel and tourism. Capital investments in plans should include strategies to reduce vulnerability due to natural disasters. The Act also says that MPOs should consider the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner. Finally, there are various provisions to accelerate project delivery through the Federal environmental review process.

Cheryl McQueary inquired if the later years of the FAST Act had been authorized but not appropriated by Congress. Meyer noted that the Act is still subject to annual appropriations, but Congress also closed some gaps in the Highway Trust Fund and appropriated funds for more years than it has done recently. However, continuing congressional action will clearly be necessary for the funding authorized by the FAST Act to actually get allocated.

#### **4. Division Engineer Updates**

Mike Mills noted that construction activity has picked up with the improvement in weather. The High Point Road interchange is expected to be finished in late spring. Although the eastern portion of the Urban Loop is not expected to be completed until 2018, the contractor has started paving some sections. Similarly, paving is underway for the western Urban Loop section that is under construction. The I-73 Connector between NC 68 and US 220 is expected to open to traffic in December 2016. The portion near Bryan Boulevard and the PTIA taxiway bridge are expected to be completed and open by April 2017. The section of the Urban Loop from Battleground Avenue to Lawndale Drive will be let for construction this coming fall.

Jeff Phillips noted that there was a crash on Battleground Avenue near Westridge Road on his way to the meeting and asked about the schedule for that intersection project. Craig McKinney explained that right-of-way is in process at this time, and he will send information about the schedule of the project to the TAC members after the meeting.

#### **5. Project Updates**

Craig McKinney presented on several project updates:

- *U-2524 D Noise Wall Public Meeting:* NCDOT held a public meeting on February 29 to discuss noise walls along the section of the Urban Loop from Battleground Avenue to Lawndale Drive. The meeting was very well attended and public comments are trending in favor of a noise wall.
- *Naco Road Extension:* This project is an outgrowth of the East Guilford Traffic Separation Study. The purpose of the road extension is to reduce the number of at-grade railroad crossings on the track between Greensboro and Raleigh. The study portion of the project is funded. McKinney will meet with the NC Rail Division and consultants in the field to discuss options for the road extension.
- *R-4707 Upcoming Public Workshop:* Three alternatives for the Reedy Fork Parkway interchange reconstruction with US 29 will be presented at a public workshop on April 21 at Bryan Park. After the workshop the merger team will meet to discuss the alternatives. The project will be built in two phases because the bridge over US 29 needs to be rebuilt sooner than the construction schedule for the interchange.
- *U-2525 C Project Field Inspection Meeting:* This is the portion of the Urban Loop from Lawndale Drive to US 29. This will be a final field meeting before the project goes to final design. City staff still need to review the construction plans to see if their comments were addressed at the 25% design stage. This meeting will be April 6.
- *Upcoming Bid Openings:* The bid opening for EL-5101 DO, Downtown Greenway Phase 2e & 3a is expected to be April 14. The tentative bid opening date for U-5306 A Battleground-Benjamin-Cone intersection is May 5. The expected bid opening date for U-5306 C Battleground & New Garden intersection is April 28. These dates are tentative pending any possible addendums to the contracts.

#### **6. Strategic Reports**

Tyler Meyer noted that the City of Greensboro is hosting the 2016 Conference of the North Carolina Association of MPOs. Transportation professionals, land use planners, and others are expected and encouraged to attend. It will take place from May 11-13 in downtown Greensboro. Staff can register Greensboro MPO TAC Members for the conference with MPO grant funds if they wish to attend. The conference will start Wednesday afternoon May 11, run all day Thursday May 12, and will end by noon on Friday May 13.

Adam Fischer noted that GDOT is assisting the NC Rail Division, Division 8, and a consultant to scope out an interchange design for the megasite in Randolph County. The goal is to have 25% design plans

completed in several months and begin work on the environmental document shortly thereafter. The plan is to have the interchange design and the environmental document complete within two years after getting to 25% design. A client is still needed for the site. Cheryl McQueary noted that if a client is secured, the site could compete for economic development funds to help construct the interchange. Fischer noted that the economic development funding is important because Randolph County is in Division 8 which competes in the same funding region with the Charlotte area for regional needs funding. The project has been submitted to NCDOT in P4.0 but is not expected to perform sufficiently strongly given traffic levels and the lack of congestion currently observed in the megasite area.

## **Other Items**

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

*There was no update this meeting.*

### **2. Regional Updates**

*There were none.*

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

Cheryl McQueary noted that she has asked staff for a briefing on the maintenance process in a future meeting. NCDOT has recently changed its process for road maintenance and there is demonstrated public interest in how roads are maintained. It is often not clear to the public which roads are state-maintained and which roads are maintained by the local jurisdiction. Marikay Abuzuaiteer inquired if staff could provide this presentation at the next MPO meeting. Tyler Meyer noted that staff could provide a comparison between the city process and the state process for maintenance. Jeff Phillips noted his interest and his heightened awareness of road maintenance issues from his time on the TAC. McQueary noted that the city has a SeeClickFix app for reporting issues that need addressing.

*The meeting was adjourned by Marikay Abuzuaiteer at 3:23 pm.*