



**TRANSPORTATION ADVISORY COMMITTEE**  
**Minutes of January 27, 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>
Alan Branson	<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>
Carla Strickland	<i>TAC Member, Town of Pleasant Garden</i>	Dan Amstutz	<i>GDOT/MPO</i>
Marian Jeffries	<i>Town of Sedalia Planning Board</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Helen Quick-Brooks	<i>Town of Sedalia Planning Board</i>	Mike Mills	<i>NCDOT Division 7</i>
Shinita Wrenwick	<i>Councilperson, Town of Sedalia</i>	Scott Rhine	<i>PART</i>
Ophelia Jones	<i>Councilperson, Town of Sedalia</i>	Taruna Tayal	<i>VHB</i>
Howard Morgan	<i>Mayor, Town of Sedalia</i>	Dabney Sanders	<i>Action Greensboro</i>
Charles Brodie	<i>Resident, Town of Sedalia</i>	Cindy Camacho	<i>AECOM</i>

*Marikay Abuzuaiter called the meeting to order at 2:08 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 November 10, 2015**

Cheryl McQueary moved to approve the minutes of the November 10, 2015 meeting. Alan Branson seconded the motion. The TAC voted unanimously to approve the minutes of the November 10, 2015 meeting.

**Planning for the transportation future**

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

*There were none.*

### **4. Public Comments**

*There were none.*

### **5. FY 2016-2025 MTIP Amendment: B-4958 Bunch Road Bridge**

Tyler Meyer explained that the replacement of the bridge on Bunch Road over Reedy Fork Creek in Oak Ridge is being accelerated from FY 2024 to FY 2018. NCDOT has identified funding to accelerate the project to FY 2018 construction as a result of additional revenue provided under state legislative action (HB 97). There is no change to the estimated cost of the bridge replacement.

Cheryl McQueary moved to approve the FY 2016-2025 MTIP Amendment: B-4958 Bunch Road Bridge. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment: B-4958 Bunch Road Bridge.

### **6. FY 2016-2025 MTIP Amendment: I-5712, I-40 / Sandy Ridge Road Interchange**

Tyler Meyer noted that the I-40 & Sandy Ridge Road Interchange was submitted for funding as part of Prioritization 3.0 and was selected for inclusion in the 2016-2025 STIP. However, an amendment is now needed because the cost has increased, exceeding \$2 million and 25% of the original estimate, and the project must be delayed one year for funding balances given the amount of the cost increase. The cost increased from approximately \$2.1 million to \$15.7 million. Meyer noted that the MPO and NCDOT knew that the cost would be more than the original estimate, and this amendment will catch up to what the actual cost should be.

Alan Branson moved to approve the FY 2016-2025 MTIP Amendment: I-5712, I-40 / Sandy Ridge Road Interchange. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment: I-5712, I-40 / Sandy Ridge Road Interchange.

### **7. FY 2016-2025 MTIP Administrative Modifications: Bridges, Roadways & Intersection**

Tyler Meyer explained that this action includes six administrative modifications that have been requested by NCDOT. Schedules for two bridges, B-5731 (Eversfield Road over the Haw River in Stokesdale and Oak Ridge) and B-5726 (North Church Street over the Haw River) will be accelerated from FY 2023 and FY 2022, respectively, to FY 2018. This is due to additional revenue provided by state legislative action (HB 97). A third bridge project, B-4961 (Knox road over Little Alamance Creek) will be accelerated from FY 2017 to FY 2016 per normal NCDOT procedures. Two interstate maintenance projects, both for I-85 (I-5854 and I-5855), will have their limits expanded slightly. Finally, an intersection improvement project for Pisgah Church Road and North Elm Street (U-5842) will have construction delayed from FY 2018 to FY 2019 to allow additional time for right-of-way.

Alan Branson moved to endorse the FY 2016-2025 MTIP Administrative Modifications: Bridges, Roadways & Intersection. Jeff Phillips seconded the motion. The TAC voted unanimously to endorse the FY 2016-2025 MTIP Administrative Modifications: Bridges, Roadways & Intersection.

### **8. FY 2016-2025 MTIP Amendments: Project Additions Under HB 97**

Tyler Meyer stated that this action item is a series of amendments to add projects to the MTIP thanks to increased revenues for Strategic Transportation Investments from the recently passed State Budget (HB 97). Seven projects will be added to the FY 2016-2025 MTIP. These are projects that were submitted for funding during Prioritization 3.0 but were not funded at that time. NCDOT selected these projects by going back to the projects submitted in P3.0 and identifying the projects that scored just below the projects that were initially selected for funding. Thus these projects scored well in P3.0 but not well enough to be funded at that time.

The seven newly funded projects include: taxiway improvements at Piedmont Triad International Airport with construction in 2021; grade separation at Franklin Boulevard and the North Carolina Rail Road crossing with construction in 2023; Reedy Fork Parkway/US 29 interchange improvements and associated Summit Avenue improvements (two projects, both with construction in 2024); widening of Battleground Avenue from Westridge Road to Cotswold Avenue, with construction in 2022; NC 68 widening from West Market Street to I-73 with construction in 2025; and US 29 at NC 150 interchange improvements, with construction in 2020. The timeframe of these projects is consistent with the Metropolitan Transportation Plan. There will not need to be air quality conformity adjustments in the MTP as a result of these project additions. However, the proposed addition of the Jamestown Bypass in the High Point MPO area will require a new conformity analysis and determination involving the Greensboro, High Point, and Winston-Salem MPOs before it can be added to the TIP since the MPOs are all in the same air quality region.

Cheryl McQueary moved to approve the FY 2016-2025 MTIP Amendments: Project Additions Under HB 97. Alan Branson seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendments: Project Additions Under HB 97.

### **9. FY 2016-2025 MTIP Amendments: EL-5101 & U-5532 Bicycle & Pedestrian Projects**

Tyler Meyer explained this amendment, which impacts the grouped projects EL-5101 and U-5532 that are used for bicycle and pedestrian projects. These “grouped” projects act as an umbrella over a series of relatively small-scale sub-projects that can be implemented under a single TIP project number. Sub-projects, which are defined by municipal agreement, are identified with a grouped project number plus a unique suffix. For example, EL-5101 has gone through a number of projects with different unique suffixes (EL-5101 DL, EL-5101 DD, etc.). Using grouped projects allows for easier and timelier modifications of sub-projects, as they can be modified through the municipal agreement without having to make adjustments to the MTIP.

The FY 2016-2025 State Transportation Improvement Program lists are currently inconsistent with previously approved short MPO funding actions, which is the result of an unintended oversight. This action will bring the MTIP and STIP back into agreement. This action will also spread funding for bicycle and pedestrian projects evenly over future years after FY 2017, allowing for most adjustments to be made through administrative modification as opposed to amendment. Multiple funding sources are affected, including STP-DA, CMAQ, and Transportation Alternatives Program (TAP) funds. Funding will be “front-end loaded” in FY 2016 and 2017 to accommodate various projects in these two years. New bicycle and pedestrian improvement locations will be implemented under U-5532 in future years, as EL-5101 is phased out of use.

Affected projects under these numbers include Holt’s Chapel Road and Lowdermilk Street Sidewalks & Modernization (EL-5101 DM); Downtown Greenway Phase 2 (EL-5101 DJ); Aycock Corridor & Walker Avenue intersection improvements (U-5532 A); 2016 STP-DA sidewalks on Summit Avenue, E. Wendover Avenue, Hewitt Street, Bridford Parkway, and Big Tree Way (U-5532 D); Rudd Station Road Sidewalks (U-5532 C); Transit-oriented sidewalks on Yanceyville Street, English Street, W. Friendly Avenue, Pisgah Church Road and Lees Chapel Road (EL-5101 DL); 2017 STP-DA sidewalks on Summit Avenue, Green Valley Road, Four Seasons Boulevard, Franklin Boulevard, and Byers Road (U-5532 E); and Cone Boulevard sidewalks. Future sub-projects to be added to these TIP numbers will come to the TAC for approval before being added.

Alan Branson asked for more information about the Downtown Greenway construction schedule. Meyer explained that phases 2e and 3a (Fisher Avenue and Eugene Street) are approved and should be going to construction soon. Phase 2 (Murrow Boulevard and Fisher Avenue) is planned for advertisement in late summer with construction expected to begin by the end of the calendar year. Adam Fischer noted that this Amendment will provide funding for the construction for much of the rest of the Downtown Greenway, bringing about three-fourths of the project to completion. Phase 4, along the railroad from Spring Garden Street to Smith Street, is yet to be funded and designed. He added that this action will also provide more flexibility and efficiency for adding and modifying sidewalk projects under administrative modifications.

Branson inquired about the status of Phase 4 of the Downtown Greenway and discussions with Norfolk Southern. Fischer stated that the City is having ongoing dialogue with Norfolk Southern on this section of

railway. They pulled service from this line about a year ago and generally they have two years to announce what they plan to do with the rail line after removing service. There is currently no funding source for this phase of the Downtown Greenway. Cheryl McQueary inquired if STP-DA funds could be used for the Phase 4 construction. Fischer noted that around \$7.5 million of STP-DA has been used for the Downtown Greenway so far, so it may be possible to use more in the future. McQueary noted that DGI is holding public meetings today to collect ideas about how to make downtown better. Many comments she has seen refer to finishing the Downtown Greenway. She also asked whether the timeframes for the projects being moved would not be delayed due to technical issues. Meyer explained that the shorter-term projects are less likely to run into issues because more work has been completed on them. It is possible that there may be some variability in the project delivery times, but it should be minimal.

Alan Branson moved to approve the FY 2016-2025 MTIP Amendments: EL-5101 & U-5532 Bicycle & Pedestrian Projects. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendments: EL-5101 & U-5532 Bicycle & Pedestrian Projects.

## **10. Smart City Challenge Grant**

Lydia McIntyre explained that USDOT has put out a call for proposals for a new and unique program called the Smart City Challenge Grant. The goal is to stimulate thinking and implementation work on the integration of advanced technology solutions into the surface transportation system. The program involves a first round of applications, open to mid-sized cities between 200,000 and 850,000 in population. The application for the first round is due February 4. Five finalists will then be selected and provided with \$100,000 to develop and submit detailed implementation plans. One grantee will then be selected for receipt of a \$50 million grant. This City will become a testing ground, prototype, and beneficiary of innovations in transportation and information technology. The City of Greensboro is working on its application for the first phase of the project selection process, in which it develops a broad vision for how Greensboro proposes to implement a Smart Cities grant. The City of Greensboro has an advantage from the recent installation of fiber optic networks to serve the City's signal system. This network could be used to collect data and also provide information to residents, and also provide economic development with jobs and better access to transportation to underserved communities. The City also has a good transportation system and strong partnerships that it can leverage. Adam Fischer noted that this grant is about the future of vehicle technology and smart vehicles that will increase efficiency and make the city safer. The award-winning fiber optic traffic signal system is a big advantage and can be used to transmit data all over the city. Smart technology will be able to transmit data to autonomous vehicles to help them avoid crashes and for navigation purposes. Although it is probably a long shot to get the grant, it is worth making the effort and submitting a proposal.

Cheryl McQueary noted that NCDOT supports Greensboro's proposal and will be providing a letter to that effect. She suggested that staff reach out to the Volpe Center, a research institution of USDOT, as they have been researching innovative vehicle technology such as this. She also suggested that staff engage with Honda Jet, as Honda has been working on autonomous vehicle technology for many years. Fischer noted that the proposal is to develop demonstrations on several corridors in the city to test autonomous vehicles and have manufacturers bring their vehicles to the city to test them.

Marikay Abuzuaiter inquired about how customer service would be included with the proposal and if the public could tap into these technologies. Fischer noted that this project would open up opportunities for gigabit internet and other infrastructure to support advanced technologies for the benefit of the public.

Cheryl McQueary moved to endorse the City of Greensboro's Smart City Challenge Proposal. Alan Branson seconded the motion. The TAC voted unanimously to endorse the City of Greensboro's Smart City Challenge Proposal.

## **Business Items**

### **1. Prioritization 4.0 Methodology and TIP Process Update**

Lydia McIntyre noted that P4.0 projects have been identified, evaluated, and submitted to NCDOT for scoring. The next step in the process will be to assign local points to Regional and Division Tier projects. NCDOT will release quantitative scores by the end of March. The MPO must develop its own process for assigning the local points. The proposed MPO Project Ranking Methodology is similar to the methodology for P3.0, but there are a few changes. The Greensboro MPO will receive 1800 points to spread across all modes, 100 more than in P3.0. 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%). Projects will be scored on each factor on a scale of 0-4 and placed into a project matrix which will be color-coded to show how well the project performs in each factor.

Cheryl McQueary inquired about the Local Budget Impact factor and how scoring was applied in the example scoring slide McIntyre showed. She noted that projects with small local budget impacts should be scored higher, not lower. Tyler Meyer noted that staff could go back and re-evaluate how that factor is scored. They had been looking at it from the perspective of whether a local project would be taken over by NCDOT or not. McQueary noted that staff could consider pulling out that criterion when looking at statewide and regional projects, among other options. McIntyre said the staff would go back and review how this factor is scored for different project tiers.

The MPO's methodology will receive initial public review from mid-February to mid-March, after it has been reviewed by NCDOT. It will be brought before the TAC for approval at the March meeting, in time for the assignment of local points to begin in April.

Marikay Abuzuaiter recommended that staff reach out to the neighborhood associations in the city to get as much public input on the MPO methodology as possible. McIntyre noted that she plans to speak to the Greensboro Neighborhood Congress and make other presentations as necessary to gather public input.

### **2. FY 2016-FY 2017 Draft Unified Planning Work Program**

Tyler Meyer presented the draft of the FY 2016-2017 Unified Planning Work Program. The UPWP outlines anticipated planning work activities for the 2016-2017 fiscal year and accounts for USDOT planning grants over this period. \$476,602 in FHWA "PL" funds are expected for next fiscal year, about \$130,000 of which are rollover funds from previous years. FTA Transit Planning funds from Section 5303 are expected to be \$176,000, which will need to be supplemented with \$100,000 from Section 5307 funds. More documentation will be provided in the final version that will be adopted in March. An MPO Self-Certification finding is required prior to adoption.

2016-2017 work highlights include: Prioritization 4.0/FY 2018-2027 TIP development; an air quality conformity update which is needed for the Jamestown Bypass project to receive funding from HB 97; BiPed Plan implementation such as developing a Greenway Conditions Index and updating the bicycle route and suitability map; data collection for the traffic demand model, CMP, and pedestrian, bicycle, and motor vehicle counting; model enhancements; and a long range transit plan update for GTA. The draft UPWP will be sent to NCDOT for their review and feedback. It will be brought in for adoption at the March MPO meeting.

### **3. Update on Division 7**

Cheryl McQueary presented an update on NCDOT Division 7. She acknowledged Mike Mills and his staff for their help in developing the presentation.

Division 7 includes five counties: Rockingham, Caswell, Guilford, Alamance, and Orange. There are 540 permanent employees and the division covers a population of 893,348. The infrastructure includes 5,417 road miles, 1,032 bridges, three airports, three rail stations, four interstates, and one welcome center. The Division 7 2012-2025 STIP summary includes 117 highway projects, eight aviation projects, nine bicycle and

pedestrian projects, two rail projects, and 72 transit projects. The total cost of these 208 projects comes to \$1.58 billion from all sources. This does not include projects recently approved at the January Board of Transportation meeting.

McQueary noted a concern about a new restriction on STI funding for light rail projects. A last minute addition to the budget bill capped funding for light rail at \$500,000 per project. This has a major impact for the Durham Light Rail project which was slated to receive substantial funding based in Prioritization 3.0 results. The legislator that originally offered the amendment that led to this cap has since changed his mind about this and is now seeking to remove this restriction. The bill is in committee at the time of this presentation. It is expected that this will be addressed in the short session.

The Piedmont Triad International Airport (PTI) hosts at least four aviation companies: Cessna, Federal Express, HAECO, and Honda Aircraft. At the Burlington-Alamance Airport, GE and Honda Aero have an agreement to build engines for the Honda Jet. The Rockingham County Airport is mostly for small aircraft. The PTI Airport has about 50 companies around the airport employing over 5,000 people and it is the third busiest airport in the state. Honda Aircraft has been one of the main job creators at the airport, employing more than 1,600 people. The Honda Jet, which has been in development for 19 years, recently received its Type Certification from the FAA. HAECO American Airframe Service is a Global Maintenance Repair Operation (MRO) with 1,600 employees at PTI, which is expecting to add 200 more employees to a High Point facility and 400 more employees to an additional PTI facility.

Several major highway projects were highlighted, including the widening of US 220 up to Rockingham County (R-2309 AB & R-2413 C), the western section of the Urban Loop (U2524 C), the reroute of Bryan Boulevard (I-5110), and I-73 Connector between NC 68 and US 220 (R-2413 A & B). The adjustments to Bryan Boulevard and the I-73 Connector are significant changes around the airport area. There will also be a taxiway bridge built over Bryan Boulevard from PTI to property it controls north of the roadway. Two more segments of the Urban Loop are currently under construction, with the final two segments funded and ready to go to construction shortly. Projects in other counties were also discussed, including the improvements to the intersection of NC 86 and Walter's Mill Road in Caswell County; the NC 119 Bypass near Mebane in Alamance County; and the widening of I-40 in Orange County. McQueary noted that smaller projects in rural counties she serves will be more difficult to fund due to the loss of small construction funds controlled by Board of Transportation members.

North Carolina competed for and received \$620 million to improve the rail corridor between Charlotte and Raleigh, and various Piedmont Improvement Projects are underway with this grant funding. Out of four projects in Division 7, two have been completed (in High Point and Burlington), while two more must be completed by 2017. One of the projects is in the Greensboro MPO, which is the McLeansville Road grade separation project. A bridge is being constructed over the railroad at this location.

The Downtown Greenway was the highest ranking bicycle and pedestrian project in the state in P3.0. It is a public-private-partnership between Action Greensboro and the City of Greensboro. Artwork along the open sections of the Downtown Greenway was highlighted. The Downtown Greenway is unique in the concentration of artwork and interaction with the community on the project, making it very different from other greenway projects.

Marikay Abuzuaiter inquired if the next segments of the Downtown Greenway were submitted to NCDOT for funding. Tyler Meyer explained that the Downtown Greenway Phase 4 and the A&Y Greenway sections were submitted to P4.0 for funding and will likely score well. However, the amount of funding allocated to bicycle and pedestrian projects is limited, and funding acquired through the P4.0 process should be seen as part of a funding package which will require other funding sources. Adam Fischer noted that much of the outside money brought to the Downtown Greenway project is from federal sources such as STP-DA, and Prioritization funding is small compared to that.

Abuzuaiter thanked McQueary for her presentation.

#### 4. Town of Sedalia Bicycle & Pedestrian Plan Presentation

Cindy Camacho from AECOM presented the recently completed Bicycle & Pedestrian Plan for the Town of Sedalia. She introduced members of the Town of Sedalia Town Council and Planning Board that were attending the presentation. The town has a lot of civic pride and they wanted this plan to reflect that. The Sedalia Civic Organization began in 1970 and the town incorporated officially in 1997. The town adopted a Land Use Plan in 2009 and the Bicycle & Pedestrian Plan was just adopted in December 2015. The Bicycle & Pedestrian Plan was funded through the NCDOT Bicycle & Pedestrian Planning Grant.

In developing the plan, a steering committee was formed which met twice over the course of 2015. Plan goals included: improving safety for pedestrians and cyclists; creating safe bicycling and pedestrian networks, removing barriers, and providing connections to important destinations; encouraging walking and bicycling to promote physical activity, health, sustainability, and economic benefits; connect Sedalia's cultural and historic sites with sidewalks and bicycle facilities; educate the community on the benefits of walking and about applicable rules and regulations; and seek funding and partnerships to help implement the plan. Priorities identified in the plan include: adopting the Bicycle & Pedestrian Plan (which was done in December); establishing a Bicycle & Pedestrian Advisory Committee or appointing a Town Council member to oversee plan implementation; form partnerships with the Charlotte Hawkins Brown Historic Site, GUAMPO, and Sedalia Elementary School; coordinate with NCDOT Division 7; coordinate with GUAMPO to include infrastructure projects in the regional planning process; amend town ordinances as recommended in the plan; apply for alternative funding sources for the plan's projects and programs; identify potential funding sources for the bicycle and pedestrian programs and projects in the town budget; implement the policies and programs recommended in the plan; and prepare a Bicycle & Pedestrian Annual Report for the town.

There are eight corridor projects and ten spot projects recommended in the plan. The corridor projects consist of seven on-road projects with a mix of sidewalks, bike lanes, and paved shoulders; and one shared use path project. The three top-ranked projects highlighted were: Sidewalks and bicycle lanes on Burlington Road (US 70) between Rockhurst Drive and Sedalia Road (Segment B); wide paved shoulders on Sedalia Road between Burlington Road and Blue Lantern Road (Segment A); and wide paved shoulders on Blue Lantern Road between Simmons Lake Drive and Sedalia Road. Although the Segment B section of Burlington Road is one of the most difficult to implement due to the constraints of the Historic District, it was considered a high priority because it connects so many different sites and is a high traffic area.

The next steps for Sedalia are to develop relationships with GUAMPO, the schools, local businesses, and organizations; promote innovative programs that encourage safety and mobility; secure funding and coordinate priority projects with GUAMPO; and design and construct infrastructure projects. Camacho noted that Sedalia is hoping to get an equitable share of resources for its projects and that AECOM was happy to provide assistance on implementing the plan if they could.

Alan Branson inquired about the status of the US 70 bypass and how it may play into Sedalia's plans for bicycle and pedestrian accommodations through the center of the town. Mike Mills noted that the widening and relocation project is still undergoing environmental assessment. It was submitted for funding in P3.0 but it did not score well enough to receive funding. It may have a better shot at getting funding from P4.0 because many of the higher-scoring projects ahead of it have been funded either through P3.0 or from the infusion of funding from HB 97. However, an alternative alignment has not been selected yet. NCDOT can add two feet of paved shoulders during road resurfacing, but more than that cannot be done in this way. Camacho noted that the Town is willing to be flexible on their priorities and is willing to address any of their priorities in the short-term if the opportunity arises. Mayor Howard Morgan explained that the Town is looking for any support it can get for their projects. Many people are already walking around, particularly to Stoney Creek Shopping Center, and they must use US 70 which has no paved shoulder or facilities. The residents need safe places to walk around for recreation as well as to reach important destinations. Branson noted that he has spoken to Mills about the Stoney Creek area and will work with NCDOT to help make it safer for pedestrians and cyclists, particularly since there has been significant development between Sedalia and Stoney Creek.

Cheryl McQueary noted that state House and/or Senate members have access to a Contingency Fund that is controlled by the President Pro-Tem of the Senate. She suggested that the Town reach out to the local House and Senate members to see if this is a potential funding source for their projects.

## **5. Division Engineer Updates**

Mike Mills noted that there are three bridge replacement projects currently underway. Four interstate maintenance projects will be coming up on I-85 and I-40 during the night time. Various other projects such as the Urban Loop segments, US 220 widening, and I-73 Connector are also underway.

## **6. Project Updates**

*There were none.*

## **7. Strategic Reports**

- *State Ethics Act Requirements for TAC Members:* Tyler Meyer noted that TAC Members must file their SEI and RED by the April 15 deadline to avoid being fined or penalized. Members should file well in advance of the deadline so that any errors or omissions can be corrected.
- *NCAMPO Conference:* Greensboro is hosting the North Carolina Association of MPOs (NCAMPO) Conference this year. This conference, will be held May 11-13 in downtown Greensboro, will bring together transportation professionals from around the state. TAC Members are encouraged to attend and can ask staff for information about the conference.

## **Other Items**

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

Cheryl McQueary noted that the state has received additional revenues from vehicle sales this year, and the Board intends to use this funding for various safety projects in the state. Around five or six projects may be in Division 7. NCDOT has published its 2015 Performance Report. Drivers licenses can be renewed online, and people must self-affirm that there have been no changes in their vision since their last renewal.

Carla Strickland inquired as to how safety projects are selected for funding. Cheryl McQueary explained that a certain amount of funding is removed from the NCDOT budget for safety projects. NCDOT takes comments and concerns from the public and works with Division Engineers to determine which projects will be selected. Certain safety projects previously identified by NCDOT will be accelerated, with the approval of the Board of Transportation, after a 30 day public comment period.

### **2. Regional Updates**

Marikay Abuzuaiter noted that PART's financials have been returned with no findings of deficiency for the third year in a row. The Howard Coble Intermodal Center is under construction. Scott Rhine added that PART is moving forward with Phase 2 of the freight study, which may be incorporated into a statewide plan.

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

Marikay Abuzuaiter recognized Dabney Sanders from Action Greensboro and invited her to briefly speak about the Downtown Greenway. Sanders noted that there were two public meetings about the Downtown Greenway Phase 4 and the A&Y Greenway in December. 130 people attended the meetings and more than 235 people commented on the design options for the greenway roadway crossings. City staff, Action Greensboro, and the consulting engineers and designers had an internal meeting to discuss the comments and make final recommendations for the roadway crossings. These recommendations will be presented at two public meetings on February 25. The functional design is expected to be completed in June. Action Greensboro's goal is to start construction of the Downtown Greenway Phase 4 by 2018.

Alan Branson thanked City and NCDOT staff for clearing snow after the recent winter storm.

*The meeting was adjourned by Marikay Abuzuaiter at 3:54 pm.*