



**TRANSPORTATION ADVISORY COMMITTEE**  
**Minutes of December 14, 2016**  
**2:00 p.m., Greensboro, NC**  
**2<sup>nd</sup> Floor, Greensboro Council Chambers**  
**Melvin Municipal Office Building**

**ATTENDANCE**

Marikay Abuzuaiter	<i>TAC Chair</i>	Adam Fischer	<i>GDOT</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Tyler Meyer	<i>GDOT/MPO</i>
Justin Outling	<i>TAC Member, City of Greensboro</i>	Tram Truong	<i>GDOT/MPO</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Dan Amstutz	<i>GDOT/MPO</i>
Jeff Phillips	<i>TAC Member, Guilford County</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Cheryl McQueary	<i>TAC Member, NCDOT BOT</i>	Craig McKinney	<i>GDOT/MPO</i>
Scott Rhine	<i>PART</i>	Mike Mills	<i>NCDOT Division 7</i>
Chris Spencer	<i>GDOT</i>	Joe Geigle	<i>FHWA</i>
Michael Abuya	<i>NCDOT TPB</i>	Taft Wireback	<i>Greensboro News &amp; Record</i>

*Marikay Abuzuaiter called the meeting to order at 2:06 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 September 28, 2016**

Marikay Abuzuaiter thanked Dena Barnes for conducting the September TAC meeting. Cheryl McQueary moved to approve the minutes of the September 28, 2016 meeting. Dena Barnes seconded the motion. The TAC voted unanimously to approve the minutes of the September 28, 2016 meeting.

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

*There were none.*

**Planning for the transportation future**

#### 4. Public Comments

*There were none.*

#### 5. TA-4771 State Matching Funds Request: Fixed Route Replacement Vehicles

Tyler Meyer presented the resolution endorse this funding request from GTA:

- GTA has secured \$2,109,877 in FTA Section 5307 funding from CMAQ directed by the MPO that has been flexed to FTA for bus acquisitions.
- These funds will be used to purchase four 40-foot clean diesel buses to replace four 35-foot diesel buses that have exceeded their useful life.
- The City has submitted a request to the NCDOT for \$173,755 in Urban State Matching Funds which will cover 10% of the project cost and half of the required local match funding.
- MPO endorsement is necessary to help GTA compete for this state funding.
- The state matching funds are awarded through a competitive process that is outside the STI law.

*Alan Branson moved to endorse the TA-4771 State Matching Funds Request: Fix Route Replacement Vehicles resolution. Cheryl McQueary seconded the motion. The TAC voted unanimously to endorse the TA-4771 State Matching Funds Request: Fix Route Replacement Vehicles resolution.*

#### 6. TA-4767 State Matching Funds Request #1: Paratransit Replacement Vehicles

Tyler Meyer presented the resolution endorse this funding request from GTA:

- GTA has secured \$511,397 in FTA Section 5339 funding directed by the MPO.
- These funds will be used to purchase nine paratransit vehicles that will replace vehicles currently in use that have exceeded their useful life.
- The City has submitted a request to the NCDOT for \$42,115 in Urban State Matching Funds which will cover 10% of the project cost and half of the required local match funding.
- MPO endorsement is necessary to help GTA compete for this state funding.

*Justin Outling moved to endorse the TA-4767 State Matching Funds Request #1: Paratransit Replacement Vehicles resolution. Cheryl McQueary seconded the motion. The TAC voted unanimously to endorse the TA-4767 State Matching Funds Request #1: Paratransit Replacement Vehicles resolution.*

#### 7. TA-4767 State Matching Funds Request #2: Paratransit Replacement Vehicles

Tyler Meyer presented the resolution endorse this funding request from GTA:

- The difference between this action item and the previous action item is that this item is for FY 2015 5339 funds that rolled over into FY 2016 because they were never disbursed in FY 2015.
- GTA has secured \$450,610 in FTA Section 5339 funding directed by the MPO.
- These funds will be used to purchase seven paratransit vehicles that will replace vehicles currently in use that have exceeded their useful life.
- The City has submitted a request to the NCDOT for \$37,109 in Urban State Matching Funds which will cover 10% of the project cost and half of the required local match funding.
- MPO endorsement is necessary to help GTA compete for this state funding.

*Alan Branson moved to endorse the TA-4767 State Matching Funds Request #2: Paratransit Replacement Vehicles resolution. Cheryl McQueary seconded the motion. The TAC voted unanimously to endorse the TA-4767 State Matching Funds Request #2: Paratransit Replacement Vehicles resolution.*

#### 8. FY 2016-2025 MTIP Modification: Correction to Description of R-4707

Tyler Meyer presented on the MTIP Administrative Modification:

- R-4707 – Reedy Fork Parkway Interchange is programmed for bridge replacement in 2020 and full build-out in 2024.

- The scope description of R-4707 was modified at the September MPO meeting at the request of NCDOT to change it from “to Bryan Park Road” to “north of Bryan Park Road”.
- NCDOT has determined that this scope change was made in error and it should be put back to the original description in order to reflect the correct planning and environmental scope of the project.
- The project’s description will be modified from “north of Bryan Park Road” to “Bryan Park Road”.
- Cheryl McQueary inquired about the needed change in wording. Meyer explained that FHWA requires that the description of the project be consistent with the environmental document. It was an NCDOT administrative error to have the description changed in the first place; after further guidance from FHWA they found that the description should have remained the same. McQueary questioned the need for the paperwork and time expense for such a small change. Meyer noted that, while Administrative Modifications such as this do not technically need TAC approval, NCDOT requires TAC endorsement of all Modifications to ensure TAC Members are aware of the changes and there is a clear paper trail. McQueary noted her concern about the time and energy wasted on the documentation needed to make this small change. Marikay Abuzuaiter asked if the addition and deletion of the one word “north” was what triggered the need for the Modification. Meyer confirmed this and said NCDOT has required this extensive documentation; a note in the meeting minutes is not enough.

*Cheryl McQueary moved to endorse the FY 2016-2025 MTIP Modification: Correction to Description of R-4707. Alan Branson seconded the motion. The TAC voted unanimously to endorse the FY 2016-2025 MTIP Modification: Correction to Description of R-4707.*

#### **9. FY 2016-2025 MTIP Modification: Schedule Change for Y-4807B Lowdermilk/Sykes/Pine**

Tyler Meyer presented on the MTIP Administrative Modification:

- This project will realign Lowdermilk Street and Sykes Avenue into one intersection at East Market Street and will close the Pine Street crossing of the NCR.
- Project Y-4807 B is currently funded for right-of-way in FY 2016 using MPO-directed STP-DA funds.
- Construction is currently funded in FY 2017 using funds made available by an act of the NC General Assembly redirecting NCR dividends to NCDOT rail improvements.
- Negotiations with the NCR have been protracted and design & environmental review has taken longer than expected.
- As a result, NCDOT has requested a schedule change for Y-4807B to change right-of-way from FY 2016 to FY 2017, and to change construction from FY 2017 to FY 2018.
- The right-of-way phase will begin once the multi-party agreement is executed.

*Alan Branson moved to endorse the FY 2016-2025 MTIP Modification: Schedule Change for Y-4807B Lowdermilk/Sykes/Pine. Justin Outling seconded the motion. The TAC voted unanimously to endorse the FY 2016-2025 MTIP Modification: Schedule Change for Y-4807B Lowdermilk/Sykes/Pine.*

#### **10. FY 2016-2025 MTIP Modification: Schedule Change for B-5553 Ballinger Road Bridge**

Tyler Meyer presented on the MTIP Administrative Modification:

- Project B-5553 will replace a bridge on Ballinger Road over a tributary of Horse Pen Creek, just east of another bridge on Ballinger that was recently replaced in 2013.
- This is a federally funded City administered project that was selected for funding in P3.0 due to the bridge being rated as structurally deficient with a very low sufficiency rating.
- The City requests a schedule change because of the length of time it took for the City to initiate and complete initial bridge design negotiations, and protracted negotiations with NCDOT on said design contract and the City’s consultant selection process.
- NCDOT design approvals have now been secured and a consultant has been selected.
- This Modification will change right-of-way from FY 2016 to FY 2017 and construction from FY

2017 to FY 2018.

- Right-of-way acquisition will begin once construction plans are 75% complete.

*Jeff Phillips moved to endorse the FY 2016-2025 MTIP Modification: Schedule Change for B-5553 Ballinger Road Bridge. Dena Barnes seconded the motion. The TAC voted unanimously to endorse the FY 2016-2025 MTIP Modification: Schedule Change for B-5553 Ballinger Road Bridge.*

#### **11. FY 2016-2025 MTIP Modification: Update Schedules for EL-5101 & U-5532 Bicycle & Pedestrian Projects**

Tyler Meyer presented on the MTIP Administrative Modification:

- EL-5101 & U-5532 are grouped projects providing for an ongoing program of pedestrian and bicycle improvements over multiple year periods.
- Additional time is needed to complete the preconstruction process for several MPO-area bicycle and pedestrian projects that had been scheduled for construction in FY 2016.
- FY 2016 ended September 30, 2016, and for these projects to move forward, funding must be moved to FY 2017.
- A TIP Modification is required to reflect current statuses and schedules for:
  - EL-5101DJ - Downtown Greenway Phase 2 (construction start expected Spring 2017);
  - U-5532D – East Wendover Avenue Gap, Courtland, East Lake, Plymouth (construction start expected Spring 2017);
  - EL-5101DM - Lowdermilk and Holts Chapel (construction start expected mid-2017); and
  - U-5532A - Aycock at Walker Intersection and Corridor Improvements (construction start expected late 2017 or early 2018).
- Considerable work on bicycle and pedestrian projects has been completed in 2016 or is underway, including sidewalks on Randleman Road, Florida Street, and Phillips Avenue; and the Phase 2e/3a section of the Downtown Greenway, with Phases 1b1 and 1b2 soon to follow.

*Cheryl McQueary moved to endorse the FY 2016-2025 MTIP Modification: Update Schedules for EL-5101 & U-5532 Bicycle & Pedestrian Projects. Alan Branson seconded the motion. The TAC voted unanimously to endorse the FY 2016-2025 MTIP Modification: Update Schedules for EL-5101 & U-5532 Bicycle & Pedestrian Projects.*

#### **12. FY 2016-2025 MTIP Amendment: Program P4.0 Rail Projects for Planning & Environmental Work**

Tyler Meyer presented on the MTIP Amendment:

- NCDOT requests the addition of 3 rail projects to the MTIP for planning & environmental work.
- These projects were selected under P4.0: one was selected as a Statewide needs project; the other two were selected as Regional needs projects.
- These projects will have right-of-way and construction funding programmed in the 2018-2027 STIP.
- However, amending the 2016-2025 TIP at this time to include the planning and environmental phases will enable NCDOT to expedite this work before the start of the FY 2018-2027 STIP.
- The three projects are:
  - P-5713, Hilltop Road Grade Separation with the NCR/NSR Main Line (Statewide)
    - This project will have a significant traffic safety and mobility improvement by eliminating wait times for vehicles on Hilltop Road and separating the railway traffic.
  - P-5714 Pomona Yard Auxiliary Track (Regional)
    - This will expand the operational capacity of the Pomona Yard. It is a collaboration between Norfolk Southern and the Rail Division. It will complement a project picked up by P3.0 to expand the container parking area, doubling the capacity to store rail containers.
  - P-5719 Piedmont Service Expansion (Regional)

- Bi-level passenger cars will be purchased to expand the service. It is a regional project for the passenger rail service that goes through the Greensboro area.

*Cheryl McQueary moved to approve the FY 2016-2025 MTIP Amendment: Program P4.0 Rail Projects for Planning & Environmental Work. Alan Branson seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment: Program P4.0 Rail Projects for Planning & Environmental Work.*

### **13. FY 2016-2025 MTIP Amendment: Expand Scope of I-5812 - I-40 & I-85 Pavement Rehabilitation**

Tyler Meyer presented on the MTIP Amendment:

- NCDOT requests the MPO to amend the MTIP to modify the scope and cost of project I-5812 in the 2016-2025 MTIP.
- The scope modification will significantly expand the resurfacing work that NCDOT is doing on I-85 and I-40 in eastern Guilford County in FY 2017.
- Mike Mills explained that NCDOT wants to repave the interstate highways every 10-12 years. Many of the interstate sections were built at different times and may have been resurfaced in different years. NCDOT is trying to get the nearby sections on the same cycle so they can all be done at the same time. They are also trying to catch up on resurfacing the interstates. Some bridge work is also being done at the same time.

*Alan Branson moved to approve the FY 2016-2025 MTIP Amendment: Expand Scope of I-5812 - I-40 & I-85 Pavement Rehabilitation. Justin Outling seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment: Expand Scope of I-5812 - I-40 & I-85 Pavement Rehabilitation.*

### **14. FY 2016-2025 MTIP Amendment: Delete B-9000 Bridge Inspections**

Tyler Meyer presented on the MTIP Amendment:

- NCDOT had created a series of group Bridge Inspection Projects to streamline administration/implementation as per FHWA guidance, under project B-9000.
- B-9000 was intended to replace B-9999; however, NCDOT has since, based on FHWA guidance, decided to continue with B-9999 and delete B-9000.
- The reason is that FHWA does not hold design/preliminary engineering work to the same requirements as other project types for a short timeframe with a clear beginning and end date.
- Thus project B-9999 will not be closed out and project B-9000 is to be deleted.

*Justin Outling moved to approve the FY 2016-2025 MTIP Amendment: Delete B-9000 Bridge Inspections. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment: Delete B-9000 Bridge Inspections.*

### **15. 2017 MPO Schedule**

Daniel Amstutz presented on the 2017 MPO Schedule:

- Staff have reviewed the dates for the 2017 MPO meetings. Due to multiple schedule conflicts with the typical meeting pattern (4<sup>th</sup> Wednesday of the month), the meeting dates for April through September will be shifted back one week to the 3<sup>rd</sup> Wednesday of the month. This is to avoid conflicts with the NCAMPO conference in New Bern at the end of April; the Board to Transportation meetings at the end of June; and the State of the Community Luncheon in August. Shifting all the dates in the six-month period will also allow for a sufficient schedule gap between each meeting as well.
- Marikay Abuzuaiter noted that she cannot make the January 25<sup>th</sup> meeting date and asked if could be moved one day earlier to Tuesday January 24<sup>th</sup>. The consensus of TAC members was to accept this change. Amstutz noted he would adjust the final schedule.

*Justin Outling moved to approve the 2017 MPO Schedule. Alan Branson seconded the motion. The TAC voted unanimously to approve the 2017 MPO Schedule.*

## Business Items

### 1. Division Engineer Updates

- Mike Mills noted that most of the projects in the area are winding down for the winter. The NC 68 Connector (I-73) will not be open in December as planned, because the contractor was asked to do additional work by NCDOT. Instead it will open in spring 2017. The construction of the eastern and western portions of the Urban Loop are either on schedule or ahead of schedule. The US 220 widening is expected to be completed by mid- to late-summer 2017. The Neelley Road project has been completed but NCDOT will be doing some additional work above and beyond what was in the original contract.
- Cheryl McQueary inquired about the NC 68 Connector. Mills confirmed that it will not be open this month (December). This was not any fault of the contractor, as NCDOT asked them to do additional work that delayed them. There were some challenges with some of the intersections they had to deal with and were also asked to redo some work. However they will be out working on the project if the weather is good.
- Alan Branson asked about the extra work NCDOT will be doing related to the Neelley Road project. Mills explained that when they rebuilt the road, the ditches on the side of the road went from one or two feet deep to five or six feet deep because of the superelevation of the curve of the new road. Property owners cannot properly maintain the ditch at this depth. NCDOT will go back and pipe the ditches of about 20 houses along Neelley Road towards Pleasant Garden, as well as relocating some mailboxes.

### 2. Project Updates

- Daniel Amstutz noted that GDOT is working on a project to install bicycle lanes on Elm Street between Bessemer Avenue and Cone Boulevard. It is a long section with several different roadway cross-sections. This will be primarily a scratch and remark project, as this section of Elm Street is not yet up for resurfacing. The four-lane sections closer to downtown are planned to be converted from four travel lanes to two travel lanes with bike lanes. On Thursday December 15 a public workshop will be held at the St. Pius X Catholic Church at 2210 N. Elm Street, from 4:00-6:30 pm. This will be a drop-in workshop for residents to see the draft marking plan, ask questions about the project, and provide feedback.  
Justin Outling noted that he is interested to know the feedback from the meeting and requested more information on GDOT's plan. Adam Fischer noted that this project is on the BiPed Plan Update that was approved by the MPO and endorsed by Greensboro City Council. In some sections of Elm Street the travel lanes will need to be reduced to install the bicycle lanes. He noted that GDOT has analyzed the congestion on the roadway and it does not appear that this change will worsen congestion on the road. A three-lane section with center turn lane is basically as efficient as a four-lane section since often traffic is blocked by vehicles waiting to turn left. This change may also help address concerns about speeding near the Fisher Park neighborhood. Outling said that he has received comments from residents concerning Elm Street and making Greensboro more bicycle-friendly. He noted that another round of feedback from residents may be needed after the holidays. Cheryl McQueary said it is important that there is more education around coexistence between cars and cyclists. Amstutz noted that he plans to do more outreach and education when the new bicycle lanes on MLK Jr. Drive and E. Bessemer Ave are installed, but they are not finalized yet due to the delay with the 2016 resurfacing contract. More education will be combined with the implementation of these bicycle projects. Marikay Abuzuaiter noted her agreement that more education is needed. Jeff Phillips asked for clarification from Fischer about the project, and if any road widening will be necessary. Fischer explained that there will be no road widening, and actually no resurfacing with this project. New markings will be overlaid over existing pavement and old markings will be scratched or ground out as needed.
- Craig McKinney presented on project U-5532A, Aycock Street and Walker Avenue Pedestrian Improvements. This project scope has been modified to include corridor-wide improvements on

Aycock Street between Walker Avenue and Spring Garden Street, including a vegetated median where the center turn lane currently exists. However, it was discovered that there is concrete under the asphalt of the two southbound lanes in this section, and the soil under the concrete is unsuitable. If the concrete is disturbed (as it would need to be to construct the median), the entire road would need to be rebuilt and the project cost would increase significantly. Therefore the median will no longer be included in the scope of the project; however the mid-block pedestrian crossing with a smaller pedestrian refuge island will remain. Additional work on the west side of Aycock Street has been added to the scope, in order to repair severe sidewalk damage, move the sidewalk away from the curb, and make the sidewalk ADA-compliant. 50% plans are expected to be completed in January. Another public meeting to display the revised plans will be held in late winter or early spring of 2017.

Abuzuaiter noted her concern about eliminating the median from the new scope. Fischer noted that there will still be a refuge area with a concrete median for a crossing south of Walker Avenue but it will not be a continuous median. Tyler Meyer added that UNCG will also provide complementary improvements to their parking area to channelize students towards the safer crossing which should also address the current situation of students crossing anywhere they choose. The new crossing will also have Rectangular Rapid Flashing Beacons.

### 3. Strategic Reports

- Lydia McIntyre presented on a freight update to the Piedmont Triad Regional Model. The model has always focused on passenger vehicles with freight being roughly estimated based on various factors. Now it has a functional commercial vehicle model as well. This freight model is being developed in partnership with PART to include a firm synthesis, freight truck touring model and commercial vehicle touring model. The two touring models address different sides of vehicle movement: distribution and local delivery. This will create more accurate modeling of where freight movement is occurring. The model will also include a component to share information on freight to the public. This update is important for competing for funding through Prioritization because freight movement is a factor that is considered by NCDOT. In Phase 3 of the Freight Study more data will be collected for model input, which made include a travel survey. This will replace data borrowed from similar regions with Triad-specific data.
- Lydia McIntyre noted that NCDOT released the draft funded Division Needs projects for P4.0. There are 17 draft funded Division Needs projects in the Greensboro MPO: 8 bicycle and pedestrian projects, 8 highway projects, and one transit project. In Division 7 as a whole, \$203 million worth of projects are funded, with \$78 million in the Greensboro MPO alone. McIntyre thanked NCDOT Division 7 and Cheryl McQueary for their assistance in supporting MPO priority projects. A few projects may be up for reprioritization because they are programmed more than five years into the STIP. The MPO did much better than expected in the Division Needs tier. McIntyre highlighted the Sandy Ridge Road project and the Summerfield South A&Y Greenway project that received funding through P4.0. She noted that the local match for the A&Y project will be 20%.  
Marikay Abuzuaiter noted she was grateful for the funding of the Bryan Boulevard interchange project because of heavy traffic congestion in that area. Adam Fischer noted that the MPO overall had benefitted greatly from P4.0 and thanked McQueary and Division 7 for their assistance. Abuzuaiter asked for clarification about why projects may need to be reprioritized. McIntyre explained that projects programmed with either right-of-way or construction in the first five years, through 2022 in the 2018-2027 STIP, are considered committed and will not need reprioritization. Anything in the last five years of the STIP may be reprioritized in the next round. Tyler Meyer noted that this policy will carry forward into the next round of Prioritization.
- Daniel Amstutz noted that the MPO Bicycle and Pedestrian Advisory Committee met four times in 2016, with the last meeting on December 7. The meeting mostly centered on the upcoming City resurfacing projects for 2017 and where bicycle accommodations could be included. Some resurfacing has been started on the 2016 resurfacing contract, such as on Martin Luther King Jr. Drive and Hamburger Square, but final markings will not be able to go down until next spring.

Abuzuaiter noted that she has spoken to some of the bicycle advocates and asked how they perceived the City's efforts to be more bicycle-friendly. Amstutz said that the advocates that attended the BPAC meeting were very appreciative of being brought into the discussion, and they have ideas that can help GDOT to be more creative in its approach to implementing bicycle accommodations.

## **Other Items**

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

Cheryl McQueary noted that the Greensboro MPO area has been very successful in competing for state funding in SPOT. However, there has been some interest from the General Assembly to make changes to the STI law. McQueary said this would be a bad idea because it would bring politics back into transportation funding decisions. The SPOT process has allowed the state to fund almost \$500 million more in projects over the two periods studied. McQueary noted that providing more small construction funds to BOT members, and possibly limiting the funds to rural projects, may help balance the discrepancy in funded projects in SPOT between the urban and rural areas.

McQueary also noted the importance of the Pomona Yard intermodal facility in Greensboro. It has become too congested, thus some shipments that should come to Greensboro have had to go to Charlotte and then be trucked up to the Triad area increasing costs and delays for Triad companies. Employers that wish to expand who deal with freight goods (such as UPS) may have to move if they cannot get more service from the Pomona Yard and the intermodal facility. Improved technology at the Yard is also very important to speed up service and improve efficiency of operations.

McQueary said she was happy to see the Greensboro transportation bond pass in November, and encouraged the City to be very transparent about the projects that will be funded with the bond.

She noted her gratitude to be able to serve on the TAC and work NCDOT staff during her tenure.

### **2. Regional Updates**

Marikay Abuzuaiter noted that the PART Board heard a presentation from Wake County about the transit tax that was approved during the recent election, and the Greensboro MPO TAC may be interested in hearing the same presentation. Scott Rhine noted that transit is an important part of increased mobility and that much can be learned from the Wake County example. Adam Fischer said that GDOT is reviewing consultant proposals to update the Public Transportation master plan for GTA, which may be able to start work in the spring. Public transportation that moves more people in a smaller space will be important in major urban areas like Greensboro that cannot build out more roadway capacity. A lot of public involvement will be included with the plan update, and Greensboro should look to Raleigh and Charlotte to learn from them about how they used public involvement to build support for funding.

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

Marikay Abuzuaiter thanked Cheryl McQueary for her service on the TAC.

*The meeting was adjourned by Marikay Abuzuaiter at 3:29 pm.*