



TRANSPORTATION ADVISORY COMMITTEE
Minutes of January 24, 2017
2:00 p.m., Greensboro, NC
2nd 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>
Yvonne Johnson	<i>TAC Member, City of Greensboro</i>	Dan Amstutz	<i>GDOT/MPO</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Jeff Phillips	<i>TAC Member, Guilford County</i>	Craig McKinney	<i>GDOT/MPO</i>
Cheryl McQueary	<i>TAC Member, NCDOT BOT</i>	Mike Mills	<i>NCDOT Division 7</i>
Mark Kirstner	<i>PART</i>	Joe Geigle	<i>FHWA</i>
Hank Henning	<i>Guilford County Commissioners</i>	Dabney Sanders	<i>Action GSO/Downtown Greenway</i>

Marikay Abuzuaiter called the meeting to order at 2:04 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 December 14, 2016

Cheryl McQueary moved to approve the minutes of the December 14, 2016 meeting. Alan Branson seconded the motion. The TAC voted unanimously to approve the minutes of the December 14, 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. FY 2016-2025 MTIP Amendment: Statewide CMAQ Projects C-5600 & C-5601

Tyler Meyer presented on the MTIP Amendment:

- NCDOT requests the MPO amend the MTIP to add CMAQ funding for projects C-5600 and C-5601 in FY 2017.
- These two statewide projects are for system-wide improvements or statewide tier facilities.
- NCDOT will determine which facilities will be improved by these projects; they may or may not be in the Greensboro MPO.
- The Amendment provides for work to proceed in FY 2017 in eligible areas.

Yvonne Johnson moved to approve the FY 2016-2025 MTIP Amendment: Statewide CMAQ Projects C-5600 & C-5601. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment: Statewide CMAQ Projects C-5600 & C-5601.

6. FY 2016-2025 MTIP Amendment: C-5607 CMAQ Projects & EB-5518 Latham Park Greenway

Tyler Meyer presented on the MTIP Amendment:

- The change to C-5607, Various Projects to Improve Congestion and Air Quality in the Greensboro MPO, is mainly an accounting step to flex CMAQ funds to project TA-4771 for replacement bus purchases for GTA.
- The change will add funding to C-5607B in FY 2017 that has not been previously programmed.
- The second part of this Amendment is to reinstate right-of-way and construction funding in FY 2017 for EB-5518, Latham Park Greenway Connector.
- Project EB-5518 was selected for NCDOT funding under Prioritization 1.0, and the current TIP mistakenly lists it as being “under construction”.
- EB-5518 has been delayed due to lack of approvals from Norfolk Southern Railroad but the City of Greensboro is continuing to have discussions on the future of the railroad corridor with Norfolk Southern and a resolution is expected to be negotiated soon.
- Cheryl McQueary asked if it is likely that EB-5518 will begin construction in 2017. Meyer explained that it is more likely that it will start construction in 2018, but NCDOT recommended leaving the construction funds in FY 2017 for maximum flexibility, in case all approvals can be reached in 2017. McQueary asked if there was any possibility of losing the funding for EB-5518. Meyer said it was very unlikely, and that would only happen if no agreements can be reached with Norfolk Southern.

Jeff Phillips moved to approve the FY 2016-2025 MTIP Amendment: C-5607 CMAQ Projects & EB-5518 Latham Park Greenway. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the FY 2016-2025 MTIP Amendment: C-5607 CMAQ Projects & EB-5518 Latham Park Greenway.

7. FY 2016-2025 MTIP Amendment: Program P4.0 Highway Projects for Planning & Environmental Work

Tyler Meyer presented on the MTIP Amendment:

- Nine highway projects that were selected for funding under Prioritization 4.0 at the statewide and division needs tiers are to be added to the FY 2016-2025 MTIP for planning and environmental work only.
- Adding planning and environmental phases at this time will allow the NCDOT to initiate the proposed work before the start of the FY 2018-2027 STIP.
- Projects include interchange improvements at I-40/Business I-85 and Elm-Eugene Street, and at Bryan Boulevard and New Garden Road; widening of Gallimore Daily Road, NC 65/NC 68 in Stokesdale, and Sandy Ridge Road; intersection improvements at Lewiston Road and Fleming Road,

and Air Harbor Road and Lake Brandt Road; access management and safety enhancements on NC 68 in Oak Ridge; and widening of I-40/Business I-85 in Greensboro, including interchange improvements and replacement of a railroad overpass.

- Marikay Abuzuaiter asked if any of the projects added are spot safety projects. Meyer noted that the interchange improvement at I-40 and Elm-Eugene Street is a safety project to remove a slip lane and reconfigure ramps.
- Alan Branson asked Mike Mills for a potential timeframe for the I-40/I-85 widening project in Greensboro, and noted construction underway at the interchange of I-40, US 29, and US 421. Mills noted that there is funding for replacement of the bridges in the interchange area and ramp reconfigurations that are being studied. Branson commented that it was a dangerous area and the ramp from US 421 to I-40/I-85 was problematic. Mills explained that the construction of the Urban Loop on the southern side of Greensboro was meant to move traffic away from the “death valley” area of I-40 in Greensboro. Cheryl McQueary asked for clarification about which project was being discussed. Meyer explained that there are improvements being made at US 29 and I-40, but there is another project (I-5965) to widen I-40/Business I-85 that is funded for right-of-way in 2024 and construction in FY 2026 but is only partially funded. Mills noted that three separate projects are in the area being discussed: bridge replacements on US 29 and I-40 by US 421 that are currently under construction; a project beginning in FY 2019 to improve the ramps to US 29; and the widening project I-5965 that is partially funded. Adam Fischer noted that the completion of the eastern and northern portions of the Urban Loop are expected to shift away traffic from this busy interchange.
- Jeff Phillips inquired about the timeframe of project U-6008, Bryan Boulevard at New Garden and Horse Pen Creek Road. Meyer noted that right-of-way is expected in FY 2020 and construction in FY 2021. Mills said work on that project is likely to begin soon because of its closer timeframe. Drivers may begin to see construction in late 2020 of the calendar year.

Cheryl McQueary moved to approve the FY 2016-2025 MTIP Amendment: Program P4.0 Highway 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 Highway Projects for Planning & Environmental Work.

8. Transportation Alternatives Program Lapsing Funds Reallocation

Tyler Meyer presented on reallocating lapsing funds from the Transportation Alternatives Program:

- The Federal Transportation Alternatives Program – Direct Apportionment (TAP-DA) sub-allocates funding for the Greensboro Urban Area MPO.
- The Greensboro MPO typically allocates these funds for bicycle and pedestrian projects.
- Due to longer than expected project development time for Project U-5532A Aycock and Walker Avenue Intersection and Corridor Improvements, up to approximately \$230,000 in FY 2014 funding may lapse if construction authorization is not approved prior to the end of FY 2017 (September 30, 2017).
- Aycock & Walker construction funding will be shifting from FY 2017 to FY 2018 due to additional necessary design work.
- FY 2014 TAP-DA funding tied to the Aycock and Walker project needs to be reallocated to another project that can receive construction authorization prior to September 30, 2017.
- The Greensboro MPO issued a call for projects to consider an alternative project which is certain to obtain funding approvals in FY 2017; one application was received: *U-5532D General Sidewalk Improvements: East Lake Drive, Courtland Street, East Wendover Gap, and Plymouth Street.*
- Design is complete, CE is approved, & right of way is certified for U-5532D.
- The TAP-DA amount requested is \$320,000, which is a little more than the amount of lapsing funds, but it is preferable to use one funding source for this project.
- The local match will be \$80,000.
- Shifting the lapsing FY 2014 funds to another project will not impact the Aycock & Walker project

because FY 2018 TAP-DA funding will be used for Aycock & Walker.

- Adam Fischer added that the purpose of using an umbrella project number is to be able to keep a number of projects in development without having to make too many administrative changes at the MPO, especially if one project happens to slip in its expected schedule. Marikay Abuzuaiter confirmed that there would be no issues with process steps by using an umbrella project number. Fischer noted that there is not and that it eliminates an administrative step of bringing every change to the MPO for approval.
- Jeff Phillips asked if the reason for delaying the Aycock & Walker project had to do with some project design challenges. Fischer noted that issues were found with the sub-grade of the pavement that would have required a very costly reconstruction, and as a result the center median was removed from the design.

Cheryl McQueary moved to approve the reallocation of the TAP-DA lapsing funds to U-5532D. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the reallocation of the TAP-DA lapsing funds to U-5532D.

Business Items

1. Freight and Regional Modeling Update

Mark Kirstner from the Piedmont Authority for Regional Transportation gave a presentation on the Piedmont Triad Region Modeling Program:

- The presentation goes over the Freight Study and the Piedmont Triad Advanced Freight Model, as well as the Expansion of the Regional Modeling Program.
- The Freight Study has three phases, and Phase 2 is just being completed.
 - Phase 1 mainly consisted of freight data collection including facilities and survey data.
 - Phase 2 includes the development of an advanced freight model and integration into the existing Piedmont Triad Regional Model (PTRM).
 - Phase 3 will consist of local travel diary data collection and using this to estimate freight flows in the model.
- 968 freight facilities classified by types were inventoried in Phase 1.
- This database of information is available and was used by the Greensboro MPO in reviewing future projects.
- Previously the PTRM used a typical trip-based process in modeling freight; however, this does not realistically reflect and analyze freight movements.
- Freight operates more on a “tour-based” model that links trips together (not simply traveling from point A to point B).
- The advanced freight model captures these truck tours throughout the day, can represent supply chains, and differentiates freight versus commercial vehicles.
- The tour-based model is regional in scope, and can be linked to other regional models to get a statewide picture of freight movements.
- The main model components are a firm synthesis, a freight truck touring model, and a commercial vehicle touring model.
- The model can pick up multiple movements of one vehicle, taking a “tour” from location to location, instead of only explaining one trip within the entire chain; stop sequencing and arrivals at different times can also be picked up.
- The model produces a rich amount of data for analysis.
- The outputs can also be visualized through a web-based program for easier review.
- The outputs can help identify trouble spots that may turn into future projects, as an economic development to analyze the impacts of a new freight node development, and create better partnerships between freight operators.
- Advanced planning for freight can also be included in a new Metropolitan Transportation Plan.

- Kirstner also discussed how the PTRM fits into other planning processes, such as transit planning, scenario planning, and land use planning.
- The update to the regional model is one piece of a bigger picture of improving transportation planning processes overall, using better tools and data to improve outcomes.
- Adam Fischer noted that transportation models are similar to models on water flow distribution. Transportation models can be traced back to a structural engineer who wanted to understand water flow and found similarities between the flow of traffic.
- Cheryl McQueary asked about the relationship between the Triad Freight Study and the state freight study that was presented at the Board of Transportation recently. Kirstner noted that all the regions working on freight issues have been engaged with the state planning process. However, he has not seen the final product of the state's work on this. McQueary noted that the state freight plan answers a number of the questions raised by Kirstner's presentation. Additionally, she suggested that the modeling be farther up front in the process and noted that the political process Kirstner referenced is no longer as central to transportation funding decisions in North Carolina. The new SPOT process has been a radical change for the state and has really taken politics out of the funding process.

2. Draft FY 2017-2018 UPWP

Tyler Meyer presented on the Draft FY 2017-2018 UPWP:

- The Unified Planning Work Program (UPWP) accounts for planning grants & anticipated work for an MPO fiscal year.
- The Draft FY 2017-2018 UPWP provides for:
 - \$339,431 in FHWA "PL" funds; and
 - \$176,000 in FTA Transit Planning funds, with a federal share of \$140,800, \$17,600 in local match, and \$17,600 in NCDOT match.
- It includes accounting and procedural documentation as well.
- Staff are currently analyzing needed work items and assessing whether supplemental funding is needed -- \$50,000-\$100,000 in STP-DA may be necessary for the work program envisioned.
- These issues will be resolved & more documentation will be provided in the next version.
- 2017-2018 work highlights include:
 - Prioritization 5.0 / FY 2020 – 2029 TIP development
 - Performance Measures
 - BiPed Plan Implementation
 - Data collection for model, CMP, and pedestrian, bicycle, and motor vehicle counting
 - Model enhancements
 - Mobility Greensboro 2040 Transit Plan Update
- Most of the funding for next year will go to staffing, with little room for consultant studies.
- The UPWP will be brought for adoption at the March MPO meeting.
- Cheryl McQueary asked about what work is needed for Prioritization 5.0. Meyer explained that the Board of Transportation is expected to approve the criteria for P5.0 this June and the window will open for new project submittals in July.

3. Division Engineer Updates

- Mike Mills noted that weather has delayed work on some of the projects in the area but crews are out working when the weather allows it. The eastern Urban Loop segment between US 70 and US 29 may have traffic on it later this year. The NC 68 Connector (I-73) could have traffic on it by the end of February. The part of the loop that includes the taxiway bridge over Bryan Boulevard may be ready for traffic by late spring or summer. The section of the Loop from Bryan Boulevard to Battleground Avenue is probably going to be open in 2018. Right-of-way is being acquired for the Lawndale to US 29 portion of the Loop.

- Marikay Abuzuaiter noted that the Aycock Street railroad underpass project is to be deleted and asked why. Mills explained that NCDOT did an evaluation of what would be required to do this project. Since the rail line would have to stay open during the project construction, a significant amount of rail line relocation would be required. The land use impacts would be major, and the cost estimate ballooned from the initial estimate to approximately \$60 million. For these reasons, the project would need to be resubmitted for prioritization in the future if it remains an MPO and City priority.

4. Project Updates

- Daniel Amstutz noted that GDOT held a public workshop on December 15 at St. Pius X Catholic Church on a proposal to install bicycle lanes on Elm Street between Bellemeade Street and Cone Boulevard. Forty-one people attended the workshop. An online survey was widely distributed, and more than 400 comments were received on the project, including paper and emailed comments. 62% of respondents said they were in favor of the project, and 46% said that they were concerned about the loss of on-street parking that might result from this project. Safety for cyclists was the number one reason people cited for supporting the project, along with improving connectivity, health, and the local economy. Loss of on-street parking was the major concern for those opposed to the project, along with traffic congestion concerns and a belief that the road is not safe for cyclists. Parking around St. Pius X was the most frequently cited on-street parking need. Staff will continue sorting the comments, then will have an internal meeting about the comments. The design of the project will be adjusted as needed and a second round of public involvement will be completed in a few months. This project is expected to be implemented in the fall
- Marikay Abuzuaiter thanked staff for their efforts to collect feedback from the community about this project.

5. Strategic Reports

- Daniel Amstutz noted that the Greensboro Urban Area MPO was last certified by the US Department of Transportation in 2013. USDOT requires recertification of larger MPOs every four years. The certification review will take place on March 8 and a public hearing on recertification will be held that evening at 5:30 pm in the Greensboro City Council Chamber. All TAC members are invited to come to the certification and are encouraged to attend to speak about their working relationship with the MPO.
- Amstutz noted that the City of Greensboro is applying for technical assistance from Smart Growth America through their Complete Streets Consortium program. Greensboro is applying in conjunction with Winston-Salem and High Point. The program consists of workshops in each of the consortium municipalities to address issues and best practices for implementing complete streets projects.
- Lydia McIntyre noted that the process will be starting for the next MTIP update. The project solicitation kickoff will be at the next MPO meeting on February 22. The project criteria will change a little bit but not significantly. The goal is to approve the draft list of submitted projects in August.
- McIntyre gave an update on the Congestion Management Process document. It is a performance-based analysis document that is required by federal law for larger MPOs. It is also a multi-modal document that supports project identification for the MTP and MTIP documents. The document incorporates a lot of data and analysis to help understand how congestion is being addressed in the MPO.
- McIntyre noted that the MPO has to update its MTIP document now that the P4.0 process is almost complete. The 2018-2027 MTIP development will begin in February, with a draft MTIP completed by May, public review of the document in June, and MTIP approval expected in July 2017.

Other Items

1. Board Member Update

Cheryl McQueary noted that the draft 2018-2027 STIP has 1,421 projects, including 228 non-highway projects, which is a record number of non-highway projects. Jim Trogdon has been sworn in as the new NCDOT Secretary. NCDOT has had a clean audit of its finances for the fourth year in a row. A study was done by SAS about how NCDOT manages its funds, especially for new Prioritization projects. The study showed that \$560 million more in transportation projects will be able to get done over the next 10 years mainly by managing funds more effectively. She noted that the General Assembly is considering legislation to give MPOs and RPOs greater weighting of local input points in Regional and Division scores than NCDOT Divisions. McQueary said that this would not be good for rural communities because MPOs may not have the interests of rural areas in mind when deciding how to allocate points.

She noted that 138 roads and bridges still need to be repaired after being damaged by Hurricane Matthew and the repairs are expected to be completed by August. Guilford County Commissioners have passed a resolution unanimously to name a portion of I-85 after the late Congressman Howard Coble. The Board of Transportation has passed a resolution to memorialize NCDOT employees that have died while performing their duties and memorials will be put at rest stops around the state. NCDOT has issued its 2015-2016 performance measurements results.

2. Regional Updates

There were none.

3. Wrap-Up

Cheryl McQueary noted that it was likely that February will be her last month on the TAC.

Marikay Abuzuaiter noted that Jeff Phillips is resigning from the TAC and Guilford County Commissioner Hank Henning will be replacing him. Phillips noted the importance of the work of the MPO and commended staff for their work and dedication. Abuzuaiter thanked him for his service.

Abuzuaiter asked Tyler Meyer for information about dates for annual Ethics forms to be submitted. Meyer noted that the Real Estate Disclosure form and the Statement of Economic Interest are due April 15. The State Ethics Commission recommends submitting forms early in order to address any errors on the form ahead of the April 15 deadline. TAC members may be fined if the forms are not submitted by the deadline or are incomplete.

Yvonne Johnson noted that she will not be able to come to the February MPO meeting but will be able to attend in March.

The meeting was adjourned by Marikay Abuzuaiter at 3:21 pm.