



TECHNICAL COORDINATING COMMITTEE
Minutes of December 3, 2008
11:00 a.m., Greensboro, NC
Plaza Level Conference Room
Melvin Municipal Office Building

ATTENDANCE

Adam Fischer	<i>GDOT / Acting Director</i>	Mike Kirkman	<i>Greensboro Planning</i>
Tyler Meyer	<i>GDOT / TCC Chair</i>	Roger Bardsley	<i>Guilford County</i>
Lydia McIntyre	<i>GDOT / MPO</i>	John Hunsinger	<i>NCDOT</i>
Peggy Holland	<i>GDOT / MPO</i>	Ted Kallan	<i>Greensboro E&I</i>
Craig McKinney	<i>GDOT / MPO</i>	Ted Patrick	<i>Greensboro E&I</i>
Chris Spencer	<i>GDOT Engineering</i>	Scott Rhine	<i>PART</i>
Kelly Larkins	<i>GDOT Planning</i>	Bill Bruce	<i>Guilford County</i>

Tyler Meyer called the meeting to order at 11:02 a.m.

Action Items

1. Approve Minutes of October 23, 2008

Roger Bardsley moved for approval of the minutes. Adam Fischer seconded the motion. The Committee voted unanimously to approve the minutes of the October 23, 2008 meeting.

2. Safe Routes to School Application Endorsement

Peggy Holland announced the city will be submitting an application for an Infrastructure Grant Reimbursement Program. This application is due no later than January 30th, 2009 but will be submitted in mid January. The Safe Routes to Schools Program is a Federal program for areas within two miles of schools to encourage safe walking and bicycling. This money is 100% Federal money and a local match is not required. The projects for this particular grant should range between \$100,000 and \$300,000. This application is for Spry Street which is to the south of Rankin Elementary at its intersection with Summit Avenue. This area was formally a target school for a Safe Guilford program called Walk This Way. This project is 5,250 feet in total length with 10 wheelchair ramps with an engineering estimate of \$288,750. There is existing sidewalk but this construction will complete sidewalks on Spry Street between Summit Avenue and Yanceyville Street.

Planning for the transportation future

Meyer noted that this will be bundled with a larger contract. This project is currently slated for STP DA funding but Safe Routes will offset the cost and allowing some of the remaining STP-DA funding to be used for other projects.

Adam Fischer moved for recommendation to the TAC, Roger Bardsley seconded. Committee voted unanimously to approve the recommendation to the TAC.

3. Modify 2009-2015 Metropolitan Transportation Improvement Program- GTA Project

Meyer noted this modification to the MTIP is a procedural step and it involves GTA projects listed in the previous MTIP. The projects were previously listed in 2007, but only now is GTA at a point of applying for the funds. A new MTIP has been approved covering 2009 through 2015 and the projects need to be reflected in the new document. This amendment will add projects in 2009 to the current MTIP and reflect these bus purchases that the TIP refers to as FBUS. This is part of section 5309 discretionary bus funding that was awarded through congressional ear marks through SAFETEA-LU. The amendment includes nine replacement and three expansion small buses, one replacement of a large bus, and one expansion large bus.

Scott Rhine moved for recommendation to the TAC, Mike Kirkman seconded. Committee voted unanimously to approve the recommendation to the TAC.

4. STP DA Recommendations and MTIP Amendment

Meyer noted the STP DA recommendations follow the Priority Needs List. These recommendation were been mentioned in previous meetings and was finally adopted at the last meeting. This follows a string of actions going back five to six years from the MPO working with the NCDOT to direct funds from the surface transportation program that are direct apportioned funds for the Greensboro urban area. The program allows the MPO and NCDOT to work together to meet the key local needs to be implemented at cost effective and timely fashion. The MPO has a list of recommendations based on the 2011-2017 Priority Needs List that are based on a review of status and project development. Based on their readiness for implementation and the opportunities to maximize the value of the investment, this will include leveraging both local and federal funding with the ability to deliver in the short term. There is a \$15.2 million dollar investment with this action with several projects being identified for the TAC.

At the top of the priority needs list is the GTA Bus Operations, Maintenance, and Administration facility. The current facility is too small for their growing fleet which leads to operational and maintenance inefficiencies. GTA has identified the site, purchased it, and the design for the facility should be complete within a year. STP DA funding is needed to be placed with this funding package. The total project cost is estimated at \$20 million and with other funding already received a remaining \$13.3 million is needed. It is recommended to apply \$10 million STP DA funding which would require an additional \$2.5 million match. This would close the funding gap and make this project attractive to the congressional earmarks in the future or through the investment of other STP DA funds or CMAQ funds.

Meyer noted sidewalk projects are the next project recommendation. Sidewalk projects are ready for construction in fiscal year 2010 which will total 18.5 miles. These projects on major roadways include 4.8 miles of sidewalk on East Wendover, 5 miles on Market Street, 3 miles on East Florida Street, about 1.6 miles on Randleman Road, 1 mile on Lawndale, a little less than a mile on South Holden Road, and about 2/3 of a mile on Pembroke. These projects will enhance access to transit, improve overall pedestrian safety and walkability in these areas while allowing for short term completion. The designs almost competed and a small amount of right-of-way needs to be acquired. The recommendation is for adding a \$4.8 million in STP DA funding to require a \$1.2 million local match for fiscal year 2010.

Meyer noted the third recommendation as involving PART expansion plans. Recently the PART board approved the purchase of six expansion buses and they asked each MPO what to help add further buses to

this order. This would allow PART to better expand its service. The recommendation is to provide enough funding for one PART bus.

The final recommendation involves the Battleground Rail Trail Phase 2. This project begins in the city's downtown and ends at south of the Lawndale Shopping Center. This was added to the TIP (1 year or 2 years ago) for 2009 and 2012 for funding at the anticipation the rail line would be abandoned. So far it has not been abandoned yet. Funding does need to be delayed on the project. The project is pushed to 2012 and 2013. If the corridor is abandoned now, still would need time to prepare the project.

Mike Kirkman inquired if the funding for the Battleground Rail Trail was listed under Other STP DA Funding.

Meyer concurred and noted that NCDOT worked on this as well and noted that there is a strong likelihood the MPO would be able to implement this.

Fischer inquired if local match for the bus purchase would come from PART.

Scott Rhine concurred and asked Meyer when the funds would eligible to be transferred from Federal Transit Administration.

Meyer noted the request could be initiated if this is passed and forwarded it to the state to amend into the STIP the transfer could be initiated to FTA funds and would take a few months.

Fischer noted that the GTA maintenance facility has remained high on the list of needs. Fischer thanked Meyer for identifying additional funds to further close the gap. Fischer also noted had talked to Doug Galyon about the recommendations and he fully supported the projects.

Adam Fischer moved for recommendation to the TAC, Roger Bardsley seconded. Committee voted unanimously to approve the recommendation to the TAC.

Business / Potential Action Items

I. Transportation Bond Update

Fischer noted a discussion was held with City Council regarding \$15 million allocated to finish out some of the 2000 bond projects. Another \$15 million eligible for other 2000 bond projects which has to be spent before 2010. Based on the City's current debt retirement that the City will be able to issue another \$15 million in the fall of 2010 without additional tax burden or an increase in the tax rate to pay off bonds. Projects have switched around based on the economy downturn. The projects that will be constructed in 2009 with the existing \$15 million available now include Hornaday Road. The city is responsible for building the roadway and the state is to build the bridge. This will be ready for bid in the spring.

This spring also included is phase two of New Garden Road ready for construction and the Battleground Rail Trail ready for bid. The remaining projects are various sidewalk projects. The Finance department also indicated that by the summer of 2010 a few projects can be let for fall construction. These involve Creek Ridge Road, Lake Jeanette Road, and Merritt Drive.

This list of projects was presented to City Council and the Council was in agreement.

Bardsley noted that now was the time to let projects because will get a better construction cost and hoped the council understood that costs will be lower today than 10 years from now.

Fischer acknowledged that council knows about this option, but is continuing with holding back until some debt is retired the because the council does not want to impact the tax rate.

Bardsley noted the national push is to build infrastructure now.

Fischer indicated that some of the projects will not be ready until the summer of 2010 especially Merritt Drive.

Bardsley commented that these were projects were voted for in 2000 Bond and that the city is coming up on ten years.

Fischer responded that the bonds are slowly issued out to deal without having a tax increase.

Meyer added that with the current arrangement we will be able to bring out projects sooner because we are starting to design for the bond now. Because of the some of 2000 bonds are being rolled into the 2008 package they will be handled faster. Meyer noted the next item, the Economic Stimulus Proposals, may address Bardsley's comments.

2. Economic Stimulus Proposals

The current federal discussions are focusing on infrastructure projects that can be ready to go soon. Fischer explained that the projects included on the handout are ready to go in the next two years. When the funding becomes available these are projects that the city can apply for help. A lot of the discussion is centered on different packages, but there are some issues about how much and how long it will take to begin. The method that projects will be chosen is not known.

Resurfacing roadways would be quick projects not requiring purchasing right-a-way. Other projects include some already mentioned projects such as New Garden Road, Lake Jeanette Road which both will be ready by next year. The Hornaday Road project and a couple of Friendly Avenue and Friendway intersection resurfacings, Fleming Road and Isaacson Boulevard, and Creek Ridge Road could be potentially being ready along with Elm-Eugene Street median work and Merritt Drive. A total of about \$80 million projects could be ready within the next two years for help in funding.

Meyer noted that if the Infrastructure Stimulus Program goes to Congress the city will be ready with a list of projects for the NC delegation to consider. The Stimulus Proposal will impact the city's Bond programs. The federal investments help stretch the city's ability to match these funds which will be key and help get things done.

Kirkman inquired if these were projects were a backlog.

Fischer responded that all projects the city has authorization to seek funding for but the bonds have been slow to be let and issued. This has caused the projects to go out slowly. There are not many 2008 projects listed.

Chris Spencer stated these projects have to be ready to go out quickly.

Fischer noted that this is a continuation of trying to get those funds available. The 2008 bonds may be spread out as well. To these projects moving faster, citizens would need to voice their concerns to council.

Bruce inquired if the potential federal stimulus be facilitated through the MPO's or Greensboro's DOT.

Meyer noted that the NCDOT was looking at different projects along with other agencies as a whole. The MPO may have a role in facilitation.

Fischer noted that this money may come directly to local government.

Meyer mentioned the House section passed a stimulus package that required projects to be implemented between either 160 or 120 days.

Bruce noted that it would be helpful to know what projects NCDOT may be looking at as potential projects from this funding source.

John Hunsinger noted that funding on some projects has already been initiated; projects like Hornaday Road, Market Street and Guilford College Road, Battleground Avenue and Cone Boulevard intersections have already started receiving funds. When the city has asked for help, the state DOT has been able to respond, but the division is limited to funding only \$250,000 per project per year.

Fischer inquired if NCDOT had constructed a list of potential stimulus projects, if funding became available.

Hunsinger noted that he was not sure if they were called stimulus projects. Some of these might be delayed or built by NCDOT staff instead of going to contract so that there is continued efficiency. There is a new board member joining soon.

Meyer noted it is hard to get funded projects ready to go within 120 days. It is hard to get a fresh project ready to be a stimulus project.

Hunsinger explained that they would have to be the type of projects that would require no right-of-way and utilities issues. Much of these would be similar to the projects in Moving Ahead. These included shoulder widening and safety improvements.

Meyer noted that there may be a lot of resurfacing projects.

Fischer noted that discussion among municipalities that the project availability may need to be increase to 2 years.

Bruce noted that there are some priority corridors within the county for shoulder widening allowing for better bicycling.

Hunsinger expressed that most of these routes are secondary and would have right-of-way and permitting issues. To do a true bike path, it would require right-of-way, but a widened shoulder would be an alternative.

Meyer noted that with the bicycle corridors, the MPO tries to stay ahead of any resurfacing projects to find out if any options for making improvements are available.

3. Legislative Update

Tyler Meyer noted that the 21st Century Transportation Committee is still meeting. Since June they have released a preliminary report with short term financing steps. Their focus at the time was on a transportation bond. The past issues were not concerned with transit enough but are more focused on intrastate roads and the strategic highway corridors like US 421, US 220, US 70 and Market Street. Most of the states transportation needs are off the intrastate system. Concerned with filling the worst gaps in the short term but they are looking now more broadly for their final report. The report complete by end of year. The legislature reconvenes on January 28th, so by that time we hope to have the final report.

One issue going to address with the TAC. One proposal calls for divesting 5,000 of state-system streets inside of municipalities to local maintenance. The state owns almost 80,000 miles of road which ranks it second in the country for the total amount of roads in state ownership. A total of 19% of all of the state owned roads in the United States are within North Carolina. A state level proposal is talking about shrinking the system for maintenance purposes. The proposal, in draft legislation, would handover these secondary streets identified as non-arterial which is based on the federal functional classification system. There was some discussion about supporting this with funding resources but those were not adequate or conclusive in the legislation. We have a resolution for the TAC that would state our opposition to this given the unsatisfactory resources provided. Other MPO have done the same.

Hunsinger noted that all roads with the SR label stands for Secondary Road and not for State Road. Bryan Boulevard and Wendover Avenue are thought of as major arterials but are actually secondary routes. Based on this interpretation would be handing and number of roads within the area.

Meyer noted the only point of confusion is that the resolution talks about secondary routes but the legislation was only talking about federally funded arterials. Depend on how they fund the legislation it could lead to big problems.

Fischer stated that through the discussion with various groups, this committee is getting a lot of feedback and resistance from other municipalities. Based on discussion with city manager's office it was suggested to delay recommending this to the TAC at this time.

Hunsinger noted that the state already pays the city to maintain some secondary routes. We would encourage the city to take over as many as they can. It would allow for more funding for maintaining roads the states own in the counties. North Carolina is different from Virginia where primary routes are maintained by the state and all other roads are maintained by local governments.

Fischer noted we have taken over routes that other places have not and are comfortable with this arrangement.

Hunsinger stated that Greensboro is much more able to than Oak Ridge. It would affect the smaller communities more than larger ones because there is an exchange of roads all the time. The state agrees to upgrade a road if the city or town agrees to take them over. These roads are no longer serving their purpose are more like city streets to get from place to place. Those with other route designation will continue to get states support.

Meyer noted this is a challenging issue and at a more basic level this is a financing issue. The main things to note this is an issue to watch.

Fischer asked to discuss this issue with the TAC but not have them pass a resolution.

4. LRTP and Air Quality Status

Meyer said that people at the TCC may have expected to see these ready for adoption.

Lydia McIntyre noted that the MPO expected to bring both documents to approval. There was a public meeting on October 30th which was attended by 10 people. The MPO did get a handful of comments but right now we will not be approving the LRTP until the January meeting. The Air Quality Analysis had some issues and included Winston Salem, High Point, and Burlington. One of those organizations was not going to approve it until 2009. The PM 2.5 designation, which the Triad is non-attainment, states the analysis year must be beyond the adoption year by no more than 5 years. Since final approval to occur in 2009, must pick analysis year beyond it. This required additional work and a delay in the process. Most notably we have to go back out for public review with the Air Quality Report on December 15th which would run through January 13th and bring back both documents to the Committee.

Fischer noted that the reason why there as an issue was because it was handled as a region and one of the partners shifted it back.

McIntyre said originally this was supposed to be completed in August.

Scott Rhine noted that the biggest issue that there was additional work that had to be done to meet the budget for both Guilford and Davidson counties. There was a lot of discussion going back the between the DOT and Division of Air Quality and how that budget was going to be made which accounted for the biggest delay. This had a domino effect on MPO's on when they could take the documents out for public review and approval.

5. Transportation Project Updates

Craig McKinney noted that he had recently received plans for the U-2412 the Greensboro portion of the High Point Road projects. There will be a final design field inspection next week with NCDOT, the only issue is the lack of sidewalks being shown but will be corrected after this meeting.

McKinney attended a meeting in Raleigh about the initial step beginning the study process improving US 70 between Greensboro and Burlington. NCDOT is currently developing a request to go out to consultants for proposals to conduct the study. Additional information to be presented at a future meeting

GDOT is to meet soon with NC Rail Division and their consultant to go over comments from the October public meeting on the proposed Pine Street Crossing Closure. NCDOT received alternative alignment from Heath Park Area Neighborhood Association.

6. MPO Strategic Updates

Meyer stated that a January meeting will be needed. One of the task will be the MPO taking a close look at the Planning Work Program and the report from the 21st Century Committee.

McIntyre noted that the January meeting would be on the fourth floor of the Old County Courthouse.

Meyer added that the TCC would be sticking to the same schedule that they have now and make adjustments for those months where there is a holiday or other major conflict. Schedule to be on the web site soon.

Other Items

1. NCDOT Update

Hunsinger noted that the information provided to McIntyre had changed greatly. Some of the biggest are

- Bryan Boulevard and the interchange opened the 22nd.
- Foundation work starting for Bus I-85at I-40 near Randleman Road.
- Coltrane Mill Road is 95% complete.
- Problems getting ROW from property owners at Randleman and Steeplechase for better sight distance. Condemnation is not proposed
- Hornaday Road is delayed and shows a bid open until January 15th but now may be sometime in February.
- Jessup Road and Lewiston Road is now complete.
- A signal was approved at the ramps at Freeman Mill and Lee Street, municipal agreement in the works.

2. TCC Member Reports

Kirkman announced that Planning that the department has hired Carol Carter as the comprehensive planner.

Rhine announced that Mark Kirstner has joined PART. Working with TDM and Seamless Mobility Study. Phil Wylie working on safety elements.

Bruce noted Nancy Roy left as interim Planning Director.

3. Wrap-Up

Meyer adjourns meeting at 12:02pm.