



TECHNICAL COORDINATING COMMITTEE
Minutes of September 25, 2013
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>TCC Chair</i>	Michael Abuya	<i>NCDOT/TPB</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Bill Marley	<i>FHWA</i>
Craig McKinney	<i>GDOT/MPO</i>	Bruce Oakley	<i>Town of Oak Ridge</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Laura Peoples	<i>Bicycling in Greensboro</i>
Tram Truong	<i>GDOT/MPO</i>	Jesse Day	<i>PTRC</i>
Adam Fischer	<i>GDOT</i>	George Linney	<i>GTA</i>
Deniece Conway	<i>GDOT</i>	Mark Kirstner	<i>PART</i>
Chris Spencer	<i>GDOT</i>	Alex Rosser	<i>PTAA</i>
Bill Bruce	<i>Guilford County</i>		

Tyler Meyer called the meeting to order at 10:33 am.

Action Items

1. Approve Minutes of August 19, 2013

Bill Bruce moved to approve the minutes of the August 19, 2013 meeting. Bruce Oakley seconded the motion. The Committee voted unanimously to approve the minutes of the August 19, 2013 meeting.

2. TIP Administrative Modifications: U-2524 (funding source) & U-5505 (schedule)

Tyler Meyer presented the MTIP Administrative Modification to adjust funding source and schedule for the Western Urban Loop (U-2524). This modification will also adjust the funding schedule from FY 2013 to FY 2014 for U-5505 Fleming Road Relocation and Issacson Boulevard Intersection to accommodate for complex utility relocations. This has been requested by NCDOT.

Planning for the transportation future

Adam Fischer moved to recommend the TIP Administrative Modifications for U-2524 and U-5505 to the TAC for approval. Michael Abuya seconded the motion. The Committee voted unanimously to recommend the TIP Administrative Modifications for U-2524 and U-5505 to the TAC for approval.

3. TIP Amendments: Add Statewide Safety & Rail Projects

Tyler Meyer presented on the 2012-2018 MTIP Amendments to modify statewide safety and rail projects. Statewide projects give the state flexibility to fund various projects as needed. This will amend funding schedules for Projects W-5517, Y-5500, and Z-5400. Project W-5301 will be deleted from the MTIP, as this work will be completed under Project W-5517.

Bruce Oakley moved to recommend the MTIP Amendments to add statewide safety and rail projects to the TAC for approval. Mark Kirstner seconded the motion. The Committee voted unanimously to recommend the MTIP Amendments to add statewide safety and rail projects to the TAC for approval.

Business Items

1. Prioritization 3.0 Updates

Lydia McIntyre presented an update on project prioritization, with a focus on the MPO's internal methodology, for Prioritization 3.0. Prioritization 3.0 is the basis for NCDOT's project selection decisions for the FY 2016-FY 2025 TIP and Work Program.

State law now requires that the MPO employ qualitative and quantitative criteria of its choosing to aid the identification and prioritization of needed projects. To comply with this requirement the MPO is required to submit its need-based prioritization methodology for NCDOT approval by May 2014.

Regional and local projects will be selected based three scores: 1) needs-based score derived from, NCDOT's quantitative criteria; 2) MPO priority score allocated in consideration of the results of the MPO's quantitative and qualitative needs-based score and other factors; and 3) NCDOT Division Engineer priority score.

As far as the MPO's methodology is concerned, member jurisdictions are asked to submit projects to MPO staff by October 18 (November 1 for public transportation projects) so that staff can analyze the projects. MPO staff will bring their analysis of the projects to the December meeting. TAC will be asked to approve the projects in January 2014 to send to NCDOT. Local points will be assigned in May and June.

The MPO criteria for roadways are based on needs, feasibility, and additional criteria. The criteria for public transit projects and bicycle and pedestrian projects are the same as the NCDOT criteria. Roadway mobility projects that increase roadway capacity must be identified in the 2035 Long Range Transportation Plan and be a Functionally Classified Route. The preliminary evaluation and study should be completed to document the necessity for the projects. In order to submit a roadway project for MPO ranking, local support must be proven by the inclusion in the adopted plan, bond referendum, and/or support of the Council or Board. Highway criteria will be scored on the following:

- Reduction in Vehicle Hours Delay (Needs Criteria)
- Benefit/cost ratio to reduce congestion (Needs Criteria)
- Existing accidents (Needs Criteria)
- Impacts on the natural environment and NEPA documents (Feasibility Criteria)
- Potential funding availability (Feasibility Criteria)
- Status of project objective (Feasibility Criteria)
- Promotes intermodal connectivity (Additional Criteria)
- Local Share (Additional Criteria)
- Land Use Conformance (Additional Criteria)
- Multi-modalism (Additional Criteria)

The MPO roadway criteria are related to but somewhat different from the NCDOT criteria. Only 14 new projects may be submitted for roadways. In addition, 5 existing projects already in the system may be replaced with 5 new projects.

Adam Fischer inquired if the MPO criteria are based on the transportation model for future projects and will account for future land use. McIntyre confirmed this and noted that the economic development data for Vehicle Hours Delayed comes from the Travel Demand Model and includes land use data for future years through 2035. The MPO criteria are compatible with NCDOT's criteria, which are heavily weighted towards congestion and safety. Tyler Meyer noted that the Land Use Conformance criteria rewards projects that support economic development. McIntyre noted that congestion, safety, and status of the project award the most points.

Laura Peoples inquired if the crash data included all modes or just motor vehicles. McIntyre noted that crash data has to include at least one motor vehicle to be put on a crash report, but a crash could be between a motor vehicle and a bicycle or pedestrian. The MPO does their own crash analysis for bicycle and pedestrian crashes. NCDOT is developing a process of analyzing intersections using traffic simulation software called TransModeler.

Major capital public transportation projects that can be completed in Fiscal Years 2015 and 2016-2020 should be submitted for prioritization. There is no limit on the number of transit projects that can be submitted. However, NCDOT requires identifying a local funding source for any transit projects that are submitted. Public transit project types are divided into expansion vehicles and facilities. The criteria for expansion vehicles and facilities are slightly different, with expansion vehicles criteria being heavily weighted towards the benefit/cost score. Operations and maintenance projects will not have to go through prioritization.

Meyer noted that there was some controversy around the NCDOT Public Transit Division definition of expansion vehicles. PTID stated that any replacement bus that increased the size of a vehicle or changed power source was an expansion. Meyer advised that this may change due to concerns from MPOs that are trying to replace diesel buses with slightly larger hybrid buses, which is considered a straight replacement by FTA standards.

Adam Fischer inquired how benefits are measured for public transportation projects. McIntyre advised that the benefits could be increased ridership, for example.

A total of 20 new bicycle and pedestrian projects can be submitted to NCDOT. NCDOT requires submitting bicycle and pedestrian projects with a minimum cost of \$100,000 and recommends that project costs not exceed \$500,000. These projects must be reflected in the LRTP, CTP, Bicycle and Pedestrian Plan, or other adopted plan. Due to recent changes, prohibits state match for independent bicycle and pedestrian projects funded after July 1, 2015. Right-of-way cannot be an included project cost. Criteria used to prioritize bicycle and pedestrian projects include safety, access, density, constructability, and what is referred to as "benefit-cost".

Jurisdictions are asked to submit roadway and bicycle and pedestrian projects to MPO staff by October 18th and transit agencies will need to submit project lists by November 1st. Initial projects will be presented to the TAC on October 23rd. Final recommendations will be presented at the December meeting. TAC approval of the final project submittal list will take place in January 2014. NCDOT scores will be released on May 1st.

Jesse Day inquired who the project sponsor would be for projects in the county. Meyer noted that the county would be responsible.

Mark Kirstner inquired about bundling multiple modes into a roadway project, including bicycle, pedestrian, and transit. McIntyre noted that it could be considered as a roadway project. It is important to decide if it would score better and could be completed as a roadway project or as an independent bicycle or pedestrian project. Meyer added that projects could be broken into pieces and phased depending on what kind of work is being done.

Laura Peoples inquired how the Biped Plan Update will impact the projects submitted for Prioritization.

McIntyre advised that bicycle and pedestrian projects that were sent out for the last prioritization process are still available for Prioritization 3.0. Any new projects that arise from the Biped Plan Update will have to be submitted for Prioritization in FY 2014-2015.

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Meyer noted that there may be some changes to how the points are allocated, since right now half are allocated by local officials and half are allocated by the NCDOT Division Offices. This has caused some concern among local jurisdictions that believe local officials should have greater weight in the point allocations. The workgroup has recommended giving more points to local officials on Regional and Division projects.

Bill Bruce inquired if the MPO is resubmitting bicycle, pedestrian and transit projects from previous years. Meyer noted that they would need local confirmation, and local jurisdictions should resubmit them.

2. Transportation Alternatives Program

Tyler Meyer presented the Transportation Alternatives Program that was created by MAP-21 to replace the former Transportation Enhancements Program. The TAP will be directed by MPOs and is eligible to fund local pedestrian, bicycle, and a few other project types. Approximately \$350,000 is available per year for FY 2013 and FY 2014. A 20% local match is required. FHWA review and public input are required for the project selection criteria. Jurisdictions are encouraged to submit only those projects or project phases (design and right of way are eligible) that could be implemented within the FY 2014-2015 timeframe. TAP criteria and point values include the following:

- Land use connectivity (0-8)
- Transportation system connectivity (0-14)
- Safety and mobility (0-8)
- Project readiness and viability (0- 6)

Project readiness will be emphasized and phasing projects will be encouraged. The selection process will next be sent out for FHWA review.

Meyer requested feedback on the criteria and point system presented. Jesse Day suggested that the safety and mobility and project readiness and viability criteria should have more measurements. Meyer noted that this checklist is available to help member jurisdictions decide how projects are going to score. Meyer agrees that the project readiness and viability portion could be further developed. Adam Fischer suggested requiring documentation for the 20% local funding match. Day also suggested adding a question about right-of-way acquisition. Day inquired when the program would be ready. Bill Marley noted that FHWA review could take about up to three months. Meyer noted that it would be taken out for public review after FHWA review.

3. Project Updates

Craig McKinney presented on the following projects:

FY 2013 Funds Obligations: Some sidewalk and roadways projects have been delayed due to various reasons, and have not had funds obligated. However, these projects should be obligated in early FY 2014. A majority of the MPOs FY 2013 project phases successfully achieved funds obligation.

McLeansville Road Grade Separation: A meeting will be held at NCDOT Division 7 offices on September 26 to review the final project plans and have a final field inspection. They expect to have funding authorization in October and begin ROW acquisition, which is in line with their schedule.

US 70 Merger Team Meeting: On October 17 the Merger Team will meet in Raleigh to review the alternatives for the US 70 merger. Staff has consulted with the Town of Sedalia and will represent the Town's concerns. NCDOT has developed five alternatives. The Merger Team will narrow this down to three alternatives. There are significant concerns from businesses about an alignment alternative that would create a bypass impacting them.

4. Strategic Reports

MPO Staff presented on the following strategic reports:

NCDOT Bicycle and Pedestrian Planning Grant Initiative: NCDOT is now accepting applications from local municipalities for creating bicycle and pedestrian master plans. Applications are due December 19 and applicants are notified of their award status in June 2014. The Oak Ridge Pedestrian Plan was funded through this initiative.

BiPed Update Schedule and Current Work: MPO staff plan on completing the BiPed Update and bringing it to the TAC for approval in May 2014. The analysis and data collection should be completed by the end of the year. During the beginning of 2014, the documentation, layout, and public involvement will be completed. Ongoing work includes reviewing existing recommendations, completing analysis, revising documentation, and drafting performance measures for goals and objectives of the plan. At least two public meetings will be held. Staff will also reconvene the BiPed Update Advisory Committee.

Bicycle Crash Analysis: Tram Truong presented on an analysis of bicycle crash data. The analysis covered crash trends, where they occurred, why they occurred, when they occurred, and who was involved. A complete analysis will be included in the BiPed Update.

Laura Peoples inquired if the bicycle crash analysis was for the MPO area or just the city. Truong noted that it was for the MPO area. This is based on the most current NCDOT crash data, which is available through 2011.

Other Items

1. NCDOT Update

Michael Abuya noted that they are working on the functional classification update.

2. TCC Member Updates

Jesse Day noted that Piedmont Transportation Professional Forum is having a meeting at the Deep River Event Center tomorrow.

3. Wrap-Up

The TCC was adjourned by Tyler Meyer at 12:05 pm.