



TECHNICAL COORDINATING COMMITTEE
Minutes of August 19, 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>	Mike Mills	<i>NCDOT/Div 7</i>
Craig McKinney	<i>GDOT/MPO</i>	Ed Lewis	<i>NCDOT/Div 7</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Nancy Horne	<i>NCDOT/Rail Division</i>
Tram Truong	<i>GDOT/MPO</i>	Scot Sibert	<i>STV</i>
Adam Fischer	<i>GDOT</i>	Scott Adams	<i>STV</i>
Deniece Conway	<i>GDOT</i>	Bruce Oakley	<i>Town of Oak Ridge</i>
Chris Spencer	<i>GDOT</i>	Laura Peoples	<i>Bicycling in Greensboro</i>
Ted Kallam	<i>GSO Engineering</i>	Jesse Day	<i>PTRC</i>
Butch Simmons	<i>GSO Engineering</i>	George Linney	<i>GTA</i>
Hanna Cockburn	<i>GSO PCD</i>	Bill Bruce	<i>Guilford County</i>

Tyler Meyer called the meeting to order at 10:30 am.

Action Items

1. Approve Minutes of June 26, 2013

Chris Spencer moved to approve the minutes of the June 26, 2013 meeting. Bruce Oakley seconded the motion. The Committee voted unanimously to approve the minutes of the June 26, 2013 meeting.

Craig McKinney noted that Michael Abuya is attending the meeting via telephone.

Planning for the transportation future

2. 2035 LRTP Amendment for U-2524BC (Western Urban Loop)

Lydia McIntyre presented on the LRTP Amendment for NCDOT Project U-2524BC, which will modify the current interchange at Bryan Boulevard to account for future volumes from the I-73 Connector. The project needs to be added to the LRTP because it adds capacity to the interchange. The project received no comments when put out for public review.

Hanna Cockburn moved to recommend the 2035 LRTP Amendment for U-2545BC to the TAC for approval. Ed Lewis seconded the motion. The Committee voted unanimously to recommend the 2035 LRTP Amendment for U-2545BC to the TAC for approval.

3. 2012-2018 MTIP Amendment U-2524BC (Western Urban Loop) and I-5110 (I-73)

Lydia McIntyre presented the MTIP Amendment for Project U-2524BC that is required in addition to the LRTP Amendment to reflect project funding and schedule. The MTIP Amendment went out for public review with the LRTP Amendment and no comments were received.

Chris Spencer inquired if this is a new project. McIntyre noted that the project is not new, but it was not included in the previous MTIP. Construction for the Western Urban Loop is expected in FY 2015.

Chris Spencer moved to recommend the 2012-2018 MTIP Amendment for U-2524BC to the TAC for approval. Michael Abuya seconded the motion. The Committee voted unanimously to recommend the 2012-2018 MTIP Amendment for U-2524BC to the TAC for approval.

The MTIP Amendment for I-5110 is to change construction from FY 2016 to 2014. The schedule has been accelerated to allow I-5110 to be a design build project with the US 220/NC 68 Connector.

Bruce Oakley moved to recommend the 2012-2018 MTIP Amendment for I-5110 (I-73) to the TAC for approval. Ed Lewis seconded the motion. The Committee voted unanimously to recommend the 2012-2018 MTIP Amendment for I-5110 (I-73) to the TAC for approval.

4. Air Quality Conformity Amendment U-2524BC (Western Urban Loop)

Lydia McIntyre presented on the Air Quality Conformity Analysis that was required for U-2524BC. Any project that adds capacity to the roadway network requires an air quality analysis as a result of Guilford County being designated as a maintenance area for PM2.5. PART performed the Travel Demand Modeling for the analysis. There were no adverse impacts found during the analysis for Project U-2524BC. The Burlington, High Point, and Winston-Salem MPOs also had to go out for public review. There were no public comments received during the public review period.

Jesse Day inquired if the use of the existing Bryan Boulevard was explored in order to save money. Craig McKinney noted that the option was considered during the exploration process of this project. Ed Lewis explained that there were five different alternatives studied.

Chris Spencer moved to recommend the Air Quality Conformity Amendment U-2524BC to the TAC for approval. Michael Abuya seconded the motion. The Committee voted unanimously to recommend the Air Quality Conformity Amendment U-2524BC to the TAC for approval.

Business Items

1. East Guilford Traffic/Rail Separation Study

Scot Sibert, STV consultant for NCDOT Rail Division, presented on the results and recommendations from the East Guilford Traffic Separation Study. Between 2002 and 2004, a previous study was conducted which included recommendations for crossings that were not adopted. In 2010, NCDOT Rail Division and the City of Greensboro met again to discuss the railroad crossings. Two recommendations that were accepted in 2010 were the closing of Pine Street and realignment of Lowermilk Street with Sykes to improve safety. The realignment of Lowermilk Street is now in design. Six additional railroad crossings have been evaluated and recommendations made through the TSS:

- Franklin Blvd. 722-959A — Grade-separation
- O’Ferrell St. 722-961B — Closure
- Ward Rd. 722-922H — Grade-separation
- Maxfield Rd. 722-964W — Closure
- Buchanan Church Rd. 722-965D — Closure
- Wagoner Bend Rd. 722-966K — Grade-separation

Land use, emergency response times, and traffic safety are analyzed during the TSS evaluation process. The land use for these areas is commercial and industrial. The new fire station that is planned to be constructed will increase emergency response times, even with the proposed closures. The database from NCDOT has allowed traffic counts to be analyzed in the area for traffic safety.

Two public workshops were held during the TSS. The first workshop was to collect data on how the public relies on the six railroad crossings for connectivity. The second workshop was to present the final TSS recommendations.

NCDOT Rail Division is investigating funding sources for the Franklin Boulevard grade-separation that can speed up the process. The other recommendations can be prioritized for funding from NCDOT and the Naco Road Extension development. The closures are contingent upon increased connectivity provided by road projects such as the Naco Road Extension and the ability to complete the grade-separated crossing recommendations.

Tyler Meyer inquired if the study was complete. Sibert noted that this is the last stage of the TSS. Endorsement is recommended in order to update the LRTP with the closures and grade-separation, and it will help with securing funding. Meyer inquired how different this is from the current LRTP. Craig McKinney noted that the major differences appear to be the timeline and which projects will come first.

Tyler Meyer inquired if funding was being considered from various sources or just for Prioritization 3.0. Nancy Horne advised that every funding source is being explored.

Meyer inquired if the TSS makes any recommendations for English Street. Horn explained that the scope of the TSS does not go that far. The original study had a recommendation for closing English Street but that is not in the current study.

Laura Peoples inquired if bicycle and pedestrian infrastructure was considered during the TSS. Horn noted that all NCDOT projects, at this point, must consider complete streets and bicycle and pedestrian infrastructure. Peoples inquired what the bicycle accommodations were. Horn noted that it would depend on the specific design of the project, which these projects have not gone through yet.

Tyler Meyer moved to recommend the East Guilford Traffic/Rail Separation Study to the TAC for endorsement. Mike Mills seconded the motion. The TCC voted to recommend the East Guilford Traffic/Rail Separation Study to the TAC for endorsement.

2. Strategic Transportation Reform Update

Tyler Meyer presented on the H817 Strategic Transportation Investments Bill that has been signed into law. It became law on July 1, 2013, but many of the provisions will become effective in State FY 2016. The Reform fully incorporates the Prioritization process involving the NCDOT, MPOs and RPOs.

The State Highway Trust Fund has been completely restructured. Instead of dedicated Intrastate Project and Urban Loop funding, these projects will now compete with other projects for funding under the Strategic Transportation Investments Fund, which totals \$1.2 billion per year. The reform will bundle federal funds, which are roughly \$900 million per year, under the Transportation Investments Strategy Formula for the purposes of prioritization. Federal funding requirements will still need to be respected, however. State Highway Trust fund dollars may now be used, at least in theory, for projects beyond the Urban Loop and Intrastate Projects.

Factors that impact project selection under the new law are: priority ranking, project development time, transition period projects, and funding category allocations. The three funding tiers and funding allocations are (over ten years):

- Statewide: 40%, or \$6 billion
- Regional: 30%, or \$4.5 billion
- Division: 30%, or \$4.5 billion

Although it appears that more funding will be available for Regional and Division projects, much of the funding could be consumed by Statewide projects. Funding competition cascades down, so Statewide projects could compete at the Regional and Division level as well, but a different point system exists at the Regional and Division level that allows smaller projects to still be competitive. The Statewide Tier has no geographic boundaries for project submittals. The Regional Tier is based on population. The Division Tier is distributed on an equal share basis.

This will strengthen the role of Prioritization 3.0 and create a more flexible highway funding resource. However, an issue is that the funding cap at the Division level may not leave enough money for all the Division needs. Other issues will need to be clarified, such as which funds count towards the Regional or Division allocation. Implementation will reveal the impacts and any necessary tweaks that will need to be made.

There are still projects in the pipeline that are committed for funding. Once these clear out in the next five years, more money will be available at the various funding levels. The next MTIP will be very important because the slate will be wiped clean and the best, most competitive projects will be most likely to receive funding.

Lydia McIntyre inquired if the bundling of federal funds includes transit funds. Meyer noted that those would remain separate, as they are dedicated to specific kinds of projects.

Jesse Day inquired when the local Prioritization Process will take place. Meyer noted that it would happen before May 1, 2014. The Prioritization work group will help define the process.

3. Prioritization 3.0

Lydia McIntyre presented the new process, Prioritization 3.0, which NCDOT uses to rank projects. Fourteen new highway projects will be allowed to be submitted, along with the option to substitute five previously submitted projects with new projects. Any project scheduled for construction by July 1, 2015 will not be subject to reprioritization. There is no cap on project submittals for public transportation projects. Twenty submittals are allowed for bicycle and pedestrian projects, only at the Division level.

Under the three tiers, Statewide, Regional, and Division, criteria are slightly different and depend on the mode. Highway projects, for example, have criteria for prioritization based on travel time cost, congestion, economic competitiveness, safety, and multimodal connections. Public transportation and bicycle and pedestrian projects have different criteria. MPO and Division Engineer point allocations (local input) are considered under the Regional and Division Tiers but not the Statewide Tier. Although every project will be scored on a 100-point scale, at the Regional and Division levels at least 90% of funds must be spent on highway projects. MPO staff will request project submittals from member jurisdictions by mid-October, present the MPO project rankings in December, and seek TAC approval in January 2014. All proposed projects must be submitted to NCDOT by January 31st. The MPO will assign local input points between May and July 2014. MPO staff is available to meet with TAC members and member jurisdictions to discuss the process in more detail. All member jurisdictions can submit projects, including the city, county, and towns.

Public involvement will be an important part of the project submittal process, but firm guidance will be forthcoming from the SPOT workgroup and NCDOT.

Jesse Day inquired about restrictions on project substitutions. Meyer noted that up to five substitutions can be submitted. It was important to larger MPOs to have current projects be able to stay in.

Laura Peoples inquired if bicycle and pedestrian projects must be resubmitted for prioritization. McIntyre noted that they would if they have not received funding.

Bill Bruce asked if complete streets projects would be considered part of highway funding. Meyer explained that road projects with sidewalks and bike lanes would be considered part of the 90% required for highway funding, but independent bicycle and pedestrian projects would be considered non-highway. Road diets could also be considered safety or modernization projects.

4. Biped Plan Update Process and Timeline

Tyler Meyer introduced Tram Truong as a new GDOT/MPO employee, who will be working on the BiPed Plan.

Daniel Amstutz presented on the BiPed Plan update. An in-depth review of the Bicycle, Pedestrian and Greenway Master Plan is underway to determine the remaining amount of data collection and analysis needed to update the document. The BiPed Update is a high priority for the MPO staff. The current completion date is expected to be in early to mid 2014. The Bicycle Level of Service (BLOS) analysis is the first main priority and is almost complete. In September, staff expect to have a more thorough and detailed schedule of when the BiPed Update will be completed.

Current work includes updating the BLOS, reviewing the bike route and suitability maps, processing crash data, and analyzing the work scope and timeline for the BiPed Plan. Outreach has been ongoing, particularly with Bicycling in Greensboro (BIG) and their executive director. Meeting have also taken place with the Greensboro Velo Club, Action Greensboro's Bike Share Task Force, and Summerfield's Open Space and Trails Committee.

A public meeting will be held by BIG, the Parks and Recreation Department, Greensboro Department of Transportation, and the MPO on Thursday, August 22 from 5:30 to 7:30 pm at the Lewis Recreation Center to ask for feedback on a mobile application for trails and creation of a new bicycle map.

5. Transportation Alternatives Program

This item was delayed until the next meeting.

6. Project Updates

GDOT held a meeting on the Horse Pen Creek Road widening project, and was very well-attended. Right-of-way is currently underway and construction is expected for FY 2015 or early 2016.

The NC A&T Board met on the Florida Street Extension project and tabled the item. Further review is required because construction is supposed to begin in FY 2014. The funds may need to be reallocated to another project if it is not going forward.

7. Strategic Reports

Heart of the Triad provides useful resources for land use planning. Information can be found at <http://www.partnc.org/HOT.html>.

Other Items

1. NCDOT Update

Mike Mills noted that the Market Street, High Point Road, and US 220 projects are on schedule. The design-build project for I-5110 and US 220 / NC 68 Connector has been short listed down to four design teams.

Ed Lewis noted that the NC 62 / Groometown Road project will have a public meeting soon. There were no adverse environmental impacts found during the environmental assessment.

2. TCC Member Updates

Jesse Day advised that the PTRC compiled a Strategic Transportation Investments Routes for the Piedmont Triad area.

Meyer noted that the MPO recently reviewed a pedestrian plan for the Town of Oak Ridge, and it expected to be adopted in the near future.

The next meeting is scheduled for September 25th.

3. Wrap-Up

The TCC was adjourned by Tyler Meyer at 12:08 pm.