



**TECHNICAL COORDINATING COMMITTEE**  
**Minutes of November 10, 2014**  
**10:30 a.m., Greensboro, NC**  
**3<sup>rd</sup> Floor GDOT Conference Room**  
**Melvin Municipal Office Building**

**ATTENDANCE**

Tyler Meyer	<i>GDOT/MPO</i>	Hanna Cockburn	<i>GSO Planning</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Ed Lewis	<i>NCDOT - Div 7</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Michael Abuya	<i>NCDOT - TPB</i>
Tram Truong	<i>GDOT/MPO</i>	Scott Rhine	<i>PART</i>
Chris Spencer	<i>GDOT Engineering</i>	Scott Whitaker	<i>Town of Summerfield</i>
George Linney	<i>GDOT – GTA</i>	Laura Peoples	<i>Bicycling in Greensboro</i>

Tyler Meyer called the meeting to order at 10:32 am.

**Action Items**

**1. Approve Minutes of September 24, 2014**

Chris Spencer moved to approve the minutes of the September 24, 2014 meeting. Ed Lewis seconded the motion. The TCC voted unanimously to approve the minutes of the September 24, 2014 meeting.

**2. MTIP Amendment & Modifications: Statewide Rail, M-0479, and U5306 B**

Tyler Meyer noted that this item includes a TIP Amendment and two Administrative Modifications. The TIP Amendment for Statewide Rail is requested by NCDOT to delete project C-5552 Various, Fourth Daily Frequency between Raleigh and Charlotte. Work under this project is programmed to be accomplished under TIP Project P-2918. Meyer explained that this change is administrative in nature and needed probably due to a change in funding source.

The first Administrative Modification is necessary to add funding in FY 2015 to M-0479, Statewide Project Planning, Environmental Analysis and Preliminary Engineering. This is an umbrella project for various planning and environmental work done by NCDOT. The second modification is essentially a request from the City of Greensboro to delay right-of-way from FY 2014 to FY 2015 for project U-5306 B, US 220 (Battleground Ave) Intersection with Westridge Road and Approaches. Meyer noted that the project is complicated and some issues came up with right-of-way and design. It is still expected that the project will begin construction in FY 2016. This delay does not affect the schedules for the intersection projects at Cone Boulevard and New Garden Road.

**Planning for the transportation future**

Scott Rhine moved to recommend the MTIP Amendment and Modifications for Statewide Rail, M-0479, and U-5306 B to the TAC for approval. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the MTIP Amendment and Modifications for Statewide Rail, M-0479, and U-5306 B to the TAC for approval.

### **3. MTIP Amendment: CMAQ Funded Transit Oriented Sidewalks**

Tyler Meyer discussed how the MPO is able to direct Federal Congestion, Mitigation and Air Quality (CMAQ) funding to eligible area transportation needs in cooperation with NCDOT. CMAQ funding is fairly restrictive, focused on projects that can display air quality benefits through reduced congestion and reduction of car trips. The MPO has been able to use CMAQ funding for transit buses, new transit services such as HEAT, transit-oriented sidewalks, and intersection projects. Sidewalks that are not transit-oriented have been difficult to justify because of the way that the air quality benefits are calculated. The MPO has been working with NCDOT on the FY 2013-2015 CMAQ allocations, and in order to close out this funding cycle, some changes to the sidewalk projects are necessary. This requires an MTIP Amendment to accomplish.

There are three changes that need to be made: 1) move projects from C-5555 to EL-5101 DL per FHWA; 2) add funding for right-of-way for EL-5101 DL and C-5555 B; and 3) remove construction funding for these projects in FY 2015. The first change is primarily administrative to reassign the C-5555 projects under the correct TIP number so they may be packaged and delivered at the same time. Originally staff thought that these projects could be designed under one TIP number and constructed as they became ready, but FHWA advised staff that they must be delivered at the same time even if they are ready at different times. The second and third changes are needed because the projects are having some delays and cannot be delivered in FY 2015 as expected. The CMAQ funding will be shifted to right-of-way and the funding for construction will be recommended for FY 2016 at a later date. Meyer noted that NCDOT anticipates that FY 2016-2018 CMAQ balances will be available for programming later in FY 2015, and this future funding will go to these transit-oriented sidewalks along with transit buses, among other priorities. The sidewalk projects that are impacted include English St, W Friendly Ave, Lees Chapel Rd, Pisgah Church Rd, Yanceyville St, and College Rd/New Garden Rd.

Hanna Cockburn inquired about the acronym “EL.” Meyer explained that it stands for “Enhancement Local” and is a TIP number that the MPO is trying to phase out because it causes confusion as to the funding source for the projects.

Scott Rhine inquired if there will be a call for projects for the CMAQ funding for FY 2016-2018. Meyer said that this is likely to happen. He also explained that NCDOT had taken projects for FY 2016 and 2017 CMAQ funding a few years back but had never processed these projects into the STIP, partly due to uncertainty regarding the federal transportation funding legislation. Since FY 2016 is coming very soon, NCDOT will need to program this funding, and will probably base it on current expectations of funding amounts and have a conversation about how to handle prioritization. Rhine noted his interest in creating a PART Express Saturday service between Greensboro and High Point with CMAQ funding, as such a service has been requested frequently.

Scott Rhine moved to recommend the MTIP Amendment for CMAQ Funded Transit Oriented Sidewalks to the TAC for approval. George Linney seconded the motion. The TCC voted unanimously to recommend the MTIP Amendment for CMAQ Funded Transit Oriented Sidewalks to the TAC for approval.

## **Business Items**

### **1. Proposed MPO Meeting Schedule for 2015**

Daniel Amstutz presented the Proposed MPO Meeting Schedule for 2015. The proposed schedule follows the same pattern as for 2014, with MPO meetings taking place on the 4<sup>th</sup> Wednesday of the month to avoid Greensboro City Council Meetings, Town Council Meetings, Guilford County Commissioners Meetings, and Board of Transportation Meetings. The November and December meetings are on different days due to the holiday time periods.

Ed Lewis pointed out that November 11 is Veteran's Day and is a holiday. There was general discussion on whether to move the meeting back one week or forward one week. Craig McKinney suggested moving the date back one day to Tuesday November 10. Tyler Meyer agreed with making this scheduling adjustment to bring to the TAC at their meeting.

## 2. PART Presentation

*\*\*Note: This item was originally planned to be a presentation on the North Carolina Transportation Network Update but was replaced by this presentation the day of the meeting.*

Scott Rhine presented an overview of PART's history, governing structure, and recent projects. PART was created in 1997 in order to help coordinate transportation services between the various jurisdictions in the Triad, starting with highway construction and planning. PART started in five counties (Forsyth, Guilford, Alamance, Davidson, and Randolph) and was provided funding to do planning studies on intercity rail projects. Rhine noted that PART's mission is to deal with regional transportation issues outside of municipal boundaries as an extension of local government. Its Board of Trustees is made up of representatives from the four largest cities in the region, each local Board of County Commissioners, each of the MPOs, the two largest airports, and from the NCDOT Board of Transportation. In general, PART has all the powers of a city or county, including entering into contracts, owning and leasing land, borrowing money, operating public transportation systems, and others.

Rhine contrasted the role and purpose of PART with the Triangle Transit Authority. Scott Whitaker requested more detail on the differences between PART and Triangle Transit. Rhine explained that PART's potential role is much broader in scope, dealing with all aspects of public transportation including sidewalks, bikeways, rail, bus systems, and related infrastructure, while Triangle Transit focuses specifically on service delivery of public transportation. Although they can both tap into the same funding sources, their enabling legislations are different.

Rhine continued by describing the activities of PART since the year 2000. Highlights included work on the Triad Major Investment Study (MIS), Western NC Intercity Rail Study, consolidation of the vanpool system within the major Triad cities into RideSharing and Vanpooling in the Piedmont (RSVP), the PTIA Airport Area Study, creation of PART Connections, development of the Piedmont Triad Regional Model (PTRM) in 2002, beginning operations of the PART Express, and jurisdictional expansion into neighboring counties within the Triad. In 2004 PART began regional coordination with MPOs on the LRTP processes as well. Development of a number of park and ride lots occurred over the last decade, and has increased to 17 across the region. Major regional studies included the Heart of the Triad Regional Land Use Planning Study, Triad Alternatives Analysis Study for regional commuter rail, and the Piedmont Together regional sustainability project.

Rhine discussed the revenue sources for PART, including vehicle registration fees from some counties and taxes on car rental transactions in others. The vehicle registration fee funding source is more preferable because it is generally steadier, but the car rental tax is often easier for counties to pass because it does not impact local residents as directly. Rhine also noted that PART has the authority to request a referendum on increased sales taxes for public transportation based on HB 148. In 2010 and 2011, PART was able to utilize American Recovery and Reinvestment Act (ARRA) funds directed from member counties. Unfortunately, in 2012 PART had to reduce operations and eliminate some routes due to funding shortfalls partly due to rental car revenues being smaller than expected.

Rhine wrapped up his presentation by noting that as of late PART has been able to maintain its operational levels and is past some difficult organizational restructuring that took place in 2013. PART has also received awards for its TDM program and its work on Piedmont Together. Rhine expressed his hope that the MPO would provide time for other staff members of PART to present on specific programs they operate.

Whitaker inquired as to how many buses and vans PART has in its fleet. Rhine answered that PART has 39 buses and 65 vans. He elaborated that some of the buses provide service to Raleigh and Charlotte, while

some provide service within the Triad; he also noted the 17 park and ride lots they had built throughout the Triad. The PART Express services three main locations: downtowns, hospitals, and universities and colleges.

George Linney asked if PART had been in discussions with the City of Burlington. Rhine explained that they plan to start running a service starting January 2015 into Mebane to make a connection with a new route run by Triangle Transit. The connection will be made at Moses Cone Hospital in Mebane and is related to a route PART has been running for many years to connect Triad area communities to hospitals in Chapel Hill. It will be the first time that PART and Triangle Transit will have a transit connection from one to the other.

Tyler Meyer thanked Rhine for his presentation.

### **3. Division Engineering Updates**

Ed Lewis reported that projects are getting completed and new bridge projects have been added since the last NCDOT project list was sent to the MPO. The Urban Loop construction is underway and is going well. Crews have been clearing the area between NC 68 and US 220 for U-5110. On US 220 north of NC 158, traffic has been shifted onto the new road. R-2812B, Neelley Rd, just got started and is ahead of schedule. The bridge over Southeast School Rd should be open before the end of the year. NCDOT held a public meeting in the Forest Oaks area to discuss a roundabout in front of the elementary school.

### **4. Project Updates**

Craig McKinney reported on project updates:

- *U-5505 Fleming & Isaacson*: Construction has begun on this project. Bids came in under the estimated cost. Due to the amount of earthwork required for the project, it is not expected to be completed until the end of 2015.
- *C-5555 A*: Bids opened for these CMAQ sidewalk projects, which include Randleman Road and parts of Florida St. Bids appear to be under the estimated cost.
- *EL-5101 DM*: NCDOT has given approval to begin the right-of-way process for Lowdermilk St & Holts Chapel Rd.

### **5. Strategic Reports**

*2040 LRTP Update*: Lydia McIntyre noted that the LRTP Update is being done earlier than normal. She has sent out a form to member jurisdictions to report on projects they would like to have reflected in the LRTP. Highway projects in particular need to be in the LRTP for air quality analysis. They need to be returned before Thanksgiving so that model development can begin in early December. McIntyre added that member agencies should also identify projects that they would like to delete from the LRTP as well. MPO staff will be working on the CMP and the MTIP around the same time and will be requesting data from member agencies that will feed into the LRTP development.

*Piedmont Triad Regional Model*: McIntyre reported on progress made on the Freight Modeling Project. There have been challenges getting information from the freight companies because much of their data is proprietary. McIntyre requested that member agencies send her ideas or contacts that they have that will help gather data for this project.

*NC Bike Summit & Better Block*: Daniel Amstutz noted that the NC Bike Summit took place in Greensboro during the past month, with about 200 involved as attendees, volunteers, speakers, or special guests. Feedback from attendees on sessions and speakers was very positive overall. A Better Block demonstration at Hamburger Square by McGee & S Elm St in downtown Greensboro was associated with the Bike Summit and many attendees came out to see it. The demonstration included temporarily removing a lane from service under the trestle, narrowing the lanes in the roundabout area, installing a bike lane and sharrows, and adding greenery, seating, and artistic elements to make the area more inviting to pedestrian and bicycle traffic. Around 200 people were engaged with the demonstration even though it was rained out halfway through. GDOT is continuing its conversations with Action Greensboro, ArtsGreensboro, and other stakeholders on developing a more permanent installation for the area.

*NCDOT Bicycle and Pedestrian Counting Program:* Amstutz reported that an additional permanent bicycle and pedestrian counting location is being installed at Elam & Walker Ave in Greensboro. This is a replacement site for another site that had to be eliminated due to electrical interference.

*Watch For Me NC Activities in October:* Amstutz described some of the Watch For Me NC activities done by UNCG, NC A&T, and GPD. UNCG and NC A&T had enforcement efforts from the end of September to the beginning of October, with UNCG extending their efforts through the end of October. GPD also assisted UNCG with their enforcement and did an independent crosswalk enforcement event just before the NC A&T Homecoming. Two Walk to School Day events took place in early October, at Lindley Park Elementary and Irving Park Elementary. Watch For Me NC materials were used to promote these events. Lindley Park had participation from the whole school, while Irving Park had about 50-60 students participate in the walk to school. Watch For Me NC for 2014 is winding down, but there is interest in continuing to participate in Watch For Me NC in 2015.

## **Other Items**

### **1. NCDOT Update**

This was stated in Division Engineering Updates.

### **2. TCC Member Updates**

Chris Spencer noted that there was a bid opening for the High Point Road Streetscape project and Sharp Brothers was the low bidder. Construction is expected to begin in January and will take a year and a half to complete. Additionally, the street name will change from High Point Road to Gate City Boulevard next July, and GDOT will be preparing for this change throughout the spring.

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

The next TCC meeting will take place on December 16<sup>th</sup> at 10:30 am in the 3<sup>rd</sup> Floor GDOT Conference Room.

The meeting was adjourned by Tyler Meyer at 11:47 am.