



TECHNICAL COORDINATING COMMITTEE
Minutes of June 23, 2014
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Ted Partrick	<i>COG - Eng. & Insp.</i>
Lydia McIntyre	<i>GDOT/MPO</i>	George Linney	<i>GTA</i>
Craig McKinney	<i>GDOT/MPO</i>	Alex Rosser	<i>PTAA</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Ed Lewis	<i>NCDOT</i>
Tram Truong	<i>GDOT/MPO</i>	Scott Whitaker	<i>Town of Summerfield</i>
Adam Fischer	<i>GDOT</i>	Scott Rhine	<i>PART</i>
Chris Spencer	<i>GDOT</i>	Laura Peoples	<i>Bicycling in GSO (BIG)</i>

Tyler Meyer called the meeting to order at 10:34 am.

1. Approve Minutes of April 23, 2014

Tyler Meyer moved to approve the minutes of the April 23, 2014 meeting. Ed Lewis seconded the motion. The TCC voted unanimously to approve the minutes of the April 23, 2014 meeting.

2. MTIP Administrative Modification: Various Statewide Safety Improvement Projects W-5601

Tyler Meyer presented the MTIP Administrative Modification to increase FY 2015 Highway Safety Improvement Program (HSIP) funding by \$1,345,000 for Project W-5601 to reflect added right of way and construction costs. Project W-5601 provides flexible funding for guardrail, lighting, rumble strips, and safety measures at problem locations.

Scott Rhine moved to recommend the MTIP Administrative Modification W-5601 for various Statewide Safety Improvement Projects to the TAC for endorsement. Ted Partrick seconded the motion. The TCC voted unanimously to recommend the MTIP Administrative Modification W-5601 for various Statewide Safety Improvement Projects to the TAC for endorsement.

3. MTIP Amendment: Statewide Vegetation Management Project ER-5600

Tyler Meyer presented the MTIP Amendment to add an additional \$4,325,000 in construction funding for FY 2014 and 2015 to the Statewide Vegetation Management – Clear Zone Improvement and Management Project ER-5600. Project ER-5600 removes site obstructions, increases visibility, and improves safety at problem locations. The funds are provided under the Transportation Alternatives Program (TAP),

Planning for the transportation future

which is typically used for bicycle and pedestrian projects but also covers safety, operational, and roadside management activities.

Ed Lewis inquired if the funds for this program counted against the STP-DA and TAP funds for the division. Meyer noted that this amount is taken right off the top statewide and does not impact the TAP funds that the MPO receives for its own prioritization. Ted Partrick inquired when the money allocated for 2014 would be spent and Meyer noted the funds were currently in use and this amendment was to adjust the final amount.

Scott Rhine moved to recommend the MTIP Amendment for Statewide Vegetation Management Project ER-5600 to the TAC for approval. Ted Partrick seconded the motion. The TCC voted unanimously to recommend MTIP Amendment for Statewide Vegetation Management Project ER-5600 to the TAC for approval.

4. MTIP Amendments: Environmental Studies for AV-5708 PTIA Taxiway over I-73 and I-5712 I-40/Sandy Ridge Road Interchange

Tyler Meyer presented the MTIP Amendments to incorporate funding for preliminary engineering studies requested by NCDOT to expedite the planning process on (1) Project AV-5708: PTIA Taxiway over I-73 and (2) Project I-5712: I-40/Sandy Ridge Road Interchange. Project AV-5708 will enhance PTIA's ability to accommodate future air-side businesses and Project I-5712 will implement improvements to serve growing traffic demand at the interchange. Both projects were selected as statewide STI projects under Prioritization 3.0.

Ed Lewis moved to recommend the MTIP Amendments for Environmental Studies for AV-5708 PTIA Taxiway over I-73 and I-5712 I-40/Sandy Ridge Road Interchange to the TAC for approval. Alex Rosser seconded the motion. The TCC voted unanimously to recommend the MTIP Amendments for Environmental Studies for AV-5708 PTIA Taxiway over I-73 and I-5712 I-40/Sandy Ridge Road Interchange to the TAC for approval.

5. MTIP Amendment: Accelerate Project B-5344 Harvest Road Bridge Replacement

Tyler Meyer presented an MTIP Amendment to modify the current implementation schedule to advance ROW to FY 2015 and construction to FY 2016 for Project B-5344 Harvest Road Bridge Replacement. The project acceleration is in response to an engineering report that found the existing bridge to be structurally deficient.

Ted Partrick moved to recommend the MTIP Amendment to Accelerate Project B-5344 Harvest Road Bridge Replacement to the TAC for approval. George Linney seconded the motion. The TCC voted unanimously to recommend the MTIP Amendment to Accelerate Project B-5344 Harvest Road Bridge Replacement to the TAC for approval.

6. Resolution Requesting Designation of the City of Greensboro as Section 5307 Recipient

Tyler Meyer presented a resolution to reaffirm the City of Greensboro as the Designated Recipient for Section 5307 funding as required by FTA in order for the City to receive its annual Section 5307 and Section 5339 allocations in FY 2014 and in future years. Records show the MPO acted to designate Greensboro in 2003 but the Governor's letter supporting the action has been misplaced. A new Governor's letter is in process and will be submitted to FTA with the MPO resolution of reaffirmation.

Ted Partrick moved to recommend the Resolution Requesting Designation of the City of Greensboro as Section 5307 Recipient to the TAC for approval. George Linney seconded the motion. The TCC voted unanimously to recommend the Resolution Requesting Designation of the City of Greensboro as Section 5307 Recipient to the TAC for approval.

7. Coordinated Human Services Transportation Plan Adoption

Tram Truong presented the Coordinated Human Services Transportation Plan Update requested by the TAC last year in response to public concerns. The updated Plan includes non-profit organization eligibility

and a competitive selection process developed by MPO staff to choose projects under Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities, and any remaining Section 5316 and 5317 Funding. Although Section 5316 was repealed by MAP-21, NCDOT allowed the MPO to solicit and recommend requests to allocate lapsing Section 5316 funds leftover from SAFETEA-LU.

The scoring process emphasizes project effectiveness with two objective criteria based on cost/benefit analysis and the number of expected users provided by a project's requested funding amount, proposed number of trips, and ridership. Besides these two criteria, the ability to manage and continue the program, coordination with other agencies, and utilizing existing resources are also taken into account. Applicants cannot screen or score their own grant applications. MPO staff screened the application's eligibility before it is scored separately by the Greensboro Urban Area MPO and the Winston -Salem MPO. The final score will be an average of the two values.

In the process of updating the Coordinated Plan, the MPO had two public review periods: one in April to gather public information on desired changes and a review period from May 7 to June 6 to gather responses to the Draft Coordinated Plan. In the second public review period, the MPO received four survey responses and one public comment. Responses included: suggested strategies for the MPO staff to increase their public outreach efforts; a comment about the screening and scoring of the applications; requests from GTA to update eligible projects under Section 5310; a request to provide more convenient services on fixed routes so older adults, persons with disabilities, or low income people can use the service more effectively; and a request from Senior Resources of Guilford and PART to update the transportation services for older adults and individuals with disabilities in the region.

Scott Whitaker moved to recommend the update to the Coordinated Human Services Transportation Plan to the TAC for adoption. Scott Rhine seconded the motion. The TCC voted unanimously to recommend the update to the Coordinated Human Services Transportation Plan to the TAC for adoption.

8. Section 5316 JARC & Section 5310 Funding Awards

Tram Truong presented the MPO staff funding award recommendations for two Section 5316 (JARC) applications and three Section 5310 applications that were received during the MPO's Call for Projects.

NCDOT allowed the MPO to solicit projects and recommend funding requests for left over JARC Funding. The MPO received an application from PART for a Career Express Deviated Fixed Route Service to replace the GTA Career Service and an application from GTA for improving their service to the GTCC campus. The MPO ranked the projects and submitted their evaluation to NCDOT. NCDOT agreed to fund \$564,025 of the \$880,000 requested for the two projects. The MPO recommended awarding PART \$500,000 for two years, FY 15 and 16, and awarding the remaining funds, \$64,025, to GTA. PART & GTA concur with these funding awards. Funding for PART will save GTA significant Career Express costs & eliminate the need for the Career Express Deviated Fixed Route Service related CMAQ funding request described at the March meeting.

2014 funding available for the Greensboro MPO under Section 5310 is \$236,379. After subtracting 10% for administrative expenses, \$215,619 is remaining for capital and operating expenses. Three applications were received for the Section 5310 program: Guilford County Transportation and Mobility Services (TAMS) requested funding for operation of their Elderly and Persons with Disabilities Transportation service; Senior Resources of Guilford requested funding for purchasing a vehicle to provide transportation to elderly refugees and for quality of life trips for older adults; and GTA requested funding for expansion of their service hours for SCAT. After combining the scores from MPO staff and Winston-Salem MPO, TAMS had the highest score at 38, with Senior Resources second and GTA third. Because the total requested funding, \$316,464, exceeds the available funding amount of \$215,619, the MPO recommended to award TAMS and Senior Resources the full amount that they requested, and award the rest of the funding for GTA. This distribution also meets the requirement from FTA that at least 55% of Section 5310 funding must be used for capital expenses.

Rhine noted that due to safety concerns, 14-passenger vans are no longer eligible for state contracts and major car manufacturers have ceased production of this model. Meyer noted MPO staff would work with the applicant to ensure they selected an appropriate vehicle.

Meyer noted that this item was only for allocating the funds to the selected applicants and the next item would be to modify the MTIP to reflect the allocations.

George Linney moved to recommend the Section 5316 JARC and Section 5310 funding awards to the TAC for approval. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the Section 5316 JARC and Section 5310 funding awards to the TAC for approval.

9. MTIP Amendment: Add Section 5316 Funding & Modify Section 5310 Funding

Tram Truong presented a MTIP Amendment to accommodate current public transportation projects under the Section 5316 and 5310 funding programs. The Amendment incorporates Section 5316 JARC program funds available from NCDOT, rolls over Section 5310 funding from FY 2013 to FY 2014, and corrects the FY 2014 TIP listings for program Section 5310 to incorporate the mandated minimum amount of funding for capital activities and to be consistent with the results.

Scott Rhine moved to recommend the MTIP Amendment to add Section 5316 funding and modify Section 5310 funding to the TAC for approval. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the MTIP Amendment to add Section 5316 funding and modify Section 5310 funding to the TAC for approval.

10. Project Prioritization: Draft STI Local Point Assignments

Lydia McIntyre presented the Draft Recommended Project Assignment of Local Points for NCDOT's Strategic Prioritization Process. McIntyre reviewed step four of the Prioritization methodology that outlines the quantitative and qualitative analysis for assigning the 1700 available points across all modes at both the regional and divisional tier with a maximum of 100 points per project, for a minimum of 17 projects for each tier. Division projects will be partnered with Division 9 projects. Points can be donated to and by neighboring MPOs but no points have been requested or suggested for donation. McIntyre noted the assignment of local points involves six weighted factors and the largest of the six weights is based on the project's relative performance in NCDOT's quantitative scoring process. The project matrix evaluation is designed to consider how each project performs based on the impact of each factor: green indicates the project has a positive impact on the factor, yellow indicates the project has little or no impact on the factor, and red indicates the project has a negative impact on the factor. One-tier step down is recommended for shifting project funding levels from state to regional and regional to division. The projects have been sorted by mode to account for their different funding sources.

McIntyre reviewed the Draft Recommend Project Assignment of Local Points document. Aviation and urban loop projects received funding at the state level and the remaining state projects cascaded down to the regional tier. Of the 17 projects each recommended 100 points at the regional tier, there are twelve highway projects, six of which are statewide projects that had cascaded down to the regional tier. McIntyre noted the statewide US 29 O'Henry Blvd project submitted by NCDOT was expected to have more flexibility at the regional level. The statewide Grade Separation at NCRR rail project and four regional PART transit projects were recommended at the regional level. Of the 17 projects each recommended for 100 points at the divisional tier, there were eleven highway projects, including the top three regional highway projects if they are not selected for regional funding. If they receive regional funding then two divisional highway projects, the Sandy Ridge project and the Norwalk Street Extension, will be assigned points at the divisional level. The Norfolk Southern Roundhouse property rail project, the Downtown Greenway pedestrian and bicycle project, and four additional pedestrian projects were recommended at the divisional level. McIntyre noted that staff recommends not awarding points to the high-scoring Lee's Chapel Road pedestrian project due to project timing issues.

Fischer inquired about how much funding was available for the BiPed projects and it was estimated that there was approximately \$6 million statewide. McIntyre noted that most of the BiPed projects are eligible for

Safe Routes to School funding. Fischer inquired if there was a possibility of receiving additional funding for the Greenway project. McIntyre and Meyer noted they would make some inquiries on that point. MPO staff had set the funding request to \$500,000 to improve the project's performance to the point of competitiveness but the project performed better than expected under the state methodology. Laura Peoples noted there were two Battleground Ave projects, one for highway and one for sidewalks, and inquired if the highway project would include sidewalk construct. Meyer clarified that if the highway project was selected sidewalk construction for that area would be included in the project.

Fischer inquired about existing funds for the Battleground/Westridge project and the status of NCDOT's review of the MPOs request that the pre-STI funding commitment be honored by the NCDOT. Meyer noted that it was his belief that the project should qualify as a grandfathered project under STI, however due to some schedule questions at NCDOT and ambiguous documentation NCDOT might find that the project is subject to reprioritization at the regional tier. However even if that ends up being the case, the end result is likely to be the project retaining its NCDOT funding support and short term construction schedule

Ed Lewis noted that NCDOT will have a public meeting on the Division methodology at 4 pm on June 23, 2014. They have not completed their ranking or assigned points but will be combining the SPOT score with the Division score.

The draft will be released to the public for review in July. McIntyre noted the MPO public meeting will on July 22nd or the 24th and they will coordinate with the Division and bring the final recommendation to the TAC in August. The Draft STIP is expected in December so selected projects could be announced by the end of October or in November.

Adam Fischer moved to recommend the Draft Recommended Assignment of Local Points to the TAC for endorsement. Ed Lewis seconded the motion. The TCC voted unanimously to recommend the Draft Recommended Assignment of Local Points to the TAC for endorsement.

Business Items

1. BiPed Update

Dan Amstutz provided information on progress towards completing and implementing the BiPed Plan Update and other bicycle and pedestrian activities. The Watch for Me NC application with GPD and Campus Police at UNCG and NCA&T to become partners in the statewide safety campaign was accepted by NCDOT. There was a press release on May 28th and a partner kick-off meeting will be held on June 24th. Law enforcement trainings have already been scheduled and the campaign will officially launch in August or September to correspond with the start of the new school year. The Bike Month events in May were well attended: the Ride with the City had 17 participants; the Police Ride to D.C. had over 70 riders that stopped in Greensboro; the Ride of Silence attracted 150 bicyclists; and the Tradition Cornerstone had approximately 150 participants, with almost 70 arriving on bicycles. There was a public meeting for the BiPed Plan Update on May 22nd at Action Greensboro. There were approximately 12 attendees at the public meeting and a public survey is available online through the MPO website. MPO staff will incorporate analysis of the additional public recommendation analysis in to the BiPed Plan Update. The edge lines on W. Cornwallis between Lawndale and N. Elm are being converted into six-foot wide bike lanes. Parking will not be allowed in the bike lanes and residents of Cornwallis have received notification of this change via postcard.

2. Project Updates

Craig McKinney presented the following project updates:

U-2525 B Eastern Urban Loop Project: Bids opened on June 17th; the low bid was \$111.7 million, compared to the \$114.1 million estimated in the STIP budget.

R-2612 B US 421/Neelley Road Interchange Project: Bids opened on June 17th; the low bid was \$13.5 million, compared to the \$18.2 million estimated in the STIP budget.

US 220 / NC 68 Connector (I-73) R-2413 A/B & I-5110 project: Construction is scheduled to begin in late June and is expected to be completed by April 2017.

Scott Whitaker inquired if there was more information about this project that could be shared. Ed Lewis noted that construction would begin very soon and it would be an aggressive schedule.

Fleming Road / Isaacson Boulevard U-5505 project: The bid opening has been pushed back to July 10th to accommodate additional time needed for an amendment to the bid package.

Market / Walker / United EL-5101 DP project: Construction will start on July 21st. This project completes the last section of sidewalk on Market Street and will construct sidewalk on Walker Ave from Market St. to Holden Rd.

3. Strategic Reports:

Tyler Meyer noted the Federal Highway Trust Fund is expected to dip into the red by August if Congressional actions to provide additional revenues from the general fund are not taken. Also, MAP-21 is due to expire September 30. It has to be extended, continued, or replaced by new legislation for the federal government to continue to levy the national gas tax, and for the federal-aid programs to continue.

Other Items

1. NCDOT Update

Ed Lewis noted that Division 7 and Division 9 have hired a Public Information Officer, Miracle King, to address questions about new projects. Project SS-4907AJ has been completed and additional work is in process on English St. Project 4907AN is waiting for a final invoice from Greensboro that may have already been received.

2. TCC Member Updates

Scott Rhine noted that PART will be releasing a project management plan for their congressionally earmarked funds in July for public comments. A Request for Proposals has been released for an electric charging station project funded by the North Carolina Solar Center. A Request for Qualifications was released for updating the calibration validation for their Travel Demand Model. The data for the Travel Demand Model will be used to prepare for the Air Quality conformity analysis that will be due in early 2015 for the LRTP and TIP.

3. Wrap-Up

The next TCC meeting will take place on July 23rd at 10:30 am in the 3rd Floor GDOT Conference Room.

The meeting was adjourned by Tyler Meyer at 11:50 pm.