



TECHNICAL COORDINATING COMMITTEE
Minutes of May 27, 2015
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Mike Mills	<i>NCDOT Division 7</i>
Craig McKinney	<i>GDOT/MPO</i>	Scott Rhine	<i>PART</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Bill Bruce	<i>Town of Oak Ridge</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Alex Rosser	<i>PTAA</i>
Tram Truong	<i>GDOT/MPO</i>	Matt Wallace	<i>Guilford County</i>
Adam Fischer	<i>GDOT</i>	Michael Abuya	<i>NCDOT TPB</i>
Chris Spencer	<i>GDOT</i>	Jesse Day	<i>PTRC/PTRPO</i>
Hanna Cockburn	<i>GSO Planning Dept</i>		

Tyler Meyer called the meeting to order at 10:35 am.

1. Approve Minutes of March 25, 2015

Chris Spencer moved to approve the minutes of the March 25, 2015 meeting. Jesse Day seconded the motion. The TCC voted unanimously to approve the minutes of the March 25, 2015 meeting.

2. Governor McCrory's Connect NC Bond Proposal

Tyler Meyer explained that the Governor's bond proposal would fund certain transportation projects, as well as state parks facilities, educational facilities, and other infrastructure improvements. Specifically, the transportation projects that would be included in the Triad are the western leg of the Winston-Salem Beltway and the Jamestown Bypass. The bond must be approved by a voter referendum and this action item is simply to endorse putting this proposal on the ballot during the next election.

Jesse Day inquired if the parks and recreation portion was separate from the rest of the proposal. Meyer stated that it is wrapped up as one big package that must be approved all together.

Hanna Cockburn noted that the Greensboro City Council had voted to endorse the bond proposal at a recent Council meeting and the year on the MPO resolution should be corrected to read 2015. Meyer said that it would be corrected before the TAC meeting. Scott Rhine noted that the Winston-Salem MPO had voted to support having the bond proposal on the next ballot.

Planning for the transportation future

Cockburn asked how much money would be in the bond proposal. Adam Fischer explained that it is technically two bonds, \$1.5 billion for roads and \$1.5 billion for other infrastructure, for a total of \$3 billion.

Meyer noted that this bond is important to alleviate the competition for needs in the prioritization process. As an example, the Jamestown Bypass is a \$40-\$50 million project that, given the levels of funding for division needs for the MPO area under STI, would consume a substantial and even a majority portion of available funding if it were selected under Prioritization 4.0. Many smaller projects would be unable to secure funding over the next prioritization.

Hanna Cockburn moved to recommend the Governor's Connect NC Bond Proposal be placed on the 2015 ballot to the TAC for endorsement. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the Governor's Connect NC Bond Proposal be placed on the 2015 ballot to the TAC for endorsement.

3. MTIP Amendment: U-5306 B Battleground at Westridge

Craig McKinney explained that there have been delays in project development related to utility relocation, design, right-of-way acquisition, and environmental documentation. This Amendment would shift construction funding into 2016 but leave right-of-way funding in 2015. The funding source is also being changed from STP, which is being phased out, to NHP.

Adam Fischer inquired on the new projected start date. McKinney noted that right-of-way is in process now and the project should be let by spring 2016.

Scott Rhine asked what NHP stands for. Tyler Meyer answered that it stands for National Highway Performance Program, which is the successor to the national highway system. It is actually a more flexible funding source, and NCDOT has used it to fund a wide range of projects. MAP-21 expanded the definition of the non-highway system to include all principle arterials that were not already otherwise designated. The state is able to use this funding for non-interstate projects such as this one.

Scott Rhine moved to recommend the MTIP Amendment: U-5306 B Battleground at Westridge to the TAC for approval. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the MTIP Amendment: U-5306 B Battleground at Westridge to the TAC for approval.

4. Revisit CMAQ Program FY 2016 & 2017 Project Selection

Tyler Meyer explained the FHWA Congestion, Mitigation, and Air Quality (CMAQ) Program. Projects must demonstrate an air quality benefit as documented through quantitative analysis techniques and must comply with certain eligibility requirements. Funding is suballocated to the Greensboro MPO by NCDOT because it is part of an air quality management area for Fine Particulate Matter (PM 2.5). Transit projects such as purchasing clean fuel replacement buses are eligible, as well as certain roadway operational improvements and transit-oriented sidewalk projects. CMAQ projects for FY 2016 & 2017 were originally selected in 2012, but NCDOT has asked the MPO to revisit its project selections in part because the currently anticipated funding levels are 33% less than previously estimated. Approximately \$3.667 million in anticipated CMAQ funding is available over this timeframe, for a total of \$4.584 million when including the local match. \$3.059 million is planned to be carried over from the FY 2013-2015 for 15 miles of transit-oriented sidewalks under project EL-5101 DL, which includes Yanceyville St, Lees Chapel Rd, Pisgah Church Rd, English St, and W Friendly Ave. Since these projects have been designed together, they must now be delivered together under FHWA rules.

Scott Rhine inquired if EL-5101 DL included certain projects of interest to the District 1 City Councilor. Meyer responded that although English St is partly in District 1, this is not the same project. He is thinking of the Florida St Extension project which was replaced by a new project for sidewalks along E Lee Street, which is on a different track with a different funding source.

The funding available would be used as follows: \$1.046 million would be added to complete the EL-5101 DL projects and C-5555B, which is a transit-oriented sidewalk project to fill in gaps on College Rd and New Garden Rd that can be completed in the same timeframe. The \$3.059 million carryover will be used to

complete the EL 5101 DL projects, which need to be completed as soon as possible because the carryover CMAQ funds are time-sensitive. \$3.122 million would be used to purchase seven Clean Diesel replacement buses for GTA, which are cheaper than the hybrid buses GTA has been purchasing in the past. 19 GTA buses will be coming up for replacement in the next several years, and some are already past their useful life.

Jesse Day inquired if other vehicles that use alternative fuels such as natural gas could be considered. Rhine stated that natural gas and hybrid buses are about comparable in price and still cost around \$200,000 more than clean diesel buses. Meyer said maintenance facilities would need a costly retrofit to handle natural gas vehicles and so that was not under consideration. Clean Diesel buses are about \$450,000 while hybrids are about \$660,000. Adam Fischer added that GTA was on track to replace all their buses with hybrids, but the cost is prohibitive based on the replacement needs and the funding available.

Rhine noted that the original project selection included \$175,000 for PART rideshare replacement vans. He said that PART would like to request that same amount of funds to establish Saturday service for PART routes 1, 2, and 3. PART frequently receives requests to establish a Saturday service to connect to the municipal systems that operate on the weekend. He suggested that it could be done if GTA replaces only six buses instead of seven.

Meyer noted that the \$175,000 Rhine mentioned was the total funding amount not the federal amount. He also said that with a reduction in CMAQ funding by 33% staff took care to review the previously submitted projects and identified the most needed projects from the standpoint of project need, usage level, service impacts, operational impacts of not making the improvement, and other considerations. The benefits of GTA's bus replacement needs are greater than the potential benefits of starting up a new Saturday service on area PART routes. Rhine said that PART will be requesting a similar amount from the High Point MPO and Winston-Salem MPO in order to pilot the Saturday service for three years in the Triad. Fischer asked how PART would continue the service after three years. Rhine responded that PART has adjusted their reporting formula to the National Transit Database to include more operating expenses and by 2017 they would expect to receive more funds from the FTA Section 5307 formula grant. Meyer said that he would note Rhine's proposal to the TAC, but he would not recommend that it be funded at this time to the TAC for the reasons previously stated. Fischer noted that GTA is struggling to keep its core services running and avoid cutting service, and needs all the funding available. The advanced age of the buses needing replacement significantly increases maintenance costs for GTA. He would not support modifying the current proposal and would vote to bring it before the TAC as is.

Bill Bruce inquired if this had been discussed previously before the meeting. Meyer and Rhine noted that it had been discussed beforehand and similar points were made. Meyer added that this is simply a bad time to be asking for funds to begin a new service given the existing project commitments; the reduction in funding available; and the magnitude of bus replacement needs (20 replacements due in the FY 2016-2017 timeframe), the operations and maintenance cost impacts of keeping the old buses in service, and the overall funding challenges that GTA is currently facing. Bruce noted that even if staff does not recommend PART's proposal, they could still appeal directly to the TAC members.

Adam Fischer moved to recommend the CMAQ Program FY 2016 & FY 2017 funding recommendations as presented, without modifications, to the TAC for further consideration. Chris Spencer seconded the motion. The TCC voted to recommend the CMAQ Program FY 2016 & FY 2017 funding recommendations as presented, without modifications, to the TAC for further consideration, with Alex Rosser abstaining and Scott Rhine opposed.

Business Items

1. Aycock & Walker Safety Assessment Results

Daniel Amstutz reviewed the Pedestrian Safety Assessment for the Aycock & Walker intersection that took place on April 20. NCDOT Secretary Tata, FHWA NC Administrator John Sullivan, and City Councilwoman Nancy Hoffmann made opening remarks about the importance of bicycle and pedestrian safety and reviewed USDOT's new Safer People, Safer Streets initiative. The assessment last about 4 hours

and included sessions on crash data and land use related to the site, field review of the intersection and Aycock corridor, and group discussion and presentations on possible countermeasures for pedestrian safety. About 30 people attended the technical portion of the assessment and included representatives from GDOT, UNCG, NCDOT, FHWA, FTA, Greensboro Police, the Pedestrian and Bicycle Information Center, and local bicycle and pedestrian advocates.

As a result of this safety assessment, the scope of the Aycock and Walker intersection project has been expanded beyond the intersection. The project will now include a vegetated median island on Aycock between Walker Ave and Cobb St. A dedicated mid-block pedestrian crossing will be created with a refuge area between Morton St and Cobb St. This will help channel pedestrians towards a safe crossing which will have high-visibility crosswalks and a Rectangular Rapid Flashing Beacon (RRFB). UNCG has agreed to construct a paved path down to their parking lot opposite this crossing to help facilitate a movement that is already being made by students. The design of the intersection itself has not changed, but City traffic engineering staff is still reviewing the possibility of installing a protected phase for left turns from Walker onto Aycock. Chris Spencer added that the plantings in the median are intended to be dense and discourage crossings away from the designated areas. The sidewalk on the east side of Aycock on the UNCG side would also be pushed back to allow for a buffer area with more dense plantings to again discourage erratic crossings. Craig McKinney also noted that there would be a handrail along the sidewalk by the UNCG parking lot to channel pedestrians towards the parking lot entrance.

Hanna Cockburn inquired if the median would prevent left turns from Aycock onto Morton St. Amstutz confirmed that this movement would be prohibited, but left turns onto Cobb St would be allowed.

Jesse Day asked if a Leading Pedestrian Interval was being used at the Walker and Aycock intersection. Amstutz noted that it has been discussed but is not currently being used.

Bill Bruce commented that the plantings should be dense otherwise there will be a problem with pedestrians darting into the street from behind the plantings. Cockburn noted that the experience of the median plantings on Spring Garden St should prove instructive.

McKinney explained that he has approached the design consultant for the intersection project about revising the scope and expediting the design process. The proposed schedule is to start the right-of-way process by late fall. It is expected that the right-of-way process with UNCG will take at least six months. The goal is to begin construction on the project by summer 2016. Lydia McIntyre inquired as to how the project was being paid for, including the additional work for the expanded scope. Tyler Meyer noted that the MPO is using federal Transportation Alternative Program funds, and there are uncommitted funds that can be put towards making up the difference. A recommendation to add additional TAP funding to this project will be made in the near future.

2. Section 5310 Call for Projects Update

Tram Truong presented an update on the MPO Call for Projects for the FTA grant program Section 5310, *Enhanced Mobility of Seniors and Individuals with Disabilities*. The Greensboro MPO has an estimated FY 2015 funding allocation of \$236,379 for the Section 5310 program, of which about \$215,619 is available for eligible projects. Projects will be prioritized through a competitive selection process overseen by the MPO as defined by the 2014 Coordinated Plan update. Project submittals were due May 15. MPO staff received three applications, from GTA, Guilford County Transportation and Mobility Services, and a non-profit. Unfortunately, the non-profit submission was deemed ineligible because they could not provide a local match for the funding. The remaining applications have been sent to the Winston-Salem MPO for scoring. Truong will also score the applications. A funding recommendation will be made once the scores are completed and compared. The funding recommendation will be brought to the June 24 MPO meeting for approval.

3. Long Range Transportation Plan/Transportation Improvement Program Update

Lydia McIntyre noted that the name of the LRTP would be changing to Metropolitan Transportation Plan, or MTP. The development of the document is underway, including the air quality analysis. The MTIP is also being updated to incorporate projects that were included in the recently released State Transportation

Improvement Program, and will follow the same public input and approval schedule as the MTP. Public involvement for the MTP roadway list took place in February and the air quality conformity list was approved in March. The next major milestone is to complete the MTP and MTIP documents for public review in July. The goal is to bring both documents to the TAC for approval at the September MPO meeting and have the air quality conformity approved by October 1.

MPO staff also need to look ahead to the schedule for Prioritization 4.0 and the 2018-2028 MTIP. The current schedule is as follows:

- *August 2015* – changes due for existing projects that were not selected for funding under P 3.0
- *September 2015* – new projects must be submitted for consideration under P 4.0
- *October 2015-February 2016* – NCDOT develops quantitative scores for projects
- *March 2016* – Statewide projects identified
- *April-May 2016* – Regional local input points are decided
- *July 2016* – Regional project scores released
- *August-September 2016* – Division local input points are decided
- *November 2016* – Division scores released
- *December 2016* – Draft STIP released

McIntyre noted that the changes in scope, cost, and other information are needed by August 2015. Something new for this process is that the regional project scores will be released before the division local input points need to be decided. Some of the criteria for scoring the projects have changed, including for the transit and roadway projects. Tyler Meyer noted that staff should give an update on the criteria for the TCC at the next MPO meeting.

Meyer also advised that projects selected for funding in the STIP within the first five years are considered committed. However, projects that are included in the following two years should also be considered committed even though they may not have construction funding scheduled. NCDOT has not yet changed their policy, but it has been a problem when they have gotten into project development for projects in years six and seven that end up being re-prioritized.

4. Project Updates

Craig McKinney noted that there will be bid openings for two projects occurring on May 28: Battleground/Benjamin/Cone intersection, and the Downtown Greenway Phases 3a, 3c & 2e. This will be the second bid opening for both of these projects.

5. Strategic Reports

P 4.0 Committee: Tyler Meyer explained that he had served on the Prioritization Work Group, which met every two weeks between September 2014 and May 2015. The work has recently concluded and the recommendations have been sent to the Board of Transportation for review and approval. There have been some enhancements and adjustments to the prioritization criteria, including the use of use of new methods such as statistical scaling. Overall, the process was worthwhile and should lead to improvements in the process and results for the next round of prioritization. Adam Fischer thanked Meyer for his service on the work group and for bringing back his insight to the Greensboro MPO.

NCAMPO Conference: The 2016 NCAMPO conference will take place in Greensboro. A date has not yet been set, and a location is being explored. The NCAMPO conference in Raleigh this year had over 400 registered attendees. It is anticipated that at least 300 will attend the conference in Greensboro next year.

Bike Month Recap: Daniel Amstutz reported on highlights from Bike Month. The Open Streets event on Elm St on May 1 was very successful, and hundreds of people were able to experience it. Safe Kids Guilford did a bike rodeo, several bike shops were represented, skateboarders and people with BMX bikes did tricks, and there was music and other entertainment. There were some small issues that came up but overall everything went well. Hanna Cockburn noted that her daughter attended the bike rodeo at Lindley Elementary on May 15 and the school was very appreciative and interested in continuing to have

bike rodeos in future years. Amstutz also noted the Ride With the City on May 11 had about 27 people. The Ride of Silence on May 20 had about 150 people. The last event of Bike Month will be the Wheels on the Greenway, which will take place Sunday May 31 at the Morehead Park section of the Downtown Greenway. It will be a kid-focused event with another bike rodeo for kids to learn about bike safety, along with music, games, and other activities. Amstutz noted that Bicycling in Greensboro was a great partner in working on events for Bike Month.

Other Items

1. NCDOT Update

Mike Mills noted that there are many projects listed in the status report. It will be about 5 weeks before they get the steel posts to finish putting up the signs for the Greensboro Science Center. The roundabout project at Southeast School Rd will be let in June to begin construction this summer. At the June Board of Transportation meeting, final funds are expected to be appropriated for the reopening of Old Stagecoach Rd near Honda Jet. There has been a request to realign the railroad crossing in Browns Summit because transfer trucks cannot cross the tracks without going over the centerline.

Lydia McIntyre inquired about the purpose of reopening Old Stagecoach Rd. Mills explained that Honda Jet wants to have that road as the main entrance point for their facility. At the moment access is from Chimney Rock Rd and Radar Rd. NCDOT expects to have the project contracted in July.

2. TCC Member Updates

Scott Rhine noted that PART is wrapping up the freight study and have received state funds to do the second phase. With regards to the MTIP and LRTP, they will have the draft air quality conformity report ready in June. He also noted that the Triad MPOs will need to approve a resolution adopting the updated version of the travel demand model.

Lydia McIntyre noted that as part of the freight study a survey was done of the freight industry to identify freight transportation issues. She recommended that there be a discussion to see if some of these issues can be addressed at a division or local level. Mike Mills agreed and noted that economic development funds could possibly be used to help out.

3. Wrap-Up

The next TCC meeting will take place on June 24 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:48 am.