



TECHNICAL COORDINATING COMMITTEE
Minutes of January 28, 2015
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Mark Kirstner	<i>PART</i>
Craig McKinney	<i>GDOT/MPO</i>	Bill Bruce	<i>Town of Oak Ridge</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Alex Rosser	<i>PTAA</i>
Tram Truong	<i>GDOT/MPO</i>	Scott Whitaker	<i>Town of Summerfield</i>
Adam Fischer	<i>GDOT</i>	Michael Abuya	<i>NCDOT TPB</i>
Chris Spencer	<i>GDOT</i>	Mike Mills	<i>NCDOT Division 7</i>
Deniece Conway	<i>GDOT</i>	Jesse Day	<i>PTRC</i>
Matt Wallace	<i>Guilford County</i>	Laura Peoples	<i>Bicycling in Greensboro</i>

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

1. Approve Minutes of November 10, 2014

Chris Spencer moved to approve the minutes of the November 10, 2014 meeting. Mike Mills seconded the motion. The TCC voted unanimously to approve the minutes of the November 10, 2014 meeting.

2. FY 2012-2018 MTIP Amendments: Preliminary Engineering for Selected Prioritization 3.0 Projects

Tyler Meyer presented the FY 2012-2018 MTIP Amendments for Preliminary Engineering for Selected Prioritization 3.0 Projects. NCDOT used Prioritization 3.0 to select nine new Regional and Division Tier roadway projects for inclusion in the FY 2016-2025 State Transportation Improvement Program (STIP). The start date for the FY 2016-2015 STIP is October 1, 2015 but preliminary engineering work is needed now to support timely delivery of these projects. The work will be completed by NCDOT and the City of Greensboro pending future municipal agreements with federal funding reimbursements. This MTIP Amendment will add the planning and environmental study phase to begin work on these projects in FY 2015.

Mark Kirstner inquired how long the nine projects had been on the project list. Meyer responded that some projects were new and some had been included in the later years of the last STIP but NCDOT had not implemented them. The Aycock and Lee St project and possibly the Pisgah Church and Lawndale project are

Planning for the transportation future

examples of projects that had come from the last STIP. Craig McKinney added that the NC 150 and NC 68 Intersection project had carried over from the last STIP.

Chris Spencer asked when the funds will be released for the projects. Meyer indicated that the handout with the project list and draft STIP is the best indicator of the timeline for funding. The documents outline an aggressive schedule for funding and construction. Mike Mills noted that the Board of Transportation will be acting on the draft STIP in June and municipal agreements will be generated soon after. McKinney inquired if the MPO can start submitting information in February for the municipal agreements. Meyer said that they would coordinate on that later to be sure.

Chris Spencer moved to recommend the FY 2012-2018 MTIP Amendments for Preliminary Engineering for Selected Prioritization 3.0 Projects to the TAC for approval. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the FY 2012-2018 MTIP Amendments for Preliminary Engineering for Selected Prioritization 3.0 Projects to the TAC for approval.

Business Items

1. Draft Unified Planning Work Program FY 2015-2016

Tyler Meyer presented the draft for FY 15-16 Unified Planning Work Program to guide MPO planning work activities for July 1, 2015 – June 30, 2016. The plan provides for FHWA PL funds of \$389,470 and FTA Transit Planning funds, including the Section 5307 supplement (GTA) of \$161,360. The final document will also contain the MPO Self-Certification finding that ensures the plan is in compliance with all federal regulations and requirements. Major components of the UPWP include completion of the Transportation Improvement Program and the Long-Range Transportation Plan (LRTP) Update, work on Prioritization 4.0, completion of the BiPed Plan Update, and data collection and model enhancements to the regional traffic demand model. TCC members were asked to review the document and make any recommendations before the next meeting in February. The 2015-2016 Unified Planning Work Program will be brought to the TAC in March for adoption.

Jesse Day inquired about the task code for Transportation Enhancement Planning and if it should be changed to Transportation Alternatives. Meyer explained that there was some uncertainty as to whether the MPO needed to use the revised task codes, but in the future new ones will be phased in and possibly consolidated. Michael Abuya will look into that in more detail.

Mark Kirstner asked how the PL allocation compares to last year. Meyer answered that it was the same, but there is less carry-over funding from previous years. He went on to explain that the MAP-21 authorization basically carried forward the SAFETEA-LU authorization, and the Metropolitan Planning Formula Funds are based on the 2000 Census instead of the 2010 Census. Hopefully that will be corrected in the next authorization since North Carolina has grown significantly compared to the rest of the nation. Kirstner asked if the allocations to each of the tasks are the same. Meyer noted that the numbers in the draft are currently estimates and will be subject to future revision and in-depth study of tasks from this year to last year to decide on allocation.

Day inquired when the UPWP needs to be finalized. Meyer answered that it will be brought to the TAC for approval in March, though technically it does not need to be completed until May. Staff will wait and see if Congress plans to act on a new transportation authorization before then, in which case staff will delay bringing it to the TAC for approval to avoid having to amend the UPWP.

Day noted that Pleasant Garden is expecting to adopt its Bicycle and Pedestrian Plan in spring and inquired if a bullet could be added for helping them implement their plan. Meyer explained that the tasks listed include general references to helping the MPO Towns implement projects and plans, but he will look back and see if something more specific should be added. The draft will be tweaked to make the tasks more clear as needed.

Meyer encouraged the TCC members to bring back specific questions and noted that next time the discussion will be more structured. He explained that the BiPed implementation task may be tweaked to be consistent with current thinking in consideration of prioritizing short-term bicycle programs, for example.

Laura Peoples suggested including advocacy organizations, neighborhood organizations, and special interest groups such as the Greensboro Velo Club under the bullet for implementing bicycle and pedestrian education and safety programs.

Kirstner asked for more explanation on Task II-A-5, Transit System Data. Meyer pointed out that there is a detailed write-up of that attached to the UPWP Administrative Table. He also noted that by the final meeting on this there will be a detailed discussion of all the planning codes for the members.

2. Long Range Transportation Plan Update

Craig McKinney presented progress on the 2040 Long Range Transportation Plan (LRTP) Update. The draft roadway project list has been identified and will be presented for TCC and TAC feedback. This list will have to be provided by next month to the Federal Highway Administration for them to begin their air quality analysis. Public involvement begins February 2nd and continues until March 2nd. The document is being distributed to local public offices including the County Commissioner's office and the Town offices. It is also online and there is a survey the public can take. Public comments will be included when presented to the TAC next month. A public workshop will be held on February 16, 2015 for community input. MPO approval of this list will be needed by March for air quality conformity analysis purposes. There are four maps of projects, the last of which is called "Illustrative Projects" where further analysis for project viability and need must be undertaken. The complete document – including chapters on various modes, discussion of needs and financial planning, and the like – is expected to be brought before the TAC for approval in September. FHWA should release the conformity document in early October, which will conclude the update.

Scott Whitaker requested more information on the Illustrative Projects map. Meyer explained that the Illustrative Projects map includes projects that may be needed eventually but not necessarily before 2040. Many of them are in the countryside and would be good improvements from an operational standpoint but are not a near term priority for various reasons. Bill Bruce asked if the map will be included in the LRTP and if a project on the map would need to be transferred into a horizon year before receiving funding. Meyer answered yes, it would need to be moved into a horizon year, but these are projects that are not expected to move off the Illustrative Projects list within the next three years.

Michael Abuya questioned how showing the projects in the LRTP Illustrative Projects list is different from having them in the Comprehensive Transportation Plan (CTP). Meyer explained that the CTP notes areas that need improvement but does not identify specific projects, while the LRTP identifies the projects associated with the improvements. The LRTP also shows priority and the timeframe of improvements, which the CTP does not. Meyer went on to explain that in some cases air quality detrimental projects can be moved into "illustrative" status in order to move in more air quality-benefitting projects, but this is not the motivation regarding these projects.

Mark Kirstner inquired about the construction timing for the interchange at High Point Rd where it crosses I-73, which is currently under construction. Mike Mills responded that completion is expected by May 2016.

3. Draft Transportation Improvement Program FY 2016-2025

The results of Prioritization 3.0 (Regional and Division Needs) are reflected in the proposed FY 2016-2025 State Transportation Improvement Program project listings that NCDOT released in December. Tyler Meyer summarized the process of how these projects were selected, including the initial scoping of possible projects to submit, rank ordering through the NCDOT's data-driven Prioritization evaluation, applying local input points by MPOs, RPOs, and Division engineers, and the public input into the process. The draft STIP shows the outcome of this process, broken out by cost timeframes and types of projects. Meyer noted that all modes are represented, including roadway, transit, bicycle and pedestrian, and air travel. Most of the funds for the PTI airport, transit, and bicycle and pedestrian projects do not come from the state but there are other

funds that will make up the difference. There will be many roadway projects taking place in the Greensboro MPO, including the last section of the Urban Loop which is expected to start construction by 2019. Some other smaller projects such as the widening at Aycock and Lee will open up a congested point that will be a big improvement for all modes. Meyer referred to the summary materials and maps developed for the meeting.

Jesse Day inquired if the table of funding amounts that went with the memo included other smaller projects not included the following pages. Meyer answered that the number should be close, although there may have been some errors or possible misclassification because of the method used to analyze the data.

Laura Peoples inquired what types of projects made up the bicycle and pedestrian projects. Meyer responded that most of them were existing sidewalk projects, except for the Downtown Greenway. The number for those sidewalk projects may not include roadway projects that will build sidewalk at the same time, as the costs were calculated quickly and need further review. Adam Fischer noted that a high percentage of the STP-DA funds (annual allocation \$3.9 million per year) go to sidewalk projects.

Mark Kirstner questioned if the 2021-2025 project costs could be considered an “unfunded need” column. Meyer explained that projects through 2022 should be considered committed, and will definitely be funded by NCDOT. Mike Mills said that it was his understanding that the first five years (2016-2020) are definitely committed for funding, but the last five years, especially in 2024 or 2025, would be up for reprioritization and not guaranteed for funding. Discussion continued on when projects would be up for reprioritization. There was concern that if a project received right-of-way funding in 2021, that it could be up for reprioritization and drop out of construction funding. Meyer explained that the SPOT Prioritization 4.0 workgroup has recommended that projects scheduled through 2022 should not be prioritized again, but the Board of Transportation has not yet acted on this recommendation..

Meyer noted that the number for the bicycle and pedestrian projects includes some money from the Prioritization 3.0 process for the sidewalk projects and the Downtown Greenway, around \$2 million. Fischer noted that this number does not include local bond funds that go to match the state and federal funds for these projects. Meyer thought it did, but he said he would need to go back and check.

Kirstner inquired if the five-year committed window had something to do with the funds available for projects. Meyer answered that the state wanted to be sure it could deliver a project once it started the process to get to construction. Fischer commented that smaller projects could probably be moved up if they were further along and funding allowed.

4. Information About the Airport Area Transportation Plan

Adam Fischer presented on the Airport Area Transportation Plan. The PTI Airport is a significant driver of economic development in the Triad. In 2012, staff and local policymakers from Greensboro, Winston-Salem, High Point, and Kernersville met to discuss which projects they would mutually support in the airport area.

Fischer framed the presentation in the context of the Triad’s importance to east coast logistics and commerce. Major population centers such as Memphis, Louisville, Cincinnati, Pittsburgh, Philadelphia, and Washington DC are all within 350 miles or a day’s truck drive from the Triad. Within 700 miles, or two day’s drive, is the entire east coast. There is a major air cargo center at PTI that carries about 306,000 tons per year. The closest deep water port is in Norfolk and it is expected to receive more cargo with the expansion of the Panama Canal. Larger ships will be able to carry more cargo into port. There is a direct railroad line from Greensboro along Norfolk Southern’s rail lines to Norfolk, which also has an intermodal port in Greensboro. The Triad is centrally located in relation to the highway, air, sea port, and railway networks.

Fischer then highlighted several current and proposed future airport area roadway projects of interest to the MPO and its Triad partners. Current projects include West Market Street, NC 68/US 220 connector (future I-73), Macy Grove Road, the Winston-Salem Eastern Loop, US 52 improvements, US 158 widening, Union Cross Road widening, Skeet Club Road widening, and Johnson Street/Sandy Ridge Road. Future projects include the Sandy Ridge Road improvements/extension, Winston-Salem Urban Loop, Bryan

Boulevard Extension, and the proposed I-73/I-74 Connector. Fischer then provided information about these projects. One notable point is that the I-40 Connector project, which would have created an interchange where I-40 and Business I-40 come together in Kernersville, has been removed from the Greensboro LRTP due to the infeasibility of the project, low benefit compared to cost, and lack of public support.

Bill Bruce inquired if it is likely that the Bryan Boulevard extension and I-73/I-74 connector could both be built. Fischer replied that it was not likely they would both be built since they basically both provide improved east-west travel. Bruce noted that the I-73/I-74 Connector had been moved into the Illustrative Projects list. Meyer said the project had not scored particularly well under Prioritization 3.0, and at Winston-Salem and Kernersville's request, the Winston-Salem and Greensboro MPO staffs and NCDOT Division Engineers have agreed to further evaluate the need for this project, and if it is still needed to further evaluate what sort of roadway appears needed before the next Long Range Transportation Plan Update.

Fischer discussed the PTI Airport expansion plans and the feasibility of adding another runway to the airport. There are questions about the need for the extra runway and whether the runway at the Winston-Salem Airport could be used instead. Alex Rosser noted that the new runway that was built at PTI Airport in 2010 had been on the airport's master plan since 1968, so they recognize that it may be a long time before the third runway is built.

5. Institute of Transportation Engineers Traffic Signal Program Award

Adam Fischer explained that the City of Greensboro had submitted an application for an award from the International Institute of Transportation Engineers for the traffic signal system and were awarded for Best Project Achievement. The traffic signal project included adding more than 50 traffic cameras and connecting all 450 signals throughout the city with fiber optic cable. About half the signals in the city are owned by NCDOT but operated by the city, and this was a unique partnership to upgrade the signals. At the same time the city put in an extra \$1 million to connect city facilities with fiber optic cable to upgrade the communications network for the city.

Jesse Day inquired if the intention was to provide high-speed internet to city facilities and the general public. Fischer responded that the project is complete from the traffic signal side, but the IT department is still tying into the system. There may be some excess capacity available for third parties, but the city is not pursuing it at this time.

The traffic signals run over an Ethernet/IP protocol, the first of its kind in the state. Fischer said that the city is extremely confident that the system cannot be hacked into even though these two systems are joined together.

6. Project Updates

There were no project updates to report on at the meeting.

7. Strategic Reports

Daniel Amstutz presented on several strategic reports:

FHWA Safety Assessment – At the Pro Walk Pro Bike Pro Place conference in Pittsburgh last September, Secretary Anthony Foxx announced a new initiative of USDOT called Safer People, Safer Streets. Although automobile-related injuries and fatalities have been declining in recent years, since 2009 bicycle- and pedestrian-related injuries and fatalities have been on the rise, comprising 16% of all traffic fatalities in 2012. This initiative follows a recent trend by USDOT to better accommodate and provide guidance for bicycle and pedestrian facilities and safety. Bicycle and Pedestrian Safety Assessments are an action step of the Safer People, Safer Streets initiative and all state FHWA division offices are required to coordinate one in their state. Greensboro applied to be the host city for NC and was notified of being selected at the beginning of January. MPO staff recommended performing the assessment at the Aycock and Walker intersection, which has been the site of many pedestrian crashes. The event is expected to be held in April or May.

Mayor's Challenge for Safer People, Safer Streets – Another extension of the Safer People, Safer Streets initiative is the Mayor's Challenge, which is a year-long effort kicking off in March with a summit in Washington DC. The Call to Action includes:

- Issue a public statement about the importance of bicycle and pedestrian safety
- Form a local action team to advance safety and accessibility goals
- Take local action through the challenge activities

The seven challenge activities are:

1. Take a Complete Streets approach
2. Identify and address barriers to make streets safe and convenient for all road users, including people of all ages and abilities and those using assistive mobility devices
3. Gather and track biking and walking data
4. Use designs that are appropriate to the context of the street and its uses
5. Take advantage of opportunities to create and complete the ped-bike networks through maintenance
6. Improve walking and biking safety laws and regulations
7. Educate and enforce proper road use behavior by all

Amstutz noted that the City is already taking action on several of these activities in some way or another. The City plans to pursue this challenge and determine the best way to take action on it.

BiPed Update Advisory Committee Meeting – There will be another meeting of the BiPed Update Advisory Committee on February 3 to go over the bicycling recommendations and get feedback on paved shoulders and bicycle lanes. Staff has been focusing on identifying high priority and short-term projects to implement within the next few years.

Laura Peoples added that Bicycling in Greensboro (BIG) is planning to hold a League Cycling Instructor (LCI) seminar June 12-15. Anyone wishing to become a bicycling safety instructor can participate in the event provided they have taken the Traffic Safety 101 course. PTRC plans to host some TS 101 courses around the Triad, which will include information on designing bicycle facilities targeted towards planners and engineers. Adam Fischer noted that the City is working on putting more bike lanes on roadways without resurfacing, such as by marking elimination. Peoples encouraged TCC members to sign up for the TS 101 course. Jesse Day noted it could be in May. Peoples also noted that Bike Month planning will be starting at the end of the week.

Other Items

1. NCDOT Update

Mike Mills noted that many projects are underway and his report is in the package. The construction of the Western Loop, Eastern Loop, and Neelley Road interchange are some of the bigger projects being worked on. Mills also noted that there will be two public meetings about the draft STIP in Division 7: March 23 in Hillsborough, and March 26 at the Division offices in Greensboro.

2. TCC Member Updates

Mark Kirstner noted that PART has started a revised Route 4 through Alamance County that will connect up with Triangle Transit in Mebane. The route will start at the PART hub and frequency will be increased to four runs instead of two. It will not stop at the Greensboro Depot because the schedule will not allow. This is the first connection between two regional transit systems in NC, and perhaps the country.

Kirstner also mentioned that Triad Commute Challenge, which will be a different format from years past. There will be a kick-off in Winston-Salem. Specific audiences will be targeted, such as businesses and universities.

Kirstner noted that PART is planning to open a regional call center at the beginning of August. In

addition, the Piedmont Together project has a part-time employee working on it and has been focusing on equity in transportation.

3. Wrap-Up

The next TCC meeting will take place on February 25th at 10:30 am in the 3rd Floor GDOT Conference Room.

The meeting was adjourned by Tyler Meyer at 12:06 pm.