



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

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Ed Lewis	<i>NCDOT Division 7</i>
Craig McKinney	<i>GDOT/MPO</i>	Scott Whitaker <i>(by phone)</i>	<i>Town of Summerfield</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Jesse Day	<i>PTRC</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Oliver Bass	<i>Guilford County Planning</i>
Tram Truong	<i>GDOT/MPO</i>	Bill Bruce	<i>Town of Oak Ridge</i>
Adam Fischer	<i>GDOT</i>	Alex Rosser	<i>PTAA</i>
Michael Abuya <i>(by phone)</i>	<i>NCDOT TPB</i>	Jeff Sovich	<i>GSO Planning Dept</i>
Joe Geigle	<i>FHWA</i>	Mark Kirstner	<i>PART</i>

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

1. Approve Minutes of September 23, 2015

Oliver Bass moved to approve the minutes of the September 23, 2015 meeting. Michael Abuya seconded the motion. The TCC voted unanimously to approve the minutes of the September 23, 2015 meeting.

2. FY 2016-2025 MTIP Amendment - U-5326 College/ Guilford College at West Market Street

At the previous MPO meeting in September, the MPO acted to increase the STP-DA right-of-way funds for the project U-5326 College/Guilford College at West Market Street. Although this project was selected during Prioritization 3.0 for construction funding, a different cost estimate was used for project construction which is too low (\$1.5 million). NCDOT has followed up on their commitment to fund this project by increasing the state funding to the correct amount, which is \$7.1 million. An MTIP Amendment is needed to increase this project's funding by \$5.6 million. This item will be brought before the Board of Transportation in December as a STIP Amendment and is expected to be adopted then.

Jesse Day asked about the project cost increase. Tyler Meyer explained that this was initially a City of Greensboro bond project before the City decided to submit it for state funding via Prioritization. The MPO agreed to help fund the right-of-way phase to make it more competitive, and it was selected under Prioritization 1.0. However, it was scheduled in 2020 during that round of Prioritization; when it was selected for P3.0 NCDOT agreed to fund it in 2016. Adam Fischer noted that the project's limits expanded

Planning for the transportation future

significantly over time, in response to congestion and safety concerns in the area. Craig McKinney noted that the right-of-way acquisition phase should be completed by spring 2016.

Adam Fischer moved to recommend the FY 2016-2025 MTIP Amendment - U-5326 College/ Guilford College at West Market Street to the TAC for approval. Bill Bruce seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment - U-5326 College/ Guilford College at West Market Street to the TAC for approval.

3. FY 2016-2025 MTIP Amendment - CMAQ Buses

This action is a follow up to the June MPO meeting where the MPO directed available FY 2016-17 CMAQ funding to project priorities in cooperation with NCDOT. These priorities included funding for transit oriented sidewalks (EL-5101 DL & C-5555 E) as well as clean fuel replacement buses. The transit oriented sidewalks were previously approved rollover projects from the 2013-15 CMAQ program that already had completed air quality analyses. The replacement buses for GTA have recently been reviewed for air quality improvements by FHWA and NCDOT, and the MPO has been approved to add these projects to the MTIP with an Amendment.

The Amendment will also change the project description to “Clean Fuel Replacement Buses” as GTA considers an option to replace their buses with electric buses instead of clean diesel buses. The bus costs appear to be roughly equivalent, and the necessary charging infrastructure could be financed using operating cost savings. Since the air quality analysis for using clean diesel replacements has already been done, the analysis would need to be revised if GTA determined to pursue the electric buses. However, this would not be difficult since the electric buses generate almost no emissions. The same number of buses could be purchased as well. Adam Fischer added that costs for these types of vehicles and infrastructure are decreasing, and GTA could see maintenance savings as well. Grants may also be available for the charging infrastructure.

Daniel Amstutz inquired about the maintenance of the batteries in the electric vehicles, as this had come up as an issue when discussing the hybrid buses at the past June MPO meeting. Fischer noted that the batteries can run for about two hours before needing to be recharged, but new charging infrastructure can charge the battery in 5-10 minutes. The replacement costs of the batteries, motors, and charging infrastructure would be funded through GTA’s capital funds that go to fuel and maintenance for the bus fleet.

Scott Whitaker inquired about the electric charging stations. Fischer explained that initially four or five buses would be purchased with the CMAQ funds, and a charging station would be installed at the Depot. The buses would run their routes, which take about an hour, and return to the Depot to quickly be charged again. A manufacturer is currently in Greensboro riding routes to determine which ones would be best suited for electric bus service.

Tyler Meyer noted that the CMAQ funds should be able to replace about nine buses that are due to be replaced now, and it is estimated that nine more will be at the end of their useful life next year. Around the 2018-19 timeframe it is expected that the HEAT buses, of which there are 9 or 10, will need to be replaced as well.

Michael Abuya asked if there were examples of other cities that had invested in electric buses and charging infrastructure. Fischer noted that Louisville, KY is running 10 buses; Nashville, TN is running 12 buses; and Tallahassee, FL is running 10 buses. Other cities are interested in getting electric buses and are seeing the possible savings of them.

Lydia McIntyre requested clarification on the numbers in the MTIP Amendment documentation. Meyer explained that there is a difference between 2016 and 2017 because GTA plans to replace five in 2016 and four in 2017. GTA could replace some or all of the buses with electric buses, but they have not decided that yet. In addition, the numbers on the documentation do not include the CMAQ funds for the sidewalk projects, which also make the numbers appear less in total than they ought to be.

Adam Fischer moved to recommend the FY 2016-2025 MTIP Amendment - CMAQ Buses to the TAC for approval. Bill Bruce seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment - CMAQ Buses to the TAC for approval.

4. FY 2016-2025 MTIP Amendment - Section 5307 allocation to PART

The City of Greensboro is the direct recipient for the Section 5307 funding allocation from FTA, which is a formula grant program to support transit systems. The funding levels for urbanized areas are dependent on transit service statistics, population, and density, among other factors. The Greensboro Urbanized Area received about \$4.6 million in funding in FY 2015. GTA is requesting that \$250,000 of Section 5307 be transferred to PART starting in FY 2017. The reasons for this are: 1) GTA agreed to do so when PART took over the GTA Career Express in FY 2015; 2) the MPO directed lapsing JARC funding to PART to cover the costs of this service in FY 2015 & 2016; and 3) PART now reports transit statistics to the National Transit Database (NTD) for the Greensboro Area, which is expected to somewhat increase the 5307 allocation in the area. This Amendment will enable implementation of the agreement made between GTA and PART when PART took over the Career Express. The Amendment would offset this transfer to PART by decreasing GTA 5307 operating funds by \$250,000 starting in FY 2017.

Jesse Day asked about the local funds GTA is providing. Tyler Meyer noted that GTA is providing the necessary match to receive the 5307 funds from FTA.

Meyer added that PART has improved the Career Express service and made enhancements. Adam Fischer noted that this service fits better with the PART model than with GTA, and the routes have been redesigned to work more efficiently. Daniel Amstutz clarified that this action does not actually have a significant impact on GTA's operating funds. Fischer confirmed that that is the case and it is an equal swap since it was costing GTA about \$250,000 to run the Career Express service to begin with. Meyer noted that the service runs around the airport area and serves other residents of the Triad who work around the airport.

Alex Rosser inquired if they knew about the ridership numbers for the service. Meyer noted that he did not have it presently but would get that information to him.

Bill Bruce moved to recommend the FY 2016-2025 MTIP Amendment - Section 5307 allocation to PART to the TAC for approval. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment - Section 5307 allocation to PART to the TAC for approval.

5. BiPed Plan Adoption

The BiPed Plan has been thoroughly updated and the completed document is now ready for adoption. Work on updating the plan started in 2013 and was completed by MPO and GDOT staff in cooperation with all the member agencies and with substantial community involvement. The entire document was rewritten and new analysis was completed, including an extensive safety analysis. Innovative prioritization methodologies were completed using GIS models to make sidewalk and greenway/trail recommendations. The bicycle, pedestrian, greenway, and trail project recommendations were thoroughly reworked, and policy recommendations were brought up to date.

The plan also highlighted the resources committed and projects completed since the first BiPed Plan was adopted in 2006. 133 miles of sidewalk has been completed since 2006, which is a very significant number considering that the total system is just over 500 miles. Although around 60 miles of these sidewalks were installed through independent city projects, sidewalks installed through the development ordinance and roadway projects had a significant impact as well. \$9 million in city transportation bonds has been able to leverage more than \$20 million in federal funds to construct sidewalks. In addition to the impressive sidewalk numbers, 11.9 miles of bike lanes, 8.4 miles of other on-street bicycle facilities, 7 miles of paved greenways, and 16 miles of unpaved trails have been constructed.

Maps of the bicycle facility recommendations within the MPO, including urban bicycle facilities and paved shoulder projects were highlighted. Paved shoulder projects in the MPO are much needed but are also challenging to implement for various reasons. Sidewalk prioritization maps were created for the city as well as

the towns to identify the top tier projects. Greenway and trails were prioritized to determine the highest priority projects for that infrastructure as well.

Tyler Meyer congratulated and thanked staff for their hard work on the development of the plan.

Jesse Day commended staff for their work on putting the document together and noted that the document should be used as a starting point for continuing to work on transportation projects. He also inquired how the MPO body and Guilford County could help to work on paved shoulder projects. Meyer noted that the paved shoulder projects have not been competitive with Prioritization, and it may take local projects to move them forward. Even if federal funds such as STP-DA or TAP could be acquired for paved shoulders, local matching funds would be needed. In the past there had been discussions between the City, Summerfield, and Guilford County about installing paved shoulders on Lake Brandt Road, but the local funding availability was not there at the time. Meyer added that early implementation steps of the plan include forming an official Bicycle & Pedestrian Advisory Committee (BPAC) and adopting a Complete Streets Policy, the latter of which will be brought up for adoption in the next item. Data collection and inventorying greenway conditions are other high priorities of the BiPed Plan.

Jeff Sovich commended staff for the thoroughness and quality of the update and encouraged staff to publicize its completion as much as possible.

Adam Fischer echoed the sentiments of other TCC members and agreed with Day that the BiPed Plan is an evolving document that is flexible, much like the Complete Streets Policy that is slated for adoption in the next item. He also noted the goals of the plan to implement 100 miles of sidewalks over the next ten years and 75 miles of bike lanes over the next five years.

Bill Bruce commented that staff should continue to work with NCDOT on resurfacing on County roadways in order to get wider paved shoulders whenever possible. Fischer noted that education of bicyclists and motorists along with greater enforcement is also needed. Daniel Amstutz noted that the top priority paved shoulder projects in the BiPed Plan are ones where staff intend to pursue four-foot wide shoulder sections, beyond the typical two feet that can sometimes be accommodated with resurfacing.

Oliver Bass moved to recommend the BiPed Plan to the TAC for adoption. Bill Bruce seconded the motion. The TCC voted unanimously to recommend the BiPed Plan to the TAC for adoption.

6. Complete Streets Policy Adoption

The first implementation step of the BiPed Plan is to adopt a Complete Streets Policy. Complete Streets accommodate all users, including bicyclists, pedestrians, persons with mobility limitations, and transit, along with cars and trucks. The MPO has worked to improve the transportation system with these principles in mind for a number of years, and is a key part of the vision statement for the MTP. The BiPed Plan recommends the adoption of a Complete Streets Policy to reflect this commitment and help guide future actions. The Policy before the TCC states the case for Complete Streets; notes how various policies and plans relate; addresses where it is applicable; notes where and how complete streets are to be provided in the MPO; references suitable design guidance; notes key implementation steps; and calls for ongoing evaluation to monitor progress, such as data collection and condition review. The Policy is for the MPO area and is intended to cover the MPO jurisdictions and provide a guide for them to help them implement it.

Jeff Sovich asked if the Policy covers the five E's. Tyler Meyer noted that enforcement may not be explicitly addressed, but in general they should all be represented. Daniel Amstutz added that it mainly speaks to engineering and evaluation, but can also be used as an educational tool for the MPO jurisdictions and the public to help them understand what the MPO supports and how it is facilitating all modes of transportation.

Jesse Day inquired if documents other than transportation documents should be referenced in the related policies and plans section, so that it is more broad-based than just transportation. Bruce added that some of the policy language could be incorporated into development ordinances and processes if it is not already being done. Meyer asked if TCC members would like to have the policy circulated for comments before adoption. Day noted that small changes could be made to the policy based on the TCC comments but he does not want to delay its adoption. Amstutz noted that development ordinances and policies are touched

upon in the BiPed Plan and the policy can evolve to address the development side of Complete Streets. He added that this could be an initiating document that leads to further implementation steps that are fleshed out later on. Meyer said that some of the wording in the policy could be changed to address development issues more broadly. Fischer noted that the intent is for the policy to go hand in hand with the BiPed Plan adoption, although the TAC may want to look at it more closely. Meyer noted that the policy wording would be adjusted as discussed by the TCC before its presentation to the TAC later in the day.

Jeff Sovich moved to recommend the Complete Streets Policy as amended to the TAC for adoption. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the Complete Streets Policy as amended to the TAC for adoption.

7. Prioritization 4.0 Project Submittals

Candidate projects for Prioritization 4.0 project submittals have been identified and evaluated. The projects must now be submitted to NCDOT for scoring under P4.0. After NCDOT gives the projects a quantitative score, Regional and Division Tier projects can receive local input points to improve their chances of getting funding. Projects were requested from all eligible sponsors in the MPO. Projects were received from the City of Greensboro; Towns of Oak Ridge, Pleasant Garden, and Summerfield; NCDOT; and PTIA. NCDOT Division 7 is going to submit a few projects for the Greensboro area. Each mode gets up to fourteen slots for projects, which is more than enough for public transportation but is very competitive for roadway and bicycle/pedestrian. More than 240 bicycle and pedestrian projects were evaluated based on existing and potential bicycle and pedestrian projects from the BiPed Plan. PTIA is expecting to submit aviation and rail projects as well.

Several existing roadway projects were highlighted. The intersection improvement project at West Friendly and South Lindell Road in Greensboro is being resubmitted because the cost has changed substantially. R-4707 US 29 at Reedy Fork Parkway and U-5607 NC-68 may be funded through new transportation funding identified by the General Assembly. NC-150 will be resubmitted for roadway modernization to add paved shoulders, as this was noted as an important priority in the BiPed Plan. Jesse Day asked if the new funding will allow for extra projects to be submitted. Lydia McIntyre said that it was not likely that there will be enough funding to go that far down on the list of projects.

Highway projects that will be newly submitted include constructing a new ramp for the Bryan Boulevard/New Garden Road/Horse Pen Creek Road interchange; intersection improvements at Lewiston/Fleming Road; South Elm-Eugene Street at I-40 to remove a right turn slip lane; access management for NC 68; rehabilitation of the Eugene Street Bridge in Greensboro; construction of auxiliary lanes for I-40/I-85 Business/US 70 Business/US 29; and interchange improvements at I-73 and I-85. A project to be studied is the intersection of Battleground Ave and Pisgah Church Road to reduce conflicts between A&Y Greenway users and automobile traffic. An additional project that the MPO will submit for NCDOT is to improve the connection on NC 68 leading north towards US 220 and the Rockingham County line.

Various bicycle and pedestrian projects will be submitted, including the A&Y Greenway in Greensboro, North Buffalo Creek Greenway, Downtown Greenway Phase 4, and Vance Arlington Greenway; sidewalk projects for Meadowview Road, Holden Road, Spring Garden Street, Farmington Drive, Wendover Avenue, Lawndale Drive, Vanstory Street, and Muirs Chapel Road; and a bicycle facility on Church Street in downtown Greensboro. Additional projects include various locations for a bike share stations and the southern portion of the A&Y Greenway in Summerfield.

Existing rail projects include grade separations at Ward Road, Franklin Boulevard, and Wagoner Bend Road. The project to extend the Pomona Yard auxiliary track and add power turnouts will be resubmitted, and a grade separation project for Hilltop Road and construction of a rail spur line to the airport are new projects to be submitted. Existing transit projects are various PART vehicle and route service projects, and a new project that will be submitted is to make renovations to the Galyon Depot.

Craig McKinney noted a concern he had about Pisgah Church Road sidewalks, which is tied to the existing project EL-5101 DL that is scheduled for construction in 2017. Tyler Meyer explained that decisions

about which projects will receive local input points to be funded in the end of the process will be made with these considerations in mind. Other projects being submitted such as the A&Y Greenway in Greensboro have a number of unknowns about them and it remains to be seen if NCDOT will be willing to fund projects such as these. The projects will be reevaluated by staff when determining where to assign the local input points.

Ed Lewis moved to recommend the Prioritization 4.0 Project Submittals to the TAC for endorsement. Alex Rosser seconded the motion. The TCC voted unanimously to recommend the Prioritization 4.0 Project Submittals to the TAC for endorsement.

Business Items

1. Project Updates

- *C-5555 A & EL-5101 DG*: Sidewalk projects recently completed under C-5555 include W. Friendly Ave, McConnell Road, Vandalia Road, and JJ Drive. The last sidewalk project is on W. Wendover Ave between Clifton Road and Edwardia Drive. Construction is planned to be completed by the end of the year. EL-5101 DG includes sidewalks on Florida Street and Randleman Road. The project was successfully bid and the project is expected to begin construction before the end of the year.
- *U-5306 A & U-5306 C*: U-5306 A, Battleground/Benjamin/Cone intersection, was re-bid but still came more than 20% above the construction estimate. This bid has been rejected and U-5406 A will be combined with U-5306 C (Battleground & New Garden) to be bid as one project. It is expected to be put out for bid within the next three months.
- *U-5505 – Fleming & Isaacson*: This intersection recently opened to traffic. However, right turns and left turns at this intersection are much heavier than expect due to the closure of the Inman Road bridge under the I-73 project. The signals have been adjusted to accommodate pavement markings and a dual left turn phase. Final markings are expected to be installed the week after the meeting.

2. Strategic Reports

- *2016 MPO Meeting Schedule*: The meeting schedule for next year has been created and is expected to be endorsed by the TAC this afternoon. The schedule follows the same pattern as previous years, with meetings on the fourth Wednesday of the month, except for November and December.
- *A&Y Greenway News in Stokesdale*: Recent news items have highlighted the planned routes of the A&Y Greenway and Mountains-to-Sea Trail in the Town of Stokesdale. Daniel Amstutz noted that this update is in light of a question from Commissioner Branson at the previous TAC meeting about political controversy over the A&Y. Kate Dixon, the Executive Director of the Friends of the Mountains-to-Sea Trail spoke at the Stokesdale Town Council meeting in October and a lively discussion ensued. The Town may be feeling pressured to work on these projects because of the activity taking place in Summerfield on their portion of the A&Y.

Bill Bruce added that he had reached out to Ms. Dixon and noted that the Town of Oak Ridge would be interested in working with the Friends of the Mountains-to-Sea Trail to provide an alternate route through Oak Ridge if necessary. Scott Whitaker noted that the Town of Summerfield has not been deterred by the controversy in Stokesdale and is continuing to pursue its section of the A&Y Greenway.

- *MAP-21 Reauthorization*: The House and Senate have passed their versions of a new federal transportation funding bill. The two bills must now be resolved in Conference Committee. Various issues still remain about certain safety regulations, funding levels of programs, level of support for transit, and the suballocation of additional resources. Joe Geigle noted that the safety regulations have to do with relaxing truck weight restrictions and possibly age restrictions for truck drivers.
- *State Budget Update*: The recently passed state budget includes changes to increase STI revenues by an estimated \$1.6 billion over ten years. NCDOT is in the process of identifying additional projects based on P3.0 results, allocating \$500 million each to Division needs and Regional needs, and \$685

million to Statewide needs. There will also be additional funding for bridges, resurfacing and other maintenance activities. Greensboro area candidate projects that could receive this funding include R-4707 US 29 at Reedy Fork Interchange; Franklin Boulevard Grade Separation; Battleground Ave widening from Westridge Road to Cotswold Ave; US 29 at NC 150 interchange; and NC 68 widening from W. Market Street to I-73.

- *FY 2016-2025 TIP Funding Overview:* Tyler Meyer showed a pie chart where federal and state non-interstate highway expenditures have been broken out in the FY 2016-2025 MTIP. 45% of funds are going to widening, 33% are going to bridges, 19% are going to sidewalks and greenways, and 3% are going to intersections. Meyer next showed a pie chart of the federal highway expenditures by type, excluding interstate funding and the Highway Trust Fund (state funding). In this break-out, 35% of funds are going to widening, 40% of funds go to bridges, 23% of funds go to sidewalks and greenways, and 2% of funds go to intersections. Out of \$24,597,000 programmed for sidewalks and greenways over this MTIP, about \$1.2 million comes from NCDOT in the form of Safe Routes to Schools and TAP funds, while the rest is directed by the MPO from various sources, including STP-DA, TAP-DA, CMAQ, and local funds.

Jeff Sovich inquired if the sidewalk funding is for standalone projects or incidentals as well. Meyer noted that it is for independent projects only. Daniel Amstutz inquired if the TAP funding on the state side is another way they are funding bicycle and pedestrian projects. Meyer explained that these are TAP funds that NCDOT allocates through the Prioritization process. 50% of federal TAP funds to North Carolina are for use in any area of the state. These are directed by the state through a competitive process. The other 50% is allocated for use in three types of areas: rural areas with under 5,000 residents; other parts of the state; and in metropolitan areas with an urbanized area population over 200,000. The share of these funds for each of these three areas is based on their relative share of the state population. Funds for the first two area types are directed by the state through the competitive process noted above. Funds for 200,000+ metropolitan areas are suballocated, meaning the MPO directs them to local projects.

Other Items

1. NCDOT Update

Ed Lewis noted that they are having trouble getting sign posts for the Science Center signs but otherwise projects are moving along as planned. He also noted that a training was held in early October on environmental documentation that was attended by over 65 people. There will be an initiative he will be working on to streamline the programmatic categorical exclusion process to make it more efficient and iron out some conflict points. This is particularly important in light of the additional work that will be coming in with the new funding identified by the General Assembly.

2. TCC Member Updates

Tyler Meyer introduced Joe Geigle as the new FHWA representative to the Greensboro MPO. Geigle noted that there had been some restructuring in the local FHWA office and shifting of duties to enable them to continue to properly serve all areas of the state.

3. Wrap-Up

The next TCC meeting will take place December 16 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 12:08 pm.