



TECHNICAL COORDINATING COMMITTEE
Minutes of January 27, 2016
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 Whitaker <i>(by phone)</i>	<i>Town of Summerfield</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Kelly Larkins	<i>PTRC/PTRPO</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Mark Kirstner	<i>PART</i>
Tram Truong	<i>GDOT/MPO</i>	Bill Bruce	<i>Town of Oak Ridge</i>
Chris Spencer	<i>GDOT</i>	Alex Rosser	<i>PTAA</i>
Michael Abuya <i>(by phone)</i>	<i>NCDOT TPB</i>	Hanna Cockburn	<i>GSO Planning Dept</i>
Joe Geigle	<i>FHWA</i>	Taruna Tayal	<i>VHB</i>
Cam Dungee	<i>Town of Sedalia</i>	David Head	<i>VHB</i>
Cindy Camacho	<i>AECOM</i>		

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

1. Approve Minutes of November 10, 2015

Mark Kirstner noted that he should have been listed as an attendee on the minutes from November 10. Kirstner moved to approve the minutes of the November 10, 2015 meeting with this addition. Bill Bruce seconded the motion. The TCC voted unanimously to approve the minutes of the November 10, 2015 meeting.

2. FY 2016-2025 MTIP Amendment: B-4958 Bunch Road Bridge

Tyler Meyer explained that the replacement of the bridge on Bunch Road over Reedy Fork Creek in Oak Ridge is being accelerated from FY 2024 to FY 2018. NCDOT has identified funding to accelerate the project to FY 2018 construction as a result of additional revenue provided under state legislative action (HB 97). There is no change to the estimated cost of the bridge replacement.

Bill Bruce noted that potential route for the Piedmont Greenway goes along the Reedy Fork near this bridge replacement. Daniel Amstutz explained that MPO staff were looking at using this bridge to cross the

Planning for the transportation future

Reedy Fork, not to go under the bridge. Mike Mills noted that NCDOT will look into providing accommodations for the greenway as part of the bridge replacement.

Bill Bruce moved to recommend the FY 2016-2025 MTIP Amendment: B-4958 Bunch Road Bridge to the TAC for approval. Hanna Cockburn seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: B-4958 Bunch Road Bridge to the TAC for approval.

3. FY 2016-2025 MTIP Amendment: I-5712, I-40 / Sandy Ridge Road Interchange

Tyler Meyer noted that the I-40 & Sandy Ridge Road Interchange was submitted for funding as part of Prioritization 3.0 and was selected for inclusion in the 2016-2025 STIP. However, an amendment is now needed because the cost has increased, exceeding \$2 million and 25% of the original estimate, and the project must be delayed one year for funding balances given the amount of the cost increase. The cost increased from approximately \$2.1 million to \$15.7 million. Meyer noted that the MPO and NCDOT knew that the cost would be more than the original estimate, and this amendment will catch up to what the actual cost should be.

Hanna Cockburn commented that the increased cost was very significant. Meyer explained that in P3.0 the cost was estimated very roughly and this action goes back and corrects an error now that more information on the project has been collected. Mike Mills added that right-of-way costs were not fully taken into account in the original estimate. Mark Kirstner asked if there was a design available for review. Mills noted that they were still scoping the project and determining the property needed to construct the loops for the interchange improvement. Chris Spencer inquired if the Sandy Ridge Road and Triad Drive intersection, just north of the interchange, would be included in the project. Craig McKinney responded that due to the close proximity of Triad Drive, one option was to extend a median on Sandy Ridge Road across the intersection with Triad Drive to prevent traffic conflicts. However, the limits of the project have not been finalized yet. Lydia McIntyre noted that another project along Sandy Ridge Road extending north from the interchange was going to be submitted to P4.0.

Chris Spencer moved to recommend the FY 2016-2025 MTIP Amendment: I-5712, I-40 / Sandy Ridge Road Interchange to the TAC for approval. Mike Mills seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: I-5712, I-40 / Sandy Ridge Road Interchange to the TAC for approval.

4. FY 2016-2025 MTIP Administrative Modifications: Bridges, Roadways & Intersection

Tyler Meyer explained that this action includes six administrative modifications that have been requested by NCDOT. Schedules for two bridges, B-5731 (Eversfield Road over the Haw River in Stokesdale and Oak Ridge) and B-5726 (North Church Street over the Haw River) will be accelerated from FY 2023 and FY 2022, respectively, to FY 2018. This is due to additional revenue provided by state legislative action (HB 97). A third bridge project, B-4961 (Knox road over Little Alamance Creek) will be accelerated from FY 2017 to FY 2016 per normal NCDOT procedures. Two interstate maintenance projects, both for I-85 (I-5854 and I-5855), will have their limits expanded slightly. Finally, an intersection improvement project for Pisgah Church Road and North Elm Street (U-5842) will have construction delayed from FY 2018 to FY 2019 to allow additional time for right-of-way.

Mark Kirstner moved to recommend the FY 2016-2025 MTIP Administrative Modifications: Bridges, Roadways & Intersection to the TAC for endorsement. Mike Mills seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Administrative Modifications: Bridges, Roadways & Intersection to the TAC for endorsement.

5. FY 2016-2025 MTIP Amendments: Project Additions Under HB 97

Tyler Meyer stated that this action item is a series of amendments to add projects to the MTIP thanks to increased revenues for Strategic Transportation Investments from the recently passed State Budget (HB 97). Seven projects will be added to the FY 2016-2025 MTIP. These are projects that were submitted for funding during Prioritization 3.0 but were not funded at that time. NCDOT selected these projects by going back to the projects submitted in P3.0 and identifying the projects that scored just below the projects that were

initially selected for funding. Thus these projects scored well in P3.0 but not well enough to be funded at that time.

The seven newly funded projects include: taxiway improvements at Piedmont Triad International Airport with construction in 2021; grade separation at Franklin Boulevard and the North Carolina Rail Road crossing with construction in 2023; Reedy Fork Parkway/US 29 interchange improvements and associated Summit Avenue improvements (two projects, both with construction in 2024); widening of Battleground Avenue from Westridge Road to Cotswold Avenue, with construction in 2022; NC 68 widening from West Market Street to I-73 with construction in 2025; and US 29 at NC 150 interchange improvements, with construction in 2020. The timeframe of these projects is consistent with the Metropolitan Transportation Plan. There will not need to be air quality conformity adjustments in the MTP as a result of these project additions. However, the proposed addition of the Jamestown Bypass in the High Point MPO area will require a new conformity analysis and determination involving the Greensboro, High Point, and Winston-Salem MPOs before it can be added to the TIP since the MPOs are all in the same air quality region.

Lydia McIntyre inquired if these newly added projects will be subject to reprioritization. Mike Mills explained that any project with right-of-way acquisition scheduled after 2020 could still be reprioritized.

McIntyre noted that R-4707, US 29/Reedy Fork Parkway Interchange will be constructed because it has right-of-way scheduled for 2020. Mills noted that there needs to be more discussion of this project, because the bridge over US 29 is scheduled to be replaced in 2018. It is in very bad shape and needs to be replaced as soon as possible. An interim plan was created to move the bridge during the replacement and tie in ramps temporarily, but it did not score as well as the full project in P3.0. The bridge replacement is funded, but it is not enough money to replace and move the bridge to the new location and also tie into the street network. Meyer pointed out that the environmental document for R-4707 is still underway, though it is at the end of the process. Regardless, it is still important to add this project to the MTIP now.

Hanna Cockburn moved to recommend the FY 2016-2025 MTIP Amendments: Project Additions Under HB 97 to the TAC for approval. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendments: Project Additions Under HB 97 to the TAC for approval.

6. FY 2016-2025 MTIP Amendments: EL-5101 & U-5532 Bicycle & Pedestrian Projects

Tyler Meyer explained this amendment, which impacts the grouped projects EL-5101 and U-5532 that are used for bicycle and pedestrian projects. These “grouped” projects act as an umbrella over a series of relatively small-scale sub-projects that can be implemented under a single TIP project number. Sub-projects, which are defined by municipal agreement, are identified with a grouped project number plus a unique suffix. For example, EL-5101 has gone through a number of projects with different unique suffixes (EL-5101 DL, EL-5101 DD, etc.). Using grouped projects allows for easier and timelier modifications of sub-projects, as they can be modified through the municipal agreement without having to make adjustments to the MTIP.

The FY 2016-2025 State Transportation Improvement Program lists are currently inconsistent with previously approved short MPO funding actions, which is the result of an unintended oversight. This action will bring the MTIP and STIP back into agreement. This action will also spread funding for bicycle and pedestrian projects evenly over future years after FY 2017, allowing for most adjustments to be made through administrative modification as opposed to amendment. Multiple funding sources are affected, including STP-DA, CMAQ, and Transportation Alternatives Program (TAP) funds. Funding will be “front-end loaded” in FY 2016 and 2017 to accommodate various projects in these two years. New bicycle and pedestrian improvement locations will be implemented under U-5532 in future years, as EL-5101 is phased out of use.

Affected projects under these numbers include Holt’s Chapel Road and Lowdermilk Street Sidewalks & Modernization (EL-5101 DM); Downtown Greenway Phase 2 (EL-5101 DJ); Aycock Corridor & Walker Avenue intersection improvements (U-5532 A); 2016 STP-DA sidewalks on Summit Avenue, E. Wendover Avenue, Hewitt Street, Bridford Parkway, and Big Tree Way (U-5532 D); Rudd Station Road Sidewalks (U-5532 C); Transit-oriented sidewalks on Yanceyville Street, English Street, W. Friendly Avenue, Pisgah Church Road and Lees Chapel Road (EL-5101 DL); 2017 STP-DA sidewalks on Summit Avenue, Green Valley

Road, Four Seasons Boulevard, Franklin Boulevard, and Byers Road (U-5532 E); and Cone Boulevard sidewalks. Future sub-projects to be added to these TIP numbers will go to the TAC for approval before being added.

Daniel Amstutz inquired why the TAP-DA funding was not extended out to FY 2024 and 2025 on the funding table in the handout. Meyer noted that this was partly a matter of accounting and partly because some of the funding was front-end loaded. In the next TIP, those numbers will show up on the funding tables as expected future funds.

Mark Kirstner commented that operations and maintenance of sidewalks and bike facilities should be seriously considered especially during periods of ice and snow. Although sidewalks are getting built, they must be cleared and free of obstructions for people to use them. Meyer agreed and noted that there are a number of cultural and budgetary factors involved with this issue, including community priorities. However, even in New York City there have been challenges with getting sidewalks clear of snow. Bill Bruce noted that people in states in northern climates seem to take more responsibility for shoveling sidewalks and that an educational campaign may be necessary.

Mark Kirstner moved to recommend the FY 2016-2025 MTIP Amendments: EL-5101 & U-5532 Bicycle & Pedestrian Projects to the TAC for approval. Bill Bruce seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendments: EL-5101 & U-5532 Bicycle & Pedestrian Projects to the TAC for approval.

7. Smart City Challenge Grant

Lydia McIntyre explained that USDOT has put out a call for proposals for the Smart City Challenge Grant, which focuses on better integrating advanced technology into various aspects of the transportation system, including transit, freight, and autonomous vehicles. The City of Greensboro has an advantage from the recent installation of fiber optic networks to serve the City's signal system. This network could be used to collect data and also provide information to residents, and also provide economic development with jobs and better access to transportation to underserved communities. The City is sending in an application for the first phase, where a broad vision is presented to USDOT for them to consider. Five cities will be selected from these applications for the next phase, and each city will be given \$100,000 to expand on and more fully detail the vision that was included in the initial application. One city will be awarded at least \$50 million to implement this plan. The grant focuses on mid-size cities between 200,000 and 850,000 in population. There are at least 60 cities in the U.S. that are eligible, including others in North Carolina such as Winston-Salem and Charlotte. The application for the first round is due February 4.

Joe Geigle noted that the turnaround for this grant is very quick – it was just announced in December 2015. McIntyre noted that staff has reached out to Volvo on their autonomous truck program and received supporting letters from various other agencies. Staff are also hoping to receive support from NCDOT, PART, and the Piedmont Triad Airport.

Mark Kirstner added that it would be beneficial to note local federally funded grant projects such as Piedmont Together so they can be tied in together. The federal government can build upon previous investments they have made in the Piedmont Triad.

Scott Whitaker asked if there was a map showing the Piedmont Atlantic Megaregion referenced in the resolution. McIntyre explained that this Megaregion stretches from Atlanta up into Virginia and is one of 11 Megaregions throughout the U.S. The Megaregions are where significant population growth is expected to occur over the next several decades, particularly in the South and West.

Mark Kirstner moved to recommend the Smart City Challenge Proposal to the TAC for endorsement. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the Smart City Challenge Proposal to the TAC for endorsement.

Business Items

1. Prioritization 4.0 Methodology and TIP Process Update

Lydia McIntyre noted that P4.0 projects have been identified, evaluated, and submitted to NCDOT for scoring. The next step in the process will be to assign local points to Regional and Division Tier projects. NCDOT will release quantitative scores by the end of March. The MPO must develop its own process for assigning the local points. The proposed MPO Project Ranking Methodology is similar to the methodology for P3.0, but there are a few changes. The Greensboro MPO will receive 1800 points to spread across all modes, 100 more than in P3.0. The six factors of the MPO's methodology for assigning local points are: relative performance in NCDOT's quantitative scoring process (40%); support multi-modalism (bicycle, pedestrian, transit, freight) (10%); identified on the MPO Priority List (15%); feasibility of obtaining funding and construction of project during fiscal years 2018-2027 (15%); impact to local budget (10%); and impact to economic development (10%). Projects will be scored on each factor on a scale of 0-4 and placed into a project matrix which will be color-coded to show how well the project performs in each factor.

The MPO's methodology will receive initial public review from mid-February to mid-March, after it has been reviewed by NCDOT. It will be brought before the TAC for approval at the March meeting, in time for the assignment of local points to begin in April.

2. FY 2016-FY 2017 Draft Unified Planning Work Program

Tyler Meyer presented the draft of the FY 2016-2017 Unified Planning Work Program. The UPWP outlines anticipated planning work activities for the 2016-2017 fiscal year and accounts for USDOT planning grants over this period. \$476,602 in FHWA "PL" funds are expected for next fiscal year, about \$130,000 of which are rollover funds from previous years. FTA Transit Planning funds from Section 5303 are expected to be \$176,000, which will need to be supplemented with \$100,000 from Section 5307 funds. More documentation will be provided in the final version that will be adopted in March. An MPO Self-Certification finding is required prior to adoption.

2016-2017 work highlights include: Prioritization 4.0/FY 2018-2027 TIP development; an air quality conformity update which is needed for the Jamestown Bypass project to receive funding from HB 97; BiPed Plan implementation such as developing a Greenway Conditions Index and updating the bicycle route and suitability map; data collection for the traffic demand model, CMP, and pedestrian, bicycle, and motor vehicle counting; model enhancements; and a long range transit plan update for GTA. The draft UPWP will be sent to NCDOT for their review and feedback. It will be brought in for adoption at the March MPO meeting.

3. Town of Sedalia Bicycle & Pedestrian Plan Presentation

Cindy Camacho from AECOM presented the recently completed Bicycle & Pedestrian Plan for the Town of Sedalia. She noted that the town has a lot of civic pride and they wanted this plan to reflect that. The Sedalia Civic Organization began in 1970 and the town incorporated officially in 1997. The town adopted a Land Use Plan in 2009 and the Bicycle & Pedestrian Plan was just adopted in December 2015. The Bicycle & Pedestrian Plan was funded through the NCDOT Bicycle & Pedestrian Planning Grant.

In developing the plan, a steering committee was formed which met twice over the course of 2015. Plan goals included: improving safety for pedestrians and cyclists; creating safe bicycling and pedestrian networks, removing barriers, and providing connections to important destinations; encouraging walking and bicycling to promote physical activity, health, sustainability, and economic benefits; connect Sedalia's cultural and historic sites with sidewalks and bicycle facilities; educate the community on the benefits of walking and about applicable rules and regulations; and seek funding and partnerships to help implement the plan. Priorities identified in the plan include: adopting the Bicycle & Pedestrian Plan (which was done in December); establishing a Bicycle & Pedestrian Advisory Committee or appointing a Town Council member to oversee plan implementation; form partnerships with the Charlotte Hawkins Brown Historic Site, GUAMPO, and

Sedalia Elementary School; coordinate with NCDOT Division 7; coordinate with GUAMPO to include infrastructure projects in the regional planning process; amend town ordinances as recommended in the plan; apply for alternative funding sources for the plan's projects and programs; identify potential funding sources for the bicycle and pedestrian programs and projects in the town budget; implement the policies and programs recommended in the plan; and prepare a Bicycle & Pedestrian Annual Report for the town.

There are eight corridor projects and ten spot projects recommended in the plan. The corridor projects consist of seven on-road projects with a mix of sidewalks, bike lanes, and paved shoulders; and one shared use path project. The three top-ranked projects highlighted were: Sidewalks and bicycle lanes on Burlington Road (US 70) between Rockhurst Drive and Sedalia Road (Segment B); wide paved shoulders on Sedalia Road between Burlington Road and Blue Lantern Road (Segment A); and wide paved shoulders on Blue Lantern Road between Simmons Lake Drive and Sedalia Road. Although the Segment B section of Burlington Road is one of the most difficult to implement due to the constraints of the Historic District, it was considered a high priority because it connects so many different sites and is a high traffic area.

The next steps for Sedalia are to develop relationships with GUAMPO, the schools, local businesses, and organizations; promote innovative programs that encourage safety and mobility; secure funding and coordinate priority projects with GUAMPO; and design and construct infrastructure projects. Camacho noted that Sedalia is hoping to get an equitable share of resources for its projects and that AECOM was happy to provide assistance on implementing the plan if they could.

Cam Dungee added that the community was very excited at the prospect of constructing bicycle and pedestrian facilities. She thanked the TCC members for their time and noted that the town was open to working with MPO staff in any capacity that would help implement the projects in the plan.

Tyler Meyer thanked Camacho and Dungee for the presentation and inquired if they were expecting to put curb and gutter on Burlington Road with the identified priority project. Dungee explained that through the planning process they had discussed this issue and would prefer not to have curb and gutter on the street. However, they are open to whatever type of project that can be done to accommodate pedestrian facilities on the road. Daniel Amstutz asked if the sidewalk and bike lanes project and shared use path project on Burlington Road were two alternate plans for the road. Camacho noted that they are separate projects and could discuss that in more detail later. Mark Kirstner inquired if property owners had been approached about using their property for the sidewalk if there is not enough right-of-way for the road. Dungee noted that the committee had initially discussed prioritizing more off-road facilities but decided it would be easier to provide accommodations along the road due to the uncertainties of approaching private property owners. However, it could still be a possibility to do off-road projects.

Mike Mills noted that a bridge on Sedalia Road is being replaced and it will be widened to accommodate pedestrians. He inquired how wide the recommended paved shoulders should be. Camacho noted that they are recommended to be four to five feet wide. Mills noted that NCDOT can sometimes add one or two feet of extra paved shoulders during resurfacing but not as wide as four to five feet. Dungee stated that the town wants to make sure that the bridge is wide enough when it is replaced, even if the paved shoulders will take time to add. Mills noted that he would check on the bridge width to make sure there is access.

4. Project Updates

There were none.

5. Strategic Reports

Tyler Meyer noted that the City of Greensboro is hosting the 2016 Conference of the North Carolina Association of MPOs. Transportation professionals, land use planners, and others are expected and encouraged to attend. It will take place from May 11-13 in downtown Greensboro. Craig McKinney added that the conference currently has five sponsors. Tram Truong noted that the sessions are still being developed but notifications to those who sent in session proposals will be sent out soon.

Other Items

1. NCDOT Update

Mike Mills noted that there are four interstate maintenance projects that are proposed for this year. One in particular will be near NC 68 and the Piedmont Triad Airport. All the interstate maintenance projects will be done at night.

2. TCC Member Updates

Bill Bruce noted that the Town of Oak Ridge adopted a new land use plan last month, as well as a collector street plan. The new land use plan was the result of a year's worth of work from a citizen committee. The plan doubles the allowable density in the town core area, in order to accommodate different types of housing development and more pedestrian-friendly development in the town core.

Tyler Meyer noted that Kelly Larkins has joined the Piedmont Triad Rural Planning Organization. Daniel Amstutz is starting to work on events for Bike Month in May.

3. Wrap-Up

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