



TECHNICAL COORDINATING COMMITTEE
Minutes of December 14, 2016
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Adam Fischer	<i>GDOT</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Mike Mills	<i>NCDOT Division 7</i>
Tram Truong	<i>GDOT/MPO</i>	Michael Abuya	<i>NCDOT/TPB</i>
Craig McKinney	<i>GDOT/MPO</i>	Joe Geigle	<i>FHWA</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Scott Whitaker	<i>Town of Summerfield</i>
Chris Spencer	<i>GDOT</i>	George Linney	<i>GTA</i>
Hanna Cockburn	<i>GSO Planning Department</i>	Kelly Larkins	<i>PTRPO/PTRC</i>
Mark Kirstner	<i>PART</i>	Oliver Bass	<i>Guilford County</i>
Bill Bruce	<i>Town of Oak Ridge</i>	Carey Barr	<i>AECOM</i>
Tamara Makhlof	<i>Volkert</i>	Alex Rosser	<i>PTAA</i>

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

1. Approve Minutes of September 28, 2016

Michael Abuya moved to approve the minutes of the September 28, 2016 meeting. Kelly Larkins seconded the motion. The TCC voted unanimously to approve the minutes of the September 28, 2016 meeting.

2. TA-4771 State Matching Funds Request: Fixed Route Replacement Vehicles

Tyler Meyer presented the resolution endorse this funding request from GTA:

- GTA has secured \$2,109,877 in FTA Section 5307 funding from CMAQ directed by the MPO that has been flexed to FTA for bus acquisitions.
- These funds will be used to purchase four 40-foot clean diesel buses to replace four 35-foot diesel buses that have exceeded their useful life.

Planning for the transportation future

- The City has submitted a request to the NCDOT for \$173,755 in Urban State Matching Funds which will cover 10% of the project cost and half of the required local match funding.
- MPO endorsement is necessary to help GTA compete for this state funding.
- The state matching funds are awarded through a competitive process that is outside the STI law.

Scott Whitaker moved to recommend the TA-4771 State Matching Funds Request: Fix Route Replacement Vehicles resolution to the TAC for endorsement. Oliver Bass seconded the motion. The TCC voted unanimously to recommend the TA-4771 State Matching Funds Request: Fix Route Replacement Vehicles resolution to the TAC for endorsement.

3. TA-4767 State Matching Funds Request #1: Paratransit Replacement Vehicles

Tyler Meyer presented the resolution endorse this funding request from GTA:

- GTA has secured \$511,397 in FTA Section 5339 funding directed by the MPO.
- These funds will be used to purchase nine paratransit vehicles that will replace vehicles currently in use that have exceeded their useful life.
- The City has submitted a request to the NCDOT for \$42,115 in Urban State Matching Funds which will cover 10% of the project cost and half of the required local match funding.
- MPO endorsement is necessary to help GTA compete for this state funding.

Adam Fischer moved to recommend the TA-4767 State Matching Funds Request #1: Paratransit Replacement Vehicles resolution to the TAC for endorsement. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the TA-4767 State Matching Funds Request #1: Paratransit Replacement Vehicles resolution to the TAC for endorsement.

4. TA-4767 State Matching Funds Request #2: Paratransit Replacement Vehicles

Tyler Meyer presented the resolution endorse this funding request from GTA:

- The difference between this action item and the previous action item is that this item is for FY 2015 5339 funds that rolled over into FY 2016 because they were never disbursed in FY 2015.
- GTA has secured \$450,610 in FTA Section 5339 funding directed by the MPO.
- These funds will be used to purchase seven paratransit vehicles that will replace vehicles currently in use that have exceeded their useful life.
- The City has submitted a request to the NCDOT for \$37,109 in Urban State Matching Funds which will cover 10% of the project cost and half of the required local match funding.
- MPO endorsement is necessary to help GTA compete for this state funding.

Oliver Bass moved to recommend the TA-4767 State Matching Funds Request #2: Paratransit Replacement Vehicles resolution to the TAC for endorsement. George Linney seconded the motion. The TCC voted unanimously to recommend the TA-4767 State Matching Funds Request #2: Paratransit Replacement Vehicles resolution to the TAC for endorsement.

5. FY 2016-2025 MTIP Modification: Correction to Description of R-4707

Tyler Meyer presented on the MTIP Administrative Modification:

- R-4707 – Reedy Fork Parkway Interchange is programmed for bridge replacement in 2020 and full build-out in 2024.
- The scope description of R-4707 was modified at the September MPO meeting at the request of NCDOT to change it from “to Bryan Park Road” to “north of Bryan Park Road”.
- NCDOT has determined that this scope change was made in error and it should be put back to the original description in order to reflect the correct planning and environmental scope of the project.
- The project’s description will be modified from “north of Bryan Park Road” to “Bryan Park Road”.

Mark Kirstner moved to recommend the FY 2016-2025 MTIP Modification: Correction to Description of R-4707 to the TAC for endorsement. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Modification: Correction to Description of R-4707 to the TAC for endorsement.

6. FY 2016-2025 MTIP Modification: Schedule Change for Y-4807B Lowdermilk/Sykes/Pine

Tyler Meyer presented on the MTIP Administrative Modification:

- This project will realign Lowdermilk Street and Sykes Avenue into one intersection at East Market Street and will close the Pine Street crossing of the NCRR.
- Project Y-4807 B is currently funded for right-of-way in FY 2016 using MPO-directed STP-DA funds.
- Construction is currently funded in FY 2017 using funds made available by an act of the NC General Assembly redirecting NCRR dividends to NCDOT rail improvements.
- Negotiations with the NCRR have been protracted and design & environmental review has taken longer than expected.
- As a result, NCDOT has requested a schedule change for Y-4807B to change right-of-way from FY 2016 to FY 2017, and to change construction from FY 2017 to FY 2018.
- The right-of-way phase will begin once the multi-party agreement is executed.
- Meyer noted that the Lowdermilk/Holts Chapel roadway and sidewalk project is expected to go to construction early next year, and project Y-4807 B may lag behind but only by a little bit of time.
- Adam Fischer noted that it was more like a 6-month delay rather than a full year delay. Hanna Cockburn asked how confident staff are on this new timeline. Meyer explained that most of the negotiations between NCDOT and NCRR have been completed and the agreements should be forthcoming. There are only a few properties to deal with during right-of-way acquisition. This project is at the stage where it is ready to go and begin construction. Cockburn noted that the adjacent neighborhoods are eager for these projects to be constructed.

Adam Fischer moved to recommend the FY 2016-2025 MTIP Modification: Schedule Change for Y-4807B Lowdermilk/Sykes/Pine to the TAC for endorsement. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Modification: Schedule Change for Y-4807B Lowdermilk/Sykes/Pine to the TAC for endorsement.

7. FY 2016-2025 MTIP Modification: Schedule Change for B-5553 Ballinger Road Bridge

Tyler Meyer presented on the MTIP Administrative Modification:

- Project B-5553 will replace a bridge on Ballinger Road over a tributary of Horse Pen Creek, just east of another bridge on Ballinger that was recently replaced in 2013.
- This is a federally funded City administered project that was selected for funding in P3.0 due to the bridge being rated as structurally deficient with a very low sufficiency rating.
- The City requests a schedule change because of the length of time it took for the City to initiate and complete initial bridge design negotiations, and protracted negotiations with NCDOT on said design contract and the City's consultant selection process.
- NCDOT design approvals have now been secured and a consultant has been selected.
- This Modification will change right-of-way from FY 2016 to FY 2017 and construction from FY 2017 to FY 2018.
- Right-of-way acquisition will begin once construction plans are 75% complete.
- Meyer noted that there may be more variability in the schedule since it is in the early stages of the process. Craig McKinney said this project design should not be too complicated since it is only going over a tributary of the creek.

Scott Whitaker moved to recommend the FY 2016-2025 MTIP Modification: Schedule Change for B-5553 Ballinger Road Bridge to the TAC for endorsement. Oliver Bass seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Modification: Schedule Change for B-5553 Ballinger Road Bridge to the TAC for endorsement.

8. FY 2016-2025 MTIP Modification: Update Schedules for EL-5101 & U-5532 Bicycle & Pedestrian Projects

Tyler Meyer presented on the MTIP Administrative Modification:

- EL-5101 & U-5532 are grouped projects providing for an ongoing program of pedestrian and bicycle improvements over multiple year periods.
- Additional time is needed to complete the preconstruction process for several MPO-area bicycle and pedestrian projects that had been scheduled for construction in FY 2016.
- FY 2016 ended September 30, 2016, and for these projects to move forward, funding must be moved to FY 2017.
- A TIP Modification is required to reflect current statuses and schedules for:
 - EL-5101DJ - Downtown Greenway Phase 2 (construction start expected Spring 2017);
 - U-5532D – East Wendover Avenue Gap, Courtland, East Lake, Plymouth (construction start expected Spring 2017);
 - EL-5101DM - Lowdermilk and Holts Chapel (construction start expected mid-2017); and
 - U-5532A - Aycock at Walker Intersection and Corridor Improvements (construction start expected late 2017 or early 2018).
- Considerable work on bicycle and pedestrian projects has been completed in 2016 or is underway, including sidewalks on Randleman Road, Florida Street, and Phillips Avenue; and the Phase 2e/3a section of the Downtown Greenway, with Phases 1b1 and 1b2 soon to follow.
- Adam Fischer inquired if any funding will be lost because of this adjustment or if there will be any issue with NCDOT approval of this change. Meyer explained that the MPO is being very proactive in using its funding allocation and it has been using it quickly when projects are ready. So no funding will be lost from this change. At this point it is a matter of necessity to move this funding into FY 2017 in order to allow these projects to move forward.

Adam Fischer moved to recommend the FY 2016-2025 MTIP Modification: Update Schedules for EL-5101 & U-5532 Bicycle & Pedestrian Projects to the TAC for endorsement. Hanna Cockburn seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Modification: Update Schedules for EL-5101 & U-5532 Bicycle & Pedestrian Projects to the TAC for endorsement.

9. FY 2016-2025 MTIP Amendment: Program P4.0 Rail Projects for Planning & Environmental Work

Tyler Meyer presented on the MTIP Amendment:

- NCDOT requests the addition of 3 rail projects to the MTIP for planning & environmental work.
- These projects were selected under P4.0: one was selected as a Statewide needs project; the other two were selected as Regional needs projects.
- These projects will have right-of-way and construction funding programmed in the 2018-2027 STIP.
- However, amending the 2016-2025 TIP at this time to include the planning and environmental phases will enable NCDOT to expedite this work before the start of the FY 2018-2027 STIP.
- The three projects are:
 - P-5713, Hilltop Road Grade Separation with the NCR/NSR Main Line (Statewide)
 - This project will have a significant traffic safety and mobility improvement by eliminating wait times for vehicles on Hilltop Road and separating the railway traffic.
 - P-5714 Pomona Yard Auxiliary Track (Regional)
 - This will expand the operational capacity of the Pomona Yard. It is a collaboration between Norfolk Southern and the Rail Division. It will complement a project picked up by P3.0 to expand the container parking area, doubling the capacity to store rail containers.
 - P-5719 Piedmont Service Expansion (Regional)
 - Bi-level passenger cars will be purchased to expand the service. It is a regional project for the passenger rail service that goes through the Greensboro area.
- Adam Fischer asked when the environmental work for the Hilltop Road grade separation is expected to start. Mike Mills noted that they will start work on a feasibility study for the project. Meyer added

that this action allows NCDOT to begin work on these projects but it is not clear how much preconstruction work will actually be accomplished before the start of the 2018-2027 STIP.

Mark Kirstner moved to recommend the FY 2016-2025 MTIP Amendment: Program P4.0 Rail Projects for Planning & Environmental Work to the TAC for approval. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: Program P4.0 Rail Projects for Planning & Environmental Work to the TAC for approval.

10. FY 2016-2025 MTIP Amendment: Expand Scope of I-5812 - I-40 & I-85 Pavement Rehabilitation

Tyler Meyer presented on the MTIP Amendment:

- NCDOT requests the MPO to amend the MTIP to modify the scope and cost of project I-5812 in the 2016-2025 MTIP.
- The scope modification will significantly expand the resurfacing work that NCDOT is doing on I-85 and I-40 in eastern Guilford County in FY 2017.
- Scott Whitaker asked for more information on what is being added to the scope of the project. Mike Mills explained that NCDOT wants to repave the interstate highways every 10-12 years. Many of the interstate sections were built at different times and may have been resurfaced in different years. NCDOT is trying to get the nearby sections on the same cycle so they can all be done at the same time. They are also trying to catch up on resurfacing the interstates. Some bridge work is also being done at the same time.

Adam Fischer moved to recommend the FY 2016-2025 MTIP Amendment: Expand Scope of I-5812 - I-40 & I-85 Pavement Rehabilitation to the TAC for approval. Bill Bruce seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: Expand Scope of I-5812 - I-40 & I-85 Pavement Rehabilitation to the TAC for approval.

11. FY 2016-2025 MTIP Amendment: Delete B-9000 Bridge Inspections

Tyler Meyer presented on the MTIP Amendment:

- NCDOT had created a series of group Bridge Inspection Projects to streamline administration/implementation as per FHWA guidance, under project B-9000.
- B-9000 was intended to replace B-9999; however, NCDOT has since, based on FHWA guidance, decided to continue with B-9999 and delete B-9000.
- The reason is that FHWA does not hold design/preliminary engineering work to the same requirements as other project types for a short timeframe with a clear beginning and end date.
- Thus project B-9999 will not be closed out and project B-9000 is to be deleted.

Adam Fischer moved to recommend the FY 2016-2025 MTIP Amendment: Delete B-9000 Bridge Inspections to the TAC for approval. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: Delete B-9000 Bridge Inspections to the TAC for approval.

Business Items

1. 2017 MPO Schedule

Daniel Amstutz presented on the proposed 2017 MPO meeting schedule. Due to multiple schedule conflicts with the typical meeting pattern (4th Wednesday of the month), the meeting dates for April through September will be shifted back one week to the 3rd Wednesday of the month. This is to avoid conflicts with the NCAMPO conference in New Bern at the end of April; the Board to Transportation meetings at the end of June; and the State of the Community Luncheon in August. Shifting all the dates in the six-month period will also allow for a sufficient schedule gap between each meeting as well.

2. Project Updates

- Daniel Amstutz noted that GDOT is working on a project to install bicycle lanes on Elm Street between Bessemer Avenue and Cone Boulevard. It is a long section with several different roadway cross-sections. This will be primarily a scratch and remark project, as this section of Elm Street is not yet up for resurfacing. The four-lane sections closer to downtown are planned to be converted from four travel lanes to two travel lanes with bike lanes. On Thursday December 15 a public workshop will be held at the St. Pius X Catholic Church at 2210 N. Elm Street, from 4:00-6:30 pm. This will be a drop-in workshop for residents to see the draft marking plan, ask questions about the project, and provide feedback.
- Craig McKinney presented on project U-5532A, Aycock Street and Walker Avenue Pedestrian Improvements. This project had evolved to include corridor-wide improvements on Aycock Street between Walker Avenue and Spring Garden Street, particularly a vegetated median where the center turn lane currently exists. However, it was discovered that there is concrete under the asphalt of the two southbound lanes in this section, and the soil under the concrete is unsuitable. If the concrete is disturbed (as it would need to be to construct the median), the entire road would need to be rebuilt and the project cost would increase significantly. The median has now been struck from the scope of the project; however the mid-block pedestrian crossing with a smaller median island will remain. Additional work on the west side of Aycock Street has been added to the scope, in order to repair severe sidewalk damage, move the sidewalk away from the curb, and make the sidewalk ADA-compliant. 50% plans are expected to be completed in January. Another public meeting to display the revised plans will be held in late winter or early spring of 2017.

3. Strategic Reports

- Lydia McIntyre presented on a freight update to the Piedmont Triad Regional Model. The model has a passenger vehicle side and a commercial vehicle side. The commercial vehicle/freight side was never very robust in modeling freight movements. The freight side of the model is being updated in partnership with PART to include a firm synthesis, freight truck touring model and commercial vehicle touring model. The two touring models address different sides of vehicle movement: distribution and local delivery. This will create more accurate modeling of where freight movement is occurring. The model will also include a component to share information on freight to the public. This update is important for competing for funding through Prioritization because freight movement is a factor that is considered by NCDOT. In Phase 3 of the Freight Study more data will be collected for model input, which made include a travel survey. Tyler Meyer asked if this aspect of the model is running yet. McIntyre noted that some information is available from the model now on freight, but it will be much improved once Phase 3 is complete. Mark Kirstner added that Phase 3 will be critical for getting the most useful information. Trucking companies know where their trucks are and where they go because they have utilized a lot of technology for this purpose. The challenge is to get this information from companies because it is proprietary information. Meyer asked if Phase 3 is in the work program. Kirstner said it will be in the work program for FY 2018.
- Lydia McIntyre noted that NCDOT released the draft funded Division Needs projects for P4.0. There are 17 draft funded Division Needs projects in the Greensboro MPO: 8 bicycle and pedestrian projects, 8 highway projects, and one transit project. In Division 7 as a whole, \$203 million worth of projects are funded, with \$78 million in the Greensboro MPO alone. McIntyre thanked NCDOT Division 7 for their assistance in supporting MPO priority projects. A few projects may be up for reprioritization because they are programmed more than five years into the STIP. The MPO did much better than expected in the Division Needs tier. Mike Mills noted that about \$490 million in projects is programmed in Division 7 across all tiers. The draft STIP should be approved by the Board of Transportation in January. McIntyre asked if there was more funding for P4.0 projects than expected. Mills said that there must have been, because more projects were selected than Division 7 staff expected. Daniel Amstutz asked for clarification about the local match for the selected projects. McIntyre noted that highway projects are generally funded at 100%, but others like bicycle and pedestrian projects have a 20% match. Meyer noted that this should be accounted for in the draft STIP, which will show the local match amount along with the federal and/or state amount. Kirstner

asked Mills if there were more bicycle and pedestrian projects in P4.0 than previous Prioritization rounds. Mills confirmed that there are, and noted that the Division has been putting points on bicycle and pedestrian projects that are more likely to be funded instead of highway projects that already have poor scores. McIntyre noted that bicycle and pedestrian projects tend to score better than highway projects. Kelly Larkins noted that the PTRPO had 16 Division Needs projects selected for a total of \$76 million.

- Daniel Amstutz noted that the MPO Bicycle and Pedestrian Advisory Committee met four times in 2016, with the last meeting on December 7. The meeting mostly centered on the upcoming City resurfacing projects for 2017 and where bicycle accommodations could be included. Some resurfacing has been started on the 2016 resurfacing contract, such as on Martin Luther King Jr. Drive and Hamburger Square, but final markings will not be able to go down until next spring.

Other Items

1. NCDOT Update

- The NC 68 Connector (I-73) will not be open in December as planned, because the contractor was asked to do additional work by NCDOT. Instead it will open in spring 2017. The construction of the eastern and western portions of the Urban Loop are either on schedule or ahead of schedule. The next section of the Urban Loop is expected to be let for construction in 2017.

2. TCC Member Updates

Mark Kirstner noted that there have been general updates to the regional model. PART, GTA, and High Point have posted an Invitation for Bid (IFB) for new bus shelters, and will be looking for improved shelter designs for the area. The construction of the new PART facility is underway, with the passenger facility portion expected to be completed in the next few months. A ribbon cutting is tentatively scheduled for March 8, 2017. The PART Board heard a presentation from Wake County about the transit tax that was approved during the recent election, and the Greensboro MPO TAC may be interested in hearing the same presentation. The PART vanpool program is planning to install telematics in its vans to collect a variety of data on van usage for the National Transit Database. Business I-40 in Winston-Salem between Peter's Creek Parkway and Main Street will soon be closed to traffic for two years while the roadway is repaired and upgraded. PART is assisting with traffic mitigation and NCDOT will be putting in a funding request to FHWA for this. Tyler Meyer noted that getting new, attractive shelters would be very beneficial to the transit systems.

Scott Whitaker noted that as part of the design of the A&Y Greenway in Summerfield, they are required by the state historic preservation office to do an archaeological survey of the corridor route. He asked for any recommendations of archaeologists that the Town could get in contact with. He has already gotten some suggestions of companies to contact, but he has to make sure they are on the state approved list of archaeologists.

Michael Abuya noted that the reorganization of NCDOT TPB is complete. Wayne Davis has retired from TPB and Michael Orr has taken his place in managing TPB activities. Abuya will continue to coordinate with the Greensboro MPO, but will also start coordinating the High Point MPO as well.

Joe Geigle said that it is almost time for the Greensboro MPO to go through its four-year certification review. Although in the past it has been a two-and-a-half day process, he would like to get it down to one day as they were able to do for the Winston-Salem MPO. He is planning for sometime in the first three weeks of February for the site visit. Bill Marley will be sending out a package of questions from FHWA for MPO staff to review.

3. Wrap-Up

The next TCC meeting will take place January 24 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:49 am.