



TECHNICAL COORDINATING COMMITTEE
Minutes of November 8, 2017
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Chris Spencer	<i>GDOT</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Carey Barr	<i>AECOM</i>
Tram Truong	<i>GDOT/MPO</i>	Matt Wallace	<i>Guilford County</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Cari Hopson	<i>GTA</i>
Hanna Cockburn	<i>GSO Planning Department</i>	Gray Johnston	<i>GTA</i>
Kelly Larkins	<i>PTRC/PTRPO</i>	Michael Abuya	<i>NCDOT TPB</i>
Joe Geigle	<i>FHWA</i>	Bill Bruce	<i>Town of Oak Ridge</i>
		Kevin Johnson	<i>GDOT</i>

Tyler Meyer called the meeting to order at 10:37 am.

Action Items

1. Approve Minutes of September 20, 2017

Chris Spencer moved to approve the minutes of the September 20, 2017 meeting. Bill Bruce seconded the motion. The TCC voted unanimously to approve the minutes of the September 20, 2017 meeting.

2. FY 2016-2025 and FY 2018-2027 MTIP Amendment: P-2918 Piedmont Train Operations

Tyler Meyer presented the MTIP Amendment:

- NCDOT requests the MPO amend the MTIP to add funding to rail project P-2918 in FY 2018.
- The Piedmont Train service operates three round trip trains per day between Raleigh and Charlotte, with service in Greensboro.
- P-2918 will provide for operating cost support for trains 74 & 75 on the Piedmont Corridor, as well as equipment and work at the Capital Yard Maintenance Facility.
- \$10,069,074 in CMAQ funds and \$2,517,441 in state matching funds will be added in FY 2018.
- This additional funding will allow the service to operate four trains per day.

Planning for the transportation future

Bill Bruce moved to recommend the FY 2016-2025 and FY 2018-2027 MTIP Amendment: P-2918 Piedmont Train Operations to the TAC for approval. Cari Hopson seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 and FY 2018-2027 MTIP Amendment: P-2918 Piedmont Train Operations to the TAC for approval.

3. Resolutions of Support to Endorse GTA applications for State Matching Funds (TA-4767, TA-4771 FY 16 & 17, TD-4279)

Tyler Meyer presented the resolutions of support:

- This action item is a package of actions for three projects and four resolutions relating to state matching funds for transit grants.
- The funding for each project is lined up and already has local matching funds, but these resolutions support state matching fund requests to NCDOT by GTA.
- Project TA-4771 provides FY 2016 & 2017 CMAQ grant funds for GTA to purchase fixed-route replacement buses: diesel replacement buses from FY 2016 funds, and three electric replacement buses from Proterra from the FY 2017 funds.
- Project TA-4767 provides FTA Section 5339 grant funding to purchase paratransit replacement vehicles for GTA SCAT.
- Project TD-4279 provides FTA Section 5339(b) grant funds to renovate the GTA ticketing, call center, and waiting areas of the J. Douglas Galyon Depot; NCDOT has committed matching funds to this through P4.0, but NCDOT still needs a resolution from the MPO for the match request.
- NCDOT requires a formal request to receive state matching funds for these grants and MPO endorsements will improve the chances of GTA receiving the matching funds.
- This action endorses these matching funds requests from GTA.

Cari Hopson moved to recommend the Resolutions of Support for GTA applications for State Matching Funds (TA-4767, TA-4771 FY 16 & 17, TD-4279) to the TAC for endorsement. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the Resolutions of Support for GTA applications for State Matching Funds (TA-4767, TA-4771 FY 16 & 17, TD-4279) to the TAC for endorsement.

4. Resolutions Authorizing Applications for FY 2018 & FY 2019 Section 5303 Planning Funds

Tyler Meyer presented the resolutions authorizing applications for Section 5303 Planning Funds:

- An apportionment of transit planning funds (Section 5303) from FTA are attributed to the MPO. These funds are passed through NCDOT to the City of Greensboro to support transit planning services.
- The City of Greensboro enters into an annual agreement with NCDOT for this funding.
- NCDOT has requested that the MPO pass a resolution authorizing the City to enter into agreements with NCDOT to receive these funds for FY 2018 & 2019.

Chris Spencer moved to recommend the Resolutions Authorizing Applications for FY 2018 & FY 2019 Section 5303 Planning Funds to the TAC for approval. Bill Bruce seconded the motion. The TCC voted unanimously to recommend the Resolutions Authorizing Applications for FY 2018 & FY 2019 Section 5303 Planning Funds to the TAC for approval.

5. Resolution Authorizing Application for FY 2019 Transit Technology Grant

Tyler presented on the resolution authorizing application for the FY 2019 Transit Technology Grant:

- The NCDOT Public Transportation Division administers the Urban Advanced Technology Grant program to benefit transit systems that utilize a wide selection of technologies to enhance the customer experience and enable the improvement of safety and efficiency in operations.
- GTA is applying for \$205,000 in FY 2019 funds from this grant program for the purchase of wireless 5G modems for its paratransit and fix-route bus fleets.
- This technology will improve communication on the vehicles, improve tracking for the Transloc application, and allow for GTA to provide additional amenities to riders potentially including wireless internet connections.

- The Transloc application shows where buses are in the network with all the stops and times; it is a very helpful service and these modems will enhance this technology for GTA.
- NCDOT requires the MPO to authorize the City to apply for this funding program.
- Cari Hopson noted this will bring GTA closer to offering mobile ticketing options, as well as enhance bus safety by allowing staff to remotely watch live security footage on the buses.
- Chris Spencer asked if 5G was the right terminology – he has researched it for other purposes and found that 5G wireless is not being widely used yet. Cari Hopson noted the modems will be 4G/5G with the ability to transfer fully to 5G when that time comes.

Mike Abuya moved to recommend the Resolution Authorizing Application for FY 2019 Transit Technology Grant to the TAC for approval. Cari Hopson seconded the motion. The TCC voted unanimously to recommend the Resolution Authorizing Application for FY 2019 Transit Technology Grant to the TAC for approval.

6. Adopt 2040 Metropolitan Transportation Plan Amendment

Lydia McIntyre presented the 2040 MTP Amendment:

- This action and the adoption of the next MTIP brings the P4.0 process to a close.
- The Metropolitan Transportation Plan is the MPO’s long range document and must be updated every four or five years.
- The current 2040 MTP was updated and adopted in 2015. Given the current air quality status, the region is no longer required to do a conformity analysis and finding. Also, now the document can be fully updated on a five year cycle, rather than the four year cycle we had been working under for the last several years.
- The MTP must be amended to include new major projects and when existing projects are modified.
- The MTP and the Metropolitan Transportation Improvement Program must be consistent with one another, and so this amendment must be approved before the new MTIP can be adopted.
- Eight roadway projects, including widening projects, interchange improvements, and intersection improvements will be added to the MTP by this amendment.
- Bill Bruce asked if this action brings MTP in line with what was submitted in P4.0. McIntyre said this is correct; usually projects are pulled from the MTP, but sometimes they come about from other jurisdictions or processes and were not originally included in the plan update. When this happens the document must be amended to account for these new projects. Tyler Meyer noted there was a public comment on the amendment saying that it needs address bicycle and pedestrian issues, but that is handled in the main document already. The purpose of this amendment is simply to accommodate new roadway projects and significant changes to existing roadway projects. New bicycle and pedestrian projects are provided for categorically under the 2040 MTIP and do not need to be individually identified like road projects do.

Cari Hopson moved to recommend the 2040 Metropolitan Transportation Plan Amendment to the TAC for adoption. Bill Bruce seconded the motion. The TCC voted unanimously to recommend the 2040 Metropolitan Transportation Plan Amendment to the TAC for adoption.

7. Adopt FY 2018-2027 Metropolitan Transportation Improvement Program

Lydia McIntyre presented the FY 2018-2027 Metropolitan Transportation Improvement Program:

- The MTIP is a subset of the MTP, and is like the STIP at the state level.
- The MTIP is a capital improvement program that lists projects, costs, and funding schedules for all projects funded through the Greensboro MPO.
- The document is updated every two years, and is typically updated after the STIP is adopted; the MTIP must be consistent with the STIP.
- Projects are grouped by highway and non-highway, with non-highway including rail, transit, aviation, and bicycle and pedestrian.

- Over \$1 billion in funding is projected over the ten-year time period for the document, including statewide, regional, and division tier projects.
- Funding for statewide projects comprises more than 50% of the program, which is primarily roadway projects, but also includes interstate maintenance and aviation.
- The breakdown by mode includes 57.1% for statewide roadway improvements, 13.4% for regional and division roadway improvements, 3.5% for bicycle and pedestrian projects, 9.8% for transit projects, 4.6% for rail, 6.9% for aviation, 2.0% for bridges, and 2.7% for interstate maintenance.
- It is worth noting while that the graph identifies 0.1% of funding as going to highway safety, a good bit more is being spent on projects that will improve roadway safety. The 0.1% figure relates only to the USDOT spot safety funds allocated under the NCDOT Highway Safety Improvement Program.
- Over \$100 million is identified for transit in the MPO, and includes GTA, PART, and TAMS; the funding primarily goes to GTA and is made up mainly of federal sources, but also includes 30% from local sources and 14% from state sources.
- Major projects include the Urban Loop, Church Street, R-4707 Reedy Fork Parkway, and intersection projects.
- Highlighted non-highway projects include the Downtown Greenway Phase 2, sidewalk projects, and rail projects.
- Bill Bruce asked why the maps displayed in the presentation did not include the projects that were just added into the MTP. McIntyre explained the projects in the map are just a subset or selection of the project list, and all projects including the new MTP projects will be in the new MTIP.
- The whole listing of projects is in the document and includes tables with the project description, total cost, when they are scheduled for utilities, right-of-way and construction.
- The first 5 years (FY 2018-2022) of the MTIP is broken out from second 5 years (FY 2023-2027), because the second 5 years is up for re-prioritization and is not committed for full funding; the first 5 years is committed for funding.
 - For example, US 70 was selected for funding in the last few years of the MTIP, so it does not have fully committed funding at this time.
- The public review period ran for 30 days and a public meeting was held on October 17th from 4-7 pm, during a City Council meeting and Participatory Budgeting meeting; at least 30 people attended.
- Fourteen combined responses were received; many comments focused on the issues related to Cotswold Terrace, while other comments demonstrated support for GTA and bicycle and pedestrian projects.
- Joe Geigle asked about the survey question of what the public thought was the most important mode. McIntyre said roadways were listed as the most important, with bicycle and pedestrian second, then transit. Sixty percent of respondents agreed with the projects, but 15% disagreed with the projects in the MTIP. McIntyre responded to the comments that came in via email, and the responses are in the document.
- Tyler Meyer said the new STIP and MTIP will be effective by mid-December. A new feature will be a live MTIP document on the MPO website, which will reflect the current MTIP, including amendments that have been added since the original adoption. Staff plan up put this online in the next month or so. This is similar to what the NCDOT does for their live STIP. Meyer also noted that the safety funding source is small but there are lots of safety aspects to other projects in the MTIP. That number reflects the dedicated HSIP funding and does not mean safety projects aren't getting completed.

Hanna Cockburn moved to recommend the FY 2018-2027 Metropolitan Transportation Improvement Program to the TAC for adoption. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 Metropolitan Transportation Improvement Program to the TAC for adoption.

Business Items

1. 2018 MPO Meeting Schedule

Daniel Amstutz presented the 2018 MPO Meeting Schedule:

- The 2018 meeting schedule has been developed with consideration towards avoiding conflicts with Greensboro City Council meetings, MPO Town Council meetings, NCDOT Board of Transportation monthly meetings, significant statewide or local conferences, and other City boards and commissions that meet regularly. The typical schedule is to hold meetings on the fourth Wednesday of the month, except in November and December. Due to conflicts with the NCAMPO conference at the end of April, the Board of Transportation at the end of June, and to provide adequate spacing between meetings, the April and May meetings have been consolidated to May 9 and the June meeting is to be moved forward to June 20. Thus there are only ten meetings for 2018 instead of eleven. These two adjusted meeting dates have also been cleared for conflicts.

2. Project Updates

Tyler Meyer presented on the following project updates:

- Downtown Greenway Phase 2: Construction Authorization for Phase 2 of the Downtown Greenway from Gate City Boulevard to Greene Street is expected in December. Meyer noted he had devised out a workable strategy in consultation with Program Development to get additional needed funding for the project, but that Mike Mills' approval was the decisive factor in enabling it to proceed.
- R-2577, US 158 Improvements, Business I-40 to US 220: two workshops on US 158 were held in October, one in Walkertown where 330 people attended and one in Stokesdale where 357 people attended. There are two proposed routes around Stokesdale, one north of town and one south of town. This is a long project in three phases, and while not all phases of the project have funding, NCDOT must complete the environmental document for the entire project to start the first phase. It is expected that the environmental document will be completed early next year, and then work will begin on right-of-way plans. Section A is Business I-40 to Belews Creek Road, which has funding committed; the next phase (Section B, Belews Creek Road to Anthony Road) is in last years of the STIP and is not committed yet. Section C, Anthony Road to US 220, which will go through Stokesdale, does not have funding committed yet.
- Current Status of Various Projects: U-5306 A, Battleground-Benjamin-Cone, and U-5306 C, Battleground-New Garden, are expected to be completed by the end of the year; U-5306 B, Battleground-Westridge, should start construction in March or April 2018. Downtown Greenway Phases 1b1 and 1b2 should be completed by the end of the year or in early 2018, while Downtown Greenway Phases 2e & 3a should be complete by the end of the year. U-5532 D, to close a sidewalk gap on East Wendover Avenue, along with a few other sidewalk projects, is waiting for concurrence on the bidder from NCDOT before beginning construction.
- Old Battleground Avenue & Cotswold Avenue: A public workshop will be held on December 7 from 4-8 pm to listen to public concerns and take ideas about what should happen with Cotswold Terrace, and regarding National Park Service plans to close Old Battleground Avenue through the Military Park. A location for the meeting is still being set, and representatives from the City Fire Department, Police Department, GDOT, and others are going to be on hand to answer questions.

3. Strategic Reports

- Daniel Amstutz noted several new bicycle lanes have been installed around the City with the 2017 city resurfacing projects, including Creek Ridge Road, Glendale Drive, Hill Street, Pinecroft Road, S. English Street, and Sixteenth Street. There has also been a reconfiguration of the Spring Garden Street bike lane approach to Holden Road. Upcoming bike lanes are expected on W. Friendly Avenue and E. Cornwallis Drive once the resurfacing has been completed there. Tyler Meyer asked for clarification on the scope of the bike lanes on W. Friendly Avenue. Amstutz said it is between approximately Westridge Road and Dolley Madison Road. Staff found that the existing five lane section could be narrowed to allow for the addition of bike lanes. Meyer noted this was a beneficial change and will address requests that have been made over the years to add bike lanes to Friendly Avenue. There has been a lot of demand for bicycle facilities in the Guilford College area. He added that the use of buffering certain bike lanes in will make the facilities safer for users in those areas.

Other Items

1. NCDOT Update

There was none.

2. TCC Member Updates

Joe Geigle handed out a schedule with the dates for MPOs to adopt state performance measure targets or have their own in place. The deadline is in February 2018 for the MPOs to set targets. Daryl Vreeland is taking the initiative on performance measures for the entire state.

Kelly Larkins noted the Piedmont Triad RPO has sent in its projects for P5.0, including improvements to US 29, and will determine their local point allocation strategy after the NCDOT scores are released.

Tyler Meyer noted that more work is being done on the Long Range Transit Plan update. GTA thought they would hold public meetings about it in November, but have decided to wait until January in order to produce a more robust set of recommended alternatives. MPO staff are working closely with GTA, taking a closer look at the consultant's work, getting into the network recommendations, and giving them an extra level of local knowledge. Gray Johnston said he will help prepare for and conduct public outreach on the plan. They expect to present to the Sustainability Council and activate other residents and advocates. GTA is concerned with getting more choice riders and with growing their ridership.

3. Wrap-Up

The next TCC meeting will take place December 13 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:26 am.