



TECHNICAL COORDINATING COMMITTEE
Minutes of January 28, 2008
11:00 a.m., Greensboro, NC
4th Floor Conference Room
County Administration Building

ATTENDANCE

| | | | |
|----------------|-------------------------------|----------------|----------------------------|
| Adam Fischer | <i>GDOT / Acting Director</i> | Mike Kirkman | <i>Greensboro Planning</i> |
| Tyler Meyer | <i>GDOT / TCC Chair</i> | Ted Patrick | <i>Greensboro E&I</i> |
| Lydia McIntyre | <i>GDOT / MPO</i> | Scott Rhine | <i>PART</i> |
| Peggy Holland | <i>GDOT / MPO</i> | Bill Bruce | <i>Guilford County</i> |
| Craig McKinney | <i>GDOT / MPO</i> | George Linney | <i>GDOT / GTA</i> |
| Chris Spencer | <i>GDOT Engineering</i> | Hanna Cockburn | <i>Piedmont Triad RPO</i> |
| Kelly Larkins | <i>GDOT Planning</i> | Carol Carter | <i>Greensboro Planning</i> |
| Patrick Wilson | <i>NCDOT- Division 7</i> | | |

Tyler Meyer called the meeting to order at 11:02 a.m.

Action Items

1. Approve Minutes of December 3, 2009

Scott Rhine moved for approval of the minutes. Chris Spencer seconded the motion. The Committee voted unanimously to approve the minutes of the December 3, 2009 meeting.

2. Conformity Finding for 2035 LRTP and 2009-2015 MTIP

Lydia McIntyre noted both the LRTP and the MTIP had been worked on for a while. Both documents had to show a conformity finding which is essential to air quality. This is important because the area is maintenance for 1-hour ozone and non-attainment for PM 2.5 which results in the need to show air quality conformity.

This comparison is based on emissions that are coming from projects and budgets set by Division of Air Quality. The emissions are within the budgets showing the MPO is in conformity.

Adam Fischer moved for approval. Scott Rhine seconded the motion. The Committee voted unanimously to approve the recommendation to the TAC.

3. Approve 2035 LRTP

McIntyre noted that the LRTP had been started in August of 2007. This document is required to be updated every four years; the last one completed in 2004. There was some difficulty with the air quality analysis and this created a delay in bringing it for approval.

Planning for the transportation future

The LRTP has a horizon of 20 years or more and is multimodal. It includes highways, transit, pedestrian, freight, and bicycle. An important aspect to the document is that it is fiscally constrained. There has to be proof that there will be some form of funds to implement the project recommendations. Some of these projects are also included in the MTTP.

The Public Involvement section of the LRTP's Executive Summary gives an overall view of what people think of the transportation system. For example, citizens are very supportive of public transportation including light rail. They also support some highway projects.

Tyler Meyer thanked the staff for their work on the LRTP.

Adam Fischer moved for approval. Hanna Cockburn seconded the motion. The Committee voted unanimously to approve the recommendation to the TAC.

4. Approve Congestion Management Plan

McIntyre noted that this is the MPO's second time updating this plan. The first one took place during the last LRTP update in 2004. The CMP is required for any MPO's that have a population greater than 50,000 as identified by the Census.

This document acts as a precursor to the LRTP identifying congestion and congested areas. The MPO worked with Martin Alexiou Bryson to get this completed. Previously the Plan only focused on system level roads, but for this one it was expanded to include some corridors such as Market Street and Wendover Avenue. Congestion along the corridors was identified and recommendations were given to alleviate it. Some revisions had to be made after it was originally completed in April 2008. The federal government requested performance measures be included.

Starting soon for the next update, data will be collected for the performance measure section. The next Plan will be due in four years.

Chris Spencer inquired about the federal government's request.

McIntyre noted that most of comments were examples of what should be included for the measures. The measures should include goals to ensure that any strategies for the system are working.

Meyer added that it was an issue of having the performance measures being placed in the correct context.

Chris Spencer moved for approval. Scott Rhine seconded the motion. The Committee voted unanimously to approve the recommendation to the TAC.

5. Approve Comprehensive Transportation Plan

McIntyre noted that the Comprehensive Transportation Plan (CTP) is required by the NCDOT. This replaces the Thoroughfare Plan that used to be required but only focused on roadways. The CTP is multimodal.

The map elements include highways, public transportation and rail, bicycle, and pedestrian. The CTP identifies needs and recommends future improvements. Both the LRTP and the CTP are similar, but the CTP will show more projects because it is not fiscally constrained.

Mike Kirkman moved for approval. Tyler Meyer seconded the motion. The Committee voted unanimously to approve the recommendation to the TAC.

6. Approve CMAQ Fast Tracking: GTA Evening Service

Meyer noted the expansion of the GTA Evening Service using CMAQ funding was already in the MITP. However, the fast tracking would allow the project to receive 100% federal funding, instead of just 80%. This was due to the Federal Energy Independence and Security Act of 2007.

Meyer requested the project be submitted to NCDOT to be fast tracked for CMAQ funding.

Adam Fischer inquired if there would be a local match.

Meyer noted that a local match is not needed to receive the funding.

McIntyre noted the project would receive CMAQ funding for 2009, 2010, and 2011. However, the 100% federal funding would only be for 2009.

Adam Fischer moved for approval. Hanna Cockburn seconded the motion. The Committee voted unanimously to approve the recommendation to the TAC.

7. Endorse Solar Center Statewide CMAQ Application

Meyer introduced that the next request comes from the North Carolina Solar Center with regards to CMAQ funding. A few years back they had applied for their own CMAQ funding and the money was distributed across the state. A previous example included the City of Greensboro installing an emission control device on some garbage trucks and a private company with a bio-diesel facility near the tank farm.

The Center requests endorsement from the MPO by resolution for their request of additional CMAQ funds. The funds will be distributed by the Center throughout the state to eligible projects.

Hanna Cockburn moved for approval. Adam Fischer seconded the motion. The Committee voted unanimously to approve the recommendation to the TAC.

Business / Potential Action Items

1. Transportation Infrastructure & Economic Stimulus Proposals

Meyer noted that these stimulus proposals are currently being debated in Washington.

The administration has worked with the House for sponsorship with this bill. The purpose is to arrange government expenditures in various ways to help the economy. One of the more important areas for consideration is transportation infrastructure.

Projects have to be fast action items. NCDOT asked the MPO's to submit projects that fit a certain eligibility criteria. Some of the criteria include projects needing to apply to federally classified roadways.

The list the MPO has submitted to NCDOT fit under these criteria. North Carolina is expected to receive \$900 million in stimulus funding.

Adam Fischer inquired about the inclusion of the hybrid buses in the list.

Meyer noted he would follow up on it and let him know.

Hanna Cockburn moved for approval. Adam Fischer seconded the motion. The Committee voted unanimously to approve the recommendation to the TAC.

2. Draft 2009-2010 Unified Planning Work Program

The MPO is currently developing a 2009-2010 Unified Planning Work Program which will be completed, adopted, and submitted by March.

Today we want to give you a current look at planning priorities. In the next meeting we will bring a detailed draft for review and at the March MPO meeting request approval.

Some of the priorities are administering and working on long range plans, continuing to implement the bicycling and pedestrian plan with working to build more sidewalks and trails and more bike accommodation.

Studies as part of the Work Program include re-evaluations of roads near the airport, a Sandy Ridge Road study, and US 70 environmental document.

Continuing to work with GTA on short-term planning.

3. Legislative Update

Meyer introduced the 21st Century Report, released in December 2008, as a culmination from a two year process of dialogues that occurred throughout the state. It is wide ranging in its recommendations.

The Report itself was divided into three sections; funding, recommendations, and documentation. The findings laid out the background. One of which is the fact that North Carolina possess the second largest roadway network in the country which made the responsibility for system a large one.

With the revenue recommendations, they looked at where the shortfalls were occurring and recommended specific fixes. One recommendation was to stop transfer from the Highway Trust Fund to the General Fund and another was increasing the Highway Use Tax and increasing vehicle registration fees.

Recommendations were also offered for reducing the states responsibility by allowing local option taxes and pursuing earmarks for major projects in the state.

They talked about increasing the use of toll and congestion pricing on corridors.

4. Air Quality Update

McIntyre explained that the 8-hour standard had been updated. A few years ago the Triad had been involved with the Early Action Compact which allowed areas to implement strategies early before being designated. The Triad met all requirements for the EAC for the old 8-hour standard and considered to be in attainment.

In March 2008 the EPA approved decreasing the standard from .08 ppm to .075 ppm which is a stricter standard. For the revised standard there has been no comment from EPA for an Early Action Compact. Currently the North Carolina Division of Air Quality has been holding public meetings. At the most recent meeting in Winston Salem, the division briefed attendees on the new revised standard and the areas that would be in non-attainment but the final designations from EPA will come in July 2010. McIntyre noted the 1-hour standard will go away for the Triad in April of 2009.

McIntyre noted the designation would be county wide. For instance in Guilford County there is the Greensboro, High Point, and Burlington MPO's. Burlington used to be split between the CAMPO and GUAMPO, but now only associated with Greensboro's MPO for conformity purposes.

5. Transportation Project Updates

Craig McKinney gave an update on R-2309AB which runs through Summerfield and Greensboro. NCDOT has started right-of-way acquisition. He received a copy of the construction plans and noted that all the revisions requested at the field inspection have not been added to the plan, but that right-of-way changes were made especially in Summerfield.

On January 27th there was a successful public meeting held at Northeast Guilford High School regarding U-2525B/C design revisions. The main purposes was to give the public the opportunity to see the project and changes that have taken place from US 70 to west of Lake Jeanette Road. These include changes to the interchange designs at Huffine Mill Road, US-29 and North Elm Street.

Overall at least 150 came to the meeting. The attitudes were mostly positive with a few citizens surprised. NCDOT did a good job putting the meeting together.

McKinney also noted that Mike Mills intended to put together another meeting for the section of the loop from Bryan Boulevard to Lawndale Avenue (U-2524C).

6. MPO Strategic Topics

Meyer noted revisions were made to the MPO schedule where dates had conflicts.

Meyer also noted the MPO is conducting a study on airport area roadways including Sandy Ridge Road.

Other Items

1. NCDOT Update

None

2. TCC Member Reports

None

3. Wrap-Up

Meyer adjourned meeting at 12:05pm.