



**TECHNICAL COORDINATING COMMITTEE
Minutes of March 20, 2013
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building**

ATTENDANCE

Tyler Meyer	<i>TCC Chair</i>	Michael Abuya	<i>NCDOT</i>
Craig McKinney	<i>GDOT/MPO</i>	Roger Bardsley	<i>Guilford County</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Ted Partrick	<i>GSO Engineering</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Mike Mills	<i>NCDOT/ Div 7</i>
Adam Fischer	<i>GDOT</i>	Elizabeth James	<i>COG-PTD/GTA</i>
Deniece Conway	<i>GDOT</i>	Bruce Adams	<i>GDOT/GTA</i>
Jesse Day	<i>PTRC</i>	George Linney	<i>GDOT/GTA</i>
Sue Schwarz	<i>GSO Planning</i>	Scott Rhine	<i>PART</i>
Bruce Oakley	<i>Town of Oakridge</i>	David Willauer	<i>IEM, Inc.</i>
Alex Rosser	<i>PTAA</i>	Don Campbell	<i>Guilford County, Emergency Mgmt.</i>

Tyler Meyer called the meeting to order at 10:40 am.

Action Items

1. Conflict of Interest Policy Statement

Tyler Meyer read the Conflict of Interest Policy Statement required by the State Ethics Act. The policy statement states that it is the responsibility of each committee member to avoid conflicts of interest and if there are any, to present them before the committee at the beginning of the TCC meeting. There were no conflicts of interest identified before the Committee.

2. Approve Minutes of January 23, 2013

Jesse Day addressed a correction to be made for the January 23, 2013 minutes. The PTCOG has merged

Planning for the transportation future

with another COG to form the PTRC. Ted Partrick moved for approval with the correction made. Scott Rhine seconded the motion. The Committee voted unanimously to approve the minutes of the January 23, 2013 meeting, with the correction made.

3. TCC Bylaw Changes

Tyler Meyer presented a revision of the TCC Bylaws to reference the implementation of the State Ethics Act. The changes state that it is the responsibility of the TCC voting members to comply with the State Ethics Act as of January 1, 2013. In addition, the TCC voting member list has been revised. A few of the voting members were made non-voting, ex officio advisory members, such as the PTRC and Public Transportation Division. Action is required to amend the Bylaws and ratification is required by the TAC.

Bruce Oakley identified a correction to be made in the TCC Bylaws; the Town Manager of the Town of Oakridge is a regular voting member, not the Town Administrator. Jesse Day inquired if other towns were offered seats on the TCC. Meyer advised that if they have a staff person, membership is available if desired.

Ted Partrick moved to recommend the TCC Bylaw changes to the TAC for ratification. Scott Rhine seconded the motion. The Committee voted unanimously to recommend the TCC Bylaw changes to the TAC for ratification.

4. TAC Bylaw Changes

Tyler Meyer presented a revision of the TAC Bylaws to reference the implementation of the State Ethics Act. Unlike the TCC Bylaw changes, it was unnecessary to identify ex officio, non-voting members. The remaining State Ethics Act requirements were identified in the amendment, similar to the TCC Amendments. Meyer noted that he will serve as the Ethics Liaison, as it is required for an MPO staff member to serve as the Ethics Liaison for the MPO to distribute State Ethics Act information. The recommended action is for the TAC to approve the TAC Bylaw amendments.

Scott Rhine moved to recommend the TAC Bylaw changes to the TAC for approval. Roger Bardsley seconded the motion. The Committee voted unanimously to recommend the TAC Bylaw changes to the TAC for approval.

5. Transit MTIP Amendments for MAP-21 Changes

Tyler Meyer presented on changes to the Transit MTIP that are necessary in order to reflect adjustments made by the new transportation bill, *Moving Ahead for Progress in the 21st Century* (MAP-21). MAP-21 was a legislative change to transform transportation funding programs and revise funding levels for FY 2013 and 2014. The changes from MAP-21 include reducing Section 5307 (Urbanized Area Formula Grants) funding levels from \$5.4 million to \$4.7 million, a reduction of about \$700,000, which will require rearranging funding between various 5307 projects. Section 5339 (Bus and Bus Facilities Formula Grants) is a new program specifically for bus acquisition that replaces Section 5309. Section 5339 allocates funding to urban areas from a formula grant that is based on population and transit usage statistics, rather than from Congressional earmarks or competitive grants that was the basis of Section 5309 funding. In addition to the amendments made to Section 5307 and the creation of Section 5339, the *JARC* and *New Freedom* programs were eliminated. However, programs that were eligible for *JARC* funding can be funded through 5307 and *New Freedom* projects are eligible for funding under Section 5310, *Enhanced Mobility for Seniors and Individuals with Disabilities*. Net funding levels were reduced by \$165,000, but the impact to operations is more significant than would appear, since \$535,000 of the new funding allocation is now dedicated to Section 5339 Bus Facilities Program and is only eligible for bus acquisition. Under MAP-21, transit systems of GTA's size and category can use some funding from Section 5307 for operating expenses as well. The recommended action is for the TCC to recommend the Transit MTIP Amendments based on MAP-21 to the TAC for adoption.

Adam Fischer moved to recommend the Transit MTIP Amendments based of MAP-21 to the TAC for approval. Scott Rhine seconded the motion. The Committee vote unanimously to recommend the Transit MTIP Amendments to the TAC for approval.

6. Designate City of Greensboro Section 5310 Funds Recipient

Tyler Meyer presented on the recommendation to have City of Greensboro become the designated recipient for Section 5310 funds. Each FTA formula program requires a designated recipient to receive the local funds and, if necessary, to disperse the funds throughout the area. The City of Greensboro, through GTA, already served as the recipient for *JARC* and *New Freedom* funds, but action is required to designate the City of Greensboro as the recipient for Section 5310 funds as required by MAP-21. The City of Greensboro is the logical choice for becoming the local recipient because it has experience and resources to manage the funds from the program. The recommended action is for the TCC to recommend the Designation of the City of Greensboro as the Section 5310 Funds Recipient to the TAC for approval.

Elizabeth James moved to recommend that the City of Greensboro become the designated recipient for Section 5310 funds and to send the recommendation to the TAC for approval. Adam Fischer seconded the motion. The Committee voted unanimously to recommend that the City of Greensboro become the designated recipient for Section 5310 funds and to send the recommendation to the TAC for approval.

7. STP-DA Action & Transit MTIP Amendment for GTA Preventative Maintenance

Tyler Meyer presented the STP-DA Action & Transit MTIP Amendment related to the GTA Preventative Maintenance. Section 5307 funds have been reduced under MAP-21 by \$700,000. Significant service cuts for GTA will be required without additional revenue. If service cuts are made, additional 5307 funding cuts could occur because the funding formula reflects revenue service hours. GTA has requested, and GDOT recommends an additional supplement of \$1.4 million from the STP-DA Funding Program for FY 2014. This supplement would allow GTA to sustain current service and provide time to seek service efficiencies and revenues.

The GTA Depot opened in 2002, and since that time, GTA service has improved significantly. Sunday and evening services were initially implemented on a limited route system. The routes were transformed from a one hour schedule to a thirty minute schedule. Another dramatic improvement for GTA was the implementation of the HEAT Bus in 2006, which provided for college student travel needs for the various colleges around the city. Thirty minute routes were then implemented throughout the entire system, connector routes were established, and paratransit service was extended to cover the entire city limits. High-capacity, hybrid buses have been introduced to the GTA system. In 2012, the Operations and Administrative Facility was established to provide for future growth of the GTA system. These improvements allowed for ridership to more than double since 2002, with over 4.5 million trips in 2012. Compared to the other public transit agencies in the region, GTA ridership has increased dramatically over the last decade.

Elizabeth James noted that ridership increases since 2002 indicate just how effective the 50 percent increase in service enhancements for GTA was.

Meyer explained that local revenue sources are required to sustain GTA for the future. Property tax assessments were increased from 2005-2011 to help expand GTA services, but in recent years were slightly decreased due to a combination of robust Federal assistance and local fiscal pressure at the time. Additional revenues that GDOT has recommended come from reallocating money from bus purchases in FY 2013, sidewalk cost savings, and FY 2013 sidewalk right of way funding to the preventative GTA maintenance. The recommended action is to recommend for the TAC to approve the STP-DA funding for GTA preventative maintenance and amend the Transit MTIP.

Elizabeth James advised that over 10,000 individuals are transit dependent, using the services on a daily basis. The quality of life for these individuals would be adversely impacted without the supplement preventative funding of the GTA.

Jesse Day inquired about the \$3 million coming from bicycle and pedestrian projects and right of way issues related to that. Meyer clarified that \$523,000 of the \$1.4 million would come from deferring the purchase of a replacement bus. The remainder would come from bicycle and pedestrian project savings, including \$563,000 in contract cost savings where the estimated cost was greater than what was awarded in the final contract. The funding is coming from projects in FY 2013 and will be used in FY 2014.

Scott Rhine moved to recommend the STP-DA Action & Transit MTIP Amendment related to the GTA

Preventative Maintenance to the TAC for approval. Adam Fischer seconded the motion. The Committee voted unanimously to recommend the STP-DA Action & Transit MTIP Amendment related to the GTA Preventative Maintenance to the TAC for approval.

Business Items

1. NC Statewide Hazardous Materials Study: Phase 5

David Willauer, with IEM, Inc., presented on Phase 5 of the NC Statewide Hazardous Materials Study which aids in long range freight planning. Willauer introduced Don Campbell, the Emergency Management Coordinator for Guilford County. Campbell stated that he coordinates with the City of Greensboro, the City of High Point, and the NC Emergency Management liaison in disaster planning. Campbell is also on the Local Emergency Planning Committee (LEPC). Willauer stated that his goal in presenting the study is to unite the LEPC and the MPO in emergency and transportation planning.

North Carolina Emergency Management contracted with IEM, Inc. to conduct the Statewide Hazardous Material Study to collect data on the volume of hazardous materials being transported throughout the state, the location of hazardous material facilities, where they are being shipped, and to develop a regional hazardous materials planning process. Willauer advised that North Carolina has the third most chemical manufacturers in the country. The state has been divided into Domestic Preparedness Regions (DPRs) in order to better prepare for chemical transportation accidents. For the last year of the study, IEM is evaluating Regions 5 & 7, which includes Guilford County, the Charlotte area, and the surrounding counties. This area contains the highest concentration of chemical manufacturing facilities in the state. Willauer's goal is to evaluate the transportation risk depending on volume and travel direction.

By identifying chemical facilities and performing a prioritization process, the high risk chemicals can be identified. Probability, consequent, and risk assessments are done and then response capabilities are identified to aid in the planning process. Chlorine and anhydrous ammonia, which are primarily industrial chemicals, are the highest volume chemicals in Guilford County and the Charlotte area. They are more concerned about chemical shipments than petroleum shipments because chemical spills could cause damage to a much wider area. The main areas of concern are the major transportation corridors such as I-85, I-40, and the major trunklines in the area.

Willauer presented an example done in the CAMPO Region. This example showed that some corridors are more significant than others, with a higher risk. The data from the Wake County was analyzed based on downwind hazard zones and the communities that would be impacted. A surprising amount of schools have been constructed downwind from chemical manufacturing facilities. Willauer addressed the importance of this study for long range planning of critical facilities such as schools and hospitals.

Willauer advised that the transport of ethanol is an increasing risk for every urban area. Ethanol is transported via railroads to major urban areas in the country; it is then splash blended with gasoline, and distributed by trucks. It is difficult for firefighters to put out an ethanol fire because they must use an alcohol-based foam to control it, as water only spreads the fire around. In addition, firefighters may not know exactly how much foam they need to use in an incident because it can be difficult to determine the ratio of ethanol to gasoline. The hazardous materials placard representations that are located on the vehicles have very different numbers for different blends of ethanol.

Don Campbell noted that the LEPC meets monthly, in which emergency preparedness is discussed. While fixed facilities are already known, they recently hired for a new position to be the lead person on managing the LEPC and to work with chemical industries to confirm their compliance in emergency preparedness and reporting. The majority of hazardous emergencies are during chemical transport. Willauer stated that their study should run through September 2013, and he could come back to give an update at that time. They could also have Guilford County be involved in a risk assessment like the one they did for Wake County, if there is interest. Contact should be made with Don Campbell or Patrick Lake, the NCEM Project Manager, for more information about the county risk assessment.

Scott Rhine inquired about the availability of the flow data for freight and rail. Willauer indicated that

shapefiles can be made available with aggregated data, but the individual chemical facility data is confidential. Rhine followed up stating that this data would be useful for freight planning and to include in the regional travel demand model. Willauer answered that they have worked on statewide planning models and can help with getting information on where out-of-state chemicals may be coming from. The purpose of this study is to provide the MPO with necessary details to indicate with roadways and railways require more attention.

Tyler Meyer thanked David Willauer for his presentation.

2. Draft UPWP & Self-Certification

Tyler Meyer presented the draft Unified Planning Work Program, which estimates FY 2013-2014 funding based on MAP-21. Section 104(f) Federal Highway Planning Funds are estimated at \$415,209, including \$315,631 of Federal Highway Funds and \$31,669 from the NCDOT to keep the funds from falling below previous years (\$347,300 in FY 2012). The NCDOT funds are pulled from unspent funds from other MPOs in the state that have not used them, rolled over from previous years. Section 5303 FTA Transit Planning funds are estimated at \$111,152 for FY 2013-2014.

Priority work initiatives include completing the BiPed Plan Update, amending the LRTP, and performing a Conformity Analysis. In addition, the development of performance measures are required for MAP-21 compliance and to strengthen the data-driven planning process. Feasibility studies are anticipated to support project development needs for areas such as East Greensboro and Summerfield. In addition, participation in the regional Piedmont Greenway Feasibility Study coordinated by Kernersville is anticipated. Public awareness of the online Roadway Project Locator tool is a pending project. The Regional Model Work Plan performs traffic and freight model analyses in addition to collecting data for the Congestion Management Program. Prioritization of the TIP within the next year is expected. The UPWP Administrative Table summarizes the distribution of work amongst the planning areas. Comments on the draft will be accepted before the final UPWP is completed in April. The final UPWP will be presented and voted on during the April 17, 2013 TAC meeting in order to meet NCDOT's guidelines for finalizing the document.

Scott Rhine noted that there are no changes anticipated for the maintenance model activities for the next fiscal year. The socioeconomic forecasting project will get underway in the next few weeks.

3. Strategic Reports

Tyler Meyer noted that the State Ethics Act is now effective for all TCC and TAC voting members and alternates. The first critical compliance step is the online Statement of Economic Interest due April 15th. The State Ethics training can also be done online and is due in June.

The USDOT Certification was done by the FHWA to analyze the effectiveness of the MPO's work. A public hearing was also done that night and a positive review is anticipated based on positive feedback from the community and the FHWA.

The Coordinated Human Services Transportation Plan will be updated soon to account for MAP-21 changes to include Section 5310 funds. Also, the MPO Boundary Structure and Governance Report is due to comply with state law in coordinating with surrounding MPOs. It does not require MPO action, but it will be presented in the next meeting.

Lydia McIntyre has been working on the Congestion Management Process. McIntyre stated that the CMP is required to determine the need for future projects, which includes public transit and bicycle and pedestrian projects. It will be sent out for TCC review before the TAC approval in April.

Willauer inquired if the CMP is related to air quality. Meyer advised that it does relate to air quality for the LRTP. Lydia advised that we are now a maintenance area for PM 2.5, but the CMP mostly reflects identifying congestion for each transportation mode and documenting that road widening is necessary.

4. Project Updates

Craig McKinney presented the project updates beginning with Project U-2524BC, which includes the modification of the interchange at Bryan Blvd, I-73, and I-40. This project will incorporate improvements to

the ramps and is intended to not delay Project I-5110. An environmental document will be done for the interchange and one additional lane, perhaps two, is anticipated. An air quality conformity analysis will have to be done as well as amendment to the LRTP, MTIP, and the STIP. This project is expected to be part of a design-build contract with I-5110. The project will be advertised for bids in August and is expected to begin construction in December.

Project R-4707 will rebuild the interchange at US-29/Reedy Fork Parkway. The current scope of this project is being reassessed to ensure that a cost effective project can be implemented in a timely fashion. NCDOT has identified bridge funds that can support the bridge replacement costs of the interchange reconstruction. A number of options for the remainder of the work will be developed. Analysis will review these options to see which could be expected to best meet demands in a cost effective manner. Scott Rhine asked about a new fire station that is planned to be constructed near the interchange. Tyler Meyer stated that they are not waiting for the interchange to be completed and will be moving forward with fire station construction.

The NCDOT Rail Division conducted a public workshop on a new Traffic Separation Study for East Greensboro. This involves a grade separation at Franklin Blvd., realigning Ward Road at US-70, and a future Grade Separation Study at Wagner Bend. Seven crossings are currently under consideration, with four to be closed entirely and three to be converted to grade separated crossings. More information about this project will be available in the next few months.

On April 8 McKinney will attend a public hearing map review for the McLeansville Road Grade Separation project in Raleigh.

Deniece Conway oversaw a public involvement meeting to review the plans for the Holt's Chapel Road and Lowdermilk Street project. Conway advised that about 20 individuals participated in the meeting. No major issues were addressed other than some concerns about retaining walls impacting properties. Sidewalks will be constructed on both sides of Holts Chapel Road and Lowdermilk Street supported by STP-DA and City Transportation Bond funds. Meyer noted that STP-DA funds will also be required for the right of way acquisition for a related and adjacent project to realign Lowdermilk Street and Sykes Avenue and close the Pine Street rail crossing.

Other Items

1. NCDOT Update

Mike Mills advised that the US 220 construction project (underway) is slightly behind schedule.

2. TCC Member Updates

Scott Rhine noted the Triad Commute Challenge, an educational event with involvement with GTA, is coming up soon.

3. Wrap-Up

Bruce Oakley motioned to adjourn the TCC meeting. Michael Abuya seconded the motion. The TCC voted unanimously to adjourn the TCC meeting.

The TCC was adjourned by Tyler Meyer at 12:00 pm.