



**TECHNICAL COORDINATING COMMITTEE  
Minutes of January 23, 2013  
10:30 a.m., Greensboro, NC  
3<sup>rd</sup> Floor GDOT Conference Room  
Melvin Municipal Office Building**

**ATTENDANCE**

Tyler Meyer	<i>TCC Chair</i>	Michael Abuya	<i>NCDOT/TPB</i>
Craig McKinney	<i>GDOT/MPO</i>	Ed Lewis	<i>NCDOT/Division 7</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Ted Partrick	<i>GSO Engineering</i>
Adam Fischer	<i>GDOT</i>	Bill Bruce	<i>Guilford County</i>
Chris Spencer	<i>GDOT</i>	Jesse Day	<i>PTCOG</i>
Deniece Conway	<i>GDOT</i>		

**Tyler Meyer called the meeting to order at 10:33 am.**

Tyler Meyer presented the State Ethics Awareness Act, which is now to be read by the Chair or designee at the beginning of each meeting. This Act 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.

**Action Items**

**1. Approve Minutes of October 24, 2012**

Chris Spencer moved for approval of the minutes. Bill Bruce seconded the motion, with a correction of Roger Bardsley's affiliation with Guilford County instead of NCDOT. The Committee voted unanimously to approve the minutes of the October 24, 2012 meeting, with the correction made.

**2. 2012-2018 MTIP Modification: W- 5305**

Tyler Meyer presented an administrative modification for the NCDOT Project W-5305. The recommended endorsement would remove a southbound slip lane and realign the intersection between Groometown Road and NC 62, improving the safety of both roadways. The pending modifications include moving the right-of-way phase from 2012 to 2013 and increasing the total funding of this project from \$350,000 to \$590,000.

Bill Bruce moved to recommend the 2012-2018 MTIP Modification W-5305 to the TAC for approval.

**Planning for the transportation future**

Ted Partrick seconded the motion. The Committee voted unanimously to recommend the 2012-2018 MTIP Modification W-5305 to the TAC for approval.

### **3. 2012-2018 MTIP Modification: U-5306**

Tyler Meyer presented an administrative modification for the NCDOT Project U-5306, which includes a series of four intersection projects on Battleground Avenue that currently experience congestion. The MPO previously submitted these projects to the NCDOT for the TIP. The projects scored very well under the Mobility-Regional-Highway tier and are being funded by the state on a reimbursement basis. The requested endorsement for the administrative modification includes shifting the right-a-way, for the Brassfield and Westridge intersections, from 2014 to 2015.

Chris Spencer moved to recommend the 2012-2018 MTIP Modification U-5306 to the TAC for approval. Ted Partrick seconded the motion. The Committee voted unanimously to recommend the 2012-2018 MTIP Modification U-5306 to the TAC for approval.

### **4. 2012-2018 MTIP Modification: W-4707**

Tyler Meyer presented an administrative modification for the NCDOT Project W-4707. This project improves safety and realigns Bunch Road and NC 150 from its current “Y” configuration to a “T” configuration. NCDOT requested the administrative modification to accommodate right of way in FY 2013 rather than FY 2012 and increase the funding amount from \$350,000 to \$590,000.

Bill Bruce inquired about what led to the cost increase. Meyer noted that the increase was based on the transition from preliminary based costs to design based costs, there were no alterations to the plan or scope of the project.

Jesse Day inquired if this project incorporates high priority sidewalks extending from Oak Ridge to the intersection. Meyer noted to follow up on that after the meeting.

Ed Lewis inquired if the typical section of the intersection is shoulder or curb-and-gutter. Meyer noted that it is shoulder and Craig McKinney will follow up on the design.

Jesse Day moved to recommend the 2012-2018 MTIP Modification W-4707 to the TAC for approval. Michael Abuya seconded the motion. The Committee voted unanimously to recommend the 2012-2018 MTIP Modification W-4707 to the TAC for approval.

*Correction: The project did not increase in cost. Total project cost is \$350,000.*

### **5. U-5523 MTIP Amendment**

Tyler Meyer presented MTIP Amendment U-5523, which will extend Florida Street through the Gateway University Research Park and NCA&T’s Agriculture Research Farm to McConnell Road. This project supports future connectivity in Eastern Greensboro. TAC voted to amend the MTIP in the August 29, 2012 meeting and apply STP-DA funds to the project. The FHWA has since then determined that public review was required for the amendment due to its classification as regionally significant in the Long Range Transportation Plan. No comments were received from the public on this project when the MPO sought public involvement. The amendment will provide funding for construction in FY 2014 in the amount of \$2,560,000 in STP-DA funds and \$640,000 in local funds. MPO action to amend the MTIP will enable the NCDOT to amend the STIP and move forward with the project.

Ted Partrick moved to recommend the U-5523 MTIP Amendment to the TAC for approval. Chris Spencer seconded the motion. The Committee voted unanimously to recommend the U-5523 MTIP Amendment to the TAC for approval.

### **6. Boundary Agreements with other Triad MPOs**

Tyler Meyer presented the MPO Boundary Agreements between the Greensboro MPO and Burlington-Graham MPO, Winston-Salem MPO, and High Point MPO. The MPO voted on the boundary agreements in

the July 2012 meeting, since that time, the FHWA has required a specific agreement format.

The last US Census indicated that the urbanized area boundaries overlap the established MPO boundary lines. Agreements have been made with each neighboring MPO. On the BGMPO and WSMPO side, there were no changes to the MPO boundaries. However, on the HPMPO side, there were changes made to the metropolitan boundary line reflecting incorporated limits and annexation agreement zones. Craig McKinney noted that it does not actually change the boundary lines.

Bill Bruce moved to recommend the Boundary Agreements to the TAC for approval. Michael Abuya seconded the motion. The Committee voted unanimously to recommend the Boundary Agreements with neighboring MPOs to the TAC for approval.

## **7. 2035 Long Range Transportation Plan Update and Triad Air Quality Conformity**

Lydia McIntyre presented on the LRTP Update that is required every four years by the federal government for project funding and evaluating transportation needs. The major elements of the LRTP include land use and transportation, roadway and multimodal recommendations, environmental analysis, air quality analysis, fiscal analysis, and public involvement. The LRTP has a minimum 20 year horizon requirement. The LRTP Update and Air Quality documents were taken out for public review in April and December.

McIntyre noted the Triad MPOs did work together to include regional elements in the LRTP document. An LRTP Update overview was distributed to the TCC members. The full document was streamlined by only including the appendices online.

The Land use and transportation element is the foundation for the LRTP and include the housing, population, and employment data. McIntyre noted that the current socioeconomic data for the LRTP is based on the 2000 Census with minor updates and the MPO is working to update the model with the 2010 Census.

The Roadway element lists the roadway improvements through 2035. The recommendations are primarily based off of identified roadway deficiencies. Only projects reflected in the LRTP are eligible for federal or state funding. The projects are categorized by horizon years for the purpose of air quality. The projects listed in 2015 are expected to be constructed and open to traffic by 2015. LRTP also includes recommendations for freight, bicycle, pedestrian, and transit. McIntyre noted the BiPed Plan completion has been delayed, but will be complete after new staff is hired.

Jesse Day inquired about the proposed sidewalks in Oak Ridge for the Pedestrian Mapping included in the LRTP that would improve connectivity. McIntyre noted she would check if that is reflected on the current map in the LRTP. Bicycle and Pedestrian accommodations are also noted with the roadway recommendations if they are included in the improvement.

Environmental analysis is also required to be done for the LRTP. The analysis includes consulted with environmental agencies natural resources that may be impacted by a project. A matrix is also included show the impacts projects may have on the natural environment. This is only a planning level screening.

McIntyre also noted that the air quality analysis contains the entire Triad, which is now at the maintenance level for Particulate Matter 2.5. Maintenance indicates that the Triad is no longer non-attainment, but now attains the limit for particulate matter. The LRTP did meet air quality conformity which means the emissions are within the budget limits set by state and federal officials. Projects could be delayed or stopped if conformity is not met. It was noted the emissions are much lower than four years ago for the last LRTP update. This was due to enhancements to the travel demand model.

The LRTP must also be fiscally constrained showing the source of funding for transportation improvements.

McIntyre noted a total of 30 citizens attended the two public meetings. Additionally, 10 email or online responses were received. Comments included implementing complete streets, maintenance of existing infrastructure, and emphasizes on bicycle and pedestrian improvements. Respondents are noted they would support user fees or taxes for transportation improvements. Support for expansion of transit was also noted.

A citizen also questioned the need for the I-73/ I-74 Connector.

McIntyre noted that the final 2035 Long Range Transportation Plan Update will be available on the MPO website.

Adam Fischer moved to recommend the LRTP Update and Air Quality Conformity to the TAC for approval. Jesse seconded the motion, with the addition of the Oak Ridge sidewalks. The Committee voted unanimously to recommend the 2035 Long Range Transportation Plan Update and Triad Air Quality Conformity to the TAC for approval.

## **Business Items**

### **1. MPO Certification Review**

Tyler Meyer noted MPO Certification Review will be held in the next few months. MPO policies and procedures are reviewed every four years by the USDOT. Third-party reviewers from the FHWA and FTA evaluate the LRTP, CMP, project planning and development, public involvement, and operation in the review. The FTA review was done on November 1, 2012. In the last review, the USDOT reported 14 accommodations, 17 recommendations, and no corrective actions. Public concerns included the urban loop and direct representation for towns. The remaining FHWA review is scheduled for March 6, 2013, with a public hearing later that evening in the Greensboro City Council Chambers.

### **2. Transportation Improvement Program Update (delayed schedule for P3.0)**

Lydia McIntyre indicated that the NCDOT's Draft FY 2015-2021 STIP has been delayed by a year. Originally the draft was going to be approved this summer. The delay is the result legislative changes, known as MAP-21, and uncertainty of future federal and state funding. The draft will be rereleased this fall and adopted summer 2014. NCDOT's Prioritization process is also being delayed allowing more time for data collection and preparation.

### **3. State Ethics Law applicability to MPOs Update**

Tyler Meyer noted that this law went into effect January 1, 2013 for all TCC and TAC voting members and formally designated alternates. The Conflict of Interest Statement is to be read at the beginning of each meeting. Other requirements for the State Ethics Law include a gift ban, the completion of the Disclosure Form by April 15, 2013, and the completion of the State Ethics Training by June 30, 2013.

The gift ban issued by the State Ethics Commission prohibits MPO or RPO members from accepting gifts from interested persons under the law. An interested person under the law is an individual seeking to do business with the agency, engaged in activities regulated by the agency, or financial interest pertaining to agency action.

Meyer noted that the TAC has recommended a joint State Ethics Training with the TCC members in Greensboro. Jesse Day recommended coordinating on a regional level with other transportation organizations.

Meyer noted that ex officio are not subject to these requirements because they do not vote on the Committee. Meyer recommended revising the policy for alternates and designees as a requirement of the State Ethics Commission. The penalty for voting members for noncompliance is a \$250 fine and possible removal from the board. Meyer advised that it is important for all voting TCC members and their alternates, as well as the TAC, to comply because they are legally required to do so.

### **4. Project Updates**

Craig McKinney noted the East Guilford Traffic Separation Study will be held on March 7, 2013 in the Ag Extension Office "Barn" Meeting Room for 5-7pm, to discuss consolidation and improvements to crossings from Franklin Boulevard to the Urban Loop. Meyer inquired about the municipal agreement for Lowdermilk and Sykes intersection realignment. McKinney will follow up with NCDOT on the status of the

agreement. Meyer noted an administrative modification may be needed to shift the right of way from FY 2012 to FY 2013.

Lydia McIntyre noted that the US 29 Reedy Fork Parkway Interchange Upgrade Environmental Document is being delayed. The purpose of the TIP Project R-4707 would update the interchange and move it further south to accommodate future traffic, while replacing the deficient bridge. The project ranked 282 out of 304 under the NCDOT's Prioritization Process. Even though the project did not rank well, the deficient bridge needs to be replaced. NCDOT is proposing a bridge project to replace it by FY 2018. The Environmental Document is to fund TIP Project R-4707 and is being delayed until the bridge is upgraded. Meyer recommended classifying R-4707 as a sub regional project due to the complexity and cost of this project. McIntyre noted that the MPO is planning to resubmit the project to the NCDOT.

## **5. MPO Strategic Topics**

Craig McKinney noted that NCDOT offers courses on the Complete Street Policy. The session for the Greensboro Triad Area will be held on April 16-17, 2013 to review requirements and design options under Complete Streets.

## **Other Items**

### **1. Wrap-Up**

Ed Lewis noted that MPOs and RPOs are requested an additional four feet of pavement when NCDOT is resurfacing. Lewis noted NCDOT is not always able to add the additional pavement, but committed to adding pavement where feasible. Also noted locals should make those requests during public meetings for projects; for example during the March 7<sup>th</sup> meeting. The NCDOT is often constrained by funding, the area between shoulder and ditch, and environmental documents. The district engineers are sending out a list of roads to local MPOs that are to be resurfaced. Chris Spencer and Lydia McIntyre requested a copy of the list.

**The TCC was adjourned by Tyler Meyer at 11:52 am.**