



**TECHNICAL COORDINATING COMMITTEE**  
**Minutes of June 26, 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>	Mike Mills	<i>NCDOT/Div 7</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Ed Lewis	<i>NCDOT/Div 7</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Susan Pullium	<i>NCDOT</i>
Adam Fischer	<i>GDOT</i>	Bruce Oakley	<i>Town of Oak Ridge</i>
Deniece Conway	<i>GDOT</i>	Scott Whitaker	<i>Town of Summerfield</i>
Chris Spencer	<i>GDOT</i>	Kyle Laird	<i>PART</i>
Ted Partrick	<i>GSO Engineering</i>	Alex Rosser	<i>PTAA</i>
Hanna Cockburn	<i>GSO PCD</i>	Claire Stone	<i>Transportation Advocacy Ctr.</i>
Bill Bruce	<i>Guilford County</i>	Laura Peoples	<i>Bicycling in Greensboro</i>

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

**Action Items**

**1. Conflict of Interest Policy Statement**

Tyler Meyer noted that State Legislature has revised the State Ethics Act. TCC members are no longer covered by the Act. The Conflict of Interest Policy and ethics training are no longer required for the TCC.

**2. Approve Minutes of April 17, 2013**

Bill Bruce moved to approve the minutes of the April 17, 2013 meeting. Adam Fischer seconded the motion. The Committee voted unanimously to approve the minutes of the April 17, 2013 meeting.

**3. Bicycle Friendly Community Application**

Daniel Amstutz presented on the Bicycle Friendly Community Application. The City of Greensboro is

**Planning for the transportation future**

applying for re-designation as a Bicycle Friendly Community by the League of American Bicyclists . Designation lasts for four years and the next application due date is July 16, 2013. Designation as a Bicycle Friendly Community demonstrates commitment in enhancing bicycle facilities and helps to encourage bicycling in the community. The League of American Bicyclists will provide feedback to the applicant on how to continue encouraging and improving bicycling conditions whether or not the community is awarded the designation. Re-designation is based on an assessment of the City's efforts in engineering, education, encouragement, enforcement, and evaluation and planning for bicycling. The League of American Bicyclists first has the application reviewed by local advocates and interested parties from the community. After the local review period, the application is reviewed by a panel of bicycle professionals and experts. The League of American Bicyclists will announce their decision in October. The requested action is to recommend the Bicycle Friendly Community Application to the TAC for approval.

Tyler Meyer introduced Laura Peoples as the new Executive Director of Bicycling in Greensboro.

Hanna Cockburn moved to recommend the Bicycle Friendly Community Application to the TAC for approval. Adam Fischer seconded the motion. The Committee voted unanimously to recommend the Bicycle Friendly Application to the TAC for approval.

#### **4. Public Participation Plan Update**

Daniel Amstutz presented on the Public Participation Plan Update, which has been updated and gone through the required 45-day public review period. The update included differentiation between amendments and the levels of public involvement each requires. Routine Amendments are required to receive the same public involvement level as the Procedural Tier Level. The public involvement period was held between May 8, 2013 and June 21, 2013. Three public comments were received, all of which were supportive of the Plan. The requested action is to recommend the Public Participation Plan Update to the TAC for adoption.

Adam Fischer moved to recommend the Public Participation Plan Update to the TAC for adoption. Ted Partrick seconded the motion. The Committee voted unanimously to recommend the Public Participation Plan Update to the TAC for adoption.

#### **5. Coordinated Human Services Transportation Plan**

Daniel Amstutz presented on the Coordinated Human Services Transportation Plan. The Plan has been updated to comply with changes from the passage of MAP-21, including the elimination of JARC and New Freedom programs and the ability for the MPO to allocate Section 5310 funds. The funding amount for FY 2013 totals \$239,000 and will be allocated to areas where the Plan identifies transportation needs of seniors and individuals with disabilities. A needs assessment and demographic ridership trends have been included in the Coordinated Plan. The Plan includes input from diverse transportation service providers and public participation workshops.

MPO staff recommended that the Section 5310 funds be split between GTA SCAT and Guilford County TAMS to provide funding for their increasing ridership numbers. GTA SCAT ridership continues to increase, rising from 135,000 trips in 2005 to 192,000 trips in 2012. Guilford County TAMS ridership has varied since 2005 due to loss of funding; however ridership demand is high with a waiting list of over 180 individuals.

A public workshop was held to review the Coordinated Plan and the Public Participation Plan at the Greensboro Central Library on May 20. There were seven public comments on the Plan. These included the recommendation of sensitivity workshops, flexibility in same-day service for emergency situations, and a request to include the PART Regional Call Center as a project eligible for funding. Budget constraints may prevent these suggestions from being implemented.

Craig McKinney noted that the attendance of the public workshop on the Plan was much higher than before.

Adam Fischer moved to recommend the Coordinated Human Services Transportation Plan to the TAC for approval. Michael Abuya seconded the motion. The Committee voted unanimously to recommend the

Coordinated Human Services Transportation Plan for approval.

## **6. Seniors and Individuals with Disabilities(Section 5310) Funding**

Daniel Amstutz noted that the Coordinated Human Services Transportation Plan must be approved in order to award Section 5310 funding. MPO staff discussed transportation needs with GTA and Guilford County to analyze a needs assessment, needs of the existing plan, service impacts, and eligibility. After the administrative expenses deduction of 10%, the total available funds are \$215,240.

Ted Partrick inquired about how the administrative funds are spent. Tyler Meyer noted that GTA manages the grant, and has a large number of administrative tasks to take care of with the FTA process that requires funding.

Amstutz noted that MPO staff recommends that Section 5310 be divided evenly between GTA and Guilford County TAMS because each have 200,000 trips per year. The PART Regional Call Center did not request funding for FY 2013.

Bill Bruce inquired if SCAT or TAMS had any concerns about the funding amounts. Amstutz advised that neither agency expressed concerns about the funding split.

Hanna Cockburn inquired about how this compares to the current Section 5310 funding. Tyler Meyer noted that FY 2013 is the first year that the City of Greensboro has been able to receive Section 5310 funds. Amstutz noted that previous recipients of JARC and New Freedom program funds are listed in the appendix of the Coordinated Plan and FY 13 funding amounts for Section 5310 have stayed about level with total funding for JARC and New Freedom in previous fiscal years.

Chris Spencer moved to recommend the Seniors and Individuals with Disabilities Section 5310 Funding to the TAC for approval. Hanna Cockburn seconded the motion. The Committee voted unanimously to recommend the Seniors and Individuals with Disabilities Section 5310 Funding to the TAC for approval.

## **7. MTIP Administrative Modification: Establish Final FY 2013 FTA Funding Levels**

Tyler Meyer presented on the final FY13 FTA funding levels. The funding levels in the March 2013 amendments were based on estimated funding levels included in MAP-21 and the continuing resolution. Congress has recently approved final FY13 funding levels to be about 4% higher than previously expected. The recommended action is to endorse the administrative modification to the MTIP to adjust the funding levels for the final FY13 amounts.

Ted Partrick inquired about the 10% administrative deduction. Lydia McIntyre noted that the 10% deduction comes from the overall funding amount of \$239,000, and \$215,000 is the total amount available after that deduction.

Scott Whitaker moved to recommend the MTIP Administrative Modification to establish final FY 13 funding levels to the TAC for endorsement. Adam Fischer seconded the motion. The Committee voted unanimously to recommend the MTIP Administrative Modification to establish final FY13 funding levels to the TAC for endorsement.

## **8. MTIP Administrative Modification: Delay W- 5305 Groometown Road**

Tyler Meyer presented the MTIP Administrative Modification to delay construction for Project W-5306 Groometown Road. The project would be moved from FY13 to FY14 to accommodate extra time for design, right of way acquisition, utilities and construction.

Mike Mills noted that this NCDOT project will remove a southbound slip lane and realign the intersection in order to improve safety along NC 62 and Groometown Road. The delay was caused by the discovery of additional safety issues on the south side of NC 62. The Project is in both the Greensboro MPO and the High Point MPO. NCDOT plans to have public workshops for both parts of this project. Ed Lewis noted that there are environmental issues to be dealt with before meeting with the public. These include a voluntary agricultural district, bike route number two, and historic cultural resources.

Meyer noted that the funding amount has not changed.

Bill Bruce moved to recommend the MTIP Administrative Modification to delay W-5305 Groometown Road to the TAC for endorsement. Michael Abuya seconded the motion. The Committee voted unanimously to recommend the MTIP Administrative Modification to delay W-5305 Groometown Road to the TAC for endorsement.

#### **9. MTIP Amendment: to Accelerate EB-5518**

Tyler Meyer presented the MTIP Amendment to accelerate Project EB-5518 Latham Park Greenway. The Project reconfigures Hill Street between Battleground Ave. and Mendenhall St. and provides a greenway connection between Latham Park Greenway, Lake Daniel Greenway and the future Atlantic & Yadkin and Downtown Greenways. The Project will be funded by NCDOT, but utility relocations, right of way acquisitions and easements will be funded by STP-DA funds. After a detailed review of Project EB-5518, staff has concluded that the construction phase can be rescheduled from FY 16 to FY 15.

Chris Spencer moved to recommend the MTIP Amendment to accelerate EB-5518 to the TAC for approval. Hanna Cockburn seconded the motion. The Committee voted unanimously to recommend the MTIP Amendment to accelerate EB-5518 to the TAC for approval.

#### **10. MTIP Administrative Modification: to Document Fiscal Constraint**

Lydia McIntyre presented the MTIP Administrative Modification to document fiscal constraint by request of the FHWA. The modification demonstrates that all project costs do not exceed revenue. The MTIP displays the funding levels for all transit, bicycle and pedestrian, highway, and railroad projects. The funding levels for FY 12 to FY 15 amounts to approximately \$556,000,000. NCDOT provided sources and information in order to document fiscal constraint. The MTIP Administrative Modification also accounts for inflation.

Tyler Meyer noted that cost and revenues were included in the 2012-2018 MTIP to document fiscal constraint. However, FHWA clarified their requirements for documenting fiscal constraint and asked for more detail. This modification is necessary to meet these additional requirements.

Adam Fischer moved to recommend the MTIP Administrative Modification to document fiscal constraint to the TAC for endorsement. Bruce Oakley seconded the motion. The Committee voted unanimously to recommend the MTIP Administrative Modification to document fiscal constraint to the TAC for endorsement.

#### **11. MTIP Amendment: to add Pleasant Garden Greenway Project**

Tyler Meyer presented the MTIP Amendment to add the Pleasant Garden Greenway Project to the 2012-2018 MTIP. The Town of Pleasant Garden has requested to use FY15 STP-DA funding to construct a greenway between the Town Hall and Town Athletic Fields. This connection will improve safety by eliminating pedestrian travel on the shoulder of Alliance Church Road. This project is currently the town's top priority and the cost is relatively low, therefore it is recommended to fund the project at this time. The Town of Pleasant Garden will be responsible for overseeing the project.

Bill Bruce moved to recommend the MTIP Amendment to add the Pleasant Garden Greenway Project to the 2012-2018 MTIP to the TAC for approval. Bruce Oakley seconded the motion. The Committee voted unanimously to recommend the MTIP Amendment to add the Pleasant Garden Greenway Project to the 2012-2018 MTIP to the TAC for approval.

## **Business Items**

### **1. Prioritization Update**

Lydia McIntyre noted that there have been major changes in the prioritization process and the inclusion of performance based measures. The equity formula will be eliminated. State Highway Trust Funds and most of the Federal Highway program will be treated as one funding source for purposes of prioritization in the future. Any project starting after July 1, 2015 will be subject to re-prioritization. Projects will compete for

funding at the Statewide level, Regional level, and Division level. Of about \$15 billion expected to be allocated from FY2016 to FY2025, 40% will go to the Statewide Tier and 30% will each go to the Regional and Division Tiers. At the Statewide Level, prioritization will be 100% data-driven. At the Regional Level, local input will begin to be accepted, with 30% of prioritization coming from local input and 70% relying on data. The Division Tier will be prioritized with 50% local input and 50% data. A majority of the Greensboro MPO roadways fall under the Division category. Approximately \$32,000,000 will be divided between 14 Divisions. The SPOT Workgroup with NCDOT will look at the criteria for the prioritization. SPOT will make recommendations to the BOT on July 10, 2013. The MPO will begin to submit projects in January 2014.

Craig McKinney inquired about competition between Division 7 and Division 9. Tyler Meyer noted that the two divisions will compete for funding under the Regional Tier.

Meyer further explained how the funding is analyzed. First, the Statewide Tier is considered. Projects that do not get funded in the Statewide Tier may be considered for the Regional Tier. Projects that are not selected for funding in the Statewide or Regional Tier could be considered at the Division Tier. There is some discussion at the SPOT Workgroup on whether or not local project proponents could change the amount of points these projects receive if they come down from the Regional Tier. Meyer noted that this change needs to be properly administered for it to work as it was intended and support needs as best as possible.

Susan Pullium, Director of Strategic Planning for NCDOT, introduced herself.

Lydia circulated a handout and noted that more information is available on the NCDOT's website.

Hanna Cockburn inquired if this was effective Federal FY 16. Meyer noted it is actually effective State FY 16. McIntyre noted that projects scheduled after July 1, 2015 may be subject to reprioritization. Mike Mills noted some concerns about projects that are currently being designed and going through right of way acquisition now that are expected to be constructed in FY16, and whether this would apply to them. Cockburn inquired if projects already receiving funding will be considered first. Meyer noted that NCDOT considers readiness when interpreting scoring to determine which projects to fund and implement.

Meyer noted that PART projects would be considered at the Regional level, while freight rail projects would be considered at the Statewide level. Lydia noted that projects are ranked at different levels based on state defined tiers. Meyer noted the inconsistencies with FHWA's functional classification system, stating that many roadways that were included in the expanded National Highway System at the U.S. DOT level are not included as part of the Statewide or Regional Tier at this time.

Hanna Cockburn requested that MPO staff share a map of the different levels on GDOT's website. McIntyre noted that would be done after the bill was passed.

Adam Fischer inquired if the STP-DA funding gets taken out of the equation for funding limitations by tier. Meyer noted that this was a significant priority for the metropolitan areas, but it was only taken out for the Regional Tier. Maintenance activities would not count against prioritization in the Division Tier.

## **2. Project Updates**

Lydia McIntyre presented on the US 29/Reedy Fork Parkway Interchange. MPO staff will move forward on completing the environmental document in an effort to complete the interchange design and replace the deficient bridge by 2018. The Greensboro MPO will share the cost of additional work needed to complete the design, and specifically for preparing a very thorough traffic forecast. Chris Spencer inquired about the traffic forecast. McIntyre noted that the forecast is for 2035, but an interim year forecast will be analyzed based on the increased scope of the project; also scenarios with and without the planned future Brown's Summit interchange will be evaluated.

McIntyre also presented on the interchange modification on the Western Urban Loop at Bryan Boulevard. Due to the I-73 connector, a LRTP Amendment and Air Quality and Conformity Analysis had to be done to account for the modifications. The project is out for public review and an amendment will be voted on in August.

Craig McKinney presented on the progress of the McLeansville Road grade separation project. NCDOT

held a public meeting on June 13. The meeting was well attended by the public with only one concern from a residential property owner. Several residential and commercial properties will be impacted and may need to be purchased by NCDOT. Based on feedback from some public meetings, a road closure will no longer take place. Right-of-way acquisition is expected to begin in September.

### **3. Strategic Reports**

Lydia McIntyre noted that MPO staff is working to update the socioeconomic data in the Travel Demand Model with the 2010 Census Data. The MPO staff is working with PART and other regional MPOs to retrieve data.

Meyer congratulated Roger Bardsley for his retirement and noted on his tremendous efforts in Guilford County to help build its network of trails and promote alternative modes of transportation. McKinney noted Bardsley has agreed to be the project manager for the Pleasant Garden Greenway Project and may work part time for the County as well.

## **Other Items**

### **1. NCDOT Update**

Mike Mills noted that the I-5110 Project has been combined with the NC 68 Connector to be a design-build project. Construction is expected to begin in 2014, with construction completing in 2015 or 2016.

### **2. TCC Member Updates**

3.

### **4. Wrap-Up**

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