



TECHNICAL COORDINATING COMMITTEE
Minutes of April 17, 2013
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>TCC Chair</i>	Wayne Davis	<i>NCDOT/TPB</i>
Craig McKinney	<i>GDOT/MPO</i>	Patrick Wilson	<i>NCDOT/Div 7</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Bill Bruce	<i>Guilford County</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Irma Zimmerman	<i>Guilford County</i>
Adam Fischer	<i>GDOT</i>	Roger Bardsley	<i>Guilford County</i>
Deniece Conway	<i>GDOT</i>	Butch Simmons	<i>Greensboro E&I</i>
Ted Partrick	<i>Greensboro Engineering</i>	Bill Marley	<i>FHWA</i>
Bill Greene	<i>Town of Pleasant Garden</i>	Alex Rosser	<i>PTAA</i>

Tyler Meyer called the meeting to order at 10:35 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 March 20, 2013

Adam Fischer moved to approve the minutes of the March 20, 2013 meeting. Bill Bruce seconded the motion. The Committee voted unanimously to approve the minutes of the March 20, 2013 meeting.

3. Congestion Management Process Adoption

Lydia McIntyre introduced the Congestion Management Process, which is required by the FHWA for any

Planning for the transportation future

MPO with an urban area population over 200,000. FHWA requires MPOs to analyze congested corridors and determine alternative solutions. The CMP is a multimodal document that studies roadways, bicycle and pedestrian conditions and transit. Since the last approval of the CMP, performance measures have been included in the document as required by the FHWA.

The overall process requires identification of congested points in the evaluated system, including roadways, bicycle routes and transit routes. After identifying the areas of congestion, strategies are developed for reducing congestion without adding extra capacity to the roadway.

The data used in the CMP was provided by NCDOT, the Greensboro Bicycle and Pedestrian Coordinator, Field Operations, PART, and GTA. The data gathered helps to justify transportation improvements that help to reduce congestion. McIntyre presented an example of a performance measure. Mobility was the goal in reducing centerline congestion by 25% by 2025. Objectives identified in the CMP must be specific, measurable, agreed upon, reliable and time bound (SMART). In order to achieve these goals, the MPO must identify high bottleneck locations, analyze centerline miles by volume to capacity, and analyze peak level congestion.

In addition to mobility, sustainability and roadway preservation were other goals identified in the CMP and required by MAP-21. Resurfaced miles were identified by the NCDOT. Mobility was analyzed using the Travel Demand Model by analyzing volume and capacity. Data from the company INRIX was also used to track congestion. Congestion is defined in the data as the capacity dropping below 60% of the free flow speed. Roadways like NC-68, Wendover Avenue, and US-220 are some roadways that are considered congested based on 2009 data. Future congestion is based on year 2025 forecasts.

McIntyre displayed a chart showing the total number of miles of certain roadway facility types and how much of that had been resurfaced from 2007 to 2012. Bill Bruce inquired if the chart displayed lane miles or centerline miles and how that compared to what was programmed in the City of Greensboro. McIntyre indicated that it should be total centerline miles, but she would double check. Neighborhood streets are not included because they are not federally classified and cannot receive federal funding.

Ridership for PART and GTA was analyzed, although for PART only routes that went through the Greensboro Urban Area were included. Peak passenger seats were analyzed using an annual average.

The LRTP was updated with information from the CMP. The Prioritization Process will take place in order to fund the identified projects. Using the CMP will assist with justifying the need for projects within the LRTP. The FHWA has given the MPO helpful suggestions of how to pull the CMP into the LRTP. The requested action is to recommend the CMP for TAC approval. The document is available online.

Daniel Amstutz inquired about the bicycle and pedestrian performance measure and the percentage of accidents. McIntyre indicated that accidents were recorded from Pedestrian and Bicycle Crash Analysis Tool (PBCAT). It is a percentage of the number of all accidents that occur in the MPO region.

Ted Partrick moved to recommend the Congestion Management Process document to the TAC for approval. Adam Fischer seconded the motion. The Committee voted unanimously to recommend the Congestion Management Process to the TAC for approval.

4. Bicycle Month Recognition

Tyler Meyer presented the Bicycle Month Declaration. Bicycle Month is a national event sponsored by the American League of Bicyclists. The recommended action is to recommend the declaration of May as Bicycle Month to the TAC for approval. May 13-17th will be declared as Bike to Work Week and May 17th will be declared as the official Bike to Work Day. Some events for Bicycle Month have been planned by the City of Greensboro and there are many community organizations putting on events.

Craig McKinney noted that Mayor Robbie Perkins will kick off Bike to Work Week on May 13th. The MPO is seeking GTA's assistance to accommodate bike riders using intermodal forms of transportation on Bike to Work Day. May 15th is the Ride of Silence to remember the individuals who have been injured or killed in bicycle accidents on public roadways. Daniel Amstutz noted that Bicycle Month information will be

put on the GSO Shares the Road website by the end of April.

Bill Bruce moved to recommend the Declaration of May and Bicycle Month to the TAC for approval. Roger Bardsley seconded the motion. The Committee voted unanimously to recommend the Declaration of May as Bicycle Month to the TAC for approval.

5. MPO Self-Certification

Tyler Meyer presented the annual MPO Self-certification required to adopt the UPWP and complying with federal requirements. Bill Marley, from FHWA, noted that all MPOs must self-certify every year identifying that they are complying with federal MPO regulations as a prerequisite to adopting the UPWP.

Adam Fischer moved to recommend the MPO Self-certification to the TAC for approval. Butch Simmons seconded the motion. The Committee vote unanimously to recommend the MPO Self-certification to the TAC for approval.

6. UPWP Adoption

Tyler Meyer presented the UPWP Final Draft that is due to NCDOT by the end of April 2013. The document outlines anticipated work activities and tasks for the MPO over the next year. The UPWP specifies how \$415,000 of Federal Highway funds and \$111,000 of transit planning funds are used.

The highlighted expectations include the TIP Prioritization Process, which ranks the projects through the NCDOT for funding. The LRTP must be updated to incorporate the I-73 interchange. The Biped Plan will be completed and various roadway and greenway projects will be developed.

Data collection will be done for the Congestion Management Process, providing for additional work. Socio-economic data forecasts will be done using 2010 Census data, and there will be work on developing freight travel models. Priority work initiatives are outlined in the final UPWP document along with task descriptions.

Bill Marley inquired if Section 5307 funds were to be used for planning projects. Tyler Meyer noted that GTA is expecting to use all of the 5307 funds for capital and operating expenses.

Wayne Davis moved to recommend the UPWP Adoption to the TAC for approval. Adam Fischer seconded the motion. The Committee voted unanimously to recommend the UPWP Adoption to the TAC for approval.

7. MPO Boundaries, Structures & Governance Report

Tyler Meyer presented the MPO Boundaries, Structures and Governance Report as a response to the state law passed in 2003 that required adjacent MPOs to provide a review for cooperation between MPOs involved. The key findings of the report are that the MPOs in the Triad are effectively working together, and with NCDOT and PART. The Regional Travel Demand Model and the Air Quality Conformity indicate the cooperation between the adjacent MPOs. The TIP process also requires collaboration and communication between the MPOs on projects that are near their boundaries. The MPOs work closely together on planning studies that affect multiple jurisdictions.

Craig McKinney noted the recent action of the boundary agreements with adjacent MPOs. Meyer noted that the boundaries have already been agreed upon.

Roger Bardsley moved to recommend the MPO Boundaries, Structures and Governance Report to the TAC for approval. Ted Partrick seconded the motion. The Committee voted unanimously to recommend the MPO Boundaries, Structures and Governance Report to the TAC for approval.

8. MTIP Amendment: EB 5518 Latham Park Greenway/Hill Street Road Modification

Tyler Meyer presented on Project EB 5518, Latham Park Greenway/Hill Street Road Modification. The MPO submitted this project to be part of the MTIP as part of NCDOT's Prioritization 1.0 and 2.0. The project scored very well in the criteria, coming out near the top of all the projects in the state. Construction and design will be funded by NCDOT. STP-DA funds are recommended for funding the right of way and

utility costs. The design flows from Hill Street and Battleground, this project will link Latham Park Greenway to Lake Daniel Park Greenway. Total estimated cost is \$460,000 with \$50,000 coming from STP-DA funds.

Ted Partrick moved to recommend the MTIP Amendment EB 5518 to the TAC for approval. Adam Fischer seconded the motion. The Committee voted unanimously to recommend the MTIP Amendment EB 5518 to the TAC for approval.

Business Items

1. USDOT MPO Certification Findings

Bill Marley, FHWA representative, presented the USDOT MPO Certification that is required every four years for MPOs with a population over 200,000. The certification review team consisted of FHWA North Carolina Division Office and FTA Region 4. The purpose of the review is to assess the extent of compliance with planning requirements, identify noteworthy practices and problem areas, and make recommendations for improvement.

The review items include previous certification review issues, MPO and NCDOT coordination, agreements and contracts, the UPWP, LRTP, TIP and STIP. The USDOT also reviews transit planning, regional travel demand modeling, land use planning, air quality planning, MPO compliance with Title VI, public involvement, CMP, and MPO needs.

After the Certification Review, the USDOT found noteworthy practices such as the MPOs role in the Triad Area Transportation Conformity Interagency Consultation Process and the early use of INRIX data in the CMP.

The recommendations made from the FHWA are just suggestions to enhance what is already being done within compliance. FHWA would like to increase involvement and communication with the MPO. The incorporation of MAP-21 in the development of the UPWP and the Year of Expenditure dollars incorporated in the body of the LRTP are a few examples of the recommendations that the FHWA had.

Corrective actions require action to correct a specified issue within a specified timeframe and if left unattended, may result in decertification of the metropolitan planning process or withdrawn funds. The FHWA identified no corrective actions for the Greensboro Urban Area MPO during the review.

The Greensboro Urban Area MPO substantially met the Federal Metropolitan Transportation Planning Requirements and was certified as of April 2, 2013. The certification will last for four years. Marley stated that FHWA looks forward to helping GUAMPO augment the recommendations.

Tyler Meyer noted on the successful public review that was held after the USDOT Certification. Elected leaders and citizens spoke about the MPO and its effectiveness.

Tyler Meyer thanked Bill Marley for conducting the review and presenting the USDOT MPO Certification Findings.

2. Coordinated Human Services Public Transportation Plan

Daniel Amstutz presented on the Coordinated Human Services Public Transportation Plan, which has to be updated to comply with MAP-21 changes and for GUAMPO to receive funds for the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) transit grant program. Funds may be used for capital and operating expenses. GUAMPO will receive \$228,000 for this program. Highlighted changes to the document include an analysis of demographic and service trends, listing possible projects in the Plan, and replacing the competitive selection process based on a qualitative assessment of the needs of the region.

The analysis of demographic and service trends uses Census and National Transit Database data. Residents in the City of Greensboro and Guilford County are aging rapidly and the need for specialized transportation services for seniors and individuals with disabilities continue to rise. Guilford County and Greensboro transit ridership continues to increase. GTA and TAMS data indicates that demand in ridership is also increasing. The Coordinated Plan will recommend that Section 5310 funds be allocated directly to GTA SCAT and Guilford County TAMS.

The draft will be completed by the end of April. The public review period will begin in May and finalizing the Coordinated Plan will happen in June. The Plan will be up for adoption at the June 26 TAC Meeting.

Bill Bruce asked how often the Plan needs to be updated. Amstutz advised that it needs to be updated every four years.

Tyler Meyer noted that the full document will be available after the public review in May.

3. Transportation Alternatives Program

Tyler Meyer explained that the Transportation Enhancements Program is being converted into the Transportation Alternatives Program as part of MAP-21 legislative changes. In addition to the name change, the MPO is now responsible for directing TAP funds, which is an estimated \$320,000 in federal funds. Bicycle, pedestrian, and other types of projects can be funded through this program using a competitive selection process. Only local governments are eligible to use funds through this program. The next step is to develop a competitive selection process in order to select projects for the TIP. This will require a period of public review and the selection process is expected to be written by May.

Craig McKinney inquired how often projects will be selected. Meyer noted that MAP-21 is authorized for two years, but further evaluation is required.

Adam Fischer inquired about the \$320,000 in funding. Meyer noted that the funding is for each year. It is also an 80% federal/20% local match program.

4. Strategic Reports

The Public Participation Plan revision is proposed to clarify TIP amendment procedures, and it will be put out for public review in May.

The State Ethics Act Statement of Economic Interest forms were due April 15th. The State Ethics Commission Staff are flexible; however, Meyer recommends filing as soon as possible.

Lydia McIntyre noted that the Long Range Transportation Plan has been finalized and is available on the MPO's website. McIntyre also noted that printed copies are available.

5. Project Updates

Lydia McIntyre went to a meeting on the Johnson Street/Sandy Ridge project in the High Point MPO. The Greensboro MPO's recommendation is to widen Sandy Ridge Road from Market Street to I-40, but High Point MPO has not decided on a design yet. High Point MPO expects a final design in 2016 after the Environmental Assessment is done in 2014. It is currently an unfunded project.

Craig McKinney attended a public hearing map review on the McLeansville Road Grade Separation Project. A design has been selected, which would impact three or four residential structures and three commercial structures. A public hearing might be held in May.

McKinney noted that the Engineering Division held a public review meeting for Project U-5306 that improves the intersection at Battleground and Cone. Businesses were concerned about the project impacting parking arrangements. McIntyre noted that this is one of the projects that the MPO submitted to NCDOT for funding.

Other Items

1. NCDOT Update

Patrick Wilson presented NCDOT project updates. The signal system project in Greensboro is nearing completion, while the High Point Road and NC-68 projects have begun construction. The Market Street widening and US-220 projects are in construction.

Craig McKinney inquired if there had been difficulties with the construction of the Market Street Project. Wilson noted that he will have to find out more about that.

2. TCC Member Updates

Wayne Davis inquired about Project U-2524BC. McIntyre noted that Project U-2524BC was not included in the LRTP and it requires an amendment. There will be a public review meeting on April 26th and the Air Quality and Conformity will be completed by August.

3. Wrap-Up

The TCC was adjourned by Tyler Meyer at 12:01 pm.