



# GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION

## TRANSPORTATION ADVISORY COMMITTEE

November 16, 2005

1:45 p.m. Greensboro, NC

Conference Room 401

(County Commissioner's Briefing Room)

Old Guilford County Courthouse

### TAC MEMBERS PRESENT

Sandy Carmany	TAC Chair
Keith Holliday	Mayor, City of Greensboro
Jim Westmoreland	TCC Chair
Doug Galyon	Chair, NC Board of Transportation
Robbie Perkins	Greensboro City Council
Kirk Perkins	Guilford County Board of Commissioners

### ATTENDANCE

Tyler Meyer	GDOT / MPO	John (Andy) Bailey	NCDOT Transportation Planning Branch
Jeff Sovich	GDOT / MPO	Wayne C. Davis	NCDOT Transportation Planning Branch
Craig McKinney	GDOT / MPO	David Wasserman	NCDOT Transportation Planning Branch
Scott Rhine	PART	Ray Combs	Town of Oak Ridge
Srinivas Varanasi	PART	Edgar Phillips	Town of Pleasant Garden
Hanna Cockburn	PTRPO / PTCOG		

Sandy Carmany called the meeting to order at 1:47 p.m.

### Action Items

#### 1. Approve Minutes of September 28, 2005

Doug Galyon moved for approval of the minutes. Kirk Perkins seconded the motion. The Committee voted unanimously to approve the minutes of the September 28, 2005 meeting as presented.

## **2. Amend 06-12 MTIP**

Jeff Sovich advised that this amendment consists of three parts. The first part is related to the establishment of a project for GTA's University and College Service program. Service will begin by Fall 2006, with funding available to continue through at least 2009. Establishment of this program is accomplished through a series of five MTIP projects. There are four operations projects for each of fiscal years, '06, '07, '08, and '09, in addition to a capital acquisition project in FY '07 for three buses and seven small buses. The total capital cost of the project is \$1.4 million, while the operations total is \$6.75 million. This project is primarily funded through CMAQ funds and a local match, which is contributed partly through the six participating colleges and universities.

The second portion of the amendment involves changes to portions of the Battleground Rail Trail, project E-4709. This project was originally scheduled for construction starting in FY '06, but is being shifted back to FY '07 in order to allow additional time for completion of the property drawings and right-of-way acquisition process. The amendment also incorporates \$800,000 in federal earmark funds and accompanying 20% local match though it will be necessary to verify the eligible uses and availability timeline of these funds through additional discussion with NCDOT staff. Finally, this amendment corrects a clerical error in the local match amount by adding in \$100,000 that was inadvertently omitted in a previous amendment. The new total project cost is \$2.3 million.

The third part of this amendment involves modifications to the Greensboro Signal and ITS System Replacement and Expansion, project U-4711. This amendment brings the project into a fully funded status by adding \$10 million in federal earmarked funds and accompanying 20% local match, as well as \$2 million in STP-DA funds and accompanying 20% local match. The amendment also divides the CMAQ funding across fiscal years '08 and '09 in order to match the level of funding available from the state. The total project cost is \$23.8 million. The requested action is to approve this amendment as presented.

Tyler Meyer advised that the NC Board of Transportation adopted a corresponding amendment to the State TIP in October to approve a slate of CMAQ projects, including the University Connector Service. He also advised that NCDOT has concurred with the proposed STP-DA allocation to the Signal System project,

Robbie Perkins moved for approval of this amendment as presented. Keith Holliday seconded the motion. The Committee voted unanimously to approve the amendment as presented.

## **3. Amend 05-06 UPWP**

Tyler Meyer advised that the UPWP is an accounting document that details the transportation planning work that will be conducted over the course of the year, and the federal transportation planning grants funding those projects. At the last MPO meetings, a UPWP amendment was made programming an additional \$148,867 in PL funds and accompanying 20% local match. This amendment programs an additional \$37,217 in PL funds which have come available, along with the accompanying 20% local match. Adding these funds into the budget now ensures that anticipated work is not delayed due to funding shortfalls. It is probable that another amendment will be made later in the year as additional funds become available for the 2005 work program. It is more advantageous to make these amendments

as the funds become available to allow planning projects to proceed, rather than waiting to do them all at once. This amendment will bring the amount of programmed PL funds into the planning work program to a total of \$601,081. The requested action is to recommend that the TAC approve this amendment as presented.

Kirk Perkins moved for approval of this amendment as presented. Robbie Perkins seconded the motion. The Committee voted unanimously to approve the amendment as presented.

#### **4. Reports, Concerns, and Discussion from MPO Area Towns**

None.

#### **5. Citizen Comments**

None.

### **Business / Potential Action Items**

#### **1. 2006 MPO Meeting Schedule and December 2005 Meeting Date**

Jeff Sovich advised that MPO staff have developed a tentative schedule for the 2006 TAC and TCC meetings. This schedule has been distributed for the TAC and TCC to review, discuss, and advise staff of any recurring conflicts or major events that would preclude attendance. The tentative meeting dates for 2006, which mirror those of 2005, are typically set for the fourth Wednesday of every month with the exception of October, November, and December. This item is being presented for discussion and approval.

Tyler Meyer advised that at this time, it looks as though the December, 2005 MPO meetings can be cancelled.

Following review and discussion, the Committee agreed to approve the 2005 meeting schedule as presented, subject to later revision as warranted to accommodate schedule constraints of new appointees to the TAC by the Greensboro City Council.

#### **2. Strategic Highway Corridors**

David Wasserman advised that the Strategic Highway Corridors Initiative defines a series of four types of highways: Thoroughfares, Boulevards, Expressways, and Freeways. These categories provide for a more consistent application of cross-sections throughout the statewide network. This consistency enhances mobility, connectivity, economic prosperity, and environmental stewardship. Mobility is the ability to move unimpeded, safely, and efficiently using a reliable transportation system, but doesn't necessarily correlate with traffic volumes. Connectivity includes the ability to travel to desired destinations or activity centers. Economic prosperity is the ability to move people and goods efficiently making for a more competitive business climate, while providing a good quality of life for those employed. Environmental stewardship involves striving to preserve and enhance our natural and cultural resources by maximizing the use of the existing transportation infrastructure with the support of compatible land uses. The goals of the Strategic Highway Corridors Initiative include: creating a network of high-speed, safe, and reliable highways, developing an up front vision for each corridor, and affecting long-term decision making on funding, project planning and design, driveway permits and

traffic signals, and local land use. The transportation benefits of the Strategic Highway Corridor Initiative include: a safer and more reliable transportation system, higher capacity, and more efficient movement of vehicles, with access management as the driving tool to help achieve these goals. Activity centers include MPOs, cities with at least 20,000 people, major military bases, airports, the University of North Carolina system, major tourist destinations, and trauma centers. Current Strategic Highway Corridor Initiative projects need to be reviewed in the final 06-12 TIP including: interchange configurations, control of access, medians / crossover movement, traffic signals, and driveways.

### **3. Preliminary Draft PM 2.5 Conformity Determination Report**

Scott Rhine advised that on April 5, 2005, both Guilford and Davidson counties were designated as non-attainment areas under the PM 2.5 air quality standard. According to federal air quality rules, one calendar year is given to show conformity following this designation. The Triad is currently in the process of conducting the necessary analysis and procedures in order to demonstrate conformity. This conformity process is much like the conformity processes for NOx and Ozone which we have gone through before. However, this conformity process does differ from past conformity determinations in that all four MPOs are going through the process at the same time because all four planning boundaries include part of either Guilford or Davidson County. With the four MPOs and PART working together as a region, we are increase efficiency and effectiveness by conducting planning tasks at a truly regional scope.

The Draft Triad Air Quality Conformity Report for PM 2.5 has been refined with some input from the NCDOT Transportation Planning Branch. The Executive Summary is complete and the document is now undergoing internal review by the NCDENR Division of Air Quality as well as by FHWA and FTA. Beginning in mid-December, the document will be released for the required 30-day public review and comment period. Due to the fact that there is not a SIP budget for PM 2.5, the Triad must conduct a baseline emissions test. The baseline year is 2002 because that is the base year of the travel demand model. The baseline test must show that emissions forecast for the horizon years 2010, 2020, and 2030 are lower than the base year emissions. We are requesting the MPO's endorsement of the draft document in order to maintain the current schedule and have the document out for the public review and comment period by mid-December. This will be brought back as an action item to all MPOs in January.

Upon review and discussion, the Committee agreed to endorse the Draft PM 2.5 Conformity Determination Report to be circulated for public review and comment.

### **4. MPO Strategic Reports**

Tyler Meyer advised that the public workshops for the BiPed Plan were successfully held on October 12, 13, 19, and 20, and that while overall attendance was good, it was a bit uneven in size at the various locations. MPO staff are now waiting on the consultant team to come back with their technical analysis and initial recommendations. It is expected that additional public workshops will be held some time in the spring, once the draft plan is completed.

The Collector Street Plan, which has been transmitted for review and consideration by the MPO's seven local jurisdictions, was deferred for further consideration by the Guilford County Board of Commissioners, during their latest meeting. The plan will be brought to the Commissioners hopefully in February or March with a more detailed presentation about its implications.

The draft 07-13 MTIP has been submitted to NCDOT and MPO staff are currently awaiting their findings.

In regards to the proposed NC-150 study requested by the Town of Summerfield, opportunities for future expansion of the scope and funding are being discussed.

### **Other Items**

#### **1. Board Member Report**

None

#### **2. Regional Transportation News**

Sandy Carmany advised that the Surrey County Board of Commissioners voted to hold a public hearing in December on a proposal to imposing the vehicle rental tax in the County. Enactment of this tax would enable PART to extend its regional bus service into Surrey County. Davidson County may be follow shortly with a corresponding initiative.

#### **3. Wrap-Up**

The next TAC meeting is tentatively scheduled for Wednesday, January 25<sup>th</sup>, 2006 at 1:45 pm. The TAC adjourned at 2:47 pm.