



**TECHNICAL COORDINATING COMMITTEE**  
**Minutes of February 21, 2007**  
**11:00 a.m., Greensboro, NC**  
**Blue Room**  
**(County Commissioner's Briefing Room)**  
**Old Guilford County Courthouse**

**ATTENDANCE**

Jim Westmoreland	<i>GDOT / TCC Chair</i>	Donald Arant	<i>Greensboro Engineering</i>
Peter Ohlms	<i>GDOT / MPO</i>	Bill Bruce	<i>Guilford County</i>
Tyler Meyer	<i>GDOT / MPO</i>	Roger Bardsley	<i>Guilford County</i>
Lydia McIntyre	<i>GDOT / MPO</i>	Michael Abuya	<i>NCDOT</i>
Peggy Holland	<i>GDOT / MPO</i>	Mike Cowan	<i>NCDOT</i>
Chris Spencer	<i>GDOT Engineering</i>	Brian Thomas	<i>NCDOT</i>
Adam Fischer	<i>GDOT Engineering</i>	Pam Hawley	<i>NCDOT</i>
Scott Rhine	<i>PART</i>		

Jim Westmoreland called the meeting to order at 11:05 a.m.

**Action Items**

1. Approve Minutes of January 24, 2007

Roger Bardsley moved for approval of the minutes. Donald Arant seconded the motion. The Committee voted unanimously to approve the minutes of the January 24, 2007 meeting.

2. Annual MPO Self-Certification

Peter Ohlms advised that MPO self-certification is a yearly requirement prior to approval of the Unified Planning Work Program. It certifies that the MPO's planning process complies with all applicable laws and that the MPO is performing the planning activities it is obligated to perform.

Scott Rhine moved for approval of self-certification. Roger Bardsley seconded the motion. The Committee voted unanimously to recommend that the TAC certify the MPO's planning process for fiscal year 2007-2008.

**Planning for the transportation future**

### 3. Approve 2007-2008 Unified Planning Work Program

Tyler Meyer advised that the 2007-2008 Unified Planning Work Program (UPWP) was ready for adoption. The yearly program provides for the receipt of federal planning grants, governs MPO and GTA planning activities, and becomes effective July 1. Meyer noted that detailed information could be found in the meeting attachments.

Meyer presented a summary of the UPWP's priority projects, which include an update of the Long-Range Transportation Plan and Congestion Management Process; implementation of the Regional Model Work Plan and elements of the BiPed Plan; feasibility studies and corridor assessments; support for public participation, data collection, land use planning, and regional transit planning efforts; and GTA planning activities.

Meyer presented a revised funding sources table to replace the table included in the meeting attachments. It included revised costs of congestion management and air quality items.

Adam Fischer moved for approval of the UPWP. Scott Rhine seconded the motion. The Committee voted unanimously to recommend that the TAC approve the 2007-2008 Unified Planning Work Program.

### 4. Consider Adoption of a Revised Travel Model Memorandum of Agreement

Tyler Meyer reported that the regional model executive committee approved the official travel model for the area in January. That committee also approved a model work plan for 2007-2008 and a revised agreement for the travel model, which outlines which agencies are participating in the model's development and use and what their responsibilities and cost shares are. The agreement reflects PART's responsibilities as model custodian, which involves an extra level of work, and lays out a cost share basis for major projects such as travel surveys. The agreement also provides for routine maintenance costs. Meyer recommended that the agreement be passed to the TAC for approval through the signature of the TAC Chair on the agreement.

Roger Bardsley inquired where the computer that runs the model was located. Meyer responded that the Greensboro Urban Area MPO will run the model using Lydia McIntyre's office computer, which is in need of upgrading. Bardsley made a motion to recommend adoption of the revised travel model memorandum of agreement.

Bill Bruce inquired what sort of land use and building permit data the Guilford County Planning Department would need to make available, and on what kind of schedule. Scott Rhine responded that parcel data, building and demolition permit data, and some employment data was outsourced to data providers. PART will not ask everyone to submit all types of data at one time. Instead, data submittals will be broken up based on major categories of data. PART will provide more details as the project progresses, but the general idea will be to receive different sorts of data on 6-month intervals. Rhine noted that the model needs good data in order to operate properly, and that data has not been updated recently in the current model. Rhine advised that Traffic Analysis Zone level information will likely need to be added to building permits and other such data.

Chris Spencer inquired whether the process of updating the model would be a continuous one or with specified lengths of time between updates. Rhine responded that because the model's operating procedures had been established, it will be updated continuously to address flaws and problematic outputs. Traffic counts and other data will be updated as part of ongoing maintenance and enhancement. Spencer requested maps that could be used to get snapshots of the current model's projections. Meyer responded that the initial stages of developing the Long Range Transportation Plan

would include an overall system analysis, and Lydia McIntyre advised that she planned to create a GIS layer with the model information. Rhine advised that a single run of the model can take 40 hours because of its complexity and noted that PART will also be setting up training for staff.

Chris Spencer seconded the motion made earlier. Meyer noted that it would be five years or more before a completely new model would be developed. Jim Westmoreland advised committee members to explain the model's benefits to constituents in order to justify the investment. The Committee voted unanimously to recommend that the TAC adopt the revised travel model memorandum of agreement.

Westmoreland thanked everyone who had been involved in the development of the model.

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

#### **I. Informational Update on NCDOT Transportation Planning**

Tyler Meyer reminded committee members that the January meeting included some discussion of the transportation planning process at the state level. In response, Michael Abuya prepared a summary of NCDOT's planning activities for the February meeting to explain the differences between the Thoroughfare Plan, Comprehensive Transportation Plan, Statewide Long-Range Transportation Plan, and Strategic Highway Corridor Initiative.

Abuya explained that the Thoroughfare Plan was the former way of planning for highway transportation needs, and was adopted by the TAC and the state Board of Transportation. The plan was neither a promise to build roads, the final call on a road's location, multimodal, nor fiscally constrained. It did not show existing roadways that needed improvement, but instead focused on new locations, and did not show ultimate future access designations.

Abuya said that in 2001, the state legislature revised the statutes to provide instead for the Comprehensive Transportation Plan (CTP), which provides consistency with Federal law and recognizes MPOs as planning partners with NCDOT. Public comment, the land use-transportation relationship, and cooperative work with counties are parts of the CTP process. The CTP replaces the Thoroughfare Plan and is not fiscally constrained. MPOs and the state Board of Transportation must adopt CTPs, which form a basis for air quality conformity analysis. Although the Long-Range Transportation Plan and Transportation Improvement Program are the specific documents fed into the air quality conformity analysis, their projects should come from the CTP. The CTP is multimodal, including four elements: highway, public transportation and rail, bicycle, and pedestrian. The format of the pedestrian element has not been finalized. The CTP gives recommendations for facilities that are existing, in need of improvement, and proposed. Highways are split into several categories: freeways, expressways, boulevards, major thoroughfares, and minor thoroughfares. Abuya explained the conceptual differences between these categories and provided examples of the maps for each element.

For the MPO, the benefits of a CTP include having a common long-range vision for transportation facilities between NCDOT, the MPO, and local officials; improved community buy-in; more reliable project delivery; a better transportation planning process; and stronger ties to local priorities.

Abuya described the Long-Range Transportation Plan (LRTP) as a federal requirement. It is a fiscally constrained plan that interrelates with the CTP. In non-attainment areas, it is to be updated every four years and is adopted by the MPO.

The state Board of Transportation adopted the Strategic Highway Corridor Initiative (SHCI) in September 2004. Created in collaboration with the state departments of Commerce and Environment & Natural Resources, the initiative's goal is to provide a network of high-speed, safe, reliable highways throughout the state. It can be considered the first major implementation step under the Statewide Transportation Plan and focuses on six areas: education, long-range planning, project planning and design, land use, corridor protection, and driveway permitting/traffic signals.

Abuya advised that the SHCI vision plan can be thought of as the highway element of the state-level CTP. The highway element of a local CTP should include a solution for achieving the SHCI vision in the area. Local LRTPs and CTPs feed into each other and are closely related.

Jim Westmoreland said that he understood the relationships between the various types of plans. Lydia McIntyre clarified that the SHCI did not include all roads, only higher-level strategic ones. Westmoreland inquired what NCDOT implementation efforts were underway or planned for the SHCI and noted that he had heard that NCDOT would reassess the design of TIP projects related to strategic highway corridors. Meyer advised that he had attended a conference at which the state transportation plan and strategic highway corridor network were described in order to educate resource agencies about the purposes and functions of these initiatives. Resource agencies had thought that some projects along strategic highway corridors seemed rather ad-hoc. NCDOT was trying to build a vision for moving people and freight along these corridors and build a higher level of information.

Mike Cowan advised that the CTP process brings all the stakeholders together much earlier in the process than before in looking at challenges and alternatives. North Carolina is one of the leading states in implementing a CTP process. Meyer noted that as discussions on the state level continued, officials realized that there was an opportunity to increase the level of systematic planning occurring across the state. The effect in the MPO is that a series of extra steps are included in the LRTP process, with the intended result to be the facilitation of project delivery. Meyer also noted that the area will continue to maintain a Thoroughfare Plan to support local land development ordinances and for other purposes.

Meyer and Adam Fischer discussed the SHCI in relation to local needs. Cowan noted that around five percent of the state's lane-miles are carrying 40 percent of the traffic.

Westmoreland inquired whether there had been other statewide long-range transportation plan implementation actions other than the SHCI. Abuya responded that the SHCI had been the main effort to date. Westmoreland noted that because most of the Greensboro Urban Area's local needs seemed to fall in the bottom tier of the state's plans, there could be some funding challenges. Abuya responded that he would seek more information on this. Westmoreland discussed funding challenges and thanked Abuya for the update.

## 2. Update on Final Draft 2007 – 2013 MTIP and Triad Conformity Report

Lydia McIntyre advised that the initial draft of the MTIP had been released for public review from November to January, and that several items had changed since the initial draft as a result of public comments and MPO consultation with NCDOT. McIntyre presented the significant changes in the MTIP, which included the following:

- I-4715 (Milling and Resurfacing of I-40/I-85) – accelerated from FFY 09 to FFY 07. This was accomplished by using GARVEE bonds. A portion that was formerly funded is now shown as unfunded.

- R-2413 (US 220 / NC 68 Connector) – a portion was delayed from FFY 09 to FFY 10, and the cost increased from \$161 million to \$180 million. The delayed section is from Rockingham County to where the new alignment will begin.
- U-2581 / R-2910 (US 70 Widening) – this item has been programmed for the environmental document only. The environmental document covers the project in both of the affected MPOs.
- I-4907 (pavement repair on I-40/I-85), R-4403 (guardrail rehabilitation in various areas), U-3612 (Hilltop Rd widening), and U-4006 (Bridford Parkway Extension) – all had cost increases.
- Cost increases for some bridge projects.

The revised MTIP included major changes in the public transportation section as a result of MPO staff's work with GTA staff. Tyler Meyer advised that federal formula funding had been shifted to cover more of GTA's preventive maintenance and operating expenses rather than vehicle purchases, which were shifted to existing earmark funds or the unfunded needs lists in order to seek additional federal or state discretionary funds. The tables were also reformatted to make them easier to follow.

McIntyre described comments received during the initial public comment period for the MTIP. One comment noted that Urban Loop funding needed to be secured, one focused on sidewalk construction, and a comment from Mark Kirstner emphasized the importance of multimodal planning and requested staff resources for regional efforts. McIntyre noted that the full text of comments and MPO responses were provided in the MTIP.

The conformity determination report is the federally required air-quality document for nonattainment and maintenance areas. McIntyre advised that the region including the MPO is a maintenance area because it meets the 1-hour standard but is not in attainment for PM 2.5. The report covers all Triad MPOs and portions of Davie and Davidson Counties. The report documents that the MTIP projects will not worsen air quality problems, meet federal requirements, and are a subset of the 2030 LRTPs of the area MPOs.

McIntyre presented the schedule for public review and adoption of the MTIP. A public review period for both the MTIP and Conformity Report begins March 3 and ends March 31, with TAC approval anticipated at the April meeting. Jim Westmoreland inquired when the next air-quality conformity update would begin. Scott Rhine responded that the process would begin in October as a full-scale regional effort. Meyer noted that the next MTIP process would also begin around that time due to a change in the TIP adoption cycle.

### 3. Project Updates

Lydia McIntyre provided updates on R-4707, the interchange at US 29 and Reedy Fork Parkway, and U-2412, High Point Road Widening. NCDOT has held public meetings for R-4707, and a total of six task orders are underway. The final task order is to include all remaining items, but certain questions have been raised that may require some parameters to be changed. A draft scope is expected shortly. For U-2412, McIntyre noted that Craig McKinney had attended an internal NCDOT design hearing. At that hearing, changes to the project were shown and included a shift in the alignment so as not to impact a cemetery, a realignment of Wayne Road to intersect with a business entrance, and a realignment of Suttonwood Drive to intersect with Mackay Road. A design public hearing will be held in the future.

#### 4. MPO Strategic Reports

Tyler Meyer noted that Peggy Holland presented the BiPed Plan to the Guilford County Parks & Recreation Commission, which adopted the plan.

Meyer advised that the USDOT had finalized its guidance based on SAFETEA-LU for transportation planning regulations, which will be useful in drafting the LRTP and other planning documents.

Meyer said he would present the TAC with the option of hosting the 2007 North Carolina MPO Conference in Greensboro. Meyer noted that it was a great opportunity to showcase Greensboro's transportation and community assets, partly through sessions on local planning activities, mobile tours, and receptions. The tentative dates are October 24-26 at the Marriott in downtown Greensboro, which provided a competitive package for hosting the conference. The NC Association of MPOs would fund the conference.

Meyer advised that the March 28 meeting would occur as scheduled, at which the FY 2006-2007 UPWP would be amended, and that the April 25 meeting would also be held.

Lydia McIntyre noted that a public meeting on the MTIP would be held at Greensboro Central Library on March 8 from 4 to 7 p.m.

#### **Other Items**

1. NCDOT Update – None.
2. TCC Member Reports – None.
3. Wrap-Up

Jim Westmoreland thanked members for their time, effort, and involvement in the Committee. The TCC was adjourned at 12:20 p.m.