



**TRANSPORTATION ADVISORY COMMITTEE**  
**Minutes of February 21, 2007**  
**2:00 p.m., Greensboro, NC**  
**Blue Room**  
**(County Commissioner's Briefing Room)**  
**Old Guilford County Courthouse**

**TAC MEMBERS PRESENT**

Sandy Carmany *TAC Chair*      Kirk Perkins *Guilford County Board of Commissioners*  
Doug Galyon *NCDOT*      T. Dianne Bellamy-Small *Greensboro City Council*

**ATTENDANCE**

Tyler Meyer *GDOT/MPO*      Jim Westmoreland *TCC Chair*  
Craig McKinney *GDOT/MPO*      Mike Mills *NCDOT*  
Peter Ohlms *GDOT/MPO*      Mike Abuya *NCDOT*  
Peggy Holland *GDOT/MPO*      Scott Rhine *PART*  
Lydia McIntyre *GDOT/MPO*      Taft Wireback *News & Record*

Sandy Carmany called the meeting to order at 2:10 p.m. Due to the absence of a quorum, Carmany instructed staff to begin with business items.

***Business / Potential Action Items***

**I. 2007 NC MPO Conference Hosting Opportunity**

Tyler Meyer presented 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.

**Planning for the transportation future**

Sandy Carmany and Jim Westmoreland said that hosting the conference sounded like a good opportunity for Greensboro. Westmoreland advised that NCDOT planning staff would be included in planning the technical portion of the conference program, and Meyer noted that the conference would also provide an opportunity for involvement of rural planning organizations in the area. Carmany noted that there was consensus to proceed with planning to host the conference in Greensboro.

## 2. Informational Update on NCDOT Transportation Planning

Michael Abuya presented a summary of NCDOT's planning activities and explained 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 under state law 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 noted that there were many different types of state and local plans and that they were all related. He asked Abuya to investigate how NCDOT would be directing funding to support the implementation of these different plans. Doug Galyon responded that the Board of Transportation had initiated the long-range plan and had an ongoing committee to update it. Galyon said that the SHCI was important to coordinate with federal and state government in order to avoid problems with resource agencies. Westmoreland and Galyon continued to discuss the various plans and transportation funding issues.

Tyler Meyer advised that the MPO's LRTP would be updated soon and would incorporate the CTP process and maps. The area will also continue to maintain a Thoroughfare Plan to support local land development ordinances and for other purposes. For MPOs, the CTP essentially provides a series of baseline process steps for incorporation into the LRTP. It also provides a set of specific needs plan maps that are for the mutual adoption of the MPO and the Board of Transportation. The federally mandated LRTP remains the preeminent process. One important impact of the CTP maps may be to increase the level of multi-modal planning in non-MPO areas. For MPOs, the most important contribution may be to improve the consistency of baseline LRTP efforts among MPOs and to increase the buy-in of resource and permitting agencies much earlier in the project development process.

### 3. 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. Doug Galyon noted that the Board of Transportation felt that the project would be less expensive by using this revenue source rather than waiting until revenue is available, due to the escalating cost of construction. 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. Galyon noted that the document would be a preliminary step, after which funding could be sought for the project. Craig McKinney noted that the environmental document process would likely begin in the summer.
- 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.

Doug Galyon noted that non-transit earmark funding comes out of the equity formula, although transit earmarks do not.

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 and is being led by PART. 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. A public meeting would be held March 8 at Greensboro Central Library from 4 to 7 p.m.

T. Dianne Bellamy-Small asked whether a press release would be put out and how people will know and understand what the MTIP is. McIntyre responded that a press release would be put out, and Meyer advised that staff would also use the provisions of the recently adopted Public Participation Plan. Bellamy-Small advised that Channel 13 can air items in “dead” air time during Council meetings. Jim Westmoreland asked Taft Wireback how to get people more interested. Sandy Carmany noted that controversy tends to be one of the few ways to do so. Westmoreland spoke to the importance of what the MPO does and trying to make technical documents more accessible to the public.

Galyon noted that the completion of the Urban Loop from Bryan Boulevard to US 29 was a vital project but is estimated at \$260 million. Galyon and Carmany discussed the possibility of another MPO tolling the Yadkin River Bridge on I-85 in Rowan County.

Bellamy-Small inquired what funding Guilford County received for the provision of transportation services. Westmoreland responded that an upcoming meeting with the NCDOT Public Transportation Division and the County, because NCDOT-PTD had made the decision to allocate funding to the County. Scott Rhine inquired if the question was regarding the dollar amount of funding, and Westmoreland responded that it was a question of getting together with the County to discuss services and funding. Rhine advised that numerous types of funding exist for community transportation programs. Bellamy-Small said that a consolidated system would be smarter, and Carmany and Westmoreland noted that PART was beginning to explore this as part of the Seamless Mobility Study.

Noting that a quorum had been reached, the Chair returned to Action Items.

### **Action Items**

#### **I. Approve Minutes of January 24, 2007**

Doug Galyon moved for approval of the minutes. T. Dianne Bellamy-Small 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.

Kirk Perkins moved for approval of self-certification. T. Dianne Bellamy-Small seconded the motion. The Committee voted unanimously to self-certify the MPO's planning process for fiscal year 2007-2008.

## 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 revised funding sources table to replace the table included in the meeting attachments. It included revised costs of congestion management and air quality items. He also noted that one revision would be made to the long-range planning calendar, which breaks down major activities over a five-year period.

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 reported that the TCC recommended approval of the UPWP.

T. Dianne Bellamy-Small inquired about the line item addressing inclusion of minority- and women-owned business enterprises in the UPWP. Meyer responded that the item defers to the City's procedures for minority- and women-owned businesses, because the lead planning agency of the MPO is part of the City of Greensboro. Also, the MPO has been working closely with NCDOT to improve tracking of the use of disadvantaged business enterprises (DBEs), which has been a main initiative of the NCDOT Secretary. Bellamy-Small inquired how cognizant the MPO was of making efforts to this end and noted that NCDOT's record was often perceived as inadequate. Doug Galyon noted that NCDOT is currently conducting training sessions for potential DBEs in order to help them qualify to place bids for project work. Galyon noted that DBEs can also contact Division Engineer Mike Mills, who can provide referrals.

Bellamy-Small moved for approval of the UPWP. Kirk Perkins seconded the motion. The Committee voted unanimously to 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 advised that adopting the MOA would involve signature by the TAC Chair.

Jim Westmoreland inquired if Scott Rhine had any comments about the model, and Rhine responded that he is not a modeler, but that the regional model is very robust. The updated agreement details and spells out the protocol for keeping the model up-to-date so that it remains a useful tool.

T. Dianne Bellamy-Small inquired how large future developments, such as FedEx and HondaJet, which will add travel to the transportation system, are accounted for in the model. Rhine responded that those would be the types of attributes that go into the model, along with socioeconomic data forecasts, school data, and employment data. Specific items such as those mentioned are the reason why the model needs to be kept up-to-date on a regular basis with updated data sets – the model is a tool that is only as good as its inputs. The agreement spells out how this updating will be performed. Meyer noted that Lydia McIntyre and Michael Abuya would be involved in day-to-day work on the model at the local and state levels, respectively. Westmoreland inquired what the model is required for, and Meyer responded that it is needed for demonstrating purpose and need for projects and developing the long-range transportation plan, along with other uses.

Westmoreland advised that the more that Committee members can communicate the value of the model to constituents, the better, especially in light of the high cost of the upcoming household travel survey. Rhine advised that the model is one of the main tools to help inform decision-making, both for highways and transit. The model should help urban transit systems to plan new routes.

Bellamy-Small inquired if the model predicted unintended consequences realistically. McIntyre responded that model validation is a key component of developing a model. Craig McKinney inquired how long one run of the model takes. Rhine responded that there are three regional models in North Carolina. A full model run for the Triad model, such as for the initial planning of the Urban Loop, can take 30 to 40 hours. Rhine noted that the household travel survey included in the current model was done in 1994, did not include Alamance County, and needs to be updated. He reiterated that the model will only be as good as the information that is used as inputs. McIntyre noted that she plans to create an area-wide reference map and information on base year and future year model results.

Westmoreland noted that GDOT would meet with city council members to discuss district-specific concerns to see if transportation projects are hitting the mark.

Bellamy-Small moved to adopt the revised travel model memorandum of agreement. Kirk Perkins seconded the motion. The Committee voted unanimously to adopt the revised travel model memorandum of agreement.

#### 5. Reports, Concerns, and Discussion from MPO Area Towns

None

#### 6. Citizen Comments

None

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

#### 4. Project Updates

Lydia McIntyre provided an update on R-4707, the interchange at US 29 and Reedy Fork Parkway. 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.

Craig McKinney provided an update on U-2412, High Point Road Widening. NCDOT held a map review meeting to show the public how the design had been adjusted following the public hearing for the environmental document. Impacts to Guilford Memorial Park were mitigated by shifting the road's alignment away from the cemetery. Adjustments to the intersection of Wayne Road were proposed in order for a shopping center driveway to be located at a median cut. A realignment of Suttonwood Road to intersect opposite Mackay Road was also included. A design public hearing has not been scheduled but should be held in the spring. Sandy Carmany inquired about the timeline after the public hearing. McKinney responded that right-of-way acquisition is scheduled for 2009 and construction in 2011.

## 5. MPO Strategic Reports

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

Kirk Perkins and Lydia McIntyre discussed a recent project meeting for R-4707.

Jim Westmoreland noted that the MTIP update includes the environmental document for US 70, which is the first step from a planning point of view for that corridor. Perkins noted that the improvements are needed. Perkins, T. Dianne Bellamy-Small, Doug Galyon, Craig McKinney, and Westmoreland discussed potential impacts to the Town of Sedalia. Galyon said that a road probably will have to go around Sedalia because of environmental concerns and historic property.

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 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.

## **Other Items**

### I. Board Member Report

Doug Galyon advised that the Final draft of the State TIP will come before the Board next week, will be reviewed by FHWA, and then will be adopted by the Board. Mike Mills advised that Greensboro's project to improve the intersection of Market Street and College Road will now involve the participation of NCDOT in the amount of \$250,000. The City Council must acknowledge that there is a project and that they concur, and the state will then work out a municipal agreement with the City.

Mills also noted that interstate maintenance project I-4907 had already been let and awarded, and work will begin April 2. Another interstate maintenance project had been accelerated and extended from High Point Road east to the I-85 bypass. That project will be let in July and begin work in August or September for milling and resurfacing. Kirk Perkins noted that the interstates take significant beatings every day, and Galyon noted that he was pleased the projects had been accelerated and inquired about night work. Mills noted that creative solutions might need to be used, including night work and short-term road closures. Galyon advised that existing construction had been going well, with most of it being done at night. Mills noted that a section from NC 49 in Alamance County to Buck Horn Road in Orange County was done with GARVEE bonds at night.

Galyon noted that he had given an update to the economic development alliance regarding area projects. Galyon then summarized the following projects:

- Guilford College Road, a 4-lane divided road widening from Wendover to Mackay, should be completed in May, with part already complete. Cost was \$7.5 million.
- Groometown Road from Wiley Davis to Wayne Rd: the contract was awarded for \$6.2 million, with an expected completion date of October 2008. Groometown will provide the only access from the Urban Loop to High Point Road until the High Point Road relocation project is complete, which will take at least six years.
- Hilltop Road widening: \$3 million, 2.1-mile project. The contract has been let and is scheduled for completion in summer 2008.
- Bryan Boulevard: a \$44.3 million project, should be completed by 2008. NCDOT is funding the project, but the Piedmont Triad Airport Authority is building the road.
- Western Urban Loop: from I-85 to I-40, \$116 million for 7.6 miles. From I-40 to Bryan Boulevard, \$101 million. Both are scheduled for completion by Thanksgiving.
- Bridford Parkway from Hornaday to Burnt Poplar: right-of-way 2007, construction 2009, \$13.5 million.
- The 311 Bypass in High Point, a 4-lane divided road, will cost \$105 million for 7 miles to extend to I-85 and eventually to U.S. 220. The project was held up by five months due to endangered sunflowers.
- High Point Road improvements: Multiple alternate routes are still on the table, and the project may take a while.
- 220 connector: scheduled for construction in 2013, \$161 million. This is the #1 priority for Rockingham County, although the project is entirely in Guilford County. A major interchange will be at Edgefield Road north of the airport, with the ultimate goal of using airport property for a connector of I-73.
- 220 widening: right-of-way is scheduled for 2007 and construction 2009, \$56 million for 6.3 miles from Horse Pen Creek Road north to the 220/68 connector. The major construction item will be a new bridge over Lake Brandt.
- West Market Street: right-of-way is scheduled for 2008 and construction 2010. A new alignment should please stakeholders.
- U.S. 421 interchanges: right-of-way 2009 and 2012, construction 2010 and post years.
- I-785, which follows U.S. 29 to Danville, will eventually become an interstate highway. Virginia wants it more than North Carolina does, and it will be a matter of limiting access. It is not high on the NCDOT priority list right now.
- Eastern Urban Loop: from U.S. 70 to U.S. 29, right-of-way 2009, construction 2011, \$131 million for four miles. The rest of the Urban Loop is post years. Total existing funding for the Urban Loop is \$558 million, which will eventually end up at around \$1 billion.

## 2. Regional Transportation News

Scott Rhine advised that PART Express service continues to do well, with the NC 52 route growing in ridership from Greensboro to Boone. Both students and commuters use it. PART is

evaluating changes to the Dell route in the Kernersville area. Randolph County Commissioners have given the PART Board authority to consider a vehicle registration tax, as has Davidson County. Burlington is also moving towards supporting PART. Rhine advised that PART would need to develop schedules for expansion buses and earmarks. A state contract for oversized vehicles has been delayed and may have been cancelled, but there's a possibility to do a joint contract with Greensboro and Winston-Salem. More park-and-ride programs are being located in the region.

T. Dianne Bellamy-Small inquired about getting funding support from medical facilities for service for patients. Rhine responded that PART is working mostly on trying to coordinate transit service with when services are available and how to get appointments set properly for transit users.

### 3. Other Items

T. Dianne Bellamy-Small reminded Committee members about improvements to shelters for bus riders.

### 4. Wrap-Up

The TAC was adjourned at 4:00 p.m.