



# GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION

## TECHNICAL COORDINATING COMMITTEE

April 27, 2005

11:00 a.m. Greensboro, NC

Blue Room (County Commissioners' Briefing Room)

Old Guilford County Courthouse

### ATTENDANCE

Jim Westmoreland	GDOT / MPO	Greg Niles	Guilford Co. Planning & Development
Tyler Meyer	GDOT / MPO	Mike Cowan	NCDOT Div. 7
Jeff Sovich	GDOT / MPO	Eric Midkiff	NCDOT-PDEA
Craig McKinney	GDOT / MPO	Stephanie Caudill	NCDOT-PDEA
Lydia McIntyre	GDOT / MPO	Mickie Elmore	Piedmont Triad Airport Authority
Peggy Holland	GDOT / MPO	Amy Kiser	Piedmont Triad Airport Authority
Scott Rhine	PART	Amy Dominello	<i>Greensboro News &amp; Record</i>

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

### Action Items

#### 1. Approve Minutes of June 22, 2005

Scott Rhine moved for approval of the minutes. Chris Spencer seconded the motion. The Committee voted unanimously to approve the minutes of the June 22, 2005 meeting.

#### 2. Proposed Thoroughfare Plan Amendment

Craig McKinney advised that this proposed amendment to the Thoroughfare Plan has been initiated as a result of project documentation from NCDOT regarding replacement of the bridge on McConnell Road over Little Alamance Creek, just south of the Millstream Road intersection. The project will construct the new bridge on a new alignment, just east of the existing bridge. Re-alignment of the bridge will necessitate re-configuring the McConnell Road / Millstream Road intersection. The final plans for the project show a re-configuration that differs from the original, which the current Thoroughfare Plan

alignment was based on. The changes in the intersection configuration will provide a more geometrically acceptable alignment. The proposed Thoroughfare Plan amendment removes the original intersection re-configuration and replaces it with one that matches NCDOT's actual construction plans. The requested action is to approve the Thoroughfare Plan amendment as presented.

Mike Cowan moved to recommend that the TAC approve the amendment as presented. The motion was seconded by Scott Rhine. The Committee voted unanimously to recommend that the TAC approve the amendment as presented.

### **3. Resolution of Support for 06-12 MTIP Amendment**

Jeff Sovich advised that in May, 2003, the Thoroughfare Plan was amended to include a system of freeway level connector routes in the vicinity of the Piedmont Triad International Airport. Recently PART asked the NC Turnpike Authority to investigate opportunities to establish the I-73 / I-74 connector corridor as a toll road. The Turnpike Authority agreed to conduct preliminary evaluation of the corridor, and has requested that NCDOT take the necessary steps to establish this study as a project in the MTIP. NCDOT in turn, has requested the MPO to indicate its support for the study and future MTIP amendments needed to advance the project to completion. The project will include environmental, planning and feasibility study of both the Guilford and Forsyth County portions of the corridor. Official MTIP amendment action is anticipated in October or soon following. The Winston-Salem-Forsyth MPO indicated its support for the study at its last meeting. The requested action is to approve the resolution of support for this study, as presented.

Scott Rhine moved to recommend that the TAC approve the amendment as presented. The motion was seconded by Mike Cowan. The Committee voted unanimously to recommend that the TAC approve the amendment as presented.

### **4. Conformity Determination Report for 06-12 MTIP**

Lydia McIntyre advised that the TAC approved the MTIP on June 22<sup>nd</sup>, contingent on the approval of the Conformity Determination Report. The report was completed and made available for a 30 day public review and comment period, which concluded on July 25<sup>th</sup>. However, because the federal agencies are still reviewing the report, approval has been deferred to the next meeting, August 24<sup>th</sup>.

### **5. Update to Boundaries, Structure, and Governance Report**

Lydia McIntyre advised that North Carolina General Statutes requires that at least every ten years, following the release of applicable data from the decennial census, each MPO must conduct a review of its boundaries, structure, and governance. Greensboro originally approved its Boundaries, Structure, and Governance Report in January, 2003. MPOs are also required to prepare updates to the review within one year of new air quality non-attainment designations. As a result of Guilford County's designation as a non-attainment area under the 8-hour ozone standard, the Greensboro MPO has prepared the required update to its Boundaries, Structure, and Governance Report. Although the designation became effective on April 15, 2004, the conformity requirements remain deferred until April, 2007, while the Triad Early Action Compact process is implemented, with the ultimate aim of attaining the 8-hour ozone standard. The requested action is to approve the updated Boundaries, Structure, and Governance Report as presented.

Tyler Meyer moved to recommend that the TAC approve the updated report as presented. The motion was seconded by Greg Niles. The Committee voted unanimously to recommend that the TAC approve the updated report as presented.

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

None.

## **7. Citizen Comments**

None.

## **Business / Potential Action Items**

### **1. 07-13 MTIP Development Process**

Tyler Meyer advised that even though the 2006 to 2012 TIP will not take effect until October 1<sup>st</sup>, it is already time to begin developing the 2007 to 2013 TIP, which is scheduled for adoption next summer. The result is that the TIP development cycle will shift from approval in even years to approval in odd years. The first step in the process is development of the priority needs list. A TCC work session will be held in early August to refine recommendations for action by the TAC at the September meeting. The priority needs list would then be submitted to NCDOT for their review and consideration in October, followed by NCDOT's release of the draft TIP in December. Further consultation between MPO staff and NCDOT will continue throughout the preparation of the final TIP, due to be released in Summer, 2006, and become effective October 1st.

NCDOT recently provided feedback on the CMAQ project proposal approved by the TAC in January, which included funding for GTA's University and College Service (UCS). NCDOT indicated that although it intends to fully fund the projects that the MPO requested, there will be less money available per year, than was previously anticipated. Consequently, funding for the UCS project would need to be stretched over a six-year period between 2006-2011, instead of a 3 year period. However, because the requirements of the transit CMAQ program stipulate that operating expenses are eligible for support only during the first three years of a new service, the expanded funding period will not work. In order to find the UCS project within the needed timeline, staff have are working with NCDOT to develop a proposal that would shift federal funds from another project. One potential solution would be to delay the Woody Mill Road interchange portion of project R-2612 by one to two years, since it is not a time-sensitive project. Staff have prepared a resolution of endorsement to conduct negotiations with NCDOT to secure the necessary funding for the UCS, up to and including shifts in right-of-way acquisition and environmental mitigation phases of the Woody Mill Road / US 421 interchange if needed.

Scott Rhine moved to recommend that the TAC approve the resolution as presented. The motion was seconded by Greg Niles. The Committee voted unanimously to recommend that the TAC approve the resolution as presented.

### **2. Upcoming Planning Study Needs**

Tyler Meyer advised that part of the process of developing the priority needs list will include an inventory of various planning studies needed. Taking steps now to initiate feasibility studies and

environmental assessments can provide significant momentum to justify funding for construction projects currently programmed as unfunded. Staff will provide more information at upcoming meetings.

MPO staff are conducting preliminary investigations of two ideas that have surfaced recently, in order to gain a better understanding of their significance relative to other long-standing study needs. The first consists of basic evaluation of the potential traffic impacts and environmental data on the "West Side Thoroughfare" conceptual corridor in order to determine if a Thoroughfare Plan amendment for a project like this would work and what the potential trade-offs would be relative to proposed corridors already included in the Thoroughfare Plan. The second involves the "Heart of the Triad Study" that PART has conducted in coordination with the planning directors throughout the region. Now PART proposes a market analysis to determine the types of land uses that are feasible and likely for this area, leading to a conceptual land use plan for the area and a more detailed review of the transportation in the vicinity.

### **3. Update on Project R-2309, US 220 Widening**

Eric Midkiff introduced himself as the Central Region Project Head for NCDOT's Project Development and Environmental Analysis Division, and introduced Stephanie Caudill as the new project manager for project R-2309. Stephanie Caudill advised that a public hearing on the project was held last night, Tuesday, July 26<sup>th</sup>, which was attended by approximately 120 people. PDEA will try to accommodate reasonable requests for changes to the project, including driveway access, median breaks, turning lanes, etc. All the comments received will be reviewed and used to revise the plan for the project. The project involves widening a 5.4 mile stretch of US 220 from Horsepen Creek Road to Winfree Road. Each of the various alternatives for the cross-section of the project were described in turn.

Regarding the timeline for the project, the Environmental Assessment was completed in December, 2004. A meeting will be held in December, 2005 to present the Least Environmentally Damaging Practicable Alternative, which is part of the Merger environmental permitting process. The final environmental document is scheduled to be completed in July, 2006. Right-of-way acquisition will begin in 2007, followed by construction beginning in 2009.

### **4. Update on Bryan Boulevard Relocation and Airport Expansion**

Mickie Elmore advised that the expansion of the Piedmont Triad International Airport consists of six individual projects:

- the north concourse extension, adding six to eight new gates to serve as the new location for Delta operations, will cost \$6.3 million, with completion in 2006;
- the extension of the terminal building on each, which will including security screening checkpoint areas, will be finished in late 2005;
- installation of a new baggage belt system, which will cost around \$3 million;
- construction of the new 40,000 square foot hangar for ComAir, which may subsequently be doubled, will have 120 person crew complement;
- the construction of the third runway and FedEx Mid-Atlantic Hub with a total cost of \$516 million, funded jointly by FedEx, the Federal Aviation Administration, NCDOT, and the Piedmont Triad Airport Authority. Construction is scheduled to begin summer 2006, to be operational by 2009. When fully operational, this facility will have approximately 1,500 employees, with a maximum of 63 flights per day; and
- relocation of Bryan Boulevard, which is currently under construction and is scheduled to be complete prior to opening of the FedEx facility.

PTIA has established a Citizens Advisory Committee, an Airport Users Committee, and a Government Advisory Committee, to study the flight pattern alternatives to determine the best way to minimize noise impacts to residential neighborhoods.

## **5. MPO Strategic Reports**

Tyler Meyer advised that the House and Senate have spent the last few months working on the surface transportation re-authorization bill and have passed another extension of it, with the expectation that current negotiations will resolve points of contention shortly.

The Bridford Parkway extension and I-40 grade separation project has received a full approval of the final environmental document, which is a Finding of No Significant Impact. This approval signifies that the project will be able to proceed to right-of-way acquisition, design, and construction.

The environmental document is complete for the West Market Street widening project out to Colfax, but the final environmental approval has not yet been granted.

A conformity analysis is under way related to the PM 2.5 non-attainment designation. The analysis is due to be complete in April, 2006. Current indications are that we will be able to demonstrate conformity as a result of the analysis.

MPO staff have been developing the scope for a Bicycle and Pedestrian Master Plan over the past several months. A consultant has been selected to assist with development of the plan and contract arrangements will be finalized soon. Formal kick-off events will be held in the next six to eight weeks.

## **Other Items**

### **1. TCC Member Report**

None.

Next TCC meeting is scheduled for Wednesday, August 24<sup>th</sup> at 11:00 am. The TCC adjourned at 12:25 pm.