



# 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	TCC Chair	Bill Marley	FHWA
Tyler Meyer	GDOT/MPO	Hanna Cockburn	PTRPO/COG
Jeff Sovich	GDOT/MPO	Don Bryson	MAB
Lydia McIntyre	GDOT/MPO	Wayne Davis	NCDOT/TPB
Craig McKinney	GDOT	Fredrick Haith	GDOT Intern
Chris Spencer	GDOT	Amy Dominello	<i>Greensboro News &amp; Record</i>
Les Eger	Guilford County Planning & Development	Heidi Galanti	Greensboro Planning Department

Jim Westmoreland called the meeting to order at 11:10 a.m.

### Action Items

#### 1. Approve Minutes of March 16, 2005

Tyler Meyer moved for approval of the minutes as presented. Heidi Galanti seconded the motion. The Committee voted unanimously to approve the minutes as presented.

#### 2. Amend 04-10 MTIP

Jeff Sovich advised that this amendment arises out of action taken by the North Carolina Board of Transportation in February 2005. The Board made 2 amendments without prior action by the Greensboro TAC. This amendment is a formality which will bring the MTIP into consistency with the STIP. Upon action by the TAC, no further action is needed by NCDOT or the Board of Transportation. The amendments include a change to project B-3849, Prong of Reedy Fork Creek, Replace Bridge No. 188, by delaying construction by one fiscal year, and the addition of project U-4745, Battleground

Avenue Assessment, and I-40 Interchange Improvements. Project U-4745 has been created by NCDOT in response to the FY 2005 STP-DA investment package that the TAC approved in February 2004. The recommended action is to adopt the amendment as presented.

Tyler Meyer advised that project U-4745 is essentially a shift of STP-DA money into the planning work program, which includes studies of Battleground Avenue and Wendover Avenue. The Wendover Avenue assessment has been delayed, but the Battleground Avenue assessment is under way. The STP-DA money covers both assessments and is a supplement to PL grant funding that the MPO receives.

Tyler Meyer moved to recommend that the TAC approve the amendments to the 04-10 MTIP as presented. Hanna Cockburn seconded the motion. The Committee voted unanimously to recommend that the TAC approve the amendments to the 04-10 MTIP as presented.

### **3. MPO Self-Certification**

Jeff Sovich explained that every year, prior to adoption of the Unified Planning Work Program, the MPO is required to certify its planning process and its compliance with various federal regulations including the Clean Air Act, the Civil Rights Act, the Americans with Disabilities Act, and the federal transportation authorizing legislation. The certification states that the MPO is in compliance with all federal requirements and is carrying out its planning process in the appropriate manner. The resolution is a necessary prerequisite for adoption of the UPWP. The self-certification is distinct from the triennial federal certification review. The requested action is to approve the self-certification resolution as presented.

Tyler Meyer noted that in addition to the elements of self-certification that Jeff Sovich explained, there is also a self-certification checklist suggested by the NCDOT Transportation Planning Branch that has been reviewed and the MPO has found that all of the conditions on the checklist have been satisfied.

Heidi Galanti moved to recommend that the TAC adopt the resolution for MPO self-certification as presented. Chris Spencer seconded the motion. The Committee voted unanimously to recommend that the TAC adopt the resolution for MPO self-certification as presented.

### **4. Adopt FY '06 UPWP**

Tyler Meyer explained that the Unified Planning Work Program (UPWP) accounts for federal funds that come to MPO planning agencies from FHWA and FTA, accounts for NCDOT federally funded activities, and provides advance information regarding transportation projects. The FY '06 UPWP projects include: ongoing feasibility studies such as the Battleground Avenue corridor assessment, preparation of a pedestrian and bicycle plan for the MPO area, completion of the Collector Street Plan, and other ongoing projects.

The UPWP also provides an overview of grant allocations for the upcoming year. The FY '06 UPWP includes \$414,000 in PL funds, some of which have been carried over from previous years, \$100,000 from GTA's Section 5307 funds for short range transit planning purposes, \$62,000 in Section 5303 transit funds, and \$100,000 from NCDOT to support staff activities. This program should be sufficient to cover all planned projects. The requested action is to recommend that the TAC approve the FY '06 UPWP as presented.

Chris Spencer moved to recommend that the TAC approve the FY '06 UPWP as presented. Hanna Cockburn seconded the motion. The Committee voted unanimously to recommend that the TAC approve the FY '06 UPWP as presented.

## **5. Endorse Collector Street Plan**

Lydia McIntyre explained that the purpose of a Collector Street Plan is to address accessibility and mobility at the middle level in the hierarchy of roadways. A draft of the Collector Street Plan was developed in conjunction with the 2030 Long Range Transportation Plan, to serve as a basis for refinement through coordination with local jurisdictions within the MPO. The plan was subsequently revised and made available for public review. Four public workshops were held: at Bur-Mil Park, Pleasant Garden Elementary School, Northeast Middle School, and Greensboro Central Library. The Pleasant Garden workshop had the highest attendance due to concerns about the potential US 421 Interchange at Neelley Road associated with project R-2612. A public official's meeting to address questions about the interchange was scheduled to be held the day after the workshop. No comments were recorded at the Northeast Middle School workshop, but there was discussion with several local property owners in attendance. Comments from all workshops were focused on alignment issues, while comments at the Bur-Mil workshop also addressed the US 220 widening project. Completion of the Collector Street Plan will have a significant impact on the pedestrian network, to the extent that sidewalks are required to be installed on collector streets. Implementation of the Collector Street Plan will take place primarily through the development process as property owners seek to develop or subdivide their property. Next steps in the process will involve providing copies of the Collector Street Plan to the seven local jurisdictions, Guilford County, the City of Greensboro, and the towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield for their review and adoption. The recommended action is to approve the resolution endorsing the Collector Street Plan.

Heidi Galanti moved to recommend that the TAC endorse the Collector Street Plan by resolution. Les Eger seconded the motion. The Committee voted unanimously to recommend that the TAC endorse the Collector Street Plan by resolution.

## **Business / Potential Action Items**

### **1. 06-12 TIP Development Update**

Tyler Meyer advised the Committee on the progress in development of the 2006-2012 TIP. The TIP cycle was delayed, first due to issues with reauthorization, including Surface Transportation legislation and funding, and secondly due to state funding issues. An air quality conformity determination may be required, which could affect the schedule of the TIP development. NCDOT released the draft 06-12 TIP for public review and comment on April 6, 2005. An interagency consultation meeting was held on May 2<sup>nd</sup>, during which the federal and state agencies reviewed the draft with representatives of the MPOs, in order to resolve any discrepancies in the project information and to ensure that the TIP conforms with each MPO's Long Range Transportation Plan.

As a result of the changing state and federal financial picture, the draft 06-12 TIP includes changes to numerous projects, in comparison with the current 04-10 TIP. A summary of the status of major projects was provided, including projects that remain on schedule, projects scheduled to begin in post-years, delayed projects, newly added projects, and projects which have been partly accelerated and/or partly delayed.

The current TIP development schedule includes the MTIP being available for public review beginning May 2; a public review and comment meeting on May 12, and the NCDOT public hearing for Division 7 being held on May 15. Adoption of the 06-12 MTIP is anticipated to occur around July, to become effective on October 1<sup>st</sup>. In December, NCDOT will begin development of the 2007-2013 TIP, which will signify a shift preparing the TIP to begin and end in odd-numbered years. Consequently, the MPO will prepare the priority needs list for adoption this Summer.

## **2. Roadway Network Traffic Volume Overview**

Don Bryson gave an overview of traffic volume forecasts on arterial roads in the Greensboro Urban Area in terms of vehicle miles traveled (VMT) and vehicle hours traveled (VHT), as determined by the travel demand model. Because VMT and VHT continue to increase, congestion is becoming significant on an increasing number of arterial roads. Most of the traffic on the network is created by trips that begin and end internally, rather than by trips for which the origin, destination, or both are outside of the network. As congestion increases on the arterials, congestion will also increase on the lower level streets as drivers try to find other routes to their destinations. The Long Range Transportation Plan forecasts decreases in VHT, but VMT will not change. The Long Range Transportation Plan also predicts a decrease in congestion on the Greensboro freeways, but not a decrease on the arterial roads, where most congestion occurs. Because many of the major arterial roads in developed areas cannot be widened any further, in order to minimize the effects of growing arterial congestion, it will be necessary to find innovative means of maximizing the capacity of arterial roads while offering improved travel choices such as public transportation and pedestrian and bicycle accommodations. Discussion followed regarding the different road projects that could help with congestion issues and how the planned University and College Service and GTA service enhancements can fit into such a strategy.

## **3. Results of Triennial Certification Review**

Bill Marley advised that FHWA conducts a certification review every 3 years for MPOs which have been designated as Transportation Management Areas (TMAs). This was the first certification review for Greensboro. The review team consists of two planners from the FHWA division office in North Carolina and others as appropriate, FTA, and USEPA. The certification review is a federal requirement that involves investigating MPO compliance with the metropolitan planning requirements, identifying problem areas, making recommendations for improvement, and determining if corrective action is necessary. Major review items include: coordination between the MPO and NCDOT, agreements with contracts, the UPWP, the LRTP, the MTIP and STIP, transit planning, regional travel demand modeling and land use planning, air quality planning, environmental justice issues, public involvement, CMS planning, and the needs of the MPO.

The commendations for Greensboro were: land use planning coordination with neighboring jurisdictions; the public involvement policy; and the impact matrix for early identification of potential environmental justice issues. Recommendations included: continuing to foster the coordination with NCDOT; inclusion of traffic safety management data to identify high accident corridors in the LRTP; continuing to address bicycle and pedestrian safety issues; ensuring that any TIP amendments initiated by DOT be approved by the TAC before federal funds are authorized; increasing efforts to involve the freight industry in TIP projects; increasing involvement in the State Implementation Plan for air quality issues; completion of the PM2.5 conformity determination by April 5, 2006 and the LRTP update on conformity determination for ozone by October 1, 2007; coordination of an ITS plan with the signal system replacement project; updating the CMS in conjunction with the LRTP update; updating amendments to the public involvement policy to reflect current practices; documenting the effectiveness

of how the public involvement process is evaluated including changes made as a result of the evaluation; identifying and accounting for all minority groups, not just Hispanics and African Americans; reconsidering the 50% threshold for warranting the effectiveness of environmental justice issues; and engaging the minority populations in the public involvement process. No corrective actions were needed in Greensboro. The MPO process has been certified as of April 12, 2005 for a period of three years.

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

Tyler Meyer advised that the public officials meeting in Pleasant Garden for project R-2612, the US 421 went well. After the meeting, the Pleasant Garden Town Council voted unanimously in favor of an interchange with access rather than a grade separation.

Jim Westmoreland advised that a new group has been formed by the Governor through the Secretary of Transportation called the NC Thinking Ahead Committee that includes a select group of representatives from across the state to look at overall transportation funding.

Tyler Meyer gave an overview of the implementation of a strategic corridor initiative by NCDOT to create an interconnected road system in North Carolina that includes transportation improvements in rural areas.

#### **Other Items**

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

Craig McKinney advised about the upcoming public hearing involving the widening of US 220.

Chris Spencer gave an update on the East Market Street bridge over US 29. There will be a meeting on May 3, among GDOT staff and the contractor. The contractor should have the final plans ready in June, with construction beginning around July.

Les Eger praised the involvement of UNCG and NC A&T in their partnership with GTA for the University connector service.

Heidi Galanti advised that PART sponsored a field trip to Charlotte to observe Charlotte's new commuter rail system. A workshop for those who attended followed, to explore possibilities for the Triad's proposed commuter rail system. Charlotte imposed a ½ cent sales tax strictly for transit that is generating \$1.2 million per week. In the Triad, a car rental tax is currently supporting the efforts of PART, but this revenue will not be sufficient to fund the entire costs of the proposed system.

Next TCC meeting is scheduled for Wednesday, May 25<sup>th</sup> at 11:00 am. The TCC adjourned at 12:50 pm.