



**TECHNICAL COORDINATING COMMITTEE**  
**Minutes of May 25, 2016**  
**10:30 a.m., Greensboro, NC**  
**3<sup>rd</sup> Floor GDOT Conference Room**  
**Melvin Municipal Office Building**

**ATTENDANCE**

|                                    |   |                |   |
|------------------------------------|---|----------------|---|
| Tyler Meyer                        | <i>GDOT/MPO</i>                             | Patrick Wilson | <i>NCDOT Division 7</i>                       |
| Craig McKinney                     | <i>GDOT/MPO</i>                             | Michael Abuya  | <i>NCDOT/TPB</i>                              |
| Daniel Amstutz                     | <i>GDOT/MPO</i>                             | Kelly Larkins  | <i>PTRC/PTRPO</i>                             |
| Lydia McIntyre ( <i>by phone</i> ) | <i>GDOT/MPO</i>                             | Mark Kirstner  | <i>PART</i>                                   |
| Tram Truong                        | <i>GDOT/MPO</i>                             | Kyle Laird     | <i>PART</i>                                   |
| Adam Fischer                       | <i>GDOT</i>                                 | Joe Geigle     | <i>FHWA</i>                                   |
| Mike Mabe                          | <i>GSO Field Operations</i>                 | Bill Bruce     | <i>Town of Oak Ridge</i>                      |
| Dale Wyrick                        | <i>GSO Field Operations</i>                 | Scott Whitaker | <i>Town of Summerfield</i>                    |
| Hanna Cockburn                     | <i>GSO Planning Dept</i>                    | Matt Wallace   | <i>Guilford County Parks &amp; Open Space</i> |
| Kista Mansell                      | <i>Transit Alliance of the<br/>Piedmont</i> | Oliver Bass    | <i>Guilford County Planning</i>               |

**Tyler Meyer called the meeting to order at 10:35 am.**

**1. Approve Minutes of April 27, 2016**

Michael Abuya moved to approve the minutes of the April 27, 2016 meeting. Hanna Cockburn seconded the motion. The TCC voted unanimously to approve the minutes of the April 27, 2016 meeting.

**2. MTIP Amendment: Urban Loop, I-73/US 220, & Gate City Boulevard Bridge**

Tyler Meyer explained that NCDOT requests the MPO to amend the MTIP to modify the scope of two roadway projects and change the funding source for another. The funding source for U-2524 D, Greensboro Western Urban Loop, US 220 (Battleground Avenue) to Lawndale Drive, will be changed from Grant Anticipation Revenue Bonds (GARVEE) to more traditional federal funding from the National Highway Performance Program (NHP). The limits of project I-5735, I-73/US 220 pavement rehabilitation, will be extended 4.4 miles. The new scope of the project is from the Randolph County line to I-85/US 421 in Greensboro. This change was identified based on the latest round of Interstate Maintenance Prioritization

**Planning for the transportation future**

conducted under Prioritization 4.0. Finally, the eastbound bridge on Gate City Boulevard over South Buffalo Creek will be included in project B-5717. Originally the project provided for just the westbound bridge to be replaced, but following further review including consultation with GDOT, NCDOT is revising the project scope to add the eastbound bridge as well.

Mark Kirstner moved to recommend the FY 2016-2025 MTIP Amendment: Urban Loop, I-73/US 220, & Gate City Boulevard Bridge to the TAC for approval. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: Urban Loop, I-73/US 220, & Gate City Boulevard Bridge to the TAC for approval.

## **Business Items**

### **1. Section 5310 Project Selection Next Steps**

Tram Truong noted that the MPO had a call for projects from April 18 to May 18 to accept applications for funding for Section 5310, *Enhanced Mobility for Seniors and Individuals with Disabilities*. Two applications were received during the call for projects: one from Guilford County Transportation and Mobility Services (TAMS) and one from GTA. TAMS requests \$50,000 for operating expenses for its elderly and disabled transportation program and GTA requests \$170,000 for capital expenses to extend the current hours of operation for its ADA paratransit service that are beyond the hours required on its fixed route service. Per the methodology established under the Coordinated Human Services Transportation Plan, Truong and staff from the Winston-Salem MPO will score the applications from May 23 to June 3. Recommended projects for funding will be brought to the TAC at its June meeting.

Tyler Meyer noted that both applications can be funded under the current Section 5310 funding allocation for the MPO. Adam Fischer explained that the GTA application is primarily for services to dialysis patients that have early morning appointments before the regular SCAT and fixed route services begin.

### **2. Draft Prioritization 4.0 Point Assignments**

Lydia McIntyre explained that NCDOT has scored all the local projects submitted for funding in P4.0 and the next steps are to assign local points to Regional and Division projects and conduct public involvement for the point assignments. The Greensboro MPO has 1800 points each for both the Regional and Division Tiers (3600 points total) and can assign up to 100 points per project. The points are assigned across all modes. At the Regional Tier, 70% of the total score of the project comes from the quantitative assessment (NCDOT's scoring) while 30% of the total score comes from local input. The local input is split in half between the MPO and the local NCDOT Division, in this case Division 7, with both accounting for 15% of the total score. Similarly, at the Division Tier 50% of the total score comes from the quantitative assessment and 50% comes from local input, split halfway with both the MPO and Division 7 providing 25% of the total score. In the MPO Methodology, Statewide Tier projects may step down (if unfunded) to the Regional Tier to compete for funding, but not the Division Tier. Regional Tier projects may step down to the Division Tier. Scores differ between the tiers though, since the methodologies do vary a bit and because of the statistical techniques NCDOT uses to normalize the scores for each criterion. Projects that step down may or may not be competitive in a different tier. In addition, Aviation projects cannot step down in the MPO Methodology.

The MPO Project Ranking Methodology includes a matrix with point allocations matched to color-coded fields. Green fields correspond to receiving 4 points and mean the project performs well in that category or has a positive impact on the factor; yellow fields correspond to receiving 2 points and mean the project performs moderately well in that category or has little impact on the factor; and red fields correspond to receiving 0 points and mean the project performs poorly in that category or has a negative impact on the factor. The Methodology was taken out for public review and was approved by both the TAC and NCDOT. The relative performance in NCDOT's quantitative scoring procedure has the highest impact on the MPO score (40%) due to the fact that the projects with higher quantitative scores are more likely to be funded. The other factors include support for multi-modalism (bicycle, pedestrian, transit, or freight), which accounts for 10%; whether the project is identified on the MPO Priority List (15%); feasibility of obtaining funding and

project construction during fiscal years 2018-2027 (15%); impact to local budget (if the project will free up local bond funds if funded by NCDOT) (10%); and impact to economic development (10%). For each factor, staff scored the projects and split them into three tiers, with the projects in the highest scoring tier receiving 4 points, the middle tier receiving 2 points, and the lower tier receiving 0 points. The scoring for the projects on the “support multi-modalism” factor and the “identified on the Priority Needs List” factor were only either green or red, because they were yes/no assessments.

McIntyre went over the draft point assignments for the Regional and Division Tier projects. The projects in the matrix are organized based on how well they did in the MPO Methodology. The Regional and/or Division quantitative scores as well as the Regional and/or Division rankings are also included. For Regional Tier projects, the Greensboro MPO is in Region D, which includes NCDOT Divisions 7 & 9. Region D encompasses the Burlington-Graham MPO, the Winston-Salem MPO, and a small part of the Durham MPO in Orange County. In general, the draft scoring recommendations were developed by going down the sorted list starting with the highest-scoring projects and putting 100 points on these projects until points run out. However, some projects were skipped for various reasons. For example, it is recommended to not put Regional Tier points on the I-40 widening project through Greensboro even though it has a high regional score. This project was selected by NCDOT for funding at the Statewide Tier, but has only received partial funding at the Statewide Tier at this time due to STI law “corridor cap” provisions limiting the amount of funding a major project or series of improvements on a given route can receive. After discussing the situation with Division 7, the best strategy is to resubmit the project under the next Prioritization process to secure more Statewide Tier funding at that time since the project scored very well and is likely to do so again. In the mean time the current funding will allow NCDOT to begin environmental studies for the project, and capacity to select additional projects at the regional tier can be maintained rather than diminished by funding this very expensive project out of the limited Region D funding allocation.

Although the MPO has 1800 points and the Division 7 has 2500 points to allocate for the Regional and Division Tiers, it is clear that the number of projects that may be funded from each Tier will be limited due to competition from other areas, quantitative score distributions, and the number of local input points available. For the Division Tier projects, the A&Y Greenway scored the highest on the MPO Methodology and also scored highly on the NCDOT quantitative scoring. The Wendover Avenue sidewalk project also scored highly on the MPO Methodology and was the best ranked bicycle and/or pedestrian project in the entire state and the highest ranking project in Division 7 overall. Bicycle and pedestrian projects generally scored very well against the highway projects in the Division Tier. However, due to the limited amount of funding for bicycle and pedestrian projects – 90% of available funding must go to highway projects while no more than 10% can go to non-highway projects – only the top four or five bicycle and pedestrian projects are expected to have a realistic shot at funding under P4.0, so it would be pointless to allocate local input points to a larger number of such projects regardless of their scores.

The Priority Needs List identifies specific projects that are considered high priorities by the MPO for the 2018-2027 Transportation Improvement Program. It includes priority projects at the Statewide, Regional, and Division Tier levels. McIntyre noted that the list circulated at this meeting is a draft and will be finalized after the public involvement period on the draft project point assignments.

Public review on the draft assignment of local points is expected to occur from mid-June to mid-July with potentially two public meetings. Staff plan to piggyback these meetings with City Council and County Commissioner meetings. Final approval of the local point assignments for Regional Tier projects will occur at the July 27 MPO meeting so that point assignments for the Regional Tier can be sent to NCDOT by July 29. Draft funded Regional Tier projects are expected to be released by August 31. Division Tier local point assignment submissions will occur in September and October. The draft of the 2018-2027 STIP should be released by January 2017.

Tyler Meyer noted a correction, which was to show the Summerfield South portion of the A&Y Greenway as being on the Priority Needs List and to allocate 100 points to it. Although it does not score as well as some of the other bicycle and pedestrian projects, the MPO recognizes that it is an important project for the Town of Summerfield, and if it receives MPO and Division points it may have a shot at getting partial

funding. Craig McKinney inquired if an action was required on the draft point assignments. Meyer noted that all was needed was for concurrence from the TAC to take these draft point assignments out to the public for comments, since they will not be finalized until July.

### **3. NCDOT Maintenance Presentation**

Pat Wilson presented on the NCDOT maintenance programs for the state and Division 7. He also noted that Mike Mills would give the presentation to the TAC in the afternoon. The presentation goes over the funding allocations for maintenance programs and how this funding is distributed. The majority of NCDOT's \$4.4 billion in annual funding comes from the Motor Fuel Tax (40.7%) and the Highway Use Tax (14.8%). Smaller, but still significant funding comes from federal-aid funding (21.8%) and DMV registrations (10.5%). The remaining amounts come from other sorts of federal grants, and state licenses, title fees and other sources. Of this \$4.4 billion, 47% goes to construction under the STIP, while 27.6%, or \$1.23 billion, goes to maintenance activities. Wilson noted that about \$195 million or 4.4% of their budget is still being transferred to other agencies, but this is less than it has been in previous years. Adam Fischer pointed out that the breakdown shows about \$700,000 going to bicycle projects over the whole state, though the need is much greater. Wilson explained that some bicycle and pedestrian projects are accomplished through the STIP as incidental projects, but the breakout is reflective of the amount of funding allocated to standalone bike projects.

NCDOT Division 7 determines needs based on three categories: assessed needs, non-assessed needs, and emergency needs and administration. Assessed needs are identified through the Maintenance Condition Assessment Program (MCAP), which includes drainage, vegetation, traffic markers and markings, signs, and shoulders; the National Bridge Inspection Standards (NBIS), which includes bridge components (deck, superstructure, and substructure) and culverts (54" and greater); and the pavement condition survey, which identifies concrete and asphalt pavement condition distresses. The MCAP is done year round on a quarterly cycle; the pavement condition assessment is done year round; and bridge inspections are done every two years. Non-assessed needs includes guardrail, mowing, litter pick up, pothole maintenance, debris or dead animal pick up, and unpaved roads. Emergency and administration needs are based on historical expenditures, and includes incident management, traffic control devices, traffic signalization, roadway lighting, rest area maintenance, and landscaping. In allocating funding to the Division, the Division assessed and non-assessed needs are compared to the Statewide assessed and non-assessed needs. Maintenance allocations are also split between primary routes (US routes and interstate routes) and secondary routes (including Bryan Boulevard and much of Wendover Avenue). For the NCDOT as a whole, primary system maintenance funds have stayed flat over the last few years, but contract resurfacing and bridge program funds are up significantly. Secondary system and pavement preservation funds are up slightly since FY 2015.

There are certain administration allocations that are taken off the top of the Division 7 budget allocation. This includes \$750,000 for electricity for traffic control devices; \$900,000 for rest area operations; \$200,000 for roadway and interchange lighting; and \$1.1 million for guardrail repair. Most of these funds are allocated to the primary roadway system. Another \$328,000 is allocated to the City of Greensboro as a maintenance agreement for traffic signal maintenance and operations. Fischer noted that the City appreciates this funding from NCDOT for the traffic signals, but it only covers about 50% of the cost to maintain them. Additionally, the City provides roadway lighting on state system roadways within the Greensboro at its own cost.

Additional off-the-top allocations include \$1.675 million in incident management operations and \$3 million for the Division for traffic signal maintenance split evenly between the primary and secondary systems. Craig McKinney asked if the sponsorship funding for the incident management program is passed along to the Division. Wilson noted that it is only about \$1 million of an \$18 million program, and the funding goes to operations at NCDOT headquarters in Raleigh. The Division does not see any of this sponsorship funding.

The 2016 primary roadway maintenance needs are \$41.5 million in assessed needs, \$4.9 million in non-assessed needs, and \$5.4 million in emergency and administration needs. The 2016 secondary roadway maintenance needs are \$78.2 million in assessed needs, \$5.3 million in non-assessed needs, and \$1.7 million in emergency and administration needs. This totals to \$137 million in 2016 needs. Wilson noted that Division 7

received just \$5 million for the primary system in the most recent budget. Dale Wyrick inquired if these needs included resurfacing. Wilson said that this was just for routine maintenance needs.

The state funded bridge program has a statewide total of \$212.7 million. There is a base allocation of \$3 million per Division plus an additional amount based on relative needs. The Division 7 allocation was \$13.5 million in FY 2016. In the most recent state budget bill, the Divisions were directed to reduce the number of structurally deficient bridges in the area. NCDOT Divisions also have a prompt response requirement: potholes must be addressed within 3 business days; safety issues must be addressed within 10 business days; and non-safety issues must be addressed within 15 business days. This information is reported to the General Assembly.

The 2015 budget bill (S744) required that NCDOT develop a Highway Maintenance Improvement Program (HMIP) for contract resurfacing and pavement preservation funds. The three year plan consists of a list of pavement resurfacing, rehabilitation and preservation projects by county. NCDOT is expected to report which projects are completed, lane-miles treated and why projects were not completed. Various other types of reporting is required that is more than what was required in the past.

Scott Whitaker asked Wilson to comment on the contract resurfacing and how the Division feels it is working out in terms of performance. Whitaker noted that there had been issues with resurfacing contractors in Summerfield that they reported to the Division. Wilson noted that while the Division has used contract resurfacing in the past, there is more of it than there used to be. They try to space contracts out such that contractors are not overloaded, and less experienced contractors don't end up doing the work. The Division also meets with contractors and local industry associations regularly to coordinate with them. Incidents such as in Summerfield can happen even with the best contractors, but it does not appear that contract resurfacing has led to sacrificed resurfacing quality. Wilson noted that Whitaker should contact the Division if any more issues come up with resurfacing in Summerfield.

#### **4. City of Greensboro Maintenance Presentation**

Dale Wyrick, Director of the City of Greensboro Field Operations Department, presented on the infrastructure conditions in Greensboro, specifically with regards to streets, bridges, and sidewalks. Street pavement generally has a lifespan of 30 years. Within the first 20 years, or about 75% of the life of the pavement, the quality drops about 40%. However, after the first 20 years, the pavement quality drops significantly, losing another 40% of its quality in the last 12% of its life. Field Operations assesses the quality of all the City streets and rates them every two years, giving them a numerical Pavement Condition Rating (PCR) from 1 to 100. In 2008, Greensboro's systemwide PCR was 73, which is considered fair condition in this rating system. Since then it dropped to 68 in 2010, 64 in 2012, and 62 in 2015, and the systemwide street pavement is now considered in poor and failing condition. Maintaining aging streets is costing the City more and more every year. While street resurfacing funds have dwindled, Powell Bill allocations for street maintenance have also been reallocated to pay for internal staff, further lowering resurfacing funds. Daniel Amstutz inquired if the PCR rating of 62 is an average grade. Wyrick noted that this is a systemwide average for the whole City – some streets are worse and some are better.

75% of all City streets need some level of maintenance. 43% need significant patching and resurfacing, while 32% need preventive maintenance such as crack sealing or surface patching. It would cost \$75 million to do the significant patching and resurfacing alone. An example of a road with PCR 72, which is considered fair condition, is Muirs Chapel Road. It was last resurfaced in 2002, and has moderate block cracking and alligator cracking. An example of a road with PCR 54, which is considered poor condition, is Adams Farm Parkway. It was resurfaced in 2014 and 2015, but before then it had severe block cracking, light to moderate alligator cracking, and rutting. It had to be resurfaced in two phases due to the limited resurfacing funds.

In the late 1990's the City was putting about \$3.5-4 million into resurfacing annually. However, due to economic conditions funding was reduced for resurfacing. The property tax rate in the City has also held steady for at least a decade, even as costs of materials has increased and there has been a growing demand on the street system. Currently, the dedicated street resurfacing budget is about \$2.1 million: \$1.7 million from the Powell Bill and \$400,000 from Water Resources. In doing its water and sewer infrastructure maintenance

work, Water Resources contractors do a lot of street work that tends to leave the street in poor conditions. Over many years Field Operations has worked with Water Resources to coordinate water/sewer work and street resurfacing so that streets are resurfaced after Water Resources does their work instead of before. Amstutz asked if the work by Water Resources was constant maintenance or a specific multi-year project that they were working on. Wyrick explained that Water Resources is trying to get ahead of aging infrastructure and fix it before it fails, so it is generally a constant maintenance issue. Field Operations has created a five-year resurfacing plan to share with Water Resources to coordinate better on when certain maintenance will take place. However, situations can still happen which require emergency maintenance, such as water main breaks.

The cost to resurface one lane-mile in Greensboro is about \$85,000. Under the current amount of funding, about 25 lane-miles can be resurfaced annually, out of 2,430 lane-miles total (1,075 centerline miles). This is not enough given the amount of resurfacing needs in the city. In the FY 2016-2017 budget that City Council is considering, they may increase the annual vehicle registration fee from \$10 up to \$30, which would provide an additional \$3.9 million for resurfacing annually. This \$6.0 million in resurfacing funds would allow for 70 lane-miles to be resurfaced each year. Over five years, the additional funding applied to resurfacing would result in an additional 225 lane miles resurfaced (350 lane-miles instead of only 125 lane-miles). Ideally, the city needs about \$11 million per year (\$1 million per 100 centerline miles) to keep up with the resurfacing needs, but this new infusion of funds is certainly welcome. Amstutz asked if the proposed 2016 bond for the city, which includes funding for downtown infrastructure improvements, may cover some of the resurfacing needs in downtown Greensboro. Wyrick noted that the downtown bond may be focused more on streetscapes and beautification, and although it would be good for these funds to include that, it is more likely that downtown resurfacing will come from the same resurfacing pot. Craig McKinney asked if there are enough contractors available for this additional resurfacing activity. Wyrick noted that they have not looked at that yet, but they are confident that they could find a contractor to start early in summer and continue on through the whole summer with this one job. A bigger issue may be contract oversight and management, given that a \$6 million contract would be three times larger than recent contracts. Adam Fischer asked if upcoming resurfacing would include state system streets as well. Wyrick said it would only cover local streets, and noted that NCDOT has been doing a good job of keeping up on the state system streets in the city, particularly since they increased funding for contract resurfacing. Field Operations has a basic maintenance agreement with NCDOT for doing work on state system streets, for general preventative maintenance.

The city owns 103 roadway bridges, which are inspected every two years. The Average Sufficiency Rating is 82, which is better than the state average of 76, but there are still 12 bridges that are functionally obsolete and 10 bridges that are structurally deficient. Bridges that are functionally obsolete are in good condition but may lack the width and capacity for the new traffic that it is now serving. Structurally deficient bridges are still stable but need extensive maintenance to various components that are wearing out. More than half of the city's bridges (55) are 50 years old or older. Since the average lifespan of a bridge is 50 years, the city needs to consider how it is going to pay for replacing these aging bridges in the near future.

The primary funding for bridge maintenance and repair comes from the Powell Bill program. Over the past three years, the city has average about \$500,000 per year on maintenance and repair of bridges. Occasionally Field Operations has received funds from the 2008 bonds that can be put towards resurfacing so that Powell Bill funds can be redirected to bridge maintenance. Work includes concrete column and beam repairs, structural steel repairs, joint repair and cleaning. Given the overall age of the bridge system, the city should expect increased maintenance needs to keep structural components in good condition. Wyrick showed an example of contracted maintenance work done on the bridge on Washington Street to shore up the concrete piers holding up the bridge structure.

Greensboro has about 500 miles of sidewalk. Quite a number of years ago a sidewalk condition assessment was done which found that 20% of city sidewalks are in good condition, 60% are in fair condition, and 20% are in poor condition. It would cost about \$5 million to fix all the sidewalk in poor condition. The percentage of sidewalk in good condition would actually be higher now due to the large amount of new sidewalk construction over the last ten years. Sidewalk repairs are performed both by city

forces and under contract. Primary repairs are removal and replacement of sidewalk sections and sawing of trip hazards. In 2015 the City spent about \$390,000 for sidewalk repairs.

Tyler Meyer thanked Wyrick for his presentation.

## **5. Project Updates**

Craig McKinney noted that there was a Merger Team meeting in Raleigh to discuss the preferred interchange design for the Reedy Fork Parkway at US 29. At the meeting, some regulatory agency concerns were noted about the potential stream impacts of a diverging diamond interchange (DDI) design. From this point of view, the single point urban interchange (SPUI) might impact the stream less. However the DDI is the locally preferred alternative and it may be possible to mitigate the increased stream impacts. The Team decided to retain these alternatives plus a partial cloverleaf design for further study but remove the traditional diamond interchange from further consideration. The current projected schedule is aggressive and includes: complete the Environmental Assessment in June 2017; have a design public hearing in September 2017; determine the Least Environmental Damaging Practical Alternative (LEDPA) by November 2017; complete the Finding of No Significant Impact (FONSI) in February 2018; start right of way in December 2018; and the interim project in December 2019. The interim project will replace the bridge over US 29 hopefully with a bridge that can be used for a final interchange design based on the selected alternative. The final project is expected to go to construction in 2024.

The NCDOT Rail Division will be hosting a public workshop for the Naco Road Extension on June 7. Naco Road will be extended east and connect to US 70 via west of the Urban Loop. Several at-grade railroad crossings will be closed as a result of this project. From 3-4 pm local officials can come to meet with the project staff. From 5-7 pm the meeting will be open to the general public. The meeting will be at Genesis Baptist Church on East Bessemer Avenue. McKinney will forward the meeting notice to the TCC after the meeting.

## **6. Strategic Reports**

Tyler Meyer noted that the 2016 Conference of the North Carolina Association of MPOs was a great success and he thanked those in the TCC who were able to attend.

Kista Mansell, Director of the Transit Alliance of the Piedmont, explained that Transit Alliance are a citizen advocacy group to promote transit in the Triad. She distributed a handout of their 2016 Transportation Speaker Series and encouraged all to attend, including transportation professionals, elected officials, and interested residents. The next event is on June 11 and includes a workshop with Jarrett Walker, an author and transit consultant. It is important for some city staff to attend to learn and provide greater credibility to the event. She also noted that transit is part of a bigger effort in economic development, talent retention, and placemaking for Greensboro and the Triad. GTA and PART have helped sponsor the speaker series so that it is free of charge.

## **Other Items**

### **1. NCDOT Update**

Pat Wilson noted that a four-way stop has been put at NC 150, NC 61, and Osceola Ossipee Road, east of Browns Summit. NCDOT is resurfacing a section of Market Street in the city. The let date for the next segment of the Urban Loop is on schedule for October 18.

### **2. TCC Member Updates**

Michael Abuya noted that the NCDOT Transportation Planning Branch has a new branch manager, Jamal Alavi, PE.

Mark Kirstner noted that PART is working through phase 2 of their freight study. They have also been working with NCDOT TPB on a pilot project to utilize a transit planning model called TBEST. The model appears to show great promise especially in modeling economic development and placemaking. Kirstner

suggested that there be a transit meeting at a future MPO meeting to provide updates from GTA, PART, and others about the state of transit in Greensboro. Hanna Cockburn asked if TBEST is an off-model product where results are fed into the program. Kirstner explained that it is a free, spreadsheet-based program that does have some outputs that can be built into the travel demand model, but it is not a “module” of it like the freight model is planned to be.

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

The next TCC meeting will take place June 22 at 10:30 am in the 3<sup>rd</sup> Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 12:01 pm.