



TRANSPORTATION ADVISORY COMMITTEE
Minutes of July 27, 2016
2:00 p.m., Greensboro, NC
2nd Floor, Greensboro Council Chambers
Melvin Municipal Office Building

ATTENDANCE

Marikay Abuzuaiter	<i>TAC Chair</i>	Adam Fischer	<i>GDOT</i>
Yvonne Johnson	<i>TAC Member, City of Greensboro</i>	Tyler Meyer	<i>GDOT/MPO</i>
Justin Outling	<i>TAC Member, City of Greensboro</i>	Tram Truong	<i>GDOT/MPO</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Dan Amstutz	<i>GDOT/MPO</i>
Cheryl McQueary	<i>TAC Member, NCDOT BOT</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Dale Wyrick	<i>City of Greensboro Field Operations</i>	Mike Mills	<i>NCDOT Division 7</i>
Mike Mabe	<i>City of Greensboro Field Operations</i>	Joe Geigle	<i>FHWA</i>
Dabney Sanders	<i>Action Greensboro/Downtown Greenway</i>	Mark Kirstner	<i>PART</i>

Marikay Abuzuaiter called the meeting to order at 2:02 pm.

Action Items

1. Conflict of Interest Policy Statement

Marikay Abuzuaiter read the Conflict of Interest Policy Statement required by the State Ethics Act. The policy statement states that it is the responsibility of each committee member to avoid conflicts of interest and if there are any, to present them before the committee at the beginning of the TAC meeting. There were no conflicts of interest identified before the Committee.

2. Approve Minutes of June 22, 2016

Yvonne Johnson moved to approve the minutes of the June 22, 2016 meeting. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the minutes of the June 22, 2016 meeting.

3. Reports, Concerns, and Discussion from MPO Area Towns

There were none.

Planning for the transportation future

4. Public Comments

There were none.

5. MTIP FY 2016-2025 Amendment: NC Clean Energy Tech Center - C-5702

Tyler Meyer presented this MTIP amendment:

- Congestion, Mitigation and Air Quality CMAQ federal funds are for transportation projects to improve air quality.
- NCDOT allocates 35% of the NC CMAQ allocation to Statewide Projects.
- NCDOT proposes to allocate Statewide CMAQ funding to the NC Clean Energy Technology Center at NC State University (formerly the Solar Center) in FY 2017 & 2018.
- The Center will provide grants to eligible subrecipients including local governments & public-private partnerships.
- Amending the MTIP will enable eligible MPO area entities to compete for these grants.
- Examples of projects include installing electric vehicle charging stations and purchasing clean fuel vehicles for municipal vehicle fleets.
- NCDOT plans to amend the STIP accordingly in August.

Justin Outling moved to approve the MTIP FY 2016-2025 Amendment: NC Clean Energy Tech Center - C-5702. Yvonne Johnson seconded the motion. The TAC voted unanimously to approve the MTIP FY 2016-2025 Amendment: NC Clean Energy Tech Center - C-5702.

6. MPO Priority Needs List

Lydia McIntyre presented on the MPO Priority Needs List:

- The List is one of the six factors the MPO considers for allocating local points to projects in Prioritization 4.0; it is worth 15% of the project's score in the MPO local point allocation methodology.
- The List also communicates the top transportation project priorities to NCDOT and to the general public.
- The List is divided into Statewide, Regional, and Division Tier priorities.
- Highlighted Statewide priorities include reconfiguring the I-73 southbound to I-85 Business northbound exit loop; widening I-40 in Greensboro from Elm-Eugene Street to Randleman Road; grade separation of Franklin Boulevard at the NCR; and extension of the Pomona Yard auxiliary track and add power turnouts.
- Cheryl McQueary asked for more information about the I-73 exit loop project. McIntyre explained that Division 7 submitted this project, as the current ramp configuration has resulted in a safety problem where trucks sometimes overturn on the ramp. It did not receive funding because the safety score was not as high as it should be, and it will be resubmitted in the next Prioritization process.
- Alan Branson asked if there is a project to reconfigure the ramps for the connection between US 29 and US 421, because it is a heavily congested connection. Mike Mills noted that there need to be two off-ramps coming from I-40 where currently there is one. The bridge over Martin Luther King Jr. Boulevard would also need to be widened.
- Branson asked about night work being done on I-85. Mills explained that NCDOT is doing pavement rehabilitation on I-85. They prefer to do pavement rehabilitation on the interstates every 10-11 years, whether concrete or asphalt. The General Assembly has been making maintenance and bridge funding a major priority recently.
- McQueary noted that she would like to see a presentation from Division 7 on bridges at a future meeting.
- Highlighted Regional priorities include access management and safety improvement on NC 68 in Oak Ridge; NC 68/NC 65 roadway widening from Guilford County to Rockingham County; and US 70 widening.

- Highlighted Division priorities include intersection improvements at Friendly Avenue and Lindell Road; construct new ramp at Bryan Boulevard and New Garden Road; widen Sandy Ridge Road from I-40 to West Market Street; improve intersection at Lewiston Road and Fleming Road; upgrade and renovate the J. Douglas Galyon Depot; the West Wendover sidewalk project, the Atlantic & Yadkin Greenway sections in Greensboro and Summerfield; and other bicycle and pedestrian projects.
- Marikay Abuzuaiter noted that several bicycle and pedestrian projects, along with other projects, are being considered for city bond funding. Tyler Meyer said that if these projects are selected for funding under P4.0, 80% of the cost of the project will be covered and it will stretch local bond funds further. Adam Fischer noted that the bond funds are still generally needed to design projects and buy right of way and match the federal and state construction funds at 20% of the project cost. In some cases, projects may have to be 100% City funded. Justin Outling asked if the projects in the Priority Needs List are sub-prioritized in some way. Meyer noted that they are all high priorities but are not sub-prioritized. Funding outcomes from P4.0 will help determine priorities from here on out. Fischer added that there are limited state funds for bicycle and pedestrian projects, and most of the bond funds are to match federal funding.
- McQueary asked for clarification on the purpose of the MPO Priority Needs List. Meyer explained that the list pre-dates the Prioritization process, and used to have more significance with communicating priorities to the NCDOT and General Assembly. It is now more of an informational document showing the highest priorities to the MPO, although it is included as a factor for assigning local points. McQueary asked what the phrase “establish funding” means on the List. Meyer explained that it communicates to NCDOT a desire for them to allocate funding for the listed project. The costs of the projects are listed on the spreadsheets relating to the point assignments for projects submitted to P4.0.

Alan Branson moved to approve the MPO Priority Needs List. Yvonne Johnson seconded the motion. The TAC voted unanimously to approve the MPO Priority Needs List.

7. MPO Local Points Assignment: Regional Needs

Lydia McIntyre presented on the MPO Local Points Assignment: Regional Needs:

- Public involvement has been completed on the draft assignment of local points for the Regional and Division Tier projects.
- The next step is to finalize and submit local input points to NCDOT for Regional Tier projects.
- For Regional Tier projects, 70% of the project score is assigned by the NCDOT quantitative assessment, while the remaining 30% of the score is determined by local input points: 15% from the MPO and 15% from the NCDOT local highway division.
- 1800 points are available for the MPO to assign to Regional Tier projects, and another 1800 points is available for Division Tier projects.
- Up to 100 points can be assigned per project, but the maximum amount the MPO can assign can be smaller depending on what percentage of the project is in the MPO area.
- 93 points were donated to the PTRPO for the NC 68/NC 65 widening; PTRPO donated points to the Greensboro MPO for the US 29 project.
- Regional Needs point assignments are now due; NCDOT will release the draft funded Regional Tier projects before Division Needs point assignments are due in autumn, so changes can be made to the Division Needs points afterwards if needed.
- The I-40 widening project in Greensboro between Elm-Eugene Street and Randleman Road was partially funded at the Statewide Tier but is not being submitted for additional funds from the Regional Tier; it will be submitted during the next Prioritization process, P5.0, and is expected to gain additional Statewide Tier funding at that time.
- Various projects in the Regional Tier have maximum point allocations lower than 100 based on the percentage of the project within in the Greensboro MPO, including NC 68/NC 65 widening (7

points), new bi-level passenger cars for rail service between Raleigh and Charlotte (12 points), and pavement and bridge rehabilitation on US 421 (22 points), and US 70 widening (12 points).

- The I-40 widening project between US 311 and I-40 Business/US 421 can receive up to 3 points from the Greensboro MPO based on the percentage of the project scope in the MPO area. The Winston-Salem MPO and High Point MPO are expected to put points on this project to give it 100 points total.
- Cheryl McQueary noted that an additional aviation project under the Statewide Tier has been funded, based on a notification she had received from Division 7. McIntyre noted that it will not make a difference in the Regional Tier projects because the MPO does not allow aviation projects to step down to the Regional level, but she will need to include it in her document.
- The MPO is able to put points on all Regional Needs projects because there are fewer projects at this Tier than at the Division Tier; however relatively few of the regional needs projects are expected to be funded under P4.0 given funding limitations and the relatively high scores of a hand full of high cost projects elsewhere in the region.
- Two public meetings were held about the local points assignment during the public review period, which ran from June 15 to July 19; between both public meetings, 22 people attended, and 18 comments were provided during the review period.
- The greatest needs identified by the comments were roadways, public transportation, and bicycle and pedestrian projects; the most important projects are public transportation expansion, greenways, and sidewalks; and other needed projects includes light rail, bus shelters, sidewalks, and traffic calming strategies.
- Two written comments were received:
 - Mr. Morgan is pleased that the MPO is currently not seeking funding for the I-73/I-74 Connector project that would impact his property, although it is still an illustrative project in the MTP.
 - Bicycling in Greensboro submitted comments stating that a higher percentage of NCDOT funding should be allocated to bicycle and pedestrian projects, in particular due to the fact that bicyclists and pedestrians are over-represented in injuries and fatalities from automobile crashes. Their comments included recommendations for making changes to the design of the roadway project for Friendly Avenue and Lindell Road by improving the terminus of the Lake Daniel Greenway, adding a greenway connection along Green Valley Road from the Lake Daniel Greenway to Market Street, and additional signalization and improved crossings. BIG also noted projects on the list that they support (including the A&Y Greenway, Downtown Greenway, and North Buffalo Creek Greenway).
- Assignment of Local Points for the Regional Tier are due July 29; the draft funded Regional Tier projects are to be released by August 31; submittal of local point assignments for Division Tier projects will be open from September to October, with projects scored in November; the Draft 2018-2027 STIP will be released in January 2017.
- Marikay Abuzuaiter noted that there appears to have been more public involvement during this process than in previous years. McIntyre noted that the strategy of holding public meetings at the same time as a City Council meeting and a County Commissioners meeting seemed to be successful in getting more turnout.

Yvonne Johnson moved to approve the MPO Local Points Assignment: Regional Needs. Justin Outling seconded the motion. The TAC voted with four in favor and one abstention to approve the MPO Local Points Assignment: Regional Needs. Cheryl McQueary abstained from voting as she had done for other Division 7 MPOs and RPOs.

Business Items

1. City of Greensboro Maintenance Presentation

Dale Wyrick, Director of the City of Greensboro Field Operations Department, presented on roadway, bridge, and sidewalk maintenance in the City:

- 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.
- The older pavement gets, the more expensive it is to repair, especially when the pavement is more than 20 years old.
- Based on the 2015 Pavement Condition Rating report, 75% of all City streets need some level of maintenance; 43% need significant patching and resurfacing; and 32% need preventive maintenance such as crack sealing or surface patching.
- 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.
- 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. At the same time, the cost of materials has increased and there has been a growing demand on the street system.
- Last fiscal year, the dedicated street resurfacing budget was about \$2.1 million: \$1.7 million from the Powell Bill and \$400,000 from Water Resources. Due to recent City Council action, the annual resurfacing budget has been increased to more than \$7 million per year. An increase to the city vehicle registration fee from \$10 to \$30 accounts for \$4 million, with another \$1 million added by working with the City Manager's Office to identify more funds in the budget.
- The cost to resurface one lane-mile in Greensboro is about \$85,000. Before the additional funding was directed by City Council, about 25 lane-miles could be resurfaced annually, out of 2,430 lane-miles total (1,075 centerline miles). With the new budget City Council approved, 82 lane-miles of roadway can be resurfaced annually.
- City Council is also considering an additional \$18 million for street resurfacing as part of the November bond referendum. This could add about \$2 million per year to street resurfacing, bringing the annual budget up to \$9 million.
- Over five years, the additional funding applied to resurfacing will result in an additional 285 lane miles resurfaced (410 lane-miles instead of only 125 lane-miles). This will go a long way towards stopping the decline of street pavement condition in Greensboro.
- Cheryl McQueary asked how the pavement condition is assessed. Wyrick explained that Field Operations contracts with an engineering firm to make the assessments approximately every two years. They do block-by-block street pavement assessments for all the city-maintained roadways. Consistency in the people doing the inspections is very important, though the City changed companies for the 2015 assessment. McQueary asked if sidewalks are included in this assessment. Wyrick noted that they are not. A sidewalk conditions survey was quite a few years ago. Field Operations does sidewalk repair work based on requests from residents that call the City Contact Center. McQueary said the sidewalk on Stone Village Road, between Creswell Court and Grandover

Parkway, is in very bad condition. Wyrick noted that Field Operations will look at that sidewalk to see what can be done.

- Yvonne Johnson inquired about how the new resurfacing funds will be prioritized. Wyrick noted that Field Operations has developed a priority list of streets to resurface in the City based on pavement condition rating. Johnson asked at what point the resurfacing starts to impact the citywide pavement condition rating. Wyrick explained that it will take 12-13 years to get to an overall “good” pavement condition rating with \$7 million per year for resurfacing. With an additional \$2 million per year from the bond, it could be done in 9-10 years.
- Alan Branson asked about how much maintenance work is contracted by Field Operations, and how much is done in house. He also asked if the MWBE/DBE process for city contractors had delayed project implementation. Marikay Abuzuaiter noted that the MWBE/DBE process has been revised and refined in recent years and is working much better than it used to. Wyrick noted that the MWBE/DBE process had not been delaying their work – there have been many minority contractors doing various maintenance work in the city. The last resurfacing contract they were able to get 15% minority participation. The issue is more with the volume of work they have for private contractors. The volume is generally too low for many contractors to be interested in it, or they will wait until late in the season to start working. City forces do mostly small-scale street maintenance, such as patching, thin overlays, and other minor repairs. They also fill potholes, which they try to do within 24 hours of it being reported.
- The city owns 103 roadway bridges, which are inspected every two years. Greensboro is second only to Charlotte in the number of bridge structures that the City maintains.
- 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 and traffic-worthy 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 averaged about \$500,000 per year on maintenance and repair of bridges.
- 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. Field Operations would like to increase the annual maintenance funds allocated to bridges up to \$1 million.
- 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.
- Branson asked if there was greater deterioration of the bridge structures through the use of salt on the roadways during winter time. Wyrick noted that the salt can impact the structure, and one of the bridges that receives heavier salting is the Eugene Street Bridge over the railroad. It is on the short-term list of projects for major deck and substructure repair. Branson inquired if using a liquid salt solution (brine) would be worse for the roads and bridges than just salt. Wyrick noted it is generally not any worse than direct application of salt. The brine they use is 23% salt solution, which is a lower concentration, and is distributed evenly over surfaces without saturating them.
- Adam Fischer noted that maintenance of parking deck infrastructure is also a concern that should be considered by the TAC members. Abuzuaiter said that the City is trying to catch up with a lot of maintenance issues that were put on hold when the economy was in turmoil.
- Greensboro has about 500 miles of sidewalk. 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. The percentage of sidewalk in good condition should actually be

higher now due to the large amount of new sidewalk construction over the last ten years increasing the miles of sidewalk in the good category.

- 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.
- McQueary asked if there is a deterioration curve for sidewalks like what was shown for street conditions. Wyrick said he did not have one and the sidewalk condition information had not been updated in several years. McQueary said she is very concerned that the City is not doing regular assessments of sidewalk conditions and asked what could be done to have regular assessments and inspections done. Wyrick noted that he would speak with Fischer on how to proceed and come back to the TAC with a recommendation at the September MPO meeting. Fischer noted that the City maintains lighting and traffic signals on state roadways but is not fully reimbursed for that, and it is a challenge to find funding for it at times. Tyler Meyer added that the BiPed Plan Update emphasizes the need to substantially increase funding for sidewalk maintenance.

Abuzuaiter thanked Wyrick for his presentation.

2. FY 2016 Program of Projects

Tyler Meyer presented on the FY 2016 Program of Projects:

- The Program of Projects is an FTA required document that lists the federal grants that GTA will apply for in FY 2016, which we are currently in the middle of.
- This document has been produced by GTA in the past, but the MPO is now taking on the responsibility for developing this document.
- It makes sense for the MPO to develop the document now for several reasons including that there are multiple recipients of FTA grants in the Greensboro area (and this is allowed under FTA rules), including GTA and Guilford County TAMS; PART is also expected to be a recipient next year.
- The public review period for the document runs from July 22 to August 22.
- A public hearing on the Program of Projects is scheduled for the August 24 MPO TAC meeting.

3. Division Engineer Updates

- Mike Mills noted that work is continuing on the Urban Loop construction and other major projects. The I-73 Connector and the Eastern Urban Loop projects are ahead of schedule. The US 220 project is behind schedule but NCDOT is working with the contractor to get a better schedule in place especially considering that the I-73 Connector will be open to traffic between NC 68 and US 220 by the end of the year.
- Alan Branson said that he saw the traffic signals up at US 421 and Williams Dairy Road. Mills noted that they had been working on getting those functioning and were also dealing with a sight distance issue in the area.

4. Project Updates

Tyler Meyer noted the following project updates:

- Staff are working on updating the MPO Project Report database in order to produce a new report on locally administered MTIP projects under construction or under development; there will be a new report ready at the next MPO meeting.
- The Battleground/Benjamin/Cone and Battleground/New Garden intersection improvement projects are expected to be under construction shortly.

5. Strategic Reports

- Tyler Meyer noted that the 2015 BiPed Plan Update has been awarded the 2016 North Carolina Marvin Collins Planning Award in the Regional/Implementation category from the American Planning Association North Carolina Chapter; it will be presented at the APA-NC annual conference

in September. The MPO has two complimentary lunch passes if any TAC members would like to attend the awards luncheon. Marikay Abuzuaiter commended staff for the award and the work towards completing the BiPed Plan Update.

- Daniel Amstutz explained that Greensboro will be hosting a workshop on the Transportation and Health Tool that was developed by USDOT in partnership with the Centers for Disease Control and Prevention and American Public Health Association. The THT uses indicators to examine the health impacts of the transportation system and offers strategies for improving the health outcomes of transportation. The workshop will be held on August 11 from 8:45 am to 12:30 pm in the Bryan School of Business on the UNCG campus. An invitation will be sent to all TAC members with the information about attending the workshop.

Other Items

1. Board Member Update

Cheryl McQueary noted that NCDOT will be evaluating Regional projects soon and turnout at the Division 7 public meetings was very good. The North Carolina General Assembly reinstated the small construction funds for Board members at \$175,000 annually. There was an increase of \$14.2 million for airport funding, and PTIA received a \$4 million grant from NCDOT for the Haeco expansion. The NC General Assembly has also increased funding for bridge maintenance.

2. Regional Updates

There were none.

3. Wrap-Up

The meeting was adjourned by Marikay Abuzuaiter at 3:19 pm.