



TECHNICAL COORDINATING COMMITTEE
Minutes of September 20, 2017
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Alex Rosser	<i>PTAA</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Chris Spencer	<i>GDOT</i>
Tram Truong	<i>GDOT/MPO</i>	Carey Barr	<i>AECOM</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Mike Mills	<i>NCDOT Division 7</i>
Craig McKinney	<i>GDOT/MPO</i>	Oliver Bass	<i>Guilford County Planning</i>
Yuan Zhou	<i>GDOT/MPO</i>	Cari Hopson	<i>GTA</i>
Adam Fischer	<i>GDOT</i>	Gray Johnston	<i>GTA</i>
Hanna Cockburn	<i>GSO Planning Department</i>	Michael Abuya	<i>NCDOT TPB (by phone)</i>
Scott Whitaker	<i>Town of Summerfield (by phone)</i>		

Tyler Meyer called the meeting to order at 10:34 am.

Meyer introduced Yuan Zhou, a highly trained transportation engineer and new Planning Division staff member. Yuan will work on performance measures, smart cities, Vision Zero, the strategic prioritization process, and other duties.

Action Items

1. Approve Minutes of August 16, 2017

Adam Fischer moved to approve the minutes of the August 16, 2017 meeting. Mike Mills seconded the motion. The TCC voted unanimously to approve the minutes of the August 16, 2017 meeting.

2. Amend FY 2016-2025 MTIP & FY 2018-2027 MTIP: Ballinger Road Bridge Replacement (B-5553)

Tyler Meyer presented the MTIP Amendment:

- NCDOT agreed to reimburse the City 80% of the costs of replacing this city-owned bridge in the P3.0

Planning for the transportation future

funding cycle.

- This bridge had a sufficiency rating lower than the lowest unfunded state system bridge, which was a requirement for it to receive NCDOT funding.
- Under the amendment, right-of-way and construction will be pushed back by a year and the funding source will be changed to *Surface Transportation Program Bridge – (On System Bridge)*.
- Craig McKinney noted that Ballinger Road will be modernized, including bicycle and pedestrian facilities, between this bridge and the recently replaced bridge over Horse Pen Creek.

Chris Spencer moved to recommend the FY 2016-2025 MTIP & FY 2018-2027 MTIP Amendment: Ballinger Road Bridge Replacement (B-5553) to the TAC for approval. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP & FY 2018-2027 MTIP Amendment: Ballinger Road Bridge Replacement (B-5553) to the TAC for approval.

3. Amend FY 2016-2025 MTIP & 2018-2027 MTIP: I-40 at Elm-Eugene Street Safety Improvements (I-5964)

Tyler Meyer presented the MTIP Amendment:

- Free flow right turns at slip lanes have led to a significant vehicular and pedestrian crash pattern on the northern half of the I-40 / Elm-Eugene Street interchange.
- This project was submitted for funding under Prioritization 4.0 and was originally funded in FY 2025 with the I-40 widening and reconstruction project (I-5965) inside Greensboro.
- Since this is a low cost safety project intended to correct a current problem, MPO staff sought to accelerate the project through negotiations with NCDOT and by providing the department documentation of the problem.
- NCDOT has now agreed to accelerate project funding to 2018 for right-of-way and construction; this project will improve safety for motorists and pedestrians by eliminating the free flow right turns. If possible, similar improvements to the southern half of the interchange will also be included under this project.
- Meyer thanked Mike Mills for his assistance in accelerating this project.

Oliver Bass moved to recommend the FY 2016-2025 MTIP & FY 2018-2027 MTIP Amendment: I-40 at Elm-Eugene Street Safety Improvements (I-5964) to the TAC for approval. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP & FY 2018-2027 MTIP Amendment: I-40 at Elm-Eugene Street Safety Improvements (I-5964) to the TAC for approval.

4. Approve MPO Projects for Submittal for P5.0

Lydia McIntyre presented the MPO Projects for submittal for P5.0:

- Over the last year candidate projects for Prioritization 5.0 have been identified and evaluated by MPO staff, and now is the time to submit them to NCDOT for scoring.
- Proposed projects have been received from the City of Greensboro, Town of Oak Ridge, Town of Pleasant Garden, Town of Sedalia, NCDOT, and PTIA.
- No transit projects were identified by the transit agencies for funding for this round of Prioritization.
- MPO staff worked with the NCDOT Rail Division on the rail projects.
- 20 Roadway, 9 Rail, 23 Bicycle & Pedestrian (the maximum number allowed), and 4 Aviation projects will be submitted.
- McIntyre highlighted several specific projects:
 - US 158 – this is a carryover project as it was funded in the last five years of the most recent STIP. The part of this project that is R-2580A has been transferred over to the Piedmont Triad RPO because it is mostly in Rockingham County.
 - Although the Urban Loop is fully funded, two additional interchanges, one at Lewiston Road and Fleming Road as well as one at Hines Chapel Road, are being submitted for funding.

- US 29 upgrade to freeway standards (I-785) – this project was submitted for P4.0 in coordination with the Piedmont Triad RPO, but was not funded. NCDOT now has a feasibility study underway from Greensboro to the Virginia state line, but this project is just from Hicone Road up to the Guilford County line.
 - NC 68 - The Town of Oak Ridge has submitted another project for NC 68, which will include safety improvements and access management from Fogleman Road to Alcorn Road.
 - Battleground Avenue (US 220) at Lawndale Drive - Stantec developed a feasibility study to determine potential options for a road reconfiguration several years ago, which will be used as the basis for the conceptual redesign.
 - Improve NC 68 between Gallimore Dairy Road to Triad Center Drive to a superstreet - will tie into the widening north of Triad Center Drive.
 - McConnell Road - a proposed roundabout project at Gorrell Street and Willow Hope Street will be submitted.
 - US 29 Safety Improvements – includes access management and potentially ramp closures within the City of Greensboro.
 - Gate City Boulevard Smart City Improvements – the project would install smart city and autonomous vehicle technology through the corridor between Elm Street and I-40.
 - Summit Avenue – bicycle & pedestrian and various safety improvements, including buffered bike lanes, between Sullivan Street and 4th Street.
 - Gate City Boulevard bike/ped improvements – there are actually two projects, one for pedestrian improvements and one for bicycling improvements. Tyler Meyer noted that this is an extension of the Gate City Boulevard streetscape project to the west but will have different components to it.
- Meyer said many of the projects are expected to be competitive, such as Summit Avenue at Wendover Avenue, because there is a crash history here and it is improving conditions for all modes. Staff have focused on network improvement projects as well as one segment projects.
 - Adam Fischer asked if the pedestrian and bicycle improvements on Gate City Boulevard would complement the Smart City project. Meyer said they would be complementary and could be scheduled along similar lines but they may need to be funded differently. Fischer noted that the UNCG redevelopment along Gate City is introducing more pedestrians into the roadway and is going to require further review on how to address these changes.
 - McIntyre noted that new projects include the rail spur over to the Piedmont Triad Airport and the Yanceyville Street grade separation.
 - Mike Mills asked if the NC 150 and Brown Summit Road project included a grade separation. McIntyre noted that this project was included in consultation with the NCDOT Rail Division, which is where the description “construct track and/or structure improvements” came from, but it is a grade separation and will be described more clearly for the project submittal.
 - Fischer recommended that the Battleground/Lawndale project be extended to go further south to Wendover Avenue. Meyer agreed. McIntyre noted that the language and scope would be updated for the TAC meeting.
 - Public review lasted from August 16 to September 14, and a total of 12 comments were received.
 - The comments mainly focused on the project list and on bicycle and pedestrian accommodations.

Adam Fischer moved to recommend the MPO Projects for Submittal for P5.0 to the TAC for approval, with the change to the scope of the Battleground/Lawndale project. Mike Mills seconded the motion. The TCC voted unanimously to recommend the MPO Projects for Submittal for P5.0 to the TAC for approval with the change to the scope of the Battleground/Lawndale project.

5. Approve MPO Prioritization 5.0 Methodology

Lydia McIntyre presented the MPO Prioritization 5.0 Methodology:

- The MPO must have a methodology in place for assigning local points to Regional and Division Needs projects after they receive a quantitative score by NCDOT.

- The methodology is a quantitative and qualitative assessment of the projects and how to distribute 1800 points for the Regional and Division tiers, up to 100 points per project, with points being assigned across all modes.
- The methodology will not be utilized until spring 2018 when the process for local points assignment begins, but the process is up for approval at this meeting.
- The quantitative/qualitative assessment is based on six factors:

1. Relative performance in NCDOT's quantitative scoring process:	40%
2. Support Multi-modalism (bicycle, pedestrian, transit, or freight):	10%
3. Identified on the MPO Priority List:	15%
4. Feasibility of obtaining funding and construction of project during fiscal years 2020-2029:	15%
5. Impact to local budget:	10%
6. Impact to economic development:	10%
- Cari Hopson asked for a review of what public transportation projects can be submitted. Tyler Meyer explained that STI for transit is basically projects for facilities, facility improvements, and expansion buses. Replacement buses are not eligible through this process. The process for selection has been updated and GTA should look closely at the next round of Prioritization, especially once the Long Range Public Transportation Plan has been updated. Hopson asked if a new charging station for electric buses would count, even if it was to support new electric replacement buses. Meyer said this was a grey area and may or may not be eligible. For expansion projects, the light rail funding cap was removed by the General Assembly, but getting funding for new fixed guideway projects is still restrictive.

Mike Abuya moved to recommend the MPO Prioritization 5.0 Methodology to the TAC for approval. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the MPO Prioritization 5.0 Methodology to the TAC for approval.

6. Decide on Prioritization 5.0 Alternative Weights

Lydia McIntyre presented the Prioritization 5.0 Alternative Weights:

- NCDOT allows an option to modify the criteria weights at the Division Tier.
- Division 7 approached the MPOs and RPOs about modifying the scoring weights of the highway criteria, which are currently weighted as follows:

○ Congestion:	15%
○ Benefit/Cost:	15%
○ Safety:	10%
○ Freight:	5%
○ Accessibility/Connectivity:	5%
- The proposed modification, which has been approved by the other MPOs and RPOs in the Division, as well as Division 7 itself, is to move the weight from the freight criteria to the safety criteria, increasing the safety criteria weight to 15% and dropping the freight criteria weight to zero.
- A member of the TAC noted concerns about this change at the last meeting, so MPO staff sent a report to the TAC to explain why this modification is beneficial.
- Reasons for the modification are: 1) freight data is limited for many Division Tier roadways, and NCDOT does not collect freight data on all Division Tier roadways, thus most Division Tier roadways do not receive credit in the freight criterion; 2) freight criterion points are usually awarded to major roadways (NC or US routes) which may cascade down to the Division Tier from the Regional and Statewide Tiers; and 3) MPO analysis shows that increasing the safety criteria weighting increases the roadway projects' average overall score by 2%.
- Adam Fischer asked how NCDOT scores the freight criteria. McIntyre said they use truck counts and distance from freight facilities to determine a score. The truck counts are what are missing. Fischer noted that safety will also benefit freight operators. McIntyre agreed and also noted that the average project scores for safety should increase significantly with this change as compared to leaving the weighting on freight. Tyler Meyer said freight is weighted significantly more heavily than in the past at the Statewide

Tier (25% of score) and retains the P4.0 weights at the Regional Tier (10%), so it is still a key consideration on major roadways. McIntyre noted the next phase of the Triad Freight Study will collect more local information about freight usage of local streets that can be used to support future project improvements.

Adam Fischer moved to recommend the Prioritization 5.0 Alternative Weights Modification to the TAC for approval. Oliver Bass seconded the motion. The TCC voted unanimously to recommend the Prioritization 5.0 Alternative Weights Modification to the TAC for approval.

Business Items

1. Project Updates

Craig McKinney presented on the following project updates:

- A pre-merger scoping meeting for the R-4707 project (Reedy Fork Parkway) will take place on September 21.
- September 28 there will be a scoping/kick-off meeting for the Hilltop Road Grade Separation project.
- October 12 is the planned bid opening for the Horse Pen Creek Road widening project.
- On October 26 there will be public meetings at Stokesdale Town Hall about R-2577 (US 158 Widening & Relocation) to look at different project alternatives. A public hearing about the preferred alternative, in consideration of public feedback, is expected to take place mid-2018. Tyler Meyer noted that this meeting is taking place as part of producing the environmental document for the whole project between Forsyth and Guilford Counties, although the phase in Guilford County is not funded. The phase in Forsyth County has funding and is expected to go to right-of-way acquisition this fiscal year once the public hearing process is complete.

2. Strategic Reports

- Tyler Meyer noted that the new MTIP document is under development and will be brought for approval at the November MPO meetings. There will be public involvement underway in October on the MTIP.
- Daniel Amstutz noted that Collaborative Cottage Grove, a partnership between the Cottage Grove neighborhood community in Greensboro and several partners including Cone Health and local universities and colleges, has received an award for the national BUILD Health Challenge grant. BUILD stands for Bold, Upstream, Integrated, Local, and Data-driven, and is aimed at improving the long-term health of residents in communities through a variety of systemic changes. The BUILD grant provides \$250,000 in funding for the neighborhood collaboration to reduce incidences of asthma and diabetes in the neighborhood. GDOT became involved with the Collaborative early in 2017 in order to help with efforts to improve active transportation opportunities and access.

Other Items

1. NCDOT Update

Mike Mills said the Western Loop from Bryan to Battleground and the Eastern Loop from US 70 to US 29 should be open this fall. As part of the Urban Loop construction between Battleground and Lawndale, part of Cotswold Avenue has been closed and Old Battleground has been severed in the middle. Cotswold is being connected to Lake Brandt Road and a temporary connection between Cotswold Terrace and Old Battleground has been installed. Right-of-way is being collected for the section from Lawndale to US 29 with a let date set for March 2018. Interstate maintenance on I-40 has required its closure on certain sections for short periods.

The General Assembly has created a high impact, low cost project program where each Division will receive about \$1.7 million in additional funds for smaller projects. Division 7 is drafting criteria for this

program in order to select appropriate projects. At least seven criteria must be included. Projects must be under construction 12 months from the date the Board of Transportation approves them, so these are projects that must be ready to go to contract. There is also a cost cap. Tram Truong asked if the funding is only for roadway projects or if bicycle and pedestrian projects could be included. Mills said it is primarily for roadways but having multi-modal connections allows a project to receive more points. They will also be looking at spot safety projects that need to be addressed. Craig McKinney asked if they could add funding to existing projects that require additional funding. Mills said that the draft criteria give points to projects that have funding from other sources. These would need to be non-TIP funding sources though since the intent of the program is to move small projects quickly, free of the constraints and delays that inclusion in the TIP introduces. Lydia McIntyre asked if there was a limit to the number of project submittals. Mills said no but they do want to make sure the RPOs get their fair share of projects.

2. TCC Member Updates

Cari Hopson introduced Gray Johnston, the new GTA apprentice through the NCDOT apprenticeship program. Johnston said he attended UNC-Chapel Hill and is working with GTA staff on fixed-route planning, and will also be helping with public outreach for the Long Range Transit Plan Update, including making a promotional video for it. Daniel Amstutz asked about the status of the transit plan update. Tyler Meyer explained that the consultant still needs to do some work to be able to bring the alternatives analysis to the public and GDOT is continuing to work with them to get to that point.

Adam Fischer said Greensboro City Council approved budget adjustments at their last meeting that will allow for the purchase of four electric buses and charging infrastructure.

Scott Whitaker said the design of the Summerfield A&Y Greenway project is expected to be complete in December.

Hanna Cockburn said the redevelopment and neighborhood plans for Willow Oaks were adopted by the Greensboro City Council. There are recommendations for transportation improvements on McConnell Road and English Street. Also, the Planning Department has begun the process to update the City's Comprehensive Plan, Connections 2025, and have given an update to City Council. A databook should be released by December, and soon after that a conditions and trends report. Transportation is coming up frequently in public comments as a key issue for the plan.

3. Wrap-Up

The next TCC meeting will take place November 8 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:40 am.