



TECHNICAL COORDINATING COMMITTEE
Minutes of May 9, 2018
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Michael Abuya (<i>by phone</i>)	<i>NCDOT Division 7</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Scott Whitaker (<i>by phone</i>)	<i>Town of Summerfield</i>
Craig McKinney	<i>GDOT/MPO</i>	Elizabeth Jernigan	<i>Greensboro Parks & Recreation</i>
Tram Truong	<i>GDOT/MPO</i>	George Linney	<i>GTA</i>
Joe Geigle	<i>FHWA</i>	Gray Johnston	<i>GTA</i>
Jeff Sovich	<i>Greensboro Planning Dept.</i>	Tyler Fulton	<i>GDOT/MPO</i>
Chris Spencer	<i>GDOT</i>	Kaitlyn Jessee	<i>GDOT/MPO</i>
Mike Mills	<i>NCDOT TPB</i>	Jomar Pastorelle	<i>GDOT/MPO</i>
Bill Bruce	<i>Town of Oak Ridge</i>		

Tyler Meyer called the meeting to order at 10:38 am.

Action Items

1. Approve Minutes of March 28, 2018

Chris Spencer moved to approve the minutes of the March 28, 2018 meeting. Mike Mills seconded the motion. The TCC voted unanimously to approve the minutes of the March 28, 2018 meeting.

2. MTP Update for FAST Act Compliance

Lydia McIntyre presented the MTP update for FAST Act compliance:

- MPO and state transportation planning activities are governed by Federal law, as established and modified under multi-year surface transportation authorization acts. The current such act is the FAST Act.

Planning for the transportation future

- The FAST Act established new requirements and provisions for the MPO Transportation Plan and Transportation Improvement Program documents, with a deadline for achieving compliance of May 28, 2018.
- The Metropolitan Transportation Plan (MTP) has been updated to incorporate these provisions and comply with these requirements.
- The changes to the MTP include implementing new planning factors, further consultation with an emphasis on tourism and disaster risk reduction, asset management, focusing on inter-city travel, and assessing performance measures.
- The changes were released to the public for 30 days. No comments were received.

Bill Bruce moved to recommend the MTP Update for FAST Act compliance for approval. Mike Kirstner seconded the motion. The TCC voted unanimously to recommend the MTP Update for FAST Act compliance for approval.

3. MTIP Update for FAST Act Compliance

Lydia McIntyre presented the MTIP update for FAST Act compliance:

- The Metropolitan Transportation Improvement Program (MTIP) has also been updated to incorporate and comply with new FAST Act provisions and requirements.
- The changes to the MTIP note that the MPO has set safety performance measures and targets in cooperation with NCDOT, and that the projects in the TIP are intended to support these targets.
- The changes were released to the public for 30 days. No comments were received.

Bill Bruce moved to recommend the MTIP Update for FAST Act compliance for approval. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the MTIP Update for FAST Act compliance for approval.

4. Public Participation Plan Update

Tyler Meyer presented the public participation plan update:

- New FAST Act provisions require updates for the MPO public participation plans by May 28, 2018.
- These provisions include an expanded definition of the intended audience for MPO public involvement activities. This includes making specific reference to inter-city bus operators and other transportation providers.
- The public participation plan also needed updating as it has not been updated for four years.
- The update incorporates FAST Act provisions and generally updates the public participation plan. This includes removing extraneous provisions and improving the discussion of optional versus mandatory public involvement provisions and their use.
- The changes were released to the public for 45 days. The MPO received no comments.

Mike Mills moved to recommend the public participation plan update for approval. George Linney seconded the motion. The TCC voted unanimously to recommend the public participation plan update for approval.

5. Performance Management Agreement

Lydia McIntyre presented the Performance Management Agreement:

- New federal regulations from FAST Act require a management and data sharing agreement for coordination and communication standards to improve performance measures.
- A new protocol has been created for how information will be communicated between MPO, GTA, PART, and NCDOT.

- Transit groups have finished the initial consultation and are now working on setting targets based on data trends.
- The performance management agreement creates protocol about how to set targets and measures between groups.
- Meyer commented that although reference to PART was omitted from the slides, PART is a party to the agreement.
- Meyer noted that other MPO's and associated agencies around the state also have or must adopt similar protocols.
- Meyer clarified the needed TCC action is to recommend the TAC approve and authorize execution of the agreement by the TAC Chair.

Chris Spencer moved to recommend the performance management agreement for approval. Joe Geigle seconded the motion. The TCC voted unanimously to recommend the performance management agreement for approval.

6. FY 2018-2027 MTIP Amendment: Statewide Projects (I-6004, I-6100, and P-5735)

Tyler Meyer presented the FY 2018-2027 MTIP Amendment: Statewide Projects (I-6004, I-6100, and P-5735):

- Meyer said that these projects were recently selected for implementation under the FY 2020-2029 TIP based on statewide needs. Although the 2020-2029 TIP will not be adopted for another year, NCDOT proposes to get started by adding them for planning and environmental study to the current FY 2018-2027 TIP.
- The projects include:
 - Project I-6004: This project upgrades the I-40/I-85 & Rock Creek Dairy Road interchange. Construction is set for 2026.
 - Project P-5735: This project changes the street grade separation from Norfolk Southern Main Line to Yanceyville Street. Construction is set for 2027.
 - Project I-6100: This project upgrades the interchanges and ramps on US 29 from Gate City Boulevard to south of I-785 for access management and safety improvements. Construction is set for 2028.
- Mike Mills said that project I-6004 is needed due to congestion at the interchange area, including traffic backing up down an off ramp. Interim improvements may be needed as well for to make the interchange function better in the meantime.
- Meyer commented that project I-6100 was identified as a new candidate project by MPO staff thinking through existing location with safety issues and functionally obsolete design characteristics. The incident last year where a tractor trailer truck ran off the roadside and crashed into a vacant house helped to call attention to the need for safety upgrades on the corridor, as did recalling an access management and safety study completed by GDOT years ago.
- A general discussion was had about project I-6100 regarding the extension of location and change in cost between the MPOs original estimate and NCDOT's current estimate. Meyer noted that the significantly higher costs assumed by NCDOT may be based on the department concluding a higher level of interchange reconstruction and modification is needed from what the MPO had initially identified. It is unclear whether this would include the interchange modifications needed at US 29 and Summit Avenue, which was also submitted as a separate project under the regional needs prioritization competition.
- A question was posed about I-6100 about the location not going past Gate City Boulevard to the south. It was pointed out that project I-5989 to improve the connection of US 29 to I-40/ I-85 will include any needed improvements in that area.
- A general discussion was had about clarity about the P5.0 criterion for scoring and selection.
- Meyer reiterated that projects I-6004, I-6100, and P-5735 have been selected for funding by P5.0.

Chris Spencer moved to recommend the FY 2018-2027 MTIP Amendment: Statewide Projects (I-6004, I-6100, and P-5735) for approval. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendment: Statewide Projects (I-6004, I-6100, and P-5735) for approval.

7. FY 2018-2027 MTIP Amendment: PTIA Projects (AV-5701, AV-5707, AV-5708, AV-5711, & AV-5718)

Tyler Meyer presented the FY 2018-2027 MTIP Amendment PTIA Projects (AV-5701, AV-5707, AV-5708, AV-5711, & AV-5718)

- As a part of P5.0 statewide airports, like PTIA, can submit projects to be funded up to \$500,000 if the projects score well.
- Meyer commented that the funding is a regular flow of supplemental money rather than a source typically used for funding an entire project.
- The 2018-2027 MTIP amendment consists of program adjustments, and the changes consist of altering project times and adding a few projects.

Mike Mills moved to recommend the FY 2018-2027 MTIP Amendment: Statewide Projects (I-6004, I-6100, and P-5735) for approval. George Linney seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendment: Statewide Projects (I-6004, I-6100, and P-5735) for approval

Business Items

1. Vision Zero Update

Lydia McIntyre presented the Vision Zero Update:

- The City of Greensboro, in partnership with the MPO and others, has kicked off a Vision Zero initiative. As described at previous meetings, Vision Zero Greensboro provides an interdisciplinary framework for achieving substantial reductions in fatalities and serious injuries, with a long term goal of zero.
- MPO staff have been working through the early stages of the initiative over the last several months. City Council endorsed the initiative on March 20, 2018 and directed development of a Vision Zero Action Plan as a next step.
- The City hosted a Vision Zero Kick off summit on Friday, April 20 to bring partners together, increase awareness, and gain commitment to participation in the Vision Zero initiative.
- The summit included an overview of the initiative and breakout group session. The breakout sessions used structured discussions to explore key safety issues, trends, and possible causes and solutions. The results of these sessions are still being processed.
- When the data is analyzed, the educate phase of Vision Zero Greensboro will commence. This will include the use of interdisciplinary teams to address aspects of the safety problem and responses to it. It will also include the preliminary steps of the public education phase.
- McIntyre then announced the new Vision Zero website and showed a Vision Zero video including TAC members, City officials, organizational stakeholders, and members of the general public. This video was created by the City's Greensboro Television Network in collaboration with GDOT staff.

2. Prioritization 5.0 Scores, Draft Statewide Funding requests, and Regional Input Draft Scores

Tyler Meyer presented the Prioritization 5.0 Score results, Draft Statewide Funding decisions, and next steps on MPO regional needs local input point assignments:

- Prioritization 5.0 scoring results were released at the end of April, for Statewide, Regional, and Divisional needs funding competitions. At the same time, draft statewide needs funding decisions were announced. The following MPO area projects have been selected for draft statewide funding at this time:

- Project I-6004: This project upgrades the I-40/I-85 & Rock Creek Dairy Road interchange. Construction is set for 2026.
 - Project P-5735: This project changes the street grade separation from Norfolk Southern Main Line to Yanceyville Street. Construction is set for 2027.
 - Project I-6100: This project upgrades the interchanges and ramps on US 29 from Gate City Boulevard to south of I-785 for access management and safety improvements. Construction is set for 2028.
 - U-6068: This project widens I-40 from exit 311 to I-40 business. The project is mainly in Forsyth County but enters Guilford County. Construction is set for 2028.
 - I-59981: This project widens I-40 business from the split to the loop to Winston Salem I-74. Construction is set for 2029.
- Two notable projects selected for statewide funding near to but outside the MPO area include widening I-85 from the edge of Orange County into Durham County, and widening I-40 from I-85 to US 15-501.
 - Meyer then discussed the regional scores list and his rough projection of probable regional funding results.
 - He noted that the project to reconfigure US 220, Battleground Avenue, Lawndale Avenue, Westover Terrace, and Wendover Avenue to Fernwood Drive area was the top scoring project in region D which makes it likely to be funded.
 - The NC 68 projects scored well; including one to upgrade the roadway to a superstreet from the High Point area through Triad Center Drive, and one on Oak Ridge for access management and safety improvements.
 - Meyer mentioned the Durham Orange Light Rail Project scored quite well.
 - Mike Mills mentioned that the funding share for the projects in Region D is \$29 million rather than the full \$249 million noted on the list. That is because a majority of the projects are in Durham County, meaning a majority of the cost will be borne out of the Region C Budget (Durham County's region). Meyer mentioned that given that the capacity to continue funding projects down the list was therefore \$220 million greater than shown on the current list.
 - A general discussion was had about if statewide projects were included in Meyer's regional funding projection list. McIntyre said they should be.
 - Meyer noted all of this will be double checked in the version presented at the next meeting these points will be addressed.
 - Mills commented on the I-40 Business widening project timeline. He stated that it had been listed so late in the program because Business 40 will be the detour route during the widening of I-40 scheduled earlier in the program. Mills also said that due to complexities of handling weaving movements, the Sandy Ridge Road interchange project schedule may need to be delayed to match the I-40 Business project schedule in order to coordinate it with a reconfigured connection between I-40 and I-40 Business.
 - Meyer then presented the next steps. These include developing the draft priority needs list, the draft local input point assignments, the public review period will follow, concluding with the approval of the regional needs local input point assignments by the TAC at the July meeting.

3. Transit Updates: Section 5310 Call for Projects, Draft Program of Projects

Tyler Meyer presented the Transit Updates: Section 5310 call for projects, Draft Program of Projects:

- The MPO issued a call for projects for Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program fund from April 1 to May 2, 2018.
- The Greensboro Transit Authority (GTA) requested funding for the Specialized Community Area Transit (SCAT) to purchase three new vans.
- The Guilford County Transportation and Mobility Services (TAMS) requested funding for operating expenses.

- The applications are under review, with funding recommendations in development. The funding will be awarded on June 20, and the respective changes to the MTIP will be made.
- The program of projects, which accounts for current year transit grants will be sent out for a 30 day public review and brought for adoption at the June 20 MPO meetings, along with a TIP amendment needed to update funding figures to the full-year FY 2018 appropriations.
- The GTA 2040 plan document is evidently nearing completion. A key next step will be a detailed board review at an upcoming GTA Board retreat.
- Gray Johnston noted an update will be shared at the next meeting.

4. Project Updates

Craig McKinney presented the project updates starting with Project R-2577:

- Project R-2577 dates back to before the STI was enacted and when US 158 was on the list of ‘intrastate projects.’ The intrastate projects had a dedicated source of state highway trust funds.
- Now that STI is in effect, funding is dependent on the results of the prioritization process.
- Project R-2577 is a 19 mile project made up of three sections.
 - Section A is from I-40 to Belews Creek and is set for construction in 2022.
 - Section B is from Belews Creek to Anthony Road and is set for construction in 2026.
 - Section C is from Anthony Road to US 220 and is currently unfunded.
- The last section would require a Stokesdale Bypass. Future funding for the project would depend on future prioritization results. Two alternative routes for this bypass are currently under review.
 - The southern bypass option drops down to Anthony road and continues to turn east across NC 68 then connects back to NC 158 east of Culp Industries.
 - The northern bypass starts east of where the southern bypass would start then crosses NC 68 where it will create a new interchange then connects back to US 158.
- The next step will be for the merger team to finalize alignment and design elements. This will include the selection of the ‘least environmentally damaging practicable alternative’ for the Stokesdale Bypass.
- NCDOT held a public hearing for R-2577 in early 2018.
- McKinney then noted recent activities for the **Cotswold at Old Battleground Roundabout**.
- McKinney commented about the public meetings held for the Cotswold and Old Battleground roundabout. The first meeting was held on December 7, 2017 336 people attended and 598 responses were received between December 7 and January 5. Another meeting was held on March 1, 2018 113 people attended and 72 comments were received.
- As with feedback from the first public workshop and comment period around the turn of the year, many commenters expressed concerns over delays and inconveniences caused by Urban Loop related road closures.
- A majority of commenters support the full access roundabout project.
- Under the selected design alternative, the project will create a full access roundabout south of the urban loop near Old Battleground Avenue and the disjointed piece of Cotswold Terrace.
- Meyer commented that the construction for this project will happen concurrently with the urban loop construction so a letter is required from the contractor to inform them about the construction and ask for permission to construct something that is partly within their construction zone.
- McKinney posed a question about transferring an NCDOT property nearby to the City for a trailhead parking area. Mike Mills said the Department will cooperate with that, but that it will need to wait until the project is finished.
- Elizabeth Jennigan asked a clarifying question about the location of the parking lot, then comments that the Parks and Recreation department would support installing a lot at that location given high demand.

5. Strategic Reports

Tyler Meyer presented the Strategic Report:

- Newest MPO Staffer Yuan Zhou just received her Ph.D. in Transportation Engineering.
- MPO Staffer Daniel Amstutz's wife had a baby and he will be out for the next six plus weeks.
- Meyer noted that work is underway to assess upcoming federal discretionary grant opportunities and which to apply for, including for much needed GTA replacement buses.

Other Items

1. NCDOT Update

Mike Mills presented the NCDOT update:

- On Thursday, May 17 there will be a groundbreaking ceremony for the last section of the loop.

2. TCC Member Updates

There were none.

3. Wrap-Up

The next TCC meeting will take place June 20 at 10:30 am in the third Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:50 am.