



TECHNICAL COORDINATING COMMITTEE

Minutes of June 23, 2020 2:00 p.m., Greensboro, NC WebEx Online Virtual Meeting

Attendance

Tyler Meyer	GDOT/MPO	Scott Whitaker	Town of Summerfield
Hanna Cockburn	GDOT	Michael Abuya	NCDOT TPD
Chris Spencer	GDOT	Tamara Njegovan	NCDOT Div. 7
Denise Conway	GDOT	Stephen Robinson	NCDOT Div. 7
Craig McKinney	GDOT/MPO	Joe Geigle	FHWA
Lydia McIntyre	GDOT/MPO	Suzette Morales	FHWA
Tram Truong	GDOT/MPO	Glen Ayes	Division of Aviation
Yuan Zhou	GDOT/MPO	Colin Frosch	Kimley-Horn
Chandler Hagen	GDOT/MPO	Nick Kuhn	Kimley-Horn
Gray Johnston	GDOT/GTA	Rhodes Hunt	Kimley-Horn
George Linney	GTA	Jeff Moore	Kimley-Horn
Cari Hopson	GTA	Adam Fischer	Ramey Kemp Associates
Elizabeth Jernigan	GSO Parks and Recreation		

Tyler Meyer called the meeting to order at approximately 2:22 PM.

Introductory Items

Orientation to WebEx Software

Lydia McIntyre welcomed everyone to the June virtual meeting. Virtual meetings are required during the COVID-19 pandemic, and the MPO anticipates having virtual meetings until the state deems it safe for in-person meetings.

A special arrangement was made for all public comments to be submitted prior to the TAC meeting on June 24 via email or by phone. Information about the new process was posted on the MPO website, and comments were due by 5:00 PM on June 23.

McIntyre described the voting procedures for TCC members. All voting is to be done verbally, with a motion first, then a second. Members must state their last name as they make the motion and second. Members will

not be asked who is in favor, but instead, if there are any “no’s” or abstentions. Those who are voting against an item under discussion must also state their last name.

McIntyre gave a brief overview of the Cisco WebEx software, detailing the layout and features.

McIntyre took a roll call of everyone in the meeting for the record.

Joe Geigle introduced Suzette Morales, as the new FHWA liaison for the Triad.

Action Items

1. May 12, 2020 Meeting Minutes

Michael Abuya moved to approve the minutes of May 12, 2020. Scott Whittaker seconded the motion. The TCC voted unanimously to approve.

2. FY 2020-2029 MTIP Amendment: Add New Projects HS-2007, RC-2007 & RX-2007 (25:00)

Tyler Meyer presented an MTIP amendment requested by NCDOT to add three new umbrella projects, which provide for a series of subprojects for future and existing highway safety improvement projects at various locations in Division 7. Project HS-2007 will provide for safety improvements such as guard rails, vegetation clearance, and roadway upgrades at highly needed locations. RC-2007 will be allocated for rail and roadway separation study implementation as identified by the Rail Division and Division 7, and RX 2007 is designated for at-grade rail crossing improvements determined by the Rail or Traffic Safety Divisions. The project numbers were created to begin preliminary work for future projects, and funding will be added once projects are developed.

Scott Whittaker requested clarification about the specific recommendation, and Meyer confirmed the motion was to recommend the resolution to the TAC.

Scott Whittaker moved to approve. Michael Abuya seconded the motion. The TCC voted unanimously to approve.

3. FY 2020-2029 MTIP Amendment: EB-5883 Wendover Avenue Sidewalks

Tyler Meyer presented the amendment to update the right-of-way and construction schedule for new sidewalk installation and repair or replacement of existing sidewalk along Wendover Ave and roadway including modifications on the N. Buffalo Creek and Elm Street bridges to accommodate the addition of sidewalks. The eastern project section connects Summit Avenue to US 29, and the western project section extends from Battleground Avenue to Church Street.

Meyer noted the project had taken more time than initially expected in order to conduct detailed structural evaluations of the bridges to determine if they would support the additional weight from the new sidewalks and coordination with NCDOT to estimate the operation impacts as a result of reducing travel lanes to widen the roadway median. The additional work has extended the project timeline, and with the analyses complete, NCDOT requests updating right-of-way from FY 2019 to FY 2021 and moving construction from FY 2020 to FY 2022 to allow more time for the bridge modifications. The amendment also calls for increasing funds for the right-of-way to \$450,000 and construction to \$2.7 million based on current cost estimates. The project is an STI funded project that was submitted to NCDOT by the MPO under the prioritization process.

George Linney moved to approved. Scott Whittaker seconded the motion. The TCC voted unanimously to approve.

4. FY 2020-2029 MTIP Modifications: Delayed Projects R-4707, R-5725, U-5851 & U-5852

Tyler Meyer noted this modification provides for additional project schedule delays, mostly due to the NCDOT’s financial crisis. The delayed project phases were mostly to support fund balancing needs and, in some cases, to allow additional time for planning and design. Construction of the R-4707 (Reedy Fork / US 29 Interchange) project shifts from FY 2020 to 2021. Meyer stated the construction phase is expected to be authorized in early FY 2021. The R-5725 (NC 68: Fogleman to NC 150) construction moves from 2021 to

2022, and the U-5851 (Church St: Wendover to Cone) project R/W project shifts from FY 2020 to 2022 and construction shifts from FY 2022 to 2024. U-5852 Benjamin Parkway widening is also delayed, with R/W shifting from FY 2021 to 2022, and construction from FY 2022 to 2024. Meyer noted that in some cases these timelines might be able to be accelerated at a later date, future NCDOT finances permitting, but that any acceleration would be difficult on projects like U-5852 on which all project development was shelved when the fiscal crises hit and has not yet resumed. Meyer added the U-5851 project includes a sidepath along Church Street from Tankersley rive to the Revolution Mills site. This sidepath will be a key link in the N. Buffalo Creek Greenway. Meyer noted the U-5851 project includes a side-path along Church Street from Tankersley Drive to the Revolution Mills site, which will connect to N. Buffalo Creek Greenway section to be constructed along a railroad trestle. McKinney noted NCDOT had not yet had the public involvement period, and the design phase may be delayed as the design was still unavailable for review.

Michael Abuya asked if R-4707 was in the right-of-way phase and Meyer confirmed but said he was not sure it was financially related as the FY 2020 is scheduled to end September 30, or if the delay was a project development issue. McKinney specified the let date was shifted forward by six months for financial balancing purposes.

Michael Abuya moved to approve. Scott Whittaker seconded the motion. The TCC voted unanimously to approve.

5. FY 2020-2029 MTIP Amendment: U-6108 Battleground / Lawndale / Westover Improvements

Tyler Meyer reminded TCC staff of the TIP amendment from the May TAC meeting to update the project schedule and construction costs and specified that the current amendment was to update right-of-way and utility costs according to estimates from a recent study by NCDOT. Both costs showed substantial increases as right-of-way costs were adjusted from \$11.1 million to 44.6 million, and the utility costs rose from \$1.5 million to \$6.4 million.

The project is still in the early stages, and additional work is necessary to determine specifics of the scope. The updated construction costs of \$12.5 million were determined by NCDOT based on their express design are expected to increase in the future based on review between NCDOT and local officials.

Elizabeth Jernigan inquired about the greenway construction, whether project costs include the new alignment for the A&Y Greenway.

Meyer clarified the current cost estimates were designed to accommodate the future greenway alignment, but if the City had not constructed it by that time, it will be completed as part of the project, which would significantly increase project costs. Cost-estimates provided in a feasibility study conducted on the greenway routing assumed minimal upgrades for at-grade crossing improvements, and more information was needed about the assumptions behind the proposed cost-estimates.

Craig McKinney noted the design materials addressed grade-separation at a few locations.

Michael Abuya moved to approve. Scott Whittaker seconded the motion. The TCC voted unanimously to approve.

6. Transit MTIP Amendments

Tyler Meyer stated this amendment will modify the TIP transits listing to optimize the use of FTA formula funds here at the end of the FY 2020 based on current needs, project costs, and available funding balances. Under this amendment Section 5339 funds freed up by lower than expected bids for Depot Renovation project are shifted to purchase an electric bus fast-charging station to support the GTA fleet of 16 electric buses. Section 5307 funds are shifted from operating funds to the critical replacement of four dilapidated HEAT bus replacements and the purchase of two paratransit vehicles. The last modification was for changes to Section 5310 administrative, capital, and operating line items.

GTA will finalize the applications after the amendment is approved by the NC Board of Transportation on July 25.

Scott Whitaker requested clarification on the number of electric buses and fast chargers in Greensboro.

Meyer confirmed GTA currently only has one charger for their 16 electric buses and the addition of a second charger and will improve operations by increasing opportunities for the buses to charge throughout the day.

Scott Whitaker moved to approve. George Linney seconded the motion. The TCC voted unanimously to approve.

7. Program of Projects Amendments:

Tyler Meyer presented the amendment to update the FY 2020 Program of Projects document to reflect the June Transit MTIP amendments described above, and account for FY 2020 transit grants. The Program of Projects document provides the public with a detailed list of funded projects and their descriptions. As an amendment, another public review period was not required, but the document was placed online for a 30 day review and comment period anyway to provide for any comments. None were offered.

George Linney moved to approve. Michael Abuya seconded the motion. The TCC voted unanimously to approve.

8. Resolution to Support BiPed Plan Update Grant Application

Tyler Meyer said that NCDOT's Bicycle and Pedestrian planning grants have been around for quite a while now, with annual or semiannual rounds of funding. These grants have most typically assisted small towns that do not have much experience in bicycle and pedestrian planning and to promote the NC Complete Streets policy by increasing the number of plans statewide. Oak Ridge and Sedalia have both gotten these grants in the past but the MPO or the City have never applied.

Meyer said the City of Greensboro plans to apply this round with the purpose of securing supplemental funds to hire a consultant to support technical tasks for the pending MPO BiPed Plan update. The scope would include expanding review of project details, maintenance issues, and connections to transit within the City of Greensboro. The MPO staff would fold this in as part of a broader update to the BiPed Plan document.

Scott Whitaker requested more information on the costs associated with updating the BiPed Plan.

Chandler Hagen clarified that NCDOT determines the cost range, and the application asked the City to match within a range of around \$70,000.

Whitaker requested further clarification as to who the resolution is for the TAC, or the NCDOT.

Meyer explained the resolution of support from the TAC to the NCDOT, and the TAC requires support from the MPO.

Scott Whitaker moved to approve. Michael Abuya seconded the motion. The TCC voted unanimously to approve.

9. Prioritization 6.0 Project List and MPO Ranking Methodology

Lydia McIntyre presented two Prioritization related items for approval; the recommended P6.0 Project Lists and the MPO Ranking Methodology.

McIntyre briefly summarized the P6.0 process and then presented the recommended the P6.0 Project Lists. She noted project highlights starting with a city-wide signal system project to add new operating software, automated traffic signal detection, enhanced data collection, and capabilities for vehicle to infrastructure communications. A similar project was along Gate City Blvd for the installation of dedicated wireless advanced vehicle, pedestrian, and bicycle detection technology, and connective vehicle roadside equipment for enhanced surveillance from I-40 to Elm-Eugene. This project was previously submitted for the 2016 USDOT Smart City challenge and under P5.0 under which it did not score well. It will be re-submitted under a new category that should do a better job measuring potential project benefit. Another project on Gate City Blvd from Pineroft Road to Merritt Drive was initially identified by the Vision Zero High Injury Network (HIN) analysis. The P5.0 carryover project for US 29 access management and safety improvements is also identified in the HIN. The Towns of Oak Ridge, Pleasant Garden, and Summerfield submitted roadway

projects during the call for projects, with the majority focused on intersection improvements, and these are included on the roadway list.

Twelve expansion bus projects for new service priorities are also included. These projects are identified by Mobility Greensboro 2040 (approved in May 2018) and include projects to increase frequency from 30 to 15 minutes on GTA core routes and create new cross-town routes. These projects are listed in order of their anticipated scoring performance. Although 12 are listed, the likelihood is that only one or two of the top scoring projects might be strong contenders for funding.

Four aviation projects were submitted by Piedmont Triad International Airport including runway, taxiway, and a perimeter road project. Rail projects were identified in coordination with the NCDOT Rail Division. These include grade separation projects at Ward Road and Wagoner Bend Road and Mackay Road.

Pedestrian and bicycle projects include some much needed and highly competitive projects including the North Buffalo Creek Greenway, the A&Y Greenway connection to Downtown Greensboro, and the Summit Avenue Complete Streets and Safety project.

Documents were submitted for public review. No comments were received.

Hanna Cockburn moved to approve. Michael Abuya seconded the motion. The TCC voted unanimously to approve.

McIntyre specified that after the approval of the recommended project list, they will be submitted to NCDOT by July 31.

The second item related to Prioritization, the Project Ranking Methodology, constitutes Step Four of the Prioritization Process. The ranking methodology is both quantitative and qualitative, and guides the application of local input points by the MPO. Projects are primarily weighted by their performance in the NCDOT scoring process (40%), and then their MPO priority list ranking (15%), and feasibility in obtaining funding during FY 2023–2032 (15%). The remaining 30% is determined by the project's support of multi-modalism (10%), and its impacts on local budget (10%) and economic development (10%). Only minor updates from the P5.0 methodology are being made for P6.0.

Michael Abuya moved to approve. Scott Whitaker seconded the motion. The TCC voted unanimously to approve.

10. Resolution to NCDOT to Resume Priority Local Project Funding

Tyler Meyer noted that this resolution further builds off discussions from the previous meeting, concerning the NCDOT's financial picture and the steps taken to stabilize finances. NCDOT is still experiencing a financial crisis related to the pandemic and previous issues from storm recovery costs and Map Act settlements. Measures taken to respond to the crisis include putting a hold on new authorizations for locally administered federal or state-funded projects.

These are projects that are just entering a new phase, such as construction authorization. The request is for NCDOT to resume project funding authorizations for locally administered, federally funded projects, prioritizing MPO Direct Apportionment (DA) Projects (BGDA, TADA), CMAQ projects, and STI financed projects. An updated list of projects in priority order will also be provided per NCDOT request.

Meyer said that since NCDOT funds had fallen below the mandated cash-floor, they are prevented from entering new contracts which impacts projects under construction that need change orders. However, NCDOT is expected to be above the cash floor in July, which may resume some activity, making the timing of this resolution optimal.

Hanna Cockburn moved to approve. Scott Whitaker seconded the motion. The TCC voted unanimously to approve.

Business Items

1. Division Engineer Updates

Stephen Robinson provided NCDOT project updates:

The guardrail installation on McLeansville Road over Reedy Fork Creek was pushed out over a year, and is expected to start in April 2021 and complete in June 2021

US-6019, construction of turn lanes and sidewalks at the intersection of Air Harbor and Lake Brant Road. The Let/Start date remains March 2022, however, the completion date was pushed back to FY 2024.

Several new traffic related projects will start in June 2022, and finish in FY 2023. Projects include an always-stop and overhead red-flasher installation at the intersections of Alamance Church Road and Old Julien Road, and at Coble Church Road and Old Julian Road. Traffic signal revisions at the intersections of Gate City Blvd and Patterson Street, and at Rehobeth Church Road and West Vandalia Road.

Traffic signal installation and pedestrian accommodation at Westgate City Blvd and Bolton Street. Traffic signal installation at High Cone Road and McKnight Mill Road. Traffic signal installation at NC61 and I-85 N. Improvements at Northern Guilford High School main entrance for the site-distance and the internal queuing capacity to keep school traffic off roads.

2. Project Updates

Tyler Meyer presented a list of short term MPO DA Project Priorities and short term locally administered STI priorities. This was developed in response to a request from NCDOT Program Development Branch for requested a list of DA funded projects priorities. They intend to follow-up with requests for CMAQ priorities next and finally for locally administered STI projects. The purpose of these lists is to assist NCDOT in identifying which projects to approve first when funding availability starts to improve. Meyer said the MPO was identifying an initial list of STI proprieties in order to call attention to the high profile Downtown Greenway Phase 4 construction project, as well as the need to cover additional Downtown Greenway Phase 2 costs in the short term since project construction is well underway.

NCDOT is applying for a USDOT Build Grant to support intelligent transportation system improvements from Raleigh to Charlotte along I-40. This project would complete the NCDOT fiber optic cable backbone from Raleigh to Charlotte to support the deployment of connected/autonomous vehicles and the connection of freight facilities. The project will also include countermeasures to deter unsafe driving (i.e. wrong way driving onto the freeway) and may enhance broadband in neighboring communities. The TAC Chair has provided a letter of endorsement for this project. The project would complement the ITS efforts of the City and regional DOT such as the Triad's ITS deployment plan, and Greensboro's plans for upgrading signal systems with enhanced detection.

GDOT submitted a Helping Obtain Prosperity for Everyone (HOPE) grant application to the Federal Transit Administration earlier in June. HOPE is a new grant program to support projects that would benefit transit users and communities in areas of persistent poverty. The grant would fund a project study and plan for how the City could use fiber optic cables and existing assets, such as police stations, recreation centers, bus stations, and street lights, to distribute Wi-Fi access in areas of persistent poverty to bridge the digital divide. Many of the needed assets are in place, but gaps need to be identified, and a detailed implementation strategy devised. The current COVID-19 pandemic highlights the need for the project, as shown by Guilford County Schools deploying school buses equipped with long range Wi-Fi antenna to serve students working from home in areas of persistent poverty in spring 2020. Even if the city does not receive the grant, the city plans to continue to work with internal and external partners to find a way to implement the project.

3. Strategic Reports

Tyler Meyer noted MPO staff developed a proposed amendment to the Public Participation Plan for electronic meetings, promoting social media use in the City, and reducing the use of paper copies. Meyer

added Lime had resumed electric scooter operations, which had halted service during shelter-in-place. GDOT has also implemented a pilot Slow Street program.

Chandler Hagen provided information on the two pilot locations, an active project on W. Greenway Street, which had seen a lot of neighborhood support, and a deactivated project in the Glenwood neighborhood that experienced little participation. Slow Street projects are “soft closures” on neighborhood streets, which restrict thru traffic using traffic barriers and signs. The intention is to prevent traffic from entering the area unless accessing a home within the section, thereby reducing the number of cars on the street and improving the safety of the community.

Meyer noted the July meeting is canceled, and the next TCC meeting will be held on August 18 at 2:00 PM.

Other Items

1. Member Updates

Lydia McIntyre noted Vision Zero Greensboro is still in effect and that a Summer Coloring and Essay Contest is being implemented for students ages 5 to 18 years old, and will run from July 10 to August 14. John Clock from State Farm is partnering with Vision Zero to provide prizes for first, second, and third place winners.

2. Wrap-Up

The next meeting will be August 18, 2020, at 2:00 PM.

Scott Whitaker moved to adjourn the meeting. Chris Spencer seconded the motion. The TCC unanimously voted to adjourn.

The meeting was adjourned by Tyler Meyer at approximately 3:30 PM.