



Technical Coordinating Committee Meeting Minutes of December 7, 2020

2:00 p.m., Greensboro, NC
WebEx Online Virtual Meeting

Attendance

Tyler Meyer	GDOT/MPO	Sean Taylor	Town of Oak Ridge
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	NCDOT Aviation Div.
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
Harry Hopson	GTA	Adam Fischer	Ramey Kemp Associates
Elizabeth Jernigan	GSO Parks & Rec	Mark Kirstner	PART

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

Introductory Items

1. Orientation to WebEx Software

Lydia McIntyre welcomed everyone to the 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.

The MPO has also made special arrangements for all public comments to be submitted prior to the TAC via email or by phone. Information about the new process was posted on the MPO website, and comments are due by 5:00 PM by December 8, 2021.

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

2. Roll Call

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

Lead Planning Agency: City of Greensboro Department of Transportation



McIntyre described the voting procedures for TCC members. All voting is to be done verbally, with a motion first, then a second. Members are asked to state their first and last name when the making a motion and second. Members will not be asked who is in favor or opposed, but instead, a roll call vote will be taken.

Action Items

1. August 18, 2020 Meeting Minutes

Mark Kirstner moved to approve the minutes of August 18, 2020. George Linney seconded. The TCC voted unanimously to approve.

2. 2045 Metropolitan Transportation Plan and Comprehensive Transportation Plan

Meyer stated this has been a huge work effort over the last several months. Meyer turned the meeting over to Lydia McIntyre to provide the presentation.

Lydia McIntyre stated there are two items, first was the 2045 Metropolitan Transportation Plan. Also known as the Long Range Plan updated every 5, years which is a requirement from federal regulations. The second document is the Comprehensive Transportation Plan, a document required by NCDOT and only the second update for this document to date.

The 2045 Metropolitan Transportation Plan (MTP) document includes both short term and long term projects. MTIP projects must be included in the MTP in order to move forward and amendments are necessary for the MTP in the case of new projects or if the scope of the project has changed. The MTP requires extensive analysis including the continued development of the Travel Demand Model. This is the first time the plan was presented electronically. There are 12 chapters with 3 appendices. Appendix A and B are complete and Appendix C will be included with a summary of the public outreach comments and responses after the plan has been approved. McIntyre encouraged everyone to look at the plan noting the environmental analysis section and two new chapters; Innovations to Planning and Emerging Trends. Emerging Trends look at emerging technology impacting transportation in the future. McIntyre suggested reviewing the Implementation Chapter as an introduction to the planning processes.

Any federal required document created by the MPO is required to have a 30 day public review period. The public review period was advertised in digital ads for 5 newspapers. A virtual presentation given on November 19, 2020. Social media posts garnered a good response on the MPO Facebook page and the City of Greensboro's Facebook page. Staff worked closely with City of Greensboro Communication Department to send out notices through Next Door neighborhoods using the app. Since the presentation, 201 users had engaged with the presentation via Facebook. The public comments and the MPO's response were included in the meeting packet and are available on the MPO web site. There were many comments on bicycle and pedestrian accommodations and transit. Connectivity needs were expressed regarding greenways, sidewalks, and access to bus stops. There were requests to make the transit routes more flexible and additional recommendations which are included in the packet. Staff will review all the comments as the next step. Edits will be made to incorporate needed changes and additions requested by commenters where feasible and appropriate. Comments requiring further evaluation in upcoming planning efforts will also be identified.

McIntyre stated the Comprehensive Transportation Plan (CTP) is required by NCDOT and mainly consists of maps. With the current CTP standards, NCDOT stated they wanted to expand the mapping beyond roadways to make the CTP multi-modal. The plan now includes highway, bicycle, pedestrian, rail and transit. The goal of the CTP is to support scoping future project recommendations. The MTP is fiscally constrained showing how infrastructure and expanded services supporting revenue sources would have to be in place to accomplish the identified projects. The CTP is not subject to fiscal constraint. The CTP was originally approved in 2010 and this is the second update. The maps have definitions for each classification.

Comments received on the CTP included recommendations for NCDOT to re-evaluate the classification for bicycling, pedestrian and transit. The commenter also suggested that the projects were not well coordinated, there were too many of them, and that there ought to be a clearer hierarchy of needed projects by mode to include micromobility.

McIntyre thanked staff for all of their diligent work and for completing the two documents on schedule and in good order. McIntyre noted only one motion was needed to recommend both documents to TAC for approval. Meyer clarified the TCC motion is a recommendation for TAC approval at their next meeting and asked for a motion and a second.

Chris Spencer moved to approve. Stephen Robinson seconded. The TCC voted unanimously to approve.

3. 2021 Safety Performance Measure Targets

Yuan Zhou stated many may already be familiar with the Safety Performance Targets as the MPO began the process in 2018 with annual updates since that time. Zhou continued that current federal surface transportation law and regulation requires state DOTs and MPOs to adopt a performance based planning approach. This includes establishment of a wide range of performance measures and targets for achieving those measures. Today's action is part of an ongoing process to meet those requirements.

MPOs are generally required to establish safety performance measures and targets within 180 days from the date the state sets up its performance measures and targets. MPOs can set their own targets or support those set by the state. The purpose of the resolution is to support NCDOTs' targets for the safety performance measures and agree to plan and program projects so that contributing towards the accomplishment of the targets. As it has done since 2018, the Greensboro MPO continues to support NCDOTs targets.

Zhou then reviewed slides depicting the data for the five measures as well as targets for 2021. Compared to the 2020 targets, there is a slight increase in the values, mainly because of the baseline data increased from 2018 to 2019. Zhou stated that the recommendation is for TAC to approve the resolution to endorse the NCDOT safety performance measures and targets for 2021.

Meyer stated the needed action is for TCC to recommend TAC approve the item as stated. Meyer then asked for a motion and second.

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

5. MTIP Amendment: Technical Plan to Provide Free Board Band Internet Access TU-0002.

Tyler Meyer stated the City of Greensboro has been awarded a *Helping to Obtain Prosperity for Everyone* (HOPE) grant under a new FTA discretionary program. The goal of the funding program is to support planning and/or implementation steps that can improve opportunities and prospects for

individuals and communities in areas of persistent poverty. Greensboro's project will focus on narrowing the digital divide by developing a technical plan to identify an implementation and technical strategy for what needs to happen in order to implement free accessible high speed internet on transit routes and at transit stops as well as within the areas of persistent poverty more generally. Many of the elements needed to implement the plan are in place in the form of the existing transit infrastructure, LED street lights, City facilities, and fiber optic cable networks including the fiber network the City created to support the traffic signal system and to connect city facilities. The technical plan will identify how these various assets can be used to realize the project objective. The plan will also identify additional investments that may be needed and will explore the potential role for public-private partnerships.

Meyer stated the project team will include a range of City of Greensboro departments which will work closely with community organizations and private partners. On the subject of potential partnerships, Meyer noted the Technology and Data Institute nonprofit consortium with NCA&T, UNCG and the City; the USIGNITE National Science Foundation program which includes partnership with fiber provided and ISP Segra; the BANDNC program coordinated by the Piedmont Triad COG to promote high speed internet in region; and the fact that Greensboro is one of 20 cities selected by Verizon to build out a 5g network..

Meyer concluded by saying this grant comes at an important time as the Covid-19 pandemic has especially hindered the low income students without Wi-Fi at home and shown that the digital divide is a real issue and real impacts in the community. The federal funding award for the project is \$234,000 and will available for use starting in FY 2021.

Stephen Robinson moved to approve. Scott Whitaker seconded. The TCC voted unanimously to approve.

6. MTIP Amendment: Add New Statewide Projects for Bridge Inspections HB-9999

Tyler Meyer stated this is an umbrella project for work to be done across the state between 2021 and 2026 with the annual amount of \$26 million for bridge inspection activities. Bridge inspections occur at least every two years and include visual and technical inspections of the infrastructure. The purpose of this inspection is to identify needed repairs and to effectively prioritize bridge replacement needs. The TIP number HB-9999 replaces a similar project that has expired, and uses a new TIP numbering convention recently adopted by NCDOT.

Meyer inquired if there were questions regarding this amendment. Hearing none, Meyer requested a motion followed by a second to recommend TAC to amend the MTIP to add this project.

Chris Spencer moved to approve. Stephen Robinson seconded. The TCC voted unanimously to approve.

6. MTIP Amendments and Modifications: STIP Rebalancing

Tyler Meyer stated that in summer 2020 FHWA found that the NCDOT STIP was no longer fiscally constrained, meaning anticipated costs were clearly exceeding anticipated revenues. NCDOT reports this was due to funding challenges and higher than expected costs. NCDOT was directed to rebalance the STIP to reestablish fiscal constraint. The result was a series of STIP amendments and modifications between June and December 2020. The MPO made an initial set of corresponding changes at the August meeting. Today's MTIP actions will catch the MTIP up to the STIP on changes NCDOT made between September and December.

As explained at the time of the August action, the funding challenges were precipitated by the effects of the COVID-19 pandemic combined with preexisting fiscal stresses in related to 2018 Hurricane Relief along with cost escalation on major projects statewide and regionally.

Based on the preliminary analysis of the funding levels, between June and December, funding programmed in the MTIP has gone down approximately \$173 million. It was \$2 million for that 10 year period. A new format has been developed for financial information tables. NCDOT was very careful to consider priorities and project readiness. Staff will continue to work on projects with NCDOT. NCDOT has attempted to be very conservative to give room for things to get better, rather than worse. Staff will be involved on this item and the projects in the months ahead. The recommended action is to amend the MTIP in accordance to NCDOT's request. Mr. Meyer stated a lot of these changes are for one year and others are longer.

Meyer inquired if there any questions or comments. Hearing none, requested a motion to recommend approval of the amendment to the TAC.

Stephen Robinson moved to approve. Michael Abuya seconded. The TCC voted unanimously to approve.

Business Items

1. Proposed 2021 Meeting Calendar

Craig McKinney presented the 2021 calendar. The proposed 2021 dates have been reviewed to avoid known meeting conflicts including conference schedules. Approval deadlines for MPO documents have also been taken into account. McKinney asked if there are any issues or conflicts that may have been overlooked and need to be addressed. Meyer added that the schedule continues with Tuesday TCC meetings followed by Wednesday TAC meetings. The calendar, including any changes TAC may direct, will be posted online and distributed to TCC via email calendar notices.

2. 2020 Congestion Management Process Modification

Tyler Meyer introduced a modification to the Congestion Management Process (CMP) adopted in January 2020 and asked Yuan Zhou to present the item.

Yuan Zhou noted staff had recently completed a major modification to the CMP in conjunction with the recent 2045 MTP development process. The modification transitions the document to a virtual format, similar to the MTP, so it will be easy to access via smart phone, laptops, and desktop computers. The modification also changes *Chapter 3, Multi Modal Performance Evaluation*. Previously there were four measures for roadway performance and the modification adds one new performance measure, travel time reliability, which is another factor to access and identify congestion issues on the roadway network. The travel time index was used to represent additional time required during the peak times as compared to the free flow time versus peak time. Since calculations are based on 2018 data some locations may have be addressed in future project or plans. Zhou advised more detail was available in the online version.

3. Division Engineer Updates

Stephen Robinson presented the project updates, noting the anticipated start dates of various projects. Notably, the US 70 widening to Birch Creek Road east of Greensboro is on schedule and should open

to traffic in November 2021. Robinson stated he would provide information on other projects as needed.

4. Project Updates

Tyler Meyer noted the Josephine Boyd at Walker Avenue improvements bid opening occurred in December and a favorable bid was received. City Council is expected to award the contract in January with work starting this spring. Meyer recapped the history and significance of this much needed safety and walkability project, including its evolution from a simple intersection project to a project involving the entire corridor from Spring Garden Street to north of Walker Avenue near West Market.

Meyer then said that the Ballinger Road Bridge would soon go to bid as well. This project was on the cusp of construction authorization last fall, but due to NCDOT's financial constraints has been delayed until now, just having received the construction authorization notice. The contract award will be in February and Notice to Proceed in March.

Construction authorization for project C-5555E, College Road / New Garden Road sidewalk project is expected in early 2021 with construction starting shortly after.

5. Strategic Reports

Tyler Meyer he and the MPO staff will review the MTP comments to determine which to incorporate in the final document and which to flag for further review in future planning efforts. He also commended McIntyre for developing a successful grant application for a new limited term safety engineer, funding for which was recently approved by the Governor's Highway Safety Program and should be ready to advertise soon.

Meyer requested Michael Abuya to provide an update on the status of the Statewide Transportation Plan. Abuya stated this plan was out for public review in October and ended in November of 2020. The team received approximately 2600 comments which is now part of the final report. The plan is going before Board of Transportation in January of 2021 for adoption. The study team will have stakeholder meetings in February and will review the recommendations and develop an implementation plan. Abuya stated the report is on page 87 of the packet. Mr. Meyer asked what Executive Order 80 is since it was referenced in these materials. Mr. Abuya responded he was not very clear on the Executive Order 80, but will investigate and share at the next meeting.

Other Items

1. Member Updates

Tyler Meyer inquired if there was anyone who wished to provide any news such as new hires or retirements, etc. Alex Rosser introduced Susanne Akkoush who started over a year and a half ago as a project manager with the airport and has a planning background, helped with the master plan that is wrapping up now. Ms. Akkoush has been a great addition to the team.

On Pleasant Ridge Road, where the golf course was previously is now a very sizable plot of graded land being prepared for future airfield industrial sites connected to the main PTI campus across a taxiway over I-73. PTI is working on design efforts for the next phase of that project.

Construction on the new air traffic control tower will be completed in the spring but it will take another year to have all of the electronics installed. The actual commissioning of the tower will not be until May of 2022.

Suzette Morales, FHWA, noted the quadrennial USDOT certification process for the MPO is slated for February – April 2021. This involves detailed consultation with MPO staff, with opportunities for participation by board members and TCC agencies, as well as a 30 day public comment period.

2. Wrap-Up

Mr. Meyer advised the next meeting will be January 26, 2021, 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.