



Technical Coordinating Committee

Meeting Minutes of January 26, 2021

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

Attendance

Tyler Meyer	GDOT/MPO	Elizabeth Jernigan	GSO Parks & Rec
Hanna Cockburn	GDOT	Mark Kirstner	PART
Chris Spencer	GDOT	Michael Abuya	NCDOT TPD
Denise Conway	GDOT	Wright Archer	NCDOT Div. 7
Craig McKinney	GDOT/MPO	Tamara Njegovan	NCDOT Div. 7
Lydia McIntyre	GDOT/MPO	Stephen Robinson	NCDOT Div. 7
Tram Truong	GDOT/MPO	Suzette Morales	FHWA
Yuan Zhou	GDOT/MPO	Greg Fuller	Summit Design
Gray Johnston	GDOT/MPO	Patrick Cumings	Summit Design
Molly Auten	GDOT/MPO	Branson Johnson	Summit Design
George Linney	GTA	Eric Keravuori	Summit Design

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.

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.

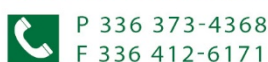
McIntyre described the voting procedures for TCC members. All voting is to be done verbally, with a motion first, then a second. Members are asked to state their first and last name when the making a motion and second. Members will not be asked who is in favor or opposed, but instead, a roll call vote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

Action Items

1. December 09, 2020 Meeting Minutes

Chris Spencer moved to approve the minutes of December 09, 2020. Mark Kirstner seconded. The TCC voted unanimously to approve.

Lead Planning Agency: City of Greensboro Department of Transportation



2. 2021 Transit Safety Performance Measure Targets

Yuan Zhou presented on transit safety targets required under current federal surface transportation law and regulations for performance based planning and programming. The FTA Public Transportation Agencies Safety Plan Federal rule requires fixed route transit operators to develop a safety plan that includes appropriate safety management processes and procedures and establish targets for performance measures. The safety performance targets should include fatalities, injuries, safety events, and system reliability. Also, the transit agency must share their safety performance targets with states and MPOs to aid in the planning process. The rule requires the MPOs to establish MPO transit safety targets within 180 days of state or transit providers setting their targets. PART and GTA developed their 2021 safety plans and the Greensboro MPO has set its safety targets based on PART and GTA's safety plans. These targets are noted in the approval resolution along with the adoption dates of the PART plans. Zhou concluded her presentation by stating that setting transit safety targets will be an annual process for the MPO in the future per USDOT rules.

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

3. MTIP Amendment and Modification: Rail Projects

Tyler Meyer presented two amendments and four modifications to the 2020-2029 MTIP for NCDOT Rail Division projects.

Project P-2918, supports the expanding operations of the 74 /75 Piedmont train service, which runs between Raleigh and Charlotte up to four times per day. The amendment adds funding from the statewide allocation of CMAQ funds for fiscal year 2021 to support the operating costs to expand the frequency to five or more times per day and for ancillary equipment and expenditures.

Project P-5700, will expand the Norfolk Southern Intermodal Facility located off of Merritt Drive and Patterson Avenue. The STI project is a collaborative effort between NCDOT and Norfolk Southern to create intermodal container parking and a new point of access from Spring Garden Street. NCDOT is committed to a component of the funding and Norfolk Southern is responsible for the remaining costs, as well as engineering and actual construction. The modification shifts construction from 2020 to 2022. Meyer noted progress on the project ultimately depends on Norfolk Southern commitment to the expansion. Staff is hopeful construction can be completed within the adjusted timeframe as the project supports the goals of the MPO's freight planning efforts and would be beneficial for area industries and the regional economy more generally.

Project P-5709, a grade separation at Franklin Boulevard has gone through the project study environmental process and alternatives were developed. The selected alternative will move Franklin Boulevard underneath the railroad tracks and realign the intersection of Burlington Road, East Market Street and Bessemer Avenue. This project was submitted into the STI process by the MPO working in cooperation with NCDOT Rail Division several years back. The modification shifts the right-of-way from 2021 to 2022 with the construction remaining as scheduled in 2023.

Project P-5713, a grade separation on Hilltop Road was submitted by the MPO in cooperation with the Rail Division and funded through the STI process. Meyer reviewed the design of the alternative selected for the project, which relocates the roadway to the south and takes it over the tracks. The modification shifts construction from 2022 to 2025.

Project P-5719C, will be used to acquire and refurbish used railcars related to the first amendment Meyer presented, Project P-2918, for increasing the daily frequency of the 74/75 Piedmont train service. As

NCDOT continues to run and expand the service, this project will support the acquisition and modernization of used railcars up to current standards. NDOT has been working on this project for a number of years. This amendment is to programs funds as listed for 2021, 2023 and 2024.

Project Y-4807B, the Lowdermilk and Sykes realignment project and the Pine Street crossing closure requires a modification to adjust the schedule to accelerate the project from 2022 to 2021. This project ties into the City's Lowdermilk Street upgrade and extends the sidewalks and roadway cross section across Sykes Avenue to the other side of East Market Street. It will also install a traffic signal at the intersection. Meyer added this project is a partnership between the City and NCDOT, where the City actually acquired the right-of-way and NCDOT will oversee the construction.

Chris Spencer moved to approve. Mark Kirstner seconded. The TCC voted unanimously to approve.

4. MTIP Amendment: Statewide Transit Projects

Tyler Meyer presented amendments for statewide transit projects to add local matching funds to seven currently programmed projects and add six new statewide transit projects that reflect federal, state and local contributions. The actions are an administrative step necessary to maintain consistency between the STIP and MTIP and the addition of the new projects will also ensure local area transit agencies are eligible for funding. In most cases, these represent discretionary grant funds acquired by NCDOT but Meyer noted the MPO had also received grants in the case of the HOPE Grant, human trafficking awareness, and the public safety project.

Mark Kirstner asked a question about the funding sources and Meyer said that GTA had put in its own application along with NCDOT doing their own so they decided to do a statewide initiative.

Mark Kirstner moved to approve. Steve Robinson seconded. The TCC voted unanimously to approve.

5. MTIP Amendments and Modification: MPO Area Roadway Projects

Tyler Meyer presented two amendments and a modification for three different MPO area roadway projects.

HS-2007C is a safety project to install long-life Secondary Roadway markings for Division 7. This particular action creates a "C" project break under this umbrella project for \$3.5 million dollars.

R-5787 is an ongoing umbrella project specific to Division 7 for replacing wheelchair ramps. The project structure was put in place to allow work to proceed at multiple locations as needed and providing the Department flexibility. Since Greensboro is the largest city in Division 7 and has the most extensive sidewalk network, it is expected that some of the work will be done in the MPO area. The project has been in progress for two or three years and there have been wheelchair ramp installations under this project in the past, including on Battleground Avenue. The amendment adds \$1 million dollars in fiscal year 2021 and in fiscal year 2022 to continue work under the project.

R-5707, the Reedy Fork Parkway interchange reconstruction at US 29 is a minor modification to shift construction from fiscal year 2020 to fiscal year 2021 so work can commence this year. Meyer noted it makes minor adjustments to funding details, which could be expected due to constant budget adjustments over the past year due to the Garvey bond repayment, BUILD NC bond payment schedule and other funding details. Still, Meyer stated the project is very close at this point to be able to move forward.

Chris Spencer moved to approve. Michael Abuya seconded. The TCC voted unanimously to approve.

6. MTIP Amendments and Modifications: Statewide Highway Projects

Tyler Meyer presented one amendment and one modification for statewide highway projects.

HB-9999, was added to the MTIP by the MPO in the December 2020 TAC meeting. This amendment will create a series of breaks under the project to account for work to be done under the Statewide, Regional and Division tiers of the STI process. The modification adjusts the funding in this way to be compliant with STI law and requirements. The amendment also increases the annual funding by \$3.2 million per year, accumulating into a statewide amount of just under \$30 million dollars over the STIP period.

R-5966, provides for road and bridge improvements on tribal lands. The amendment adds funding for additional years 2021, 2022 and 2023. This is an administrative step necessary for consistency between the MTIP and STIP as there are no designated tribal lands in the area.

Mark Kirstner moved to approve. Steve Robinson seconded. The TCC voted unanimously to approve.

Business Items

1. COVID-19 Relief Funding Update

Tyler Meyer presented the new COVID relief package enacted by Congress in early January enacted into law. The Greensboro MPO area was apportioned \$5.7 million under the CRRSSAA package. The CRRSSAA aid package has been structured differently from the previous aid, where instead of giving all transit systems an equal allocation, they have restricted eligibility for funding by limiting the amount a given system can receive. The total amount is capped at 75% of 2018 operating costs, minus the amount of the initial CARES ACT award. Greensboro's 2018 operating costs were approximately \$26 million dollars, 75% is about \$19 million dollars and the City received \$14 million from the initial Cares Act. The remainder of \$5.7 million (\$5,692,613) is the allocation for the Greensboro area. Meyer noted that in North Carolina, only Charlotte, Raleigh, Durham, Chapel Hill and Greensboro areas received CRRSSAA funding.

2. Analysis of Rebalanced TIP Projects

Tyler Meyer noted during December 2020 TAC meeting, a large package of TIP Amendments and Modifications for STIP rebalancing was processed. This followed up on an initial set of rebalancing changes the MPO had approved in August. Meyer said these actions were taken per NCDOT and correspond to changes NCDOT made to the STIP during this timeframe. Meyer reminded TAC of the origins of the rebalancing process: in summer 2020 FHWA had found that the STIP was out of balance and was no longer fiscally constrained. COVID-19 related revenue declines, the preexisting strain of hurricane relief and an underfunded disaster relief budget at NCDOT, as well as the costly MAP ACT settlements of almost a billion dollars had accumulated into significant trouble for the NCDOT financial system made worse by cost escalation across a range of major statewide projects. During TAC discussion at the December TAC meeting there was significant interest in the scope and scale of the rebalancing, including changes to the overall funding level and impacts to specific projects as a result of the rebalancing.

Meyer noted NCDOT had to go through a process to reestablish fiscal constraint in order to maintain compliance with federal regulations which required significant changes to the STIP. Since that time they've been demonstrating fiscal constraint on a monthly basis. When the changes were examined at the MTIP level for the Greensboro area, the analysis revealed a reduction of about \$80 million between 2020 and 2029. The reduction was concentrated in two funding sources, the National Highway Program, projects on interstates and US routes, and State Trust Funds, which are also used for major projects as for smaller projects as well. In recent years, since the STI was introduced, NCDOT had done much more with those funds for projects on State Routes and State Secondary roads. Projects such as the Church Street widening is a trust funded project and it's common to see a STI type project in the area on a state system street to be

supported by Trust Funds, whereas if project is on a city street that's functionally classified at collector or higher, it is federally funded.

Of the \$80 million, the majority comes from these two categories. Meyer called attention to the \$37 million reduction in fiscal year 2021 was almost as much as the total reduction for the 2022 to 2025 period, so the greatest impact is short term. However, the unfunded category of projects has increased to \$122 million, "unfunded" meaning after 2029. This \$122 million includes the \$80 million, but also reflects increases in project cost estimates, as DOT has been seeing major cost increases for projects, especially interstate projects in the Statewide Tier.

Meyer then reviewed the list of impacted projects, noting in particular that the Church Street widening had been most impacted, at 8 years delayed, whereas the bulk of the impacted projects had been delayed form 2 years or less. He talked about other specific projects, and noted that further review would be conducted to focus on the impacted projects to identify those that could be top priorities for moving back up when and if the opportunity arises. More information on that will be presented at future TCC meetings.

3. Division Engineer Updates

Steve Robinson presented this section. The Elm Eugene interchange safety project is now moving up to May of 2021 instead of October 2022. Reedy Fork US29 has now been pushed from April of 2021 to February 2022.

4. Project Updates

Craig McKinney presented project updates.

B-5553 Ballinger Rd is a project to replace a decrepit bridge over a tributary to Horse Pen Creek and also to connect the neighborhood off Wakefield Drive over to the Bicentennial Greenway and to the Leonard Recreation Center. This project includes road improvements that include sidewalks and bike lanes, but there has been a delay. The expectation was that the bids would be opened by now but due to some contract addendums, the bid opening date is now February 4.

C-5555E, College - New Garden sidewalks recently received construction authorization and now final approval on the bids and specs for the project are needed. Estimation for bid dates are in the mid to late March timeframe.

The J. Douglas Galyon Depot has received funding for improvements to the train station. These include repairing restrooms, replacing HVAC system equipment, repairing and restriping of parking lots, repair passenger platform, including some safety stripes, conversion of interior and exterior lighting to LEDs and repair of the baggage conveyor system. The agreement for this project will go to the City Council for approval in February.

5. Strategic Reports

Tyler Meyer reiterated that staff would continue to review TIP rebalancing impacts would provide further assessment and recommended priorities for moving back up when the opportunity arises. This will be a topic for future discussion. He also noted pending coordination with NCDOT on upcoming Express Designs, a process the Department uses to validate project scopes and to develop more detailed and reliable cost estimates.

The MPO certification process conducted by FHWA and FTA every 4 years will occur on March 5 and 8, 2021 and consists of interviews with staff and the TAC chair. The will be a public review period before the final document is produced in April.

Meyer said he expects to bring TAC a funding recommendation and MTIP action for FY 2022 CMAQ funding at the March meeting. He also said he was pleased to announce NCDOT had agreed to award funding to two projects he had put in an application for a call for projects for FY 2021 CMAQ shovel ready projects: three years of operational funding support for expanded Sunday service (implementing Saturday service levels on Sunday) and capital funding to replace four old and obsolete buses (the last three original 2006 HEAT buses plus the first of the 2009 Gillig buses). An MTIP amendment will be brought for these projects in March as well.

Other Items

1. Member Updates

Gray Johnston introduced Molly Auten who is working as an intern with GTA.

Mark Kirstner updated the status of the workshops being offered to generate more accurate socio economic data for the regional travel demand model.

Gray Johnston updated that there's a GTAC meeting with Keolis in regards to a study using cell data to look at travel patterns in Greensboro and compare that to the transit systems.

2. Wrap-Up

Tyler Meyer advised the next meeting will be March 9th, 2021, at 2:00 PM.

The TCC unanimously voted to adjourn.

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