



**Technical Coordinating Committee**  
Meeting Minutes of September 20, 2021  
**2:00 PM, Greensboro, NC**  
**WebEx Online Virtual Meeting**

**Attendance**

Tyler Meyer	<i>TCC Chair</i>	Oliver Bass	<i>Guilford County</i>
Craig McKinney	<i>MPO Staff</i>	Mark Kirstner	<i>PART</i>
Lydia McIntyre	<i>MPO Staff</i>	Andy Bailey	<i>NCDOT TPB</i>
Tram Truong	<i>MPO Staff</i>	Scott Whitaker	<i>Town of Summerfield</i>
Yuan Zhou	<i>MPO Staff</i>	Stephen Robinson	<i>NCDOT Div 7</i>
Gray Johnston	<i>MPO Staff</i>	Tamara Njegovan	<i>NCDOT Div 7</i>
Hanna Cockburn	<i>GDOT Director</i>	Susette Morales	<i>FHWA</i>
Chris Spencer	<i>GDOT/Engineering</i>	Shawna Tillery	<i>GSO Parks &amp; Rec</i>
Deniece Conway	<i>GDOT/Engineering</i>		

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Tyler Meyer called the meeting to order at approximately 2:00 PM.

**Introductory Items**

**1. Orientation to WebEx Software**

Lydia McIntyre welcomed everyone to the June virtual meeting and reviewed how to use the WebEx software.

**2. Opening Remarks and Roll Call**

Lydia McIntyre took roll call for the public record.

**Action Items:**

**1. May 11, 2021 Meeting Minutes**


*Chris Spencer moved to approve the minutes of June 22, 2021. Stephen Robinson seconded. The TCC voted unanimously to approve.*

**2. MTIP Amendment: Statewide Transit Projects**

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**Lead Planning Agency: City of Greensboro Department of Transportation**

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Tyler Meyer stated NCDOT requests this amendment to adjust provisions for transit projects at the statewide level. The first three projects continue ongoing programs using new TIP numbers since project numbers have a finite lifetime. The first project supports administrative costs of the elderly and disabled transit program. The next two relate provide technical assistance and support for NCDOT's Intermodal Division and transit operators throughout the state, mainly provided through the Institute of Research and Education at NC State. The fourth project adjusts the federal funding amount for the Statewide Human Trafficking Awareness grant to \$150,000, an increase of \$30,000

*Stephen Robinson moved to approve recommendation to TAC. Hanna Cockburn seconded. The TCC voted unanimously to approve.*

### **3. MTIP Amendment: Statewide Air Quality & Roadway Operations Projects**

Tyler Meyer stated NCDOT requests this amendment to add five new project numbers continuing ongoing programs funded under the statewide Congestion Mitigation and Air Quality program. Four of the projects are specifically related to air quality, including air quality forecasting; promoting air quality awareness; clean fuel awareness outreach to fleet managers, municipalities, nonprofits and companies; and an award to the Clean Energy Technology Center at NC State. The NC State project provides for suballocating \$1.5 million in micro grants to nonprofits, municipalities and companies to make improvements in their vehicle fleets air quality performance. The roadway operations project provides funding to support the operating costs of Intelligent Transport Systems activities at NCDOT such as traffic management centers.

*Hanna Cockburn moved to approve recommendation to TAC. Oliver Bass seconded. The TCC voted unanimously to approve.*

### **4. MTIP Amendment & Modification: MPO Area Rail Projects**

Tyler Meyer presented the item concerning two NCDOT rail projects.

- P-5719C provides for acquiring and refurbishing rail cars for expanded and improved service on the Piedmont Line. This service runs daily trains between Raleigh and Charlotte. NCDOT already added one additional train in the last few years and anticipates adding at least one more. These rail car purchases would should support the additional frequency. Coupled with improved travel times by upgrading tracks, these investments are improving the experience of rail travelers and attractiveness of rail as an intercity travel option.. You've seen this project before, today's action changes the existing schedule by shifting funding back one year, leaving the cost unchanged at \$212 million.
- Y-4807B provides for realignment of the intersection of Lowdermilk Street and Sykes Avenue at East Market with a traffic signal and the closure of the Pine Street rail crossing. That project will extend the sidewalk and roadway improvements on Lowdermilk Street, from the Lowdermilk/Holts Chapel project, up to and across East Market and up Sykes Avenue to the end of the project as well. This project is a safety upgrade from the rail perspective, as well as the roadway perspective. The change is to add a utility phase at \$500,000 and shift the construction back to 2022. Construction will follow as soon as they can get through the utility phase.

The recommendation is to amend the MTIP for Y-4087B Lowdermilk Sykes Pine Street project, and to modify the MTIP for the P-5719C scheduled change.

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

## 5. MPO Amendment: MPO Area STI Sidewalk Projects

Tyler Meyer noted the sidewalk projects on this item were identified through the MPOs Tyler Meyer presented the amendment to adjust schedules for sidewalk projects funded under prior rounds of STI prioritization.

- Farmington Sidewalks: shifts construction from 21 to 22. The project will soon enter the right-of-way phase. Once that is completed construction to follow.
- Meadowview Sidewalks between Eugene Street and Randleman Road: are in a similar situation as Farmington with the right-of-way phase about to start and construction anticipated for later in 2022.
- Wendover Sidewalk: filling in the gaps between Grecale Street and US 29 except in the controlled access section. Right-of-way needs to shift from FY 2021 to 2022. The construction for the project is in 2023. More time has been required to resolve utility conflicts in cost effective manner while providing a good facility with minimal conflicts for pedestrians.
- East Cone Boulevard Sidewalks: adds a phase for the pedestrian signal design to enable pedestrian signal installation to be included in the construction contract. Also shifts right-of-way from 2021 to 2022.
- Old Battleground Road between Lake Brandt and the Bicentennial Greenway: reconstructs the existing sidewalk as a greenway sidepath. Construction for this project is in 2025. The preliminary engineering phase was previously in 2023, but the staff has negotiated with NCDOT to advance the design phase to 2022, so the city can get started sooner and be in a better position to deliver that project on the 2025 schedule.

These projects do not involve major cost changes. The recommendation is to modify the MTIP for all of the projects except for the Cone Boulevard project, which an amendment because of adding a new phase.

*Oliver Bass moved to approve recommendation to TAC. Scott Whitaker seconded. The TCC voted unanimously to approve.*

## 6. MTIP Amendment: MPO BGDA Pedestrian Signals Project

Tyler Meyer presented the item, noting the project has its origins in recent experience from the City and NCDOT working together on implementing the MPO-supported project EL-5101DL which constructed 15 miles of transit oriented sidewalks on English Street, Yanceyville Street, Lees Chapel Road, Pisgah Church Road, and West Friendly Avenue. During construction it became clear that pedestrian signals should be installed with the work and NCDOT made that comment to the City. At that point though it was too late to try to incorporate the pedestrian signal installations with the construction contract because most of those locations did not have completed pedestrian signal designs yet. In talking with the NCDOT review staff, we came to the conclusion that, wherever possible, future projects, should include the pedestrian signal design and construction directly within that project. You see that on projects like the Cone Boulevard Sidewalk project that was included in the previous item. However, sometimes it is not possible to do that. For a project like EL-5101 DL a retrofit project is required. In other words, a project that will come back after the sidewalks were constructed to design and install the pedestrian signals.

Project HL-0048 is anticipated to be the first in a series of projects to retrofit past MPO-supported project locations. This first project includes all the signalized intersections on EL-5101DL where pedestrian signals are needed plus ten additional intersections. The additional intersections include Randleman Road where it crosses I-40, West Market Street between Norwalk and Westgate, and locations on Bessemer Avenue, specifically at Lindsay, Huffman and Winston. These ten intersections are in areas of concern from a pedestrian crash perspective based on the pedestrian high injury network.

The cost and schedule for the project is \$240,000 for design, \$10,000 for a minimal right-of-way phase which could be expanded if needed through administrative modification, and \$1 million for construction in FY 2022.

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

### **7. MTIP Amendment: MPO BGDA Roadway Modernization & Sidewalk Improvements**

Tyler Meyer presented this item to direct BGDA funds and add MPO priority projects to the MTIP. The projects are ready at this point to advance into their next phase of work. The first project is the East Gate City Boulevard improvements, between Willow Road and Florida Street. The project will add sidewalks, bike lanes, pedestrian signals, and will modernize the roadway. In 2014, the project was approved for federal funding under project U-5322, which is a grouped project under which multiple construction contracts were processed. However, NCDOT advised that the U-5532 project has reached the end of its useful life, so we can not add new phases to it. We can continue implementing the existing phases, but in order to set this and other projects into the STIP, it requires a new project number. This action would provide TIP number HL-0046 with \$150,000 Right-of-Way in FY 2022 and \$3,560,000 Construction in FY 2023. Design is complete.

The second project HL-0047 includes three locations. The first one is on Yanceyville Street, north of Lees Chapel Road, very short project that would extend the curb and gutter and sidewalk on the west side of Yanceyville Street up to the Urban Loop project limits. The city had requested NCDOT include this section with the Urban Loop construction. However, it was not possible for them to do that, given the limits of the environmental document did not include this section of Yanceyville Street. The second sidewalk project is on Sands Drive between McKnight Mill Road and Cone Boulevard. The project connects to the pedestrian bridge over US 29 at McKnight Mill Road. Right-of-way is complete. The third sidewalk project is on Old Battleground Road from British Lake Drive down to Westridge Road connecting to the recent improvements at Battleground Avenue. Right-of-way is complete. This action would provide TIP number HL-0047 with \$70,000 Right-of-Way in FY 2022 and \$550,000 Construction in FY 2023.

*Scott Whitaker moved to approve recommendation to TAC. Mark Kirstner seconded. The TCC voted unanimously to approve.*

### **8. MTIP Amendment: MPO BGDA Roadway Modernization & Sidewalk Improvements**

Tyler Meyer presented this project, noting the recommendation to use supplemental funds made available under the Coronavirus Response and Relief Supplemental Appropriations Act of 2021. This funding can be used as 100% funding not requiring a local match. Like other federal funding, it has a shelf life, and taking in to consideration those two factors these funds are well suited for covering needed improvements that could be difficult to fund another way that are shovel ready or very nearly shovel ready. Two projects at this time meet this criteria: repair to the Lake Daniel and

Latham Park Greenways, and construction of the Vance Arlington Greenway from Florida Street to Bragg Street.

The Lake Daniel Greenway and Latham Park Greenway (BL-0041) are among the city's most heavily used greenways historically. The section between Elam and Friendly has been closed since the bridge over the creek failed last year. The Greensboro Parks & Recreation Department has coordinated with area foundations on a community donation program and has raised sufficient funding to be able to replace that bridge. The bridge is to arrive in November and will be set in place in December.

Our project will follow and replace the damaged sections of greenway between Elam and Friendly where the surface is in very poor condition. The greenway shares an easement with Duke Energy high-tension lines and Duke Energy maintenance trucks have driven over and along the greenway over the years causing extensive cracking. The replacement would provide a suitable base as well as a thicker concrete suitable to support heavy vehicle activity without cracking. The project will also reconstruct the section of Latham Park Greenway from Wendover Avenue and past the tennis courts needs to correct a serious drainage issue and associated surface damage.

The Vance Arlington Greenway (BL-0042) would connect neighborhoods to the Downtown Greenway and the CBD and all that has to offer in the way of employment, recreation services, and things of that kind. This project has been around for quite a while, the design is complete, and the right-of-way is in the final stages of acquisition by the city. There is not currently a dedicated construction source for it, which makes this 100% funding, an ideal way to move this project at this time. It is essentially shovel ready with the right-of-way acquired and environmental permits in hand. Remaining steps include preparing the environmental document for NCDOT approval and getting the design plans approved by NCDOT.

BL-0041 and BL-0042 should go to construction if FY 2022 if all goes according to plan.

*Hanna Cockburn moved to approve recommendation to TAC. Mark Kirstner seconded. The TCC voted unanimously to approve.*

## **9. MTIP Modification: Transit Safety Planning & Target Setting**

Yuan Zhou stated FTA's Public Transportation Agency Safety Plan Final Rule requires certain operators of public transportation systems to develop safety plans and safety management systems and set annual safety performance targets. MPOs are required to set similar performance targets for transit measures, no more than 180 days after the transit agencies established their targets.

Greensboro MPO's 2021 Transit Safety Targets were established on January 27, 2021 after PART and GTA set their 2021 safety targets. MPOs are also required by FTA to reference the safety performance targets and agency safety plans in their MTIPs and MTPs updated or amended after July 27, 2021. To fulfill this requirement an administrative modification was needed to incorporate the needed wording into the MTIP document. An administrative modification to add the specific language on how the MTIP supports transit safety performance measures in the current MTIP was made in July and TAC endorsement is sought at this time.

*Mark Kirstner moved to approve recommendation to TAC. Stephen Robinson seconded. The TCC voted unanimously to approve.*

## **Business Items / Potential Action Item(s):**

### **1. Division Engineer Updates**

Stephen Robinson noted the schedule adjustments in the project handout.

### **2. Project Updates**

Craig McKinney presented updates for

- EL-5101-DM: Lowdermilk Street and Holts Road is finished, including Holts Chapel Road railroad crossing improvement.
- U-5306, Battleground at Westridge: Paving is complete, final pavements marking delay due to equipment break down, expected completion in October.
- U-5326, Market/College intersection: Norfolk Southern crossing improvements are complete. The contractor is paving and work completion expected in October.
- Anticipated Bid Openings, noting dates subject to change:
  - C-55553 College/New Garden Sidewalks October 21
  - U-5532 K North Elm Street Sidewalks October 21
  - EL-5101DJ Murrow Blvd Bridge Repair October 21
  - EB-6037C Downtown Greenway Phase 4 November 21

### **3. Strategic Reports**

Tyler Meyer followed-up on TAC discussion from June about the City request for urban state matching funds for a couple of GTA projects to advise that at the August Board of Transportation meeting, the request was approved and the matching funds awarded. At the same meeting, the Board of Transportation agreed to match PART's FY 22 bus purchase project. On a similar note, he mentioned that all three versions of the state budget include a restoration of State Maintenance Assistance Program (SMAP) funds, which is really an important supplement for our urban transit systems GTA and PART. NCDOT has published its call for applications to draw down the funding assuming the budget is enacted. The restoration of this valuable transit operating assistance will be very helpful.

Meyer then provided an update on Prioritization 6.0. NCDOT recently determined to suspend the local point allocation process for this round of Prioritization. That does not mean that they are terminating the STIP development process for the 2024-2033 STIP. They are continuing that process. It is just that through an extensive reevaluation of costs of projects in the STIP they have come into a situation where they currently expect more costs for the committed projects than anticipated revenue. Instead of adding new projects, the development process is going to determine how to program the projects that are currently in the STIP today. The Prioritization Work Group is advising NCDOT on this process and getting into the weeds with them about what the options are and what the most systematic and equitable manner for doing that could be. This is not because the NCDOT has run out of money, quite the contrary. Rather it is that current costs for the committed projects in the STIP are out of balance with expected revenues and the Department is going to need to make some adjustments to develop a balanced 2024-2033 STIP.

The schedule that they are looking at for now is for the Work Group is to meet through the end of the year on a monthly basis, looking at the different options for prioritizing the committed projects in the STIP for arranging funding. By the end of the year, NCDOT hopes to enter the next phase of work which would include consultation with MPOs and divisions on the selection process and local priorities.

Meyer then said he wanted to share additional information on his analysis of the cost increases, prepared with the assistance of Yuan Zhou, before turning it over to Mike Fox to expound on. The analysis represents a deep dive into the distribution of cost changes between the 662 projects which were reevaluated. 427 projects were grouped into the 'cost decrease and 0-10 million increase' category. This represents the bottom 65% of projects. Overall, these projects had a net cost reduction of \$104 million. The 40 '\$50 million+ increase' projects' (6% of all projects) added \$3.96 billion (47% of total increase). The 195 '\$10-50 million increase' projects (29% of all projects) added \$4.5 billion (54% of cost increase). The story here is that the cost increases are concentrated on a subset of projects. This is something NCDOT can work with and evaluate. Are projects with high cost increases still worth it at their increased cost? That is part of the process of working with MPOs and RPOs to determine, evaluating current priorities and as well the level of need from the needs-based quantitative analysis that generates STI scores.

## **Other Items**

### **1. Member Updates**

None.

### **2. Wrap-Up & Adjournment**

Tyler Meyer advised the TAC meeting will be September 21, 2021 at 2:00 PM and thanked everyone for attending.

**Tyler Meyer adjourned the meeting at 3:00 PM.**