



Technical Coordinating Committee

Meeting Minutes of April 11, 2022

2:00 PM, Greensboro, NC

WebEx Online Virtual Meeting

Attendance

Tyler Meyer	<i>TCC Chair</i>	Deniece Conway	<i>GDOT/Engineering</i>
Lydia McIntyre	<i>MPO Staff</i>	Jason Geary	<i>GSO E&I</i>
Gray Johnston	<i>MPO Staff</i>	Elizabeth Jernigan	<i>GSO P&R</i>
Yuan Zhou	<i>MPO Staff</i>	Scott Whitaker	<i>Summerfield</i>
Tram Truong	<i>MPO Staff</i>	Sean Taylor	<i>Oak Ridge</i>
Chandler Hagen	<i>MPO Staff</i>	Stephen Robinson	<i>NCDOT Div. 7</i>
Craig McKinney	<i>MPO Staff</i>	Suzette Morales	<i>FHWA</i>
Hanna Cockburn	<i>GDOT Director</i>	Alex Rotenberry	<i>NCDOT IMD</i>
Chris Spencer	<i>GDOT/Engineering</i>		

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

Introductory Items

1. Orientation to Zoom Software

Craig McKinney welcomed everyone to the March virtual meeting and reviewed how to use the Zoom software.

2. Opening Remarks and Roll Call

Lydia McIntyre took roll call for the public record. TCC members and others identified themselves.

Action Items:

1. February 7, 2022 Meeting Minutes

Tyler Meyer asked if any changes were needed to the minutes. No changes were identified.

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



2. MTIP Amendment: Economic Development Project

Tyler Meyer presented an item requested by NCDOT to amend the MTIP for project HE-0005, construct road work at the PTI to support the PTI operations and the manufacturing sites that are being developed. This project was set up with utility and right-of-way funds in the amount of \$1.5 million in fiscal year 2022 and construction funds in the amount of \$30 million in fiscal year 2023. This project is funded with State Economic Development funds that were appropriated in the current year state budget in response to developments and new tenants at PTI. The recommended action is to amend the MTIP.

Sean Taylor moved to approve recommendation to TAC. Hanna Cockburn seconded. The TCC voted unanimously to approve.

3. MTIP Modification: MPO Area Projects

Tyler Meyer presented an item to modify the MTIP to change the schedule for three projects, of which two are STI prioritization selected projects, and the third is a safety project selected under the NCDOT Highway Safety Improvement Program.

The first project, EB-5985, is a sidewalk construction project on Cone Boulevard from US 29 west towards St. Regis Road. The project is currently under design, right-of-way has not begun, and right-of-way acquisition is expected to be underway later this year. The MTIP modification is to shift the construction phase from FY 2022 to FY 2023 based on the current status of the project.

The next project, U-5892, is to add lanes on Battleground Avenue from north of Westridge Road to Cotswold Avenue. The funding source has changed from State Highway Trust funds to Federal National Highway Program funds. This action also advances right-of-way phase from FY 2024 to FY 2023 with construction phase remaining in FY 2026.

The last project is a needed safety project, W-5807A, on Summit Avenue at the eastbound Wendover Avenue ramp terminal. This project will add signalization and improve the channelization to address the crash patterns at this location. The right-of-way phase will change from FY 2022 to FY 2023 to provide more time to develop the project. The recommended action is to modify the MTIP.

Sean Taylor moved to approve recommendation to TAC. Michael Abuya seconded. The TCC voted unanimously to approve.

4. MTIP Modification: Rail Projects

Tyler Meyer presented an item requested by NCDOT to modify the MTIP for project P-5719C to purchase and refurbish rail cars for operations on the Piedmont service. The project scope has been revised since the TAC last saw this project a few months ago. NCDOT has received notice that they have been awarded a Federal Rail Administration State of Good Repair grant. The grant will allow NCDOT to revise the project scope from purchasing and refurbishing old rail cars to buying new cars to replace the existing Piedmont Line rail car fleet. The project will expand that fleet sufficiently to allow NCDOT to implement its long planned fourth daily run on the Piedmont Line. The cars to be purchased have been designed through a joint initiative led by the California DOT and the Illinois DOT. The total project cost listed in the MTIP remains unchanged, but the funding source

has shifted from State Trust Funds to Federal Rail Administration State of Good Repair funds. The funding schedule changes from FY 2022 to FY 2023 to provide time for the NCDOT to complete the agreement with the Federal Rail Administration and arrange the procurement of the new rail cars. The funding for the project is \$157 million Federal Rail Administration funds and \$56 million State Matching funds. The recommended action is to modify the MTIP.

Alex Rotenberry asked how the MPO had a vote on the item.

Meyer answered that since the railroad passes through this and other MPO areas, each has to update their respective MTIPs.

Sean Taylor stated that the project was originally going to purchase and refurbish old Ringling Brothers Barnum & Bailey Circus cars.

Scott Whitaker stated that the designs of the rail cars to be purchased do not look that new.

Meyer reiterated that while these cars do not have the futuristic look of Japanese or European style high speed trains, they will be newly constructed with modern conveniences.

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

5. MTIP Amendment: MPO Roadway Projects

Tyler Meyer presented an MTIP amendment that adds nine new Statewide Transit projects and modifies ten programmed Statewide Transit projects and one Rail project. This action today is an administrative step to maintain consistency between the MTIP and the STIP. It allows for NCDOT to increase funding and add these projects for a range of administrative activities at the department, as well as provide grants to sub-allocate funds to transit systems across the state. The recommended action is to amend the MTIP.

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

6. MTIP Amendment and Modification: MPO Rail Projects

Tyler Meyer presented the MPO Self Certification for 2022-2023 as a required annual process. The MPO is required self-certify that its processes and documents comply with all applicable federal regulations and laws. There is a detailed checklist of all the points verified in connection with this item in the agenda packet. The self-certification is required prior to approving the Unified Planning Work Program for each year. The recommended action is to self-certify.

Hanna Cockburn moved to approve recommendation to TAC. Chris Spencer seconded. The TCC voted unanimously to approve.

7. FY 2022-2023 Unified Work Planning Program & MTIP Modification

Tyler Meyer presented the Unified Planning Work Program to establish the annual budget and the work plan for fiscal year 2023. The UPWP details grants that are available in a time period as well as the matching funds associated with them. Funding includes Federal Highway Administration

funding sources, Federal Highway Planning funds, BGDA supplemental funds, State Planning and Research funds, and FTA Section 5303 transit planning funds. Furthermore, funding includes carryover funds from fiscal year 2022 supporting the Triad Household Travel Survey, and a grant from NCDOT for the Regional Travel Demand Model Update with SPR funds.

The details of the draft UPWP were reviewed during the February TAC meeting. Final adjustments to the UPWP have been made, and the document is now due for approval and submittal to NCDOT. Compliance with NCDOT's deadlines will allow them to finalize their own Planning Work Program and receive the necessary federal approvals in time for the federal fiscal year 2023.

Changes to the UPWP are noted on the slide and in the agenda item, organized by funding source. For Federal Highway PL funds, there has been no change to the listings, the funding amounts, activities, or the way that the funds are laid out between line items. For the BGDA funds, it is proposed to increase the annual allocation from \$250,000 to \$500,000 in order to meet current and upcoming needs. Such needs include maintaining regulatory compliance, meeting NCDOT STI process requirements, and pursuing funding opportunities under the new Federal Infrastructure Bill.

Another change relabels the Greensboro Downtown Parking Plan as a FY 2023 project rather than as a FY 2022 carryover. The reason for the change is that the contract procurement process is currently underway. It is expected that the City Council will be asked to authorize the selected vendor in May, which would put the contract execution in June. This puts the commencement of work to develop the plan at July 1, 2022. In order to maintain it in 2022 as a carryover project, the process needed to have been completed sooner so that billable work could begin in June. Another change in the document regarding the Downtown Parking Plan is placing it under II-B-3 Special Studies, rather than the II-A-1 Networks and Support Systems category.

For Section 5303 funds the budget for Network and Support Systems will be reduced to \$100,000. This line item covers short-range planned activities such as data collection and analysis of current transit operations. Correspondingly, the budget for the Mobility Greensboro 2045 Long-Range Transit Plan under II-B-2 Regional Planning will be increased to \$400,000.

The highlights of FY 2023 include completing the Household Travel Survey and other activities relating to Regional Travel Demand Model development and use; developing the Mobility Greensboro 2045 plan; the Downtown Parking Plan; safety planning initiatives including Vision Zero; project planning activities; data collection and performance measurement; procurement of analysis tools and data services; and forecasting future travel demand and transit ridership. Many other work items are provided for, and are laid out in detail in the task narrative in the UPWP document. The recommendation is to approve the UPWP and to modify the MTIP to support the BGDA funding change.

Hanna Cockburn 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 stated he had no additional updates beyond the information provided in the agenda packet.

2. Project Updates

Jason Geary provided an update on City of Greensboro and locally administered projects. Recently bids were opened for Downtown Greenway Phase 4. The bids came in 65% over-budget. The City is looking at ways to value engineer the project. The engineer's estimate had expected material and fuel costs increases factored in, but the bids came in well beyond what had been budgeted and what the state would allow. The City plans to re-bid the project upon completing the value engineering phase.

The Greene Street Streetscape project bid opening is next week. Construction is expected to start this summer. Alamance Church Road construction is underway with clearing work progressing. The project is expected to be complete by spring of 2024. Ballinger Road Bridge Replacement has all of the utility work complete. The contractor is waiting on the steel for the bridge to be delivered. The contractor intends to start bridge work around the first of May. Roadway grading and storm sewer work will follow. The Eugene and Bellemeade Streetscape project had some coordination issues with property owners and the baseball stadium. Some of the water line was installed before the project was put on hold. Work will resume after baseball season.

Horse Pen Creek widening is underway with utilities now out of the way on the Battleground Avenue end. Project completion is expected this summer. Phase 1 of Summit Avenue Streetscape is under construction. Material delivery issues have slowed progress to date, but the contractor expects to have Phase 1 completed by next spring. At that time the contractor will start on Phase 2 into downtown. The NCDOT funded College Road and New Garden Road sidewalk is finally underway. Similarly, the long awaited North Elm Street Sidewalk construction will begin soon after tomorrow's pre-construction meeting.

3. Strategic Reports

Tram Truong provided an update on current public review items. Section 5310 provides a recurring formula funding apportionment that the MPO directs to qualifying area transit projects. These funds are directed under the criteria and selection process established by the Coordinated Human Services Transportation Plan. The available funding for FY 2022 projects is \$565,783. The call for projects from area transit providers and eligible non-profits runs for a 30-day period between March 14 and April 13. Projects will be reviewed for eligibility and sent to the Winston Salem MPO for review and scoring. The WSMPO scores will be combined with GUAMPO scores to prioritize the projects. GUAMPO staff will reciprocate for WSMPO as per longstanding established practice between the two MPOs.

Also, two Title VI documents are out for public review. The first is the MPO Title VI Plan, a non-discrimination policy for the MPO, which is out for public review until March 14. Second is the GTA Title VI Plan, a non-discrimination policy for GTA, which is out for public review from

March 29 to April 28. Both documents are necessary to maintain compliance with USDOT requirements.

The last public review document is the Public Participation Plan which is out for a 45-day public comment period from March 14 to April 28. In this document more details are provided about the amendments and administrative modification processes based on recommendations from the USDOT quadrennial certification review of the MPO conducted last year. These documents and the 5310 project recommendations will be brought for approval in May.

MPO FTA formula funds per FY 2022 funding apportionments increased significantly over FY 2021 levels. The Program of Projects and the MTIP will be modified to account for this increase. The Program of Projects will be out for public review in May. The Program of Projects and the accompanying MTIP modifications are slated to be presented for approval during the MPO's meeting in June.

Yuan Zhou provided an update on the Triad Household Travel Survey project. The project is to collect the travel information needed for an update of the Travel Demand Model that the city, the MPO, NCDOT, and the regional planners rely on for estimating future traffic flow on area roadways. The evaluation committee selected Westat as the lead consultant for this project late last year, and so far we have completed the preliminaries and received City Council authorization for the contract award. We are currently working to execute the contract with Westat. The project is expected to start in May and aims to complete the survey by the end of May 2023. The data in the report from this household survey will provide key inputs for the Travel Demand Model update. The model result will be available in time for our next MTP update in 2025.

Lydia McIntyre presented information on Vision Zero Greensboro. A spotlight was placed on the program in a recent National League of Cities newsletter. The National League of Cities is working with FHWA and USDOT to help promote a new funding source called Safe Streets and Roads for All Grant Program, and that was part of the purpose for the newsletter piece. Marikay Abuzuaiter's leadership role in the effort was mentioned and she was quoted in the article. A link to the article will be sent to the TAC members after the meeting.

Other Items

1. Member Updates

Alex Rotenberry with the Integrated Mobility Division reported on the Multimodal Planning Program. A replacement of the former Planning Grant Initiative, the program provides a competitive process for any sized community to seek support to develop or update a pedestrian plan and/or bicycle plan. If it is a very small community, their plan may be a combined pedestrian and bicycle plan.

IMD also has an Acceleration Plan process to help communities that have a vision of what they want to do but need help to put it on paper. Acceleration Plan provides a very quick process, taking approximately six months. The application process is now open and will close in early May. Interested communities may go to the NCDOT website to learn more about these items and requirements.

2. Wrap-Up & Adjournment

Tyler Meyer mentioned the TAC meets May 9, 2022 at 2:00 PM and thanked everyone for attending.

Tyler Meyer adjourned the meeting at 2:39 PM.