



Technical Coordinating Committee

Meeting Minutes of November 14, 2022

2:00 PM, Greensboro, NC

Zoom Online Virtual Meeting

Attendance

| | | | | |
|----------------|-------------------------|--------------------|---------------------------|-------------|
| Tyler Meyer | <i>TCC Chair</i> | Mark Kirstner | <i>PART</i> | <i>PART</i> |
| Gray Johnston | <i>MPO Staff</i> | Jason Geary | <i>GSO E&I</i> | |
| Yuan Zhou | <i>MPO Staff</i> | Elizabeth Jernigan | <i>GSO P&R</i> | |
| Tram Truong | <i>MPO Staff</i> | Kelly Larkins | <i>GSO Planning Dept.</i> | |
| Raunak Mishra | <i>MPO Staff</i> | Stephen Robinson | <i>NCDOT Div. 7</i> | |
| Craig McKinney | <i>MPO Staff</i> | Todd Meyer | <i>NCDOT Rail</i> | |
| Lydia McIntyre | <i>MPO Staff</i> | Alex Rotenberry | <i>NCDOT IMD</i> | |
| Tyler Fulton | <i>MPO Staff</i> | Michael Abuya | <i>NCDOT TPB</i> | |
| Hanna Cockburn | <i>GDOT Director</i> | Tamara Njegovan | <i>NCDOT Div. 7</i> | |
| Chris Spencer | <i>GDOT/Engineering</i> | Scott Whitaker | <i>Summerfield</i> | |
| Deniece Conway | <i>GDOT/Engineering</i> | | | |

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

Introductory Items

1. Orientation to Zoom Software

Tyler Meyer welcomed everyone to the November virtual meeting and reviewed how to use the Zoom software.

2. Opening Remarks and Roll Call

Craig McKinney took roll call for the public record. TCC members and others identified themselves.

Lead Planning Agency: City of Greensboro Department of Transportation



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Action Items:

1. September 19, 2022 Meeting Minutes

Tyler Meyer asked if any changes were needed to the minutes. Alex Rotenberry noted his name should be removed from the attendance list.

Mark Kirstner moved to approve the minutes. Michael Abuya seconded. The TCC voted unanimously to approve.

2. MTIP Modification: Roadway Projects:

Tram Truong introduced an item that modifies the project limits for I-5955, I-40 pavement rehabilitation project. The scope of the project will change from Holden Road to East Gate City Boulevard to Freeman Mill Road to East Gate City Boulevard. The change is due to NCDOT already improved the section from Holden Road to Freeman Mill Road under a recent project. The funding of this project is unchanged at \$40 million and the construction remains in FY 2023. The recommended action is to modify the MTIP.

Tyler Meyer noted this project is an interstate pavement rehabilitation project paid for with National Highway Program Interstate Maintenance funds.

Hanna Cockburn moved to approve recommendation to TAC. Kelly Larkins seconded. The TCC voted unanimously to approve.

3. MTIP Amendment and Modification: MPO Statewide Projects

Tram Truong presented an item to amend and modify five statewide projects in the MTIP. The first HO-0010B, modifies statewide traffic operations activities; the second HV-001, modifies electric vehicle charging infrastructure on designated alternative fuels corridors; and the remaining three M-0555, modify utility, encroachment and administration costs for each STI tier, and relate to the EV electric vehicle charging stations.

HO-0010B implements statewide traffic operation activities, such as traffic management centers, travel information, and traffic incident and event management. The funding for the item is \$10 million and the implementation phase is set for FY 2024 and FY 2025.

The second item, HV-001, constructs electric vehicle charging stations along the NC Alternative Fuel Corridors. Funding is set at \$500,000 using National Electric Vehicle Infrastructure, NEVI, funds, and the project is scheduled for FY 23. The North Carolina Electric Vehicle Infrastructure Deployment Plan is a part of the federal NEVI program. The program expands access to convenient, reliable, affordable, and equitable electric vehicle charging. The program will be implemented in two phases over five years in North Carolina, and the state is expected to receive \$109 million. Phase one is the rollout out of NEVI compliant stations along designated alternative fuel corridors in North Carolina. The NEVI program requires corridors in each state to have a charging station every 50 miles or less within one mile of the corridor. Phase two focuses on the community based public electric vehicle charging or other critical infrastructure list. The criteria for size selection during this phase will be based on community input and priority setting.

The recommendation is to amend and modify the MTIP for these five projects.

Scott Whittaker asked how many charging stations will ultimately be installed through this program. Tram Truong explained a station is needed every 50 miles of the corridor, and locations are still being evaluated. Tyler Meyer added that this is the first step of an ongoing program, and the final number is not yet known.

Mark Kirstner moved to approve recommendation to TAC. Michael Abuya seconded. The TCC voted unanimously to approve.

4. MTIP Amendment: Pedestrian & Bicycle Projects:

Tram Truong presented an item to amend four projects in the MTIP. The first, EB-5986, adds a preliminary engineering phase in FY 23 for pedestrian signal design for a Benjamin Parkway sidepath and pedestrian signal improvements project. A sidepath will be constructed to connect Josephine Boyd Street and Grimsley High School to the future A & Y Greenway, and to the Seminole Drive sidewalk. Pedestrian signals will be needed from Battleground Avenue to Elam Avenue. The design of the sidepath, sidewalk facilities, and roadway modifications is underway by city staff. Pedestrian signal design will be handled by a design consultant.

The second project, EB-5997, constructs Green Valley Road sidewalks and adds pedestrian signals where needed on Green Valley Road from Market Street to Battleground Avenue. The amendment adds PE in FY 23 and shifts right of way from FY 2023 to FY 2024.

The third project, EL-5101DR is a sub-project that replaces project EL-5101DJ. The project will repair the bridge deck on Murrow Boulevard over the Church Street and complete the Greenway across the structure. Total funding amount is based on the most recent cost estimate.

The final project, R-5787, adds funding for Division 7 to upgrade intersection ramps for the ADA Intersections Compliance Project. The amendment adds \$1,000,000 in funds in FY 23 to this ongoing, multi-year project. The recommendation was to modify the MTIP.

Alex Rotenberry asked if all the projects are in compliance with Complete Streets. Tyler Meyer responded that the first two projects are adding Complete Streets features to existing roadways. Meyer further noted the final project has done a lot of good statewide for upgrading intersections in accordance with Complete Streets values.

Lydia McIntyre asked how the Benjamin Parkway sidepath project will coordinate with U-5842, the Benjamin Parkway widening project. Tyler Meyer responded that currently the Wendover Avenue bridge and interchange prevents the two projects from connecting. It is possible in the future the projects may be connected.

Scott Whitaker moved to approve recommendation to TAC. Hanna Cockburn seconded. The TCC voted unanimously to approve.

Business Items / Potential Action Item(s):

1. 2023 Meeting Schedule

Tyler Meyer provided and discussed a proposed 2023 meeting schedule, and invited members to request adjustments as needed. No members voiced any concerns with the proposal at this time.

2. Division Engineer Updates

Stephen Robinson delivered the Division Engineer Report. Robinson noted the Urban Loop and Boom site projects are coming along well. The bridges on Benjamin Parkway over Wendover Avenue have a projected date of October 2027. Two lane shifts were completed recently. The first on Wendover Avenue at Holden Road in the eastbound direction. The second at the I-40 / US 29 interchange, there are now two lanes coming off of eastbound I-40 heading to US 29 north. Tyler Meyer thanked Robinson and noted these projects are good cost effective ways to improve safety.

Robinson also noted the public comment period for U-5852, the Benjamin Parkway/Bryan Boulevard improvements project, will close November 18.

Lydia McIntyre asked if there are any pictures of the lane changes at the I-40 / US 29 interchange. Robinson promised to inquire about photos.

3. Project Updates

Jason Geary delivered a report on locally administered project news and a discussion of current projects.

Value engineering is underway for the revisions to Downtown Greenway Phase 4 project. Changes include the removal of enhancement area along Greensboro's College's campus and the elimination of the extension of the A&Y Greenway from Hill Street to Benjamin Parkway. Staff plans to put out a bid in December 2022 so construction can start May 2023.

The Greene Street Streetscape projected is set to begin construction once the waterline is delivered in January 2023.

The Alamance Church Road improvements are underway and going well. Clearing and private utility relocations are complete, and new waterline and storm sewer installation is ongoing. Widening is being installed in areas where utility installations are complete. Construction completion is expected by spring 2024.

Bridge work on the Ballinger Road Bridge is underway. Utility installations are complete and widening is in progress. Completion is expected by end of December 2022.

Waterline was installed for the Eugene and Bellemeade Streetscape project from Edgeworth Street to Eugene Street. Installation is expected to be complete by December 15. Utility installations on Bellemeade Street East will follow. Streetscape work on Eugene is expected to begin in early 2023 and will continue onto Bellemeade.

Work on the Summit Avenue Streetscape Project is underway. Utility work on phase one is complete. Summit Avenue paving is complete. The work on Yanceyville Street is expected to be complete by the end of the year. Once phase one work is complete phase two will begin in the new year.

The College and New Garden Road Sidewalk project and the North Elm Street Sidewalk project are going well and full completion is expected by the early 2023.

Tyler Meyer said the last project I want to talk about is the Benjamin Parkway/Bryan Boulevard improvements project. Like Stephen said, the comments are due November 18 and definitely you're welcome and encouraged to submit any comments you or your department might have. The MPO

will submit some official comments about the project and the process, some of the process hiccups we have with it. At this point, we are proposing to swap this project out for the I-6004 Rock Creek Dairy Road Interchange project, which is feasible because it is a very comparable cost. The logic for this is that I-6004 project has got a very clear need. The current interchange configuration cannot handle the traffic which periodically backs up out onto the highway. Plus substantial future growth is imminent in the area. So there is a real need to get a handle on it quickly and not much doubt about what to do to resolve it.

But with the Benjamin Parkway project the situation is different. When you look at forecasted future traffic numbers the current traffic of 35,000 is expected to go up to about 50,000 by 2045, which if that really happens would require some reconstruction of the corridor to keep the traffic moving. And the project that is out for public review right now, it does that, but it needs more time really to be thought through before it will be ready to go. Proximity to the Wendover Avenue interchange and the tie in from Wendover westbound onto Benjamin Parkway westbound creates some complications and awkward issues for the corridor. Basically the thought process is to rethink that project and how it connects to the Wendover Avenue interchange. The idea is to recommend swapping it out now and if TAC and the Division agree with that, then resubmit it back in P7 along with a revised reconfiguration of the Wendover Avenue interchange and hopefully get those two projects going in coordination.

I do not doubt that those projects will have pretty good prospects for funding. You know, maybe not immediately for construction in P7, but in the over the next couple rounds probably should score pretty well and get back on track. I know the public was somewhat confused by the public involvement materials not being quite thorough or descriptive enough of the anticipated issues and needs. But, that's subject that we can, address in our comments and just work with DOT in the future to do better on how we present and how we prepare for materials in advance of meetings, that can help make sure that we put our best foot forward collectively so public has a real chance to understand the goals of the project and the need for what is proposed. I think that's where I will leave it. We will give TAC an update on it on Wednesday and see what their feeling is. Again, long term needed project, just kind of a complicated one. It's really important to get the details right and at this point we need a bit more time to work with the department to flush through those and make sure that we do that. So that is it for that update. Are there any questions or discussion?

Strategic Reports

Tyler Meyer provided an update on upcoming work items and topics of current interest. Meyer first discussed the P7 schedule. The submittal window is from July to September 2023. Using feedback from P6 quantitative scores, this is a time to rethink plans and make adjustments as needed. The 2024-2033 TIP will be approved in June or July, so P7 will determine the new projects for the 2026-2035 TIP. The MPO will put out a draft MTIP document sometime early next year that corresponds to the draft STIP and has additional explanatory material about the MPO's process and about how to understand the document.

The GTA Zero Emissions Transition Plan RFP deadline passed and the city is reviewing vendors. The RFP deadline for Mobility Greensboro also passed, so staff is in the process of going through the proposals.

The City's federally funded on-call service contract is due in a couple weeks. The MPO's future projects will be designed or supported through that process. The unified planning work program for 2024 is going to be brought in for draft review in January, and approval will be required in March. Staff is in the early stages of reviewing and preparing for a transportation alternatives call for projects. More information will be provided once the plan is written. The Coordinated Human Services Public Transportation Plan will be updated this year, along with the 5310 call for projects in the early spring.

Other Items

1. Member Updates

Alex Rosser provided an update on the Boom site. Rosser showed photos of the construction progress and detailed particular construction projects. Special attention was paid to the progress of the cross field Taxiway phase two project. Erosion measures are underway. 500 acres are being developed on the northwest side of their airport for future tenants. Rock blasting is underway, material will be placed in the winter. Rosser detailed the location of a to-be constructed vehicular bridge over I-73. The final 850 feet of the runway are being rehabbed. Runway safety area improvements, an approach lighting system, and grooving and marking will be completed in the winter. In the Main Terminal all six southern elevators are being replaced.

Craig McKinney asked if a problem with Boom's engine supplier has been resolved. Alex Rosser replied he is not at liberty to discuss Boom and their engine facility, but Boom is still moving ahead.

Scott Whittaker asked if the control tower is complete and in operation. Alex Rosser replied since the night of September 25th and the morning of September 26th, the FAA moved to the new facility and it is in operation.

Alex Rotenberry provided two updates on the operations of the North Carolina Department of Transportation in the Integrated Mobility Division. The first is that the Integrated Mobility Division recently hosted a webinar. The webinar discussed grant opportunities and projects and programs coming up in 2023. Feasibility studies of micro-transit options will begin in early 2023. The multimodal planning grant program will also begin soon. The department will begin accepting applications from communities for standalone pedestrian or bicycle plans in January 2023. Over 250 plans have already been approved with some serving the smaller communities in the Greensboro MPO area.

Alex Rotenberry next provided an update on the trail feasibility study. The feasibility studies bridge the gap between conceptual planning and programming of projects. They build upon higher level planning efforts and take a comprehensive approach to identify possible route alternatives or multimodal corridors. The purpose of this study is to evaluate technical feasibility of a project from a design, permitting, and constructability perspective. The different trail types could be paved trails,

greenways, shared use paths, side paths, or sidewalks. Any municipality can apply for this in North Carolina and MPOs can also apply. The grant recently opened and applications are accepted until January 9.

Lydia McIntyre noted that the MPO applied for the Safe Streets and Roads for All grant through USDOT. The grant will help support Vision Zero, as well as expand other current programs for the City. Funding is being planned to do that analysis. The MPO also partnered with NCDOT to submit a project for a planning document for US 29. An update will be available early 2023. Tyler Meyer noted DOT came up with a clever name for the project, AGGIES, which stands for accelerating Greensboro Growth through Increasing Equity and Safety.

Mark Kirstner provided some updates on the travel demand modeling program. More funds will be needed to calibrate and validate the travel demand model for the next base year update. Discussions are needed about doing an onboard survey for all transit systems. Kirstner will present these items to the model team, and a model team budget will be ready by January 2023. Mark Kirstner also discussed updates to growth allocation, and using scenario planning. A new process is underway over the next 6 months to determine socio-economic data in MPO communities. Lastly, Kirstner commented on the progress of the household travel survey. Of the first 19,000 surveys mailed, there are 543 completed so far. The next mail out will contain 90,000, and the goal is 4,800 replies. Replies are high so far, and there is a good geographic distribution of responses.

2. Wrap-Up & Adjournment

Tyler Meyer mentioned the neat TCC meeting for December may be cancelled. An email will go out with further information and thanked everyone for attending.

Tyler Meyer adjourned the meeting at 3:01 PM.