



# Technical Coordinating Committee

## Meeting Minutes of December 11, 2023

2:00 PM, Greensboro, NC  
Zoom Online Virtual Meeting

### Attendance

Tyler Meyer	<i>TCC Chair</i>	Alex Rotenberry	<i>NCDOT IMD PART</i>
Lydia McIntyre	<i>MPO Staff</i>	Elizabeth Jernigan	<i>GSO Parks &amp; Rec</i>
Raunak Mishra	<i>MPO Staff</i>	Jason Geary	<i>GSO E&amp;I</i>
Craig McKinney	<i>MPO Staff</i>	Suzette Morales	<i>FHWA</i>
Yuan Zhou	<i>MPO Staff</i>	Frances Kallam	<i>GSO E&amp;I</i>
Joseph Castelda	<i>MPO Staff</i>	Kelly Larkins	<i>GSO Planning</i>
Gregory Carlton	<i>MPO Staff</i>	Alex Rosser	<i>PTLA</i>
Mary Harward	<i>MPO Staff</i>	Bruce Adams	<i>GTA</i>
Gray Johnston	<i>MPO Staff</i>	David Pegg	<i>GTA</i>
Tram Truong	<i>MPO Staff</i>	Hanna Cockburn	<i>GDOT Dir.</i>
Mark Kirstner	<i>PART</i>	Michael Abuya	<i>NCDOT TPB</i>
Chris Spencer	<i>GDOT Eng.</i>	Scott Whitaker	<i>Summerfield</i>
Stephen Robinson	<i>NCDOT Div. 7</i>	Joel Strickland	<i>McAdams</i>
Nishant Shah	<i>NCDOT Div. 7</i>		

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

### Introductory Items

#### 1. Orientation to Teams Software

Tyler Meyer welcomed everyone to the December virtual meeting and reviewed how to use the Teams software.

#### 2. Opening Remarks and Roll Call

Yuan Zhou took roll call for the public record inviting TCC members and others to identify themselves in the teams chat.

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



PO BOX 3136  
GREENSBORO NC 27402-3136



P 336 373-4368  
F 336 412-6171



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## **Action Items:**

### **1. September 18, 2023 Meeting Minutes**

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

*Mark Kirstner moved to approve the minutes. Jason Geary seconded. The TCC voted unanimously to approve.*

### **2. Smoothed Urban Area Boundary Approval**

Gregory Carlton updated the group on the smoothed urban area boundary. Every decade the MPO is required to adopt a smoothed urban area boundary for Federal Highway Functional Classification, which distinguishes rural roads from urban roads. The boundary also extends and simplifies the U.S. Census 2020 urban areas, which are typically irregular. Carlton showed the group a slide with the new boundary, which was made in coordination with neighboring MPOs that were also shown on the slide. Carlton noted that the smoothed boundary does not replace the census boundary, but enhances it, and that NCDOT has already given preliminary feedback on it to the MPO. A recommendation to approve the boundary was suggested. Meyer then asked the group if there were any questions.

Mark Kirstner asked the reason for extending the boundary to NC 62 in the south of Guilford County, and Carlton stated that the highway serves as the best East-West boundary road in that region, and the extension also takes into account potential traffic generators, mainly the planned mega site.

*Kelly Larkins moved to approve the Smoothed Urban Area Boundary. Steven Robinson seconded. The TCC voted unanimously to approve.*

### **3. MTIP Amendment & Modification: Statewide projects**

Gregory Carlton was invited to introduce the statewide projects. Carlton introduced 4 projects, the first as ER-5600. This project provides funding for the state's roadside vegetation management program, adding \$4 million dollars to cover prior year expenses for FY 22 and FY 23 and \$1 million per year from FY 24 to FY 28.

The next 3 projects were related to transit funding for the FTA section 5339 discretionary funds. TC-0008 adds \$1,225,000 in capital for bus and facility projects in FY 24 and TC-0010 adds \$4,500,000 for construction of bus facilities in FY 24. TC-0012 adds \$3,125,000 of capital to FY 24 for the now and low emissions bus program and is primarily related to the purchase of electric and clean fuel buses and purchasing related infrastructure. A recommendation was made for MTIP modification and TCC approval.

Tyler Meyer asked if there were any questions from the group. Scott Whitaker from Summerfield asked for clarification on ER-5600, to which Carlton replied that the asterisk on the project title means that this project is an amendment, versus the other three discussed being modifications. There were no other questions or comments from the group.

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

### **4. MTIP Modification: Aviation & Transit Projects**

Tram Truong introduced the aviation and transit amendments and modifications to the 2024-2033 MTIP. The first modification she presented was for AV-5803 which will construct Taxiway F at PTIA, including a bridge over the Ted Johnson Parkway. The modification moves construction from FY 2024 to 2028 to ensure ample time for finalizing funding arrangements, planning, and design activities. The funding remains unchanged with \$1.5 million in state funds distributed across three years from FY 2028 to 2030, with an additional \$26.5 million in other funding expected from PTIA and the Federal Aviation Administration in FY 2028.

Truong provided an update on TL-0050, the new GTA Route 1 Crosstown Service, which was previously introduced at the September 2023 TAC meeting. Originally, the intention of the MPO was to use a combination of CMAQ and CRP funds to cover 80% of project costs. However, since the initial addition of the project to the MTIP and STIP, it was determined that the \$239,000 of CRP funding that was to be applied to the project was ineligible and could not be used for new transit service operating costs. The amendment reflects the change in funding from CRP to local funds and brings the total local contribution to \$1.775 million, while retaining the \$5.905 million CMAQ contribution.

The final two amendments were for PART projects. The amendment for these two projects adjusts the federal funding spread from FY 2024 to FY 2030 to reflect the updated FY 2023 federal apportionments. The first project, TG-6185 is a PART routine capital project. The federal funding will be increased by \$213,000 per year. The second project, TO-5209 is a PART operating assistance grant. The federal funding will be increased to \$518,000 per year. The recommendation was to amend and modify the MTIP to account for the aviation and transit projects. Tyler Meyer asked if there were any questions from the group. Alex Rotenberry asked if the nature of the funding was a long-term solution for the particular transit line, or if the funding serves more as a pilot program. Meyer explained that CMAQ funds are used as a demonstration project, to get the project started, and to demonstrate the value and worth of the project. After that, the city and GTA will take up operating costs and integrate it into their overall management structure. CRP funds were also explained to not having it the same provisions as CMAQ and therefore can be used for new service startups for transit projects.

*Steven Robinson moved to approve. Jason Geary seconded. The TCC voted unanimously to approve.*

## **5. MTIP Modification: Pedestrian and Bicycle Projects**

Tram Truong introduced four pedestrian and bicycle project modifications to the 2024-2033 MTIP. Project BL-0042, the Vance Arlington Greenway from north of Florida Street to Bragg Street needs to be modified after the project construction phase was mistakenly shifted from FY 2023 to FY 2025. Right of way has been acquired, and construction authorization is expected in early FY 2024. The modification changes the funding from 100% BGDACV funding to 80% TAANY and 20% local funds. The change in funding sources and amounts is because the funding agreement was only available during a limited time during the height of the Coronavirus Pandemic, and it is no longer available.

The next amendments was for EB-5900, the Summerfield South Greenway from US 220 to Centerfield Road. The amendment shifts the right of way phase of the project from FY 2023 to FY 2024 while maintaining project costs and the construction timeline.

Truong also introduced amendments for EB-5986 and EB-5995. EB-5986, which is scheduled to construct a sidepath on Benjamin Parkway from Elam Avenue to Battleground Avenue, has been amended to include signal modifications and crossing improvements between Battleground Avenue

and Garland Drive with no changes in schedule or cost. EB-5995, the sidewalk construction project on Lawndale Drive from Pisgah Church Road to Lake Brandt Road has been amended to shift right of way from FY 2024 to FY 2025 and construction from FY 2025 to FY 2026. While there are no current funding changes for this project, Truong noted that there may be some adjustments needed in the future since the project cost estimate is low. The recommendation was to amend and modify the MTIP to account for the bicycle and pedestrian projects. Tyler Meyer asked if there were any questions or comments from the group. There were none.

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

## **6. MTIP Modification: Roadway Projects**

Tram Truong presented the 2024-2033 MTIP modifications for roadway projects. The first modification was to B-5713 which will replace the bridges on Willow Road over I-40/BUS85 and South Buffalo Creek. The modification will accelerate right of way funding from FY 2029 to FY 2028 and will adjust the cash flow for construction from FY 2030 to FY 2032 while leaving the \$9 million project total unchanged. The second modification was to HS-2007K, which will install a guardrail on I-40 West near the South Buffalo Creek Bridge and at the I-40 East ramp at Exit 219. The modification will add a new project break to HS-2007, with \$264,000 in Federal Highway Safety Improvement funds in FY 2024.

Project P-5709 is a rail project grade separation for Norfolk Southern H Line and the Franklin Boulevard crossing in Greensboro. It will also result in the closure of the O'Ferrell Street crossing. NCDOT has decided to adjust the contract let day from July 2024 to July 2025 for financial management reasons. The funding amount of \$26.5 million in state highway trust funds is unchanged.

Project R-5823, will improve NC 65 and NC 68 from NC 65 in Stokesdale to US 220 and I-73. After analyzing the current traffic trends, a new traffic forecast and a detailed review of crash histories and hotspots along the corridor, the department is modifying the scope of the project from widening a project to a series of intersection and safety improvements along the corridor. The amendment is to revise the scope description and modify construction cash flow assumptions. The construction schedule will remain in FY 2026 and the cost will remain at \$28 million pending a revised estimate.

The last modification deleted U-2524F from the TIP. This project was the Fleming Road Interchange Project, but it was removed from the MTIP following a vote of the Greensboro TAC in 2022. Removing the project from the TIP will help to maintain MTIP-STIP consistency and ensure that there is no confusion over the status of the project. The recommendation was to approve the MTIP modifications to the roadway projects

Tyler Meyer asked if there were any questions from the group. Scott Whitaker asked for a map of the U-2524F removed project. Meyer asked if the MPO staff could locate a map and have it available after the rest of the presentation, and Craig McKinney was able to show it on the presentation screen.

*Jason Geary moved to approve. George Linney seconded. The TCC voted to approve the modification 10 to 1.*

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

### **1. 2024 MPO Meeting Calendar**

Tyler Meyer presented the proposed 2024 MPO Meeting Calendar. Meyer stated that the TAC meetings usually start on a Monday unless there is a reason to change it to a Tuesday. The 2024 calendar aligns closely with the 2023 calendar, with modifications based on the Prioritization 7 deadlines put out by NCDOT, including actions on the regional needs local input points in July and on the division needs local input points in the October meeting. The meetings will also align with the TAC meeting in May when they will approve other projects such as the 5310 elderly and disabled funding recommendations and the coordinated human services public transportation plan. A vote is not needed from the TCC as this is more a TAC item, but comments and feedback are welcomed if there were any issues.

Jason Geary mentioned a few meeting dates that were not correct according to the 2024 calendar, and members of the MPO acknowledged the mistake. Meyer stated that the TCC would be double-checked and corrected along with the proposed 2024 TAC calendar. Gregory Carlton showed the 2024 TAC calendar on the screen and it was noted that the dates also needed revision.

## **2. Division Engineer Report**

Steven Robinson gave the project updates. Robinson highlighted two sidewalk projects from the provided project packet. EB-6037C (A & Y Greenway Trail) and U-5532E (sidewalks on Big Tree Way and Bridford Parkway) have both been awarded by the department and they have the executed contracts. Pre-construction meetings will be happening in the next few weeks. Meyer thanked Robinson for the update and recognized that there were no questions from the group.

## **3. Projects Update**

Jason Geary was invited to give the project updates on the city projects.

- Phase 4 of the Downtown Greenway (EB-6037C) had a successful bid with Yates Construction being awarded the contract as the lowest bidder. The project is set to begin in January 2024 and will be completed in July 2025.
- The Murrow Boulevard Bridge Repair Project (EL-5101DR) is also expected to be a yearlong project with pre-construction activities beginning in January 2024 and construction concluding in early 2025.
- The General Sidewalk Improvement (U-5532E) contract was awarded to ACCI and they plan to begin working on the project in February 2024 with the work set to be completed by the end of the year.
- The Davie Street Streetscape Project (Contract 2018-051A) has been advertised with a bid opening on December 21, 2023. The project will hopefully begin in March 2024 and E&I is expecting a good turnout for the bid.
- The Alamance Church Road Improvements (Contract 2011-0670) is complete with the exception of a few minor cleanup items that will be completed in Spring 2024. Marikay Abuzuaiter noted that she is excited about the completion of this project.
- The Eugene & Bellemeade Streetscape Project (Contract 2020-0180) is mostly complete with some intersection work still to be finalized through January 2024. The final asphalt surface and markings will be installed by March 2024.

Alex Rosser then gave the project updates for PTI Planning and Engineering. A slide was shown detailing the Marshall Site and the Boom site. The Marshall site will house a seven-bay hangar to work

on C130 military aircraft and the facility will be completed in November. The site will be accessed from an extension of Bentley Road that stems from Regional Road that will be paved by NCDOT in the Spring. Excavation and placing of the concrete for the foundation is currently happening and the concrete apron for the front and back of the hangar is being placed. The Boom hangar will be completed at the end of March 2024 and will be approximately 170,000 square-feet and DOT is currently working on the Regional Road extension access road for that facility. The project also consists of a bridge that will go over I-73 that will connect to a service road that will go up to Pleasant Ridge Road and is scheduled to be completed by June 30, 2024.

Rosser then updated the group on the line-of-site project that is being completed for a portion of taxiway Echo that cannot currently be seen by the traffic control tower. Excavation of material will take place and embanking for a future aviation site that will be located in the middle between the parallel runways. Meyer then asked how the TIP amendment present earlier by Tram Truong will fit in to the PII project picture as included a bridge that has a different timeline than the one at the construction site. Rosser specified which bridge was under construction and then clarified with a visual on the slideshow of taxiway F. Mark Kirstner asked Rosser if the extension of Bentley Road, the access to the Marshall site, will be able to access the Boom site. Rosser explained that it will not be able to access the Boom site from Bentley Road, but from continuing on Regional Road. There were no further questions about project updates.

#### **4. Strategic Reports**

Lydia McIntyre was then invited to begin the strategic reports. McIntyre shared that GDOT has been paired with other Vision Zero Cities, including New York City and Alameda, California. As part of the pairing, members of the GDOT management team, engineers, and planner were all able to visit the New York department in October and have a peer exchange and planning engagement meetings. One large aspect of the meetings and exchange was the focus on USDOT's Safe Systems Approach, pedestrian safety action plans, and street improvement projects. GDOT members were also able to go on a tour of the pedestrian projects and biking infrastructure that NY DOT has completed and are finishing up. These projects include cycle tracks, protected bike lanes, speed cameras and monitoring systems, left turn treatments, high vision truck cabs, and outreach promotion.

McIntyre then gave an update on Greensboro's micromobility program. After reviewing vendor applications and hosting demos for the vendors, GDOT staff and UNCG staff have chosen to go with Bird as the city's next micromobility vendor. This decision will go to council on December 19, 2023 and staff will be meeting with the vendor the week of December 11, 2023 to review a launch date and the phasing process. McIntyre then showed pictures of staff at the end of the year community bicycle event that was held with some of Greensboro's bicycle advocacy groups.

Gray Johnston followed by giving an update on Greensboro's GOBORO long range transit plan. He first gave a background on the project, which was started in March of 2023 with a review of existing conditions and the productions of two conceptual designs (Ridership concept versus Coverage concept). The first round of public engagement was completed in November 2023 where community members were asked where they wanted to see funding for transit to go, and were asked to choose between the 2 conceptual design ideas. After 20 public events and popups, the group received over 1,800 survey responses, with a majority of the responses preferring the ridership concept and 33% preferring the coverage concept. 85% of respondents would likely support an increased amount of funding towards transportation (including a potential Guilford countywide half-cent sales tax for transit), with 52% saying they would absolutely support it. The week of December 11, 2023, city

council will be briefed and be asked for a formal policy resolution to be passed in January to support the project. The goal of the policy resolution will be to lay out what percentage of resources go towards the ridership concept and what percentage will go toward the coverage concept. Throughout spring 2024, more public engagement activities will be held to show the public a new draft plan and by August we will have a final recommended plan.

Gregory Carlton then gave an FHWA update on behalf of Suzette Morales. An information packet was included in the TCC meeting agenda. Carlton explained that federal funding has been continued early into 2024 for January 19 and February 2. One aspect that is impacted at a local level in our MPO is the new greenhouse gas performance measure. FHWA announced a rule that established greenhouse gas performance measure for state departments of transportation and MPOs, which will be a part of the National Highway Performance Program looking at CO2 emission changes that occur across the states and in various cities. Once NCDOT establishes its target, the MPO will have 80 days to also establish their targets for that program.

Suzette Morales then added a few points. Morales explained that because Greensboro is so close to other MPO's in the area, we will have to set up joint GHG measure targets with other MPO's. Morales encouraged the group to join a webinar on December 13 that was shared if they have any questions.

## **Other Items:**

### **1. Member Agency Updates**

Tyler Meyer then opened the floor to any updates from member agencies. Mark Kirstner reminded the MPO that in January 2024 there would need to be an agenda item to approve the growth control totals for their travel demand model update. Scott Whitaker from the Town of Summerfield asked if the schedule for the bridge replacement on the A&Y Greenway was still slated for construction to start in 2025. Meyer responded that the schedule was accurate and that NCDOT has approved the funding for the project. City council has also approved the funding, and once the agreement is routed, engineering and inspection will be able to hire the firm to the design. An effort is being made to get the bridge project going as soon as possible.

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

Meyer noted the next TCC meeting will be held in the last week of January 2024 at 2:00 PM. The 2024 meeting calendar will be double checked and a correct version will be sent out.

Hanna Cockburn made a motion to adjourn, and the motion was accepted by acclamation.

**Tyler Meyer adjourned the meeting at 3:07 PM.**