



Technical Coordinating Committee

Meeting Minutes of June 24, 2024

2:00 PM, Greensboro, NC

Teams Online Virtual Meeting

Attendance

| | | | |
|------------------|---------------------|--------------------|----------------------------|
| Tyler Meyer | <i>TCC Chair</i> | Michael Abuya | <i>NCDOT TPB</i> |
| Lydia McIntyre | <i>MPO Staff</i> | Alex Rotenberry | <i>NCDOT IMD</i> |
| Raunak Mishra | <i>MPO Staff</i> | Nathaniel Moore | <i>GDOT Maint. Div</i> |
| Craig McKinney | <i>MPO Staff</i> | Reginald Mason | <i>GTA Director</i> |
| Gregory Carlton | <i>MPO Staff</i> | Sherria High | <i>GTA</i> |
| Mary Harward | <i>MPO Staff</i> | Mark Kirstner | <i>PART</i> |
| Tram Truong | <i>MPO Staff</i> | Elizabeth Jernigan | <i>GSO Parks & Rec</i> |
| Yuan Zhou | <i>MPO Staff</i> | Suzette Morales | <i>FHWA</i> |
| Kelly Larkins | <i>GSO Planning</i> | Jesse Day | <i>PTRC</i> |
| Jason Geary | <i>GSO E&I</i> | Robbie Wagoner | <i>Stokesdale</i> |
| Stephen Robinson | <i>NCDOT Div 7</i> | Cam Dungee | <i>Sedalia</i> |
| Nishant Shaw | <i>NCDOT Div 7</i> | Joel Strickland | <i>McAdams</i> |
| Chad Reimakoski | <i>NCDOT STIP</i> | Shree Dorestant | <i>GSO Sustainability</i> |

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

Introductory Items

1. Opening remarks/ TCC Roll Call/ Attendee Verification

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

Action Items

1. May 8, 2024 Meeting Minutes

Tyler Meyer asked if any changes were needed to the minutes. No changes were requested. *Mark Kirstner moved to approve the minutes. Robbie Wagoner seconded. The TCC voted unanimously to approve.*

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2. MTIP Amendment & Modifications: Roadway

Tram Truong provided an update on the request for the MPO to modify project I-6004 improving interchange at the I-40 and Rock Creel Dairy Road in the 2024-2033 MTIP. I-6004 will improve the I-40 and Rock Creek Dairy Road interchange. The project will help mitigate delays and improve capacity with the addition of a parallel bridge structure and reworked ramps while also adding pedestrian accommodations on the bridge for increased access and safety. Funding for the project has been made available through a swap with NCDOT for project U-5852, which would have widened Benjamin Parkway. The modification provides more time for design work and increases funding based on current cost estimates. Specifically, the modification shifts construction from FY 27 to FY 28 and increases funding from \$12,749,000 to \$16,749,000. Right of way and utilities schedule and funding remain unchanged. There were no questions. The recommendation is that the TCC approve the MTIP modifications. *Kelly Larkins moved to approve the amendment. Robbie Wagoner seconded. The TCC voted unanimously to approve.*

3. MTIP Amendment: Bicycle & Pedestrian

Tram Truong introduced a modification to the 2024-2033 MTIP for project BL-0116. BL-0116 involves extending the A&Y Greenway along the rail-banked A&Y corridor from Hill Street to Rollins Road. Previously, the MPO had allocated \$2.1 million to the project from BGANY funds. On May 8, 2024, the MPO added a \$4 million earmark to this project. The modification revises the original \$2.1 million portion of the funding package by shifting the source from BGANY to TAANY funds and correcting the Federal and Local funding split to an 80/20 ratio.

Mark Kirstner asked for clarification on the meaning of BGANY and TAANY. Tyler Meyer explained that the Federal Highway Funding Program is divided into sub groups, and one of the major programs is called the Surface Transportation Block Group (STBG) Program. Two subsets to STBG are DA funds, which mean Directed Apportionment, and ANY, which stand for funds used in any area. The BGANY are any funds, and the MPO swapped with NCDOT for STBGDA FUNDS. TA stands for Transportation Alternatives, which is a specialized smaller program dedicated to bicycle and pedestrian projects. There were no further questions.

The recommendation is that that TCC will approve the MTIP amendment. *Elizabeth Jernigan moved to approve. Robbie Wagoner seconded. The TCC voted unanimously to approve.*

4. Coordinated Human Services Plan Adoption

Tram Truong introduced the Coordinated Human Services Plan for adoption. This plan, a federally mandated document, addresses the transportation needs of the elderly and individuals with disabilities and is updated in conjunction with the MPO's long-range transportation plan, which is revised every five years. Specifically, the plan provides for MPO's framework for allocating the Section 5310 elderly and disabled program funds to eligible human services transit projects. Public comments on the plan were accepted from March 22 to June 7, 2024, with a public meeting held on April 11 from noon to 1:00 PM. There were no speakers or comments from the public.

Between 2020 and 2022, both Guilford County and Greensboro experienced slight population increases, including a rise in the number of people with disabilities, which now account for 11.8% of Greensboro's population and 11.9% of the county's population. Among those over 65 years old, the

percentage of individuals with disabilities remains steady at around 32% for both areas. These statistics highlight a growing need for enhanced access to paratransit services.

The plan includes modifications to the point-based evaluation criteria for project selection under Section 5310, aiming to better align project selection with current priorities. Specifically, the points allocated for benefits and cost have been adjusted from 15 to 10. This change is intended to ensure that funded projects more effectively address user impact concerns within communities. The new criteria will be implemented this year. *Mark Kirstner moved to approve. Robbie Wagoner seconded. The TCC voted unanimously to approve.*

5. Section 5310 Award & MTIP Modification

Tram Truong presented the Section 5310 Award and the MTIP modification. The Section 5310 program addresses the specialized transportation needs of seniors and individuals with disabilities, beyond what traditional public transit services offer. This may include operating assistance and capital projects that go beyond ADA requirements, improving access to fixed-route services, and providing alternatives to paratransit services. However, vehicle purchases are not eligible expenses for sub-grantees.

Each year, the MPO allocates an annual apportionment of Section 5310 funds—dedicated to enhancing mobility for seniors and individuals with disabilities—to projects requested by eligible agencies. The MPO's Coordinated Human Services Transportation Plan (2024) outlines the framework for evaluating and awarding these funds. Eligible recipients include public transportation agencies such as GTA, TAMS, and PART, as well as non-profit organizations. The funds are provided directly to GTA, which manages its own Section 5310 projects and oversees and reimburses sub-grantees under the program.

For FY 2024, the MPO has allocated \$411,495 to the Section 5310 program. GTA has set aside 10% of this amount for grant administration costs, leaving \$370,345.50 available for project funding. Truong noted that 55% of these funds must be used for capital projects. A call for projects was issued from March 22 to April 21, resulting in two applications for FY 2024: Guilford County Transportation and Mobility Services (TAMS) requested \$50,000 for operational assistance, and GTA requested \$320,345.50 for capital expenses to extend service hours for the Access GSO program. The Greensboro MPO collaborated with the Winston-Salem MPO to review and score these applications, with GTA receiving an average score of 34.2 and TAMS receiving 26. As the total requested amount does not exceed the available funds, the MPO recommends awarding the full requested amounts to both agencies.

Alex Rotenberry asked how capital was defined within this project. Tyler Meyer explained that under FTA rules, GTA services is classified as capital costs of contracting, so it is eligible as a capital expense rather than an operation expense. *Michael Abuya moved to approve. Robbie Wagoner moved to second. The TCC voted unanimously to approve.*

6. MTIP Amendment & Modification: Transit

Tram Truong introduced the amendment and modification for Transit. . In collaboration with local transit operators, the MPO decided to amend the MTIP transit listings for FY 2024. The amendment's primary goal was to update the previously estimated FY 2024 funding levels with the

final full-year apportionments, resulting in an overall increase of \$280,886 (3.7%) in Sections 5307 and 5339 funding levels. Additionally, the amendment aimed to optimize the distribution of formula funding between projects to better address current needs. Future year funding levels were also adjusted based on FY 2024 appropriations for ongoing projects. These changes align with the FY 2024 Program of Projects agenda item. Specific modifications include:

- **TA-4767 Replacement Paratransit Buses:** FY 2024 Section 5339 funding is zeroed out since no vehicles are needed this year. The funds are reallocated to TG-0019 and TG-5101.
- **TG-0019 Routine Capital:** The project description is updated to include fareboxes, camera systems, automated passenger counters, and delivery for used buses; purchase of bus shelters, depot ticket machines, and real-time bus shelter signage for Crossmax Purple. Funding is shifted from Section 5307 to Section 5339, with an increase in federal funding to \$536,000.
- **TG-5101 Routine Capital:** This project now covers the purchase of maintenance equipment and tools. Funding is shifted from Section 5307 to Section 5339, with a reduction in federal funding to \$56,000.
- **TG-4957 ADA Paratransit Operating:** Federal funds are increased by 1% to \$662,133.
- **TM-0053 Microtransit Operating Expenses:** A new project is added to support microtransit service in designated zones in Greensboro, as proposed by the GOBORO Plan, adding \$546,986 in federal funding.
- **TS-4758 Safety & Security:** Federal funds are adjusted to reflect the customary threshold.
- **FY 2024 PART Changes:** Adjustments are made to routine capital, replacement vehicles, and operating assistance.
- **FY 2024 TAMS Changes:** \$35,000 in federal operating assistance is removed as it is not currently needed.
- **Section 5310 Funding Adjustments:** These are presented in a separate item and are not included in this action.

Section 5310 funding adjustments presented in another item and are not included in this action. The recommendation is that the TCC will approve the amendment and modification for the transit project listings. *Mark Kirstner moved to approve. Robbie Wagoner seconded. Approved unanimously.*

7. 2024 Program of Projects

Tram Truong presented the staff report. The annual Program of Projects is a list of transit projects scheduled for funding in a federal fiscal year through various grants, including Federal Transit Agency formula grants, transit discretionary grants, Federal Highway Funds flexed to FTA for transit improvements, and state formula grant programs. The POP includes projects identified in the MPO-approved Metropolitan Transportation Improvement Program (MTIP) and/or the Unified Planning Work Program (UPWP). The program includes grants for GTA, PART, and Guilford County TAMS.

In developing the Program of Projects the MPO followed its Public Participation Plan, by providing for a 30-day public comment period from May 20 to June 19, 2024 and a public hearing during the June 26, 2024, Transportation Advisory Committee (TAC) meeting. However, no community members signed up to speak at the hearing, and no comments were received.

Tram Truong recommended approval of the FY-2024 Program of Projects. *Jason Geary moved to approve. Chad Reimakoski seconded. Approved unanimously.*

Business Items / Potential Action Items:

8. Prioritization 7.0 Quantitative Scores & Next Steps

Tyler Meyer provided an update on the Prioritization 7.0 (P7) process, which is used by NCDOT to develop the next State Transportation Improvement Program (STIP) covering the years 2026 to 2035. The P7 process determines which candidate projects will be selected and included in the STIP. In some cases, where program costs exceed available revenues in specific funding buckets, an additional step to trim out projects that cannot be funded will be required. The prioritization process includes a quantitative scoring component based on project need, as well as a priority component where MPOs, RPOs, and divisions assign local input points. The quantitative scores, or need-based component, have already been released and were included in the agenda packets. Meyer highlighted several key points:

- **Revenue Availability:** A total of \$1.03 billion has been allocated at the state level for distribution. Three regions, including highway divisions 7 and 9 (which cover the Greensboro and Winston-Salem areas and their surrounding counties), have a positive balance, with a combined capacity of \$458 million.
- **Statewide Projects:** Seven projects are proposed to be funded at the statewide level, including two in Charlotte, several in Raleigh, three in Wilmington, and one in Greensboro. A significant portion of the funding will go toward widening I-77 in Charlotte. The selected project in Greensboro involves safety and access management upgrades on US-29, with an estimated cost of \$36 million. The most competitive project in the Greensboro area is the Mackay Road grade separation at the NC railroad, which ranked as the fourth-highest scoring project in the region.
- **Winston-Salem Beltway Projects:** Depending on the allocation of local input points, three Winston-Salem Beltway projects could receive full funding.
- **Bicycle and Pedestrian Projects:** Five of the top 10 scoring projects were Greensboro MPO Bicycle and Pedestrian projects.

Meyer outlined the next steps in the process, which include staff analyzing the project results and applying the local input point methodology. The results will be presented at the August TAC meeting, where the proposed initial list of regional impact and local input point assignments will be discussed. A draft of the Division Needs list will also be available, with Division Needs not due until the end of November, allowing more time to assess the regional results. By January 2025, the process should be ready for the next phase, with a full set of results available. The group had no further questions.

9. Division Engineer Report

Chad Reimakoski provided the Division Engineer Report with the following updates:

- U-5169: This project, which includes improvements to the I-74, 311, and NC-68 Eastchester Drive Interchange, was completed and accepted on June 13th.
- B-5717: This project involves replacing the bridges over South Buffalo Creek on East Gate City Boulevard in Greensboro. The crew is preparing to start pouring the bridge decks.

- Resurfacing in Northern Guilford County: Resurfacing work on 40 secondary roads in Northern Guilford County is about to begin.
- U-2525CA (Page 13 of the report): This project involves upgrading overhead signs and structures at the Wendover/U-29 Interchange, with work starting on June 20th.
- HS-2007K: This project includes upgrades to the westbound median on I-40, starting from the Buffalo Creek Bridge eastward, with plans to install a 1,550-foot guardrail.

The Division had a meeting on June 19, 2024 from 5:00 PM to 7:00 PM at the division office to discuss and gather input for the aforementioned projects. Reimakoski reported that they have received many emails from interested community members, and have an online survey that will be open until July 17, 2024 for feedback. McIntyre mentioned that after NCDOT conducts their public outreach, GDOT will follow with their own in July 2024.

10. Project Update

Jason Geary provided the Locally Administered Project Updates:

- Davie Street Streetscape (Contract 2018-051A): Bids were opened on January 18, 2024, with ACCI as the apparent low bidder. Work is scheduled to begin on July 8, 2024, with a completion date of September 2025. The project extends from E. McGee Street to just north of E. Friendly Avenue.
- Holden Road/General Sidewalk Improvements (Contract 2013-080, U-5532F): Revised plans and specifications have been approved by NCDOT. The contract includes sidewalks on Holden Road, Spring Garden Street, and Rankin Road. Work is expected to begin in September 2024, with a completion date of September 2025.
- Lake Daniel and Latham Park Reconstruction (Contract 2018-036, BL-0041): Revised plans and specifications have been approved by NCDOT. The contract includes rebuilding and widening deteriorating trails within the parks. Work is expected to begin in September 2024, with completion anticipated by December 2025.
- Downtown Greenway, Phase 4 (Contract 2015-0030, EB-6037C): Bids were opened on August 15, 2023, and Yates Construction was awarded the contract. Work began on January 29, 2024, with a completion date of July 2025. The contractor is working from Smith Street southward, with stream restoration work starting the week of June 17, 2024.
- Murrow Boulevard Bridge Repairs (Contract 2021-011, EL-5101DR): Bids were opened on June 29, 2023, and Smith Rowe was awarded the contract. Work began on January 29, 2024, with a completion date of March 2025. Bridge deck work on the westbound lanes is currently underway, with a switch to the eastbound lanes expected in the next week.
- General Sidewalk Improvements (Contract 2015-104, U-5532E): Bids were opened on September 21, 2023, and ACCI was awarded the contract. Work began on March 25, 2024, and is scheduled to be completed by November 2024. The contract includes work on Hornaday Road, Bridford Parkway, Big Tree Way, and Hewitt Street, with approximately 50% of the work completed.
- Greene Street Streetscape (Contract 2018-0480): The project is expected to be completed by December 2024. Current work is taking place between Bellemeade and Friendly Avenue, with most of the concrete work on the western side completed. The project extends from Washington Street to Bellemeade Street.

Craig McKinney provided an update on town projects, specifically the A&Y Greenway in Summerfield. To move forward with construction, the Town Council approved a new alignment running from the US 220 underpass to the original alignment. Kimley Horn will be responsible for surveying and designing the project. Maps showing the old and new alignments were included in the presentation.

11. Strategic Reports

Gregory Carlton then gave an Update on Greensboro's Long Range Transit Plan (GOBORO). GOBORO is currently on its second round of outreach with a survey that will end on June 30. So far the survey has garnered over 1,400 responses, 50 of which have been in Spanish. The outreach team has also spent a large amount of time out in the field attending community events. A preliminary analysis of the results indicated that there's enthusiastic support for increasing transit funding and the frequency of services amongst residents.

Lydia McIntyre gave an overview of the Thoroughfare and Collector Street Plan. She explained that the MPO and member jurisdictions are still navigating the administrative modification process. A key focus has been the creation of an online form accessible to both citizens and departments involved in reviewing the document. She then referred to the status of plan approval by MPO member jurisdictions: After the MPO approves the overall plan and map, each member jurisdiction is responsible for approving their specific portion of the plan as a jurisdiction-specific plan. These plans are then used in the development ordinance process. Recently, Greensboro and Pleasant Garden have approved their respective plans, and MPO staff met with Sedalia to discuss revisions to their section. Stokesdale is expected to consider their portion of the plan in July.

McIntyre then provided an update on Greensboro's micromobility program. In April 2024, Greensboro selected Bird Rides Inc. as the new vendor for the program, which includes e-scooter and bike services. MPO staff hold bi-weekly meetings with Bird to address any issues, and the company has made both an email and phone number available for the public to report problems or complaints. McIntyre shared data on trips since April, including a map showing the areas with the highest usage. The data indicated that most trips occurred on weekends and in the afternoons. The City aims to expand the service area in the future and focus on using these vehicles for first and last-mile trips, particularly for access to essential services such as doctors' offices and workplaces.

Alex Rotenberry inquired if a bicycle share program was available in the MPO region. McIntyre clarified that although there are limited e-bikes that have been deployed as part of the Bird program, but do not constitute an e-bike share program. There may be private vendors within the MPO region that are offering such programs. Rotenberry also asked if the MPO receives ridership data on the scooters and e-bikes, which they do. The MPO uses a program called Ride Report for ridership data, and McIntyre states that the city has almost 200 e-scooters and 20 e-bikes currently deployed. Rotenberry also asked if the e-scooters and e-bikes were dockless, to which McIntyre responded that they were. The MPO is currently working with UNCG and A&T Universities, the latter of which is not interested at the time in the vehicle share program. The MPO is also looking at e-vehicle parking situations and adding signage at these zones to make sure riders know where to end their trips.

Gregory Carlton then gave an update in the East Greensboro Greenway ATIIIP Grant Process. GDOT is working in coordinating with Parks and Recreation to apply for funding from the Active Transportation Infrastructure Investment Program, which provide monies for greenway projects.

The team is working with the consultant McAdams to do the public outreach and their team is leading the effort. The ask will be for planning and design funding, sans construction. The East Greensboro Greenway is planned to span from Barber Park to the J. Douglas Galyon Depot. The Greenway would provide enhanced access and safety in East Greensboro, especially for people who use biped modes of transit and need additional connections to bus lines throughout the city.

Alex Rotenberry inquired how much the grant would be applying for, seeing as the nationwide amount is small. Staff could not recall the exact amount, but hoped it would cover all the bases with the city's match that is being provided.

Suzette Morales gave the FHWA updates. Morales first mentioned that Charging and Fueling Infrastructure Grant, which has a deadline of July 1. This is the second round for the grant, and it is to allow placement of charging stations either along the AFC corridors and other desired locations. The City or State could apply if they wanted, and Morales pointed out that according to the NOFO, applicants can work with private entities to prove a 20% match. However, it was learned that with state statutes in North Carolina, alternative contracting is not permitted for anyone but the state, so municipalities cannot pursue that option. Morales also mentioned the SMART grant, which provides funding to eligible public sector agencies to conduct demonstration grants focused on advanced SMART community technologies and systems, which include innovative aviation, SMART grids, or e-cargo bikes. The application is due on July 12. Meyer mentioned that the MPO will be applying for the Charging and Fueling Infrastructure Grant.

Morales mentioned the Federal Certification Review that is upcoming in September. The Federal Certification Review is an opportunity for FHWA and FTA to review the MPO's planning process, and will include in-person document review, which TCC members are welcome to attend.

Other Items

1. Member Reports

Alex Rotenberry gave the Integrated Mobility Division updates. IMD recently went through a triennial review from the Federal Transit Administration that involved most of the staff and an extensive document review, and is now almost completed. There are also two projects that IMD is helping to fund. One is the trail feasibility study which will soon form a steering committee in hopes to put together an application the following month. IMD is also working with GTA, GDOT, and the MPO on a microtransit feasibility study that is in its preliminary stages and will be identifying a steering committee.

Mark Kirstner gave the PART update. There will be a new "microtransit light" program in the airport area that will take effect in August. There will be 5 operating shuttles, currently operating around the Coble Transportation Center, which will become part of an expanded coverage area providing demand-response micro transit services. The route will tie in on both ends of routes one,

two, and three and extend into GTCC's campus on Highway 68, further down Highway 68 into the Palladium area, and also into the Farmers Market area to the east and west.

Jesse Day added a reminder in the chat that the Great Trails State Conference will be held on September 11-13 and included a link in the chat.

There were no other updates.

2. Wrap-Up and Adjournment

Meyer noted that the next TCC meeting will be held on August 19, 2024 at 2:00 PM.

Tyler Meyer adjourned the meeting at 3:11 PM.