



**TECHNICAL COORDINATING COMMITTEE**  
**Minutes of June 24, 2015**  
**10:30 a.m., Greensboro, NC**  
**3<sup>rd</sup> Floor GDOT Conference Room**  
**Melvin Municipal Office Building**

**ATTENDANCE**

Tyler Meyer	<i>GDOT/MPO</i>	Brad Wall	<i>NCDOT Division 7</i>
Craig McKinney	<i>GDOT/MPO</i>	Scott Whitaker	<i>Town of Summerfield</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Les Eger	<i>Guilford County</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Oliver Bass	<i>Guilford County</i>
Tram Truong	<i>GDOT/MPO</i>	Ted Partrick	<i>GSO Engineering &amp; Inspections</i>
Adam Fischer	<i>GDOT</i>	Jesse Day	<i>PTRC/PTRPO</i>
George Linney	<i>GTA</i>	Hanna Cockburn	<i>GSO Planning Dept</i>

**Tyler Meyer called the meeting to order at 10:34 am.**

**1. Approve Minutes of May 27, 2015**

Hanna Cockburn moved to approve the minutes of the May 27, 2015 meeting. Ted Partrick seconded the motion. The TCC voted unanimously to approve the minutes of the May 27, 2015 meeting.

**2. FY 2012-2018 MTIP Amendment: STI Interstate Pavement Rehabilitation Projects**

Tyler Meyer explained that this Amendment will add several interstate pavement rehabilitation projects into the MTIP. The STI prioritization process for these types of projects was part of a different prioritization track, completed internally by NCDOT, than the one that members are familiar with. The projects to be added are I-5734, I-5735, I-5762, I-5790, I-5854, and I-5855. These represent various segments of interstate on I-40, I-73, and I-85 in the Greensboro MPO area.

Brad Wall noted that this is a combination of asphalt and concrete pavement rehabilitation. NCDOT does not often do concrete rehab work but there are sections of the interstate in the area that were paved with concrete.

Hanna Cockburn inquired about the funding source and if there was a local match. Meyer explained that this is a new funding source, the National Highway Performance Program, and while the state provides a match there is no local match for this.

Adam Fischer moved to recommend the FY 2012-2018 MTIP Amendment: STI Interstate Pavement Rehabilitation Projects to the TAC for approval. Scott Whitaker seconded the motion. The TCC voted

**Planning for the transportation future**

unanimously to recommend the FY 2012-2018 MTIP Amendment: STI Interstate Pavement Rehabilitation Projects to the TAC for approval.

### **3. FY 2012-2018 MTIP Amendment: Y-4807 B Lowdermilk & Sykes Realignment**

Tyler Meyer noted that this Amendment will amend the MTIP and there will also be a need for NCDOT to amend the 2016-2025 STIP. This project will realign Lowdermilk St and Sykes Ave in east Greensboro, and also close an at-grade railroad crossing at Pine St in the same vicinity. This is part of a NCDOT Rail Division program to close and consolidate railroad crossings. The funding the state is using to construct this project cannot be used for right-of-way acquisition, so in 2011 the MPO directed STP-DA funding to it. However, there was no TIP number associated with this project at the time. The NCDOT Rail Division has provided TIP number Y-4807 B for this project and this action will assign the STP-DA funds to this number and reaffirm the MPO's support for the project. The Lowdermilk St – Holts Chapel Sidewalks & Road Upgrade project (EL-5101 DM) is a companion to the Lowdermilk St & Sykes Ave realignment project and is also being funded with STP-DA. The realignment project will tie in to EL-5101 DM and sidewalks will be built up to the project limits along Sykes Ave.

Jesse Day asked for clarification that this action is just assigning right-of-way and that the project already exists. Meyer said that the action is assigning the funds to the Y-4807 B TIP number and the STP-DA funds for right-of-way are estimated at \$800,000.

Les Eger requested more information about the property impacts of the realignment project. Craig McKinney explained that there will be three buildings taken out for the project: a two-story brick building and one-story metal frame building on the southeast side of Market St, and a multifamily residence on the northwest side of Market St. Meyer added that public hearings have taken place regarding the closure of Pine St and the impacts of the project, and the Greensboro City Council has endorsed it. Hanna Cockburn noted that the neighborhood is anxious for these two projects to move forward.

George Linney inquired about the timeline for the realignment project. Meyer noted that right-of-way would be purchased in 2016 and construction may start in 2016 or 2017. McKinney added that he has not seen a schedule for the project yet.

Adam Fischer moved to recommend the FY 2012-2018 MTIP Amendment: Y-4807 B Lowdermilk & Sykes Realignment to the TAC for approval. Ted Partrick seconded the motion. The TCC voted unanimously to recommend the FY 2012-2018 MTIP Amendment: Y-4807 B Lowdermilk & Sykes Realignment to the TAC for approval.

### **4. FY 2012-2018 MTIP Administrative Modification: Transportation Alternatives Program Projects & Funding**

Tyler Meyer explained that the Transportation Alternatives Program (TAP) is a suballocated program whereby the MPO can direct the funds to area projects. The funding is restricted to certain projects, particularly bicycle and pedestrian projects, although other types of projects such as archaeological excavation related to roadway projects are eligible – there are simply no projects of this type in the area that would be applicable. A local match and local project sponsor is necessary for the funds to be used. Annual allocations are about \$315,000 and this became available in FY 2013 after the passage of MAP-21. The current funding years being considered as part of this modification are for 2013-2016. A competitive selection process is required for assigning this funding to projects. The MPO selected TAP projects in January 2014 for the FY 2013 and 2014 allocations as a result of a competitive process.

The projects that were selected in January 2014 were the Greensboro Pedestrian Signal Installation, Phillips Avenue Sidewalks, and improvements at the Aycock and Walker intersection and vicinity to enhance pedestrian and bicycle safety. However, changes are now needed in regards to these projects. First, this action would remove the Greensboro Pedestrian Signal Installation project because the City has decided to use local funds to implement it instead. GDOT had originally intended to purchase pedestrian signal equipment and install it with City forces, but FHWA restrictions require contracted signal installation. Secondly, the action would remove the right-of-way phase for the Phillips Avenue Sidewalk project and add the funds to the

construction phase. The City will use local bond funds to purchase the right-of-way in order to expedite construction of the project and stay on track for FY 2016 construction. Finally, the scope of the Aycock & Walker Intersection Improvements project would be modified based on the findings of the USDOT sponsored Safety Assessment conducted in April 2015 and additional funding will be added due to the expanded scope. The additional scope will include a landscaped median south of the intersection along Aycock St with a dedicated pedestrian crossing and Rectangular Rapid Flashing Beacon pedestrian signal, and the sidewalk on the east side of Aycock will be pushed back and a landscaped buffer will be added. The intersection component will basically stay the same. The expanded scope will increase the project cost to approximately \$875,000, with additional TAP funds coming from the FY 2015 and 2016 allocations.

Jesse Day inquired if the TAC had discussed the median and the crossings at the previous meeting. Meyer noted that staff explained the purpose of the median and the additional improvements to the TAC. Adam Fischer added that GDOT is working to expedite the project due to the crash history at the intersection. The dominant pattern has been pedestrians getting hit by left-turning vehicles in the crosswalk along the southern quadrant of the intersection. Day inquired if a Leading Pedestrian Interval was being considered for this location. Meyer noted that Traffic Engineering is still evaluating the signalization, including considering a dedicated left-turn phase for vehicles turning left from Walker Ave. The number of vehicles turning left does not quite trigger the signal warrant for a dedicated signal, but considering the crash history there are extenuating circumstances that come into play. There are also a large number of pedestrians crossing at this intersection.

Les Eger inquired on the speed limit of the road. Day noted it was 35 miles per hour but actual traffic speeds are higher. Meyer added that it was originally set up to become US 220 and bring traffic all the way down to Freeman Mill Rd. Thus it was built to accommodate higher-speed traffic.

Daniel Amstutz asked if this action would use up all the TAP funds available for FY 2013-2016. Meyer noted that there would be about \$115,000 left over in the 2016 allocation. It is expected that there will be funding available in FY 2017-2020 and a new call for projects will need to be done to assign those funds to other projects.

Scott Whitaker asked if bike lanes had been considered on Aycock through this corridor. Meyer noted that width is an issue going north towards Benjamin Parkway. However, GDOT is planning to put bike lanes on Westover Terrace north of Benjamin Parkway. Amstutz explained that trying to install bike lanes under the Friendly and Market bridges would require a larger project than just remarking the lanes. Cockburn noted that it is very freeway-like under the bridges on Aycock and it is not comfortable for cyclists, especially young ones. Fischer added that there is a substantial amount of traffic along this segment and striping a bike lane would be challenging. Cockburn noted that there are other surface roads that could be used to get to UNCG.

Adam Fischer moved to recommend the FY 2012-2018 MTIP Administrative Modification: Transportation Alternatives Program Projects & Funding to the TAC for approval. Scott Whitaker seconded the motion. The TCC voted to unanimously to recommend the FY 2012-2018 MTIP Administrative Modification: Transportation Alternatives Program Projects & Funding to the TAC for approval.

## **5. CMAQ Modification #1 & MTIP Amendment: EL-5101 DL**

Tyler Meyer noted that this is the first of two items for CMAQ Modifications, and they have been broken up to make the actions simpler. The first part of this action carries over funding from projects previously committed in 2011 and 2012 for 15 miles of transit-oriented sidewalk projects under project number EL-5101 DL. These sidewalk projects are Pisgah Church Rd, Lees Chapel Rd, Yanceyville St, English St, and the final sidewalk along W. Friendly Ave. This action will (1) shift right-of-way expenses for EL-5101 DL from FY 2015 to FY 2016; and (2) move CMAQ construction funding for these projects to FY 2017. Meyer explained that the City used STP-DA funds to design these projects under the same project number but had originally assumed that they could be separated into individual projects for construction. However, FHWA advised the City that the projects need to be approved for construction at the same time and cannot be separated. As a result, the City is waiting for all the projects to have their designs completed before moving ahead, which is

delaying their delivery. Right-of-way funding is ready to move forward but still needs to be moved into FY 2016.

Ted Partrick moved to recommend the CMAQ Modification #1 & MTIP Amendments: EL-5101 DL to the TAC for approval. George Linney seconded the motion. The TCC voted to unanimously to recommend the CMAQ Modification #1 & MTIP Amendments: EL-5101 DL to the TAC for approval.

## **6. CMAQ Modification #2: FY 2016 & 2017 CMAQ Funding**

Tyler Meyer noted that the second CMAQ Modification refers to the FY 2016 & 2017 funding, which is estimated at about \$1.8 million per year. The MPO selected FY 2016 & 2017 CMAQ projects in 2012. However, revisions to the projects are necessary because the expected funding level is 33% less than previously anticipated. Changes have also occurred with some of the projects, and NCDOT has requested that the MPO review the previous project selections and confirm or make modifications to the projects as needed. MPO staff reviewed the previously selected projects and made recommendations based on a review of relative project need, transportation system impacts, likely ability to implement the project on time, and cost implications. The original recommendations were to allocate \$3,222,000 for six hybrid GTA replacement buses, \$2,423,000 for transit oriented sidewalk, and \$140,000 for PART vanpool replacement vehicles. There are three major changes to the project selections that are recommended at this time.

First, \$3,270,901 will be used to purchase clean diesel replacement buses for GTA instead of hybrids. GTA has a significant need to replace buses coming up – 18 are due for replacement in FY 2016-2017. By purchasing clean diesel buses instead of hybrids, GTA can replace nine buses instead of six because clean diesel buses are cheaper. The nine being replaced include 2004 Orions, which are 100,000 miles past their useful life and are an increasing maintenance burden. Based on the routes these buses are expected to be deployed on, the estimated future annual usage per bus is 119,000 unlinked trips per year.

Second, additional construction funding is needed for Project EL-5101 DL, which is a previously committed project that is far along in the project development process. As noted in the previous action, it includes 15 miles of sidewalk in various parts of the City of Greensboro and would provide substantial mobility, accessibility, and safety benefits. \$175,907 in additional CMAQ construction funding will be added for this set of projects.

Third, right-of-way and construction funding will be added for project C-5555 B, College Road and New Garden Road Sidewalks. \$40,000 will be added for right-of-way in FY 2016 and \$180,000 will be added in FY 2017 for construction. This project is expected to be delivered during this timeframe and is a much needed project.

This CMAQ Modification action will approve the submission of CMAQ applications demonstrating the air quality benefits of the replacement buses to NCDOT & FHWA for approval. An MTIP Amendment will be necessary later on to add this project to the MTIP. For the changes to the sidewalk funding this action will amend the MTIP now and it does not require any further NCDOT or FHWA review.

Jesse Day inquired about the air quality benefits of replacing the GTA buses. Meyer explained that the air quality benefits of acquiring and using clean diesel buses are substantial. Current clean diesel standards are much stronger than the old ones, so the clean diesel buses offer substantial emissions reduction benefits.

Scott Whitaker inquired about the cost of the replacement buses. Meyer answered that the clean diesel buses cost about \$450,000-\$460,000, while the hybrid buses can cost around \$670,000. The cost difference is significant considering the number of buses that GTA needs to replace. Adam Fischer noted that they had wanted to get more hybrid buses but there is simply not enough money to do that at this time.

Brad Wall inquired about the difference in maintenance costs between hybrid buses and clean diesel buses. Fischer noted that hybrid buses, although they have twice the fuel efficiency, have batteries that need to be replaced at a large cost. When you factor in the higher cost of the hybrid bus and the battery replacement, the fuel efficiency does not save that much money. Clean diesel buses have almost as good air quality benefits and are less expensive up front.

Adam Fischer moved to recommend the CMAQ Modification #2: FY 2016 & 2017 CMAQ Funding to the TAC for approval. George Linney seconded the motion. The TCC voted to unanimously to recommend the CMAQ Modification #2: FY 2016 & 2017 CMAQ Funding to the TAC for approval.

#### **7. Set FY 2016-2025 MTIP Transit Listings & Request FY 2016-2025 STIP Amendments**

Tyler Meyer noted that the transit listings of the draft FY 2016-2025 MTIP and the recently adopted FY 2016-2025 STIP were carried over from FY 2012-2018 and were not based on current input. Needed changes have been identified for inclusion in the draft FY 2016-2025 MTIP document before it goes out for public review. Since the MTIP and STIP need to be consistent, a request for NCDOT to amend the adopted FY 2016-2025 STIP is also needed. Further Amendments will be necessary in the future once the CMAQ funding for the GTA bus replacements is approved and for other changes that may occur such as new rulings on federal funding restrictions. Meyer also noted that this mainly includes formula funding, and pointed out that Section 5339 funding is for replacement buses, but is used for paratransit vehicle replacement because it is a small funding source. MPO staff worked with GTA to ensure the accuracy of the transit listings.

Adam Fischer moved to recommend the FY 2016-2025 Transit Listings & Request FY 2016-2025 STIP Amendments to the TAC for approval. Scott Whitaker seconded the motion. The TCC voted to unanimously to recommend the FY 2016-2025 Transit Listings & Request FY 2016-2025 STIP Amendments to the TAC for approval.

#### **8. Section 5310 Elderly & Disabled Project Selection**

Tram Truong noted that the MPO had a Call for Projects for Section 5310 from April 14 to May 15. MPO staff received three applications, from GTA, Guilford County Transportation and Mobility Services, and a non-profit. Unfortunately, the non-profit submission was ineligible because they could not provide a local match for the funding. The other two applications were sent to the Winston-Salem MPO for scoring. Truong also scored the applications. Per the Coordinated Human Services Public Transportation Plan the criteria used to evaluate the projects were cost-benefit maximization, number of users served or expected to be served, demonstrated ability to deliver services and meet federal grant requirements, and enhancement of coordination between human service transportation providers.

The two eligible applications from Guilford County TAMS and GTA were scored based on the above criteria. TAMS requested \$48,690 in operating assistance for their elderly and disabled transportation program. GTA requested \$190,635 for expanding SCAT hours beyond the hours required on fixed route service. However, the amount of funds that available is \$215,619, which is less than the total amount requested from the two applicants. After scoring the applications, the average project score for the Guilford County TAMS application was 38, and the GTA application was 25.5. Based on these scores, MPO staff recommend that TAMS be awarded the full request of \$48,690 for operating assistance and GTA be awarded the remaining \$166,929 for expanded SCAT hours. This complies with the FTA requirement that 55% of the Section 5310 funding must go to capital project costs. This is because GTA is hiring contractors to run its expanded SCAT hours, and this contracted service is considered a capital cost under FTA rules.

Adam Fischer asked for more information about the third application from the non-profit. Truong explained that the application was from a church requesting 100% funding for their project. They could not provide a match, so the application was ineligible.

Fischer asked George Linney about the expanded SCAT hours, since the hours have been expanded for several years already. Linney noted that this project is a continuation of those expanded hours and not an additional expansion. Tyler Meyer noted that the hours have been expanded since SAFETEA-LU was enacted and this project was first introduced, and for that reason qualified under the FTA requirements.

George Linney moved to recommend the Section 5310 Elderly & Disabled Project Selection as presented to the TAC for approval. Adam Fischer seconded the motion. The TCC voted to unanimously to recommend the Section 5310 Elderly & Disabled Project Selection as presented to the TAC for approval.

## **Business Items**

### **1. LRTP/MTIP/BiPed Update**

Tyler Meyer noted that the public involvement period for the Metropolitan Transportation Plan (formerly the Long Range Transportation Plan) and Metropolitan Transportation Improvement Program is expected to start go from the end of July to the end of August. This public involvement will also include the BiPed Plan Update, of which two chapters have been completed. It is possible that the public involvement for the BiPed Plan Update will start later than the other documents, but the hope is that they can be advertised at the same time and a joint public meeting can be held. The expected timeframe of approval for these documents is to have them approved by the TAC at its September 23 meeting.

### **2. NCDOT Prioritization 4.0 Update**

Lydia McIntyre presented an update on the NCDOT Prioritization 4.0 process. Prioritization 4.0 will be used in the development of the 2018-2027 STIP. The process covers funding for all modes, including highways, airports, transit, ferries, and bicycle and pedestrian projects. It is a performance-based process with specific scoring criteria, weights, and normalization for all modes. The Prioritization Workgroup has made recommendations for adjusting the criteria from Prioritization 3.0 for Prioritization 4.0 for most of the modes. The Board of Transportation is expected to approve these recommendations in early July.

McIntyre noted that there are many recommended changes to the criteria. Under the Statewide Mobility category for highway scoring, for example, the Benefit/Cost measure has been dropped to 25% from 30% of the score and the Freight measure has been split off from the Multimodal measure. In addition, the Regional Impact category of highway scoring has had the Benefit/Cost and Congestion measure reduced to 20% from 30% of the score and two new measures have been added: Accessibility/Connectivity and Freight [+Military]. She also pointed out changes to the Bicycle and Pedestrian Scoring and the Public Transit Scoring. Connectivity has replaced Constructability in the Bicycle and Pedestrian Scoring and additional criteria were added to the Cost Effectiveness measure. Many changes have taken place for the Public Transit Scoring, including the separation of scoring for Passenger Facilities and Admin/Maintenance/Operations Facilities.

There are also changes regarding the project database and project submittal. NCDOT will be cleaning up the project database. Projects that received funding for construction or right-of-way in years six through ten, or received local input points during Prioritization 3.0 will remain in the database. So will other projects with completed environmental documents. MPO staff have not been notified of which projects may be deleted from the database. An additional change that is likely to happen is that NCDOT is planning to restrict the number of projects that can be submitted for each mode. Highway project submittals are already limited to 14 projects, but currently up to 20 projects can be submitted for bicycle and pedestrian projects, and an unlimited number of transit projects can be submitted. The changes would limit bicycle and pedestrian and transit project submittals to 14, the same as for highway projects.

Jesse Day noted that if a bicycle and pedestrian project had received local points last Prioritization, it should still stay in the system, and so you could still have more than 14 bicycle and pedestrian projects in the system. McIntyre agreed and clarified that this restriction is limited to new projects.

Existing project changes and new project submittals are expected to be due in August. The different funding categories will be scored differently than in Prioritization 3.0. Statewide projects will be identified in March 2016. The Regional Impact category will be scored separately before the Division Needs category instead of at the same time, and should be released in July 2016. This way the Regional Impact project scores will be known before the Division Needs projects have local input points added. The final Division Needs projects will be identified in November 2016, at the end of the process, and the Draft STIP will be released in December 2016.

Adam Fischer inquired if the most recent STIP had been adopted. Meyer noted that the STIP had been adopted by the Board of Transportation, but the Greensboro MPO MTIP will not be approved until September because the air quality analysis still needs to be completed. The MTIP usually lags behind the STIP because of this.

McIntyre emphasized that projects need to have as much detail as possible because NCDOT uses that to develop a cost estimate for the project. New projects and projects in the later years of the STIP will be going through the Prioritization process.

Jesse Day commented that the adjusted criteria for Prioritization 4.0 looks better than it was the previous years. He also asked if there was interest in making adjustments to the relative weights between regional criteria and/or using any of the alternate criteria as permitted under the STIP? Meyer said that it could be discussed further between the regional entities but that from his perspective the current criteria looked good and were unlikely to be improved upon in that manner. Although the new criteria from NCDOT will probably lead to similar results as last year, it is hard to know for sure what changes to expect at this point -- one reason being that NCDOT is introducing statistical scaling to more effectively rank the projects. While statistical scaling is certainly a good practice, the outcome in terms of the project mix and distribution is at this point somewhat of a wild card.

Daniel Amstutz asked about the project Normalization and the minimum funding floors for highway (90%) and non-highway (4%) modes. Meyer noted that it is expected that the Board of Transportation will approve the normalization as written and unchanged from P4.0 at their July meeting.

### **3. Legislative Updates**

Tyler Meyer noted that at the last meeting there was an action regarding Governor McCrory's Bond Proposal, which would fund various regional projects such as Winston-Salem's I-74 Northern Beltway, the Jamestown Bypass in High Point, and the widening of I-40 in Forsyth County, at a cost of more than \$500 million. Since then, the NC Senate has developed their budget proposal which includes \$1.3 billion for transportation projects, but not from the Governor's Bond Proposal. It is unclear what the source of this money would be. This proposal also identifies specific projects in the region at a cost of about \$600 million. The Senate proposal includes projects in Greensboro such as the widening of US 220 and the construction of an interchange at Reedy Fork Parkway on US 29. It also includes the I-74 Northern Beltway in Winston-Salem, and other projects in the High Point MPO and the Burlington MPO.

The difference between the projects in the two proposals is that the Governor's Bond Proposal funds projects that are ready to go with their environmental documents done -- some of which did well but others of which scored poorly in the recent round of Prioritization. The Senate has instead gone down the list of STIP projects in rank order by score, working their way down from where the 2016-2025 STIP funding leaves off. However the budgets in the House and Senate are far apart and there will need to be a lot of work done before a final budget is adopted and the outcome is known.

Scott Whitaker noted that he had been at a legislative update recently about potential changes to billboard laws that would make them easier to be installed along highways and asked if anyone had further information on that. Meyer said he did not have more specific information on that.

Adam Fischer asked if the Senate had consulted with anyone on creating their list of projects. Meyer noted that he had heard from the Metro Mayor's Coalition that the Senate had simply used the STI list and picked the top projects that did not get funded in P 3.0. The upside is the selection follows the STI process. The downside is that some of the projects will take a long time to deliver, especially those for which the environmental documentation process has not started yet. In contrast the Governor's bond proposal emphasizes projects that could be constructed in the short to mid-term.

### **4. Project Updates**

Craig McKinney noted that the bid for EL-5101 DO, Downtown Greenway Phases 3a, 3c & 2e, came in significantly above the engineer's estimate for the project. The bidder has been notified that their bid has been rejected and there will be an internal meeting next week to discuss how to proceed. Project U-5306 A, Battleground/Benjamin/Cone intersection, received a bid that was also significantly above the engineer's estimate. NCDOT has notified GDOT that the bid should be rejected. Ted Partrick pointed out that there was only one bid on each of these projects.

Bids will open in July for EL-5101 DG, which includes sidewalks on Randleman Rd south of I-40 and along W Florida St.

Project EB-5518, Latham Park Greenway/Hill Street Connector has been delayed for the time being due to Norfolk Southern's refusal to allow the City right to enter. This will have to be resolved for the project to move forward. Resolution may not be completed until the negotiations between the City and Norfolk Southern about the abandonment of the rail spur that the project is crossing are resolved.

## **5. Strategic Reports**

Tyler Meyer stated that he did not have any reports today except to say that the next meeting would probably be needed.

## **Other Items**

### **1. NCDOT Update**

Scott Whitaker asked for more information about NCDOT projects in Summerfield including the US 220 widening and I-73 project and the difference between "scheduled progress" and "actual progress." Brad Wall explained that the "scheduled progress" information is based on the schedule that the contractor provides, while the "actual progress" is based on what NCDOT has paid out to the contractor. NCDOT monitors its projects for cost overruns and checks to make sure the contractor is on schedule. Whitaker noted that he was aware that the I-73 project construction completion had been delayed from December 2016 to October 2017 but was not sure why. Wall noted that he would have Mike Mills get in touch with Whitaker on both the US 220 and I-73 projects.

### **2. TCC Member Updates**

Jesse Day noted that the High Point MPO had approved FY 2016 CMAQ funding for the High Point Greenway the day before. It will close a gap and link up two major greenways in the county.

Les Eger introduced Oliver Bass as a new Planner for Guilford County and will take over Bill Bruce's responsibilities.

Craig McKinney noted that he and Scott Whitaker would be reviewing consultant proposals for the design of the A&Y Greenway through the southern portion of Summerfield next week. Whitaker said that they expect the Town Council to make its decision in August. Eger asked if the railroad trestle over the Haw River was usable for bicycle and pedestrian traffic. Whitaker stated that he believed so but did not know the details.

### **3. Wrap-Up**

The next TCC meeting will take place on July 22 at 10:30 am in the 3<sup>rd</sup> Floor GDOT Conference Room.

The meeting was adjourned by Tyler Meyer at 11:55 am.