



TRANSPORTATION ADVISORY COMMITTEE
Minutes of June 24, 2015
2:00 p.m., Greensboro, NC
2nd Floor, Greensboro Council Chambers
Melvin Municipal Office Building

ATTENDANCE

Marikay Abuzuaiter	<i>TAC Alternate Chair</i>	Adam Fischer	<i>GDOT</i>
Jamal Fox	<i>TAC Member, City of Greensboro</i>	Tyler Meyer	<i>GDOT/MPO</i>
Jeff Phillips	<i>TAC Member, Guilford County</i>	Craig McKinney	<i>GDOT/MPO</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Tram Truong	<i>GDOT/MPO</i>
Cheryl McQueary	<i>TAC Member, NCDOT BOT</i>	Dan Amstutz	<i>GDOT/MPO</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Laura Peoples	<i>Bicycling in Greensboro (BIG)</i>	Mike Mills	<i>NCDOT Division 7</i>

Marikay Abuzuaiter called the meeting to order at 2:07 pm.

Action Items

1. Conflict of Interest Policy Statement

Marikay Abuzuaiter read the Conflict of Interest Policy Statement required by the State Ethics Act. The policy statement states that it is the responsibility of each committee member to avoid conflicts of interest and if there are any, to present them before the committee at the beginning of the TAC meeting. There were no conflicts of interest identified before the Committee.

2. Approve Minutes of May 27, 2015

Cheryl McQueary moved to approve the minutes of the May 27, 2015 meeting. Alan Branson seconded the motion. The TAC voted unanimously to approve the minutes of the May 27, 2015 meeting.

3. Reports, Concerns, and Discussion from MPO Area Towns

There was none.

4. Public Comments

There were none.

Planning for the transportation future

5. 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.

Cheryl McQueary moved to approve the FY 2012-2018 MTIP Amendment: STI Interstate Pavement Rehabilitation Projects. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the FY 2012-2018 MTIP Amendment: STI Interstate Pavement Rehabilitation Projects.

6. 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 \$800,000 in 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. 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. The neighborhood is anxious for these two projects to move forward.

Cheryl McQueary moved to approve the FY 2012-2018 MTIP Amendment: Y-4807 B Lowdermilk & Sykes Realignment. Alan Branson seconded the motion. The TAC voted unanimously to approve the FY 2012-2018 MTIP Amendment: Y-4807 B Lowdermilk & Sykes Realignment.

7. FY 2012-2018 MTIP Administrative Modification: Transportation Alternatives Program Projects & Funding

Tyler Meyer explained that the Transportation Alternatives Program- Direct Apportionment (TAP-DA) 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, making City funding more advantageous for this project. 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 is using 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.

Alan Branson moved to approve the FY 2012-2018 MTIP Administrative Modification: Transportation Alternatives Program Projects & Funding. Jamal Fox seconded the motion. The TAC voted to unanimously recommend the FY 2012-2018 MTIP Administrative Modification: Transportation Alternatives Program Projects & Funding.

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

Tyler Meyer noted that this is the first of two follow-up items on proposed CMAQ Modifications that were introduced at the last meeting. Originally presented as one item, the proposed CMAQ modifications have been divided into two to make the actions simpler. CMAQ modification # 1 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 almost ready to move forward but still needs to be moved into FY 2016.

Marikay Abuzuaiter noted that the public perception is that these projects have been frequently delayed and asked how to assure residents that these projects will be delivered in the new timeframe. Adam Fischer responded that some of these projects are ready to go to right of way already and could have been done earlier if FHWA had allowed. Staff had anticipated that some of the projects could start earlier than others when it appeared that the projects could be done separately, but had to change those schedules once they were informed of the FHWA ruling. Fischer noted that staff would be more careful in the future. Meyer added that the environmental document for the projects will be completed soon and that should allow the City to get approval to start the right-of-way acquisition process in October. Abuzuaiter asked if the right-of-way acquisition phase could be expedited. Meyer explained that there is a substantial amount of right-of-way to be obtained, but staff will explore any possibilities to make it move faster. Unfortunately, all the right-of-way needs to be acquired before any of the sidewalk projects can begin.

Cheryl McQueary inquired if staff had asked FHWA for a waiver. Meyer explained that MPO staff had originally discussed what the City wanted to do with FHWA staff and was told in writing that they would be able to split up the projects for implementation. However, a more senior FHWA official later reviewed the situation and found that the initial OK from FHWA staff had been in error, and that established agency procedures and regulations meant that this would not be possible. Craig McKinney noted that EL-5101 DL is a subset of umbrella number EL-5101, and FHWA does not allow for an additional subset to be created. McQueary suggested that staff reach out to elected officials at the federal level to help get a waiver from FHWA, because FHWA gave staff erroneous information from the start. The projects are important for current residents and attracting future residents. McQueary also suggested trying to “crash” the schedule to allow more than one firm to work on the projects simultaneously as opposed to one firm working sequentially.

Alan Branson inquired about the East Wendover Avenue sidewalk project. It appears that some properties east of English Street had been missed, with no sidewalk built yet. Meyer explained that NCDOT had flagged that section because it crossed a culvert, the modification of which needed to be redesigned as part of the project. Instead of delaying the entire project further, the City decided to drop that section and get the other portions of East Wendover sidewalk built sooner. The dropped section will be added to the next

sidewalk contract and constructed as soon as possible. Branson noted that proximity of the Renaissance Cop project and the need to improve biking and walking connections through the area. McKinney stated that he would email the schedule for that section of East Wendover sidewalk to Branson.

Jeff Phillips inquired if staff had information about the estimated cost of the projects and how bundling them together has affected the cost. Fischer said that it would probably cost less to bid all the projects together as opposed to separately. McKinney explained that bidding them out separately could increase mobilization costs by thousands of dollars for each project. Phillips asked if the project cost estimates had increased or decreased since 2012, and if bundling the projects had an effect. Meyer noted that the estimate would probably be higher than it was in 2012 but not substantially so. Bids have usually come in less than the estimated cost as of late, although this trend may not continue. Meyer said that he can look into the cost differences between now and a few years ago to see how things have changed.

Abuzuaiter suggested that staff make it clear to FHWA that constructing these sidewalk projects will have significant safety benefits for the residents they will serve because many people walk along these roads with no sidewalks very frequently. Meyer noted that MPO staff will follow up with FHWA on EL-5101 DL to get it expedited, and also speak to the City right-of-way office to see what they can do as well. He also noted that another amendment to add additional STP-DA funds to Yanceyville St will be needed in the near future.

Alan Branson moved to approve the CMAQ Modification #1 & MTIP Amendments: EL-5101 DL to the TAC for approval. Jeff Phillips seconded the motion. The TAC voted to unanimously to approve the CMAQ Modification #1 & MTIP Amendments: EL-5101 DL.

9. 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.

Cheryl McQueary requested clarification that the project for the PART vanpool replacement vehicles was not part of the new recommendations. Meyer said that this was correct.

Alan Branson asked about the current mileage on the nine 2004 Orion buses that would be replaced. Meyer explained that they have about 600,000 miles on them, and they are considered past their useful life once they go beyond 500,000 miles or have 12 years of service. If GTA continues to use the buses maintenance costs will continue to increase and ultimately the engines will have to be replaced at a substantial cost. Replacing the engine also does not give sufficient additional life to the bus to be cost effective compared to replacing the bus on schedule. Branson inquired how many buses in the current GTA fleet pre-date the 2008 emissions standards. Meyer noted that all 18 buses that are due for replacement were purchased before the clean diesel standards were implemented, so replacing these buses will provide substantial air quality benefits. GTA has other buses that pre-date this standard as well. Branson commented that maintenance costs will likely be higher on the new clean diesel buses because the engines and pre-emission filters are more labor-intensive to maintain. The filters must be removed and sent to a special facility to have the particulate matter “baked” off them, which takes a few days and adds additional maintenance costs. Adam Fischer noted that replacing the buses is necessary because keeping the older ones running is also becoming more of a maintenance burden. GTA had wanted to replace the fleet with hybrid buses, but the upfront cost is 30%-40% more than the clean diesel buses, and replacing the batteries in the hybrids is a long-term maintenance cost that essentially negates the fuel efficiency savings of the buses. Therefore, the clean diesel buses should be a good investment. McQueary asked Branson if GTA could have extra filters waiting in storage to be used while dirty filters are cleaned, so as to keep all the buses running. Branson said that the City could do that but noted that each filter costs about \$3500-\$5000, not a small sum of money. Fischer noted that he could ask GTA to prepare a report on the potential maintenance costs of the new buses. Branson commented that in his experience the newer vehicles that have been produced to comply with the emissions standards seem to break down more easily and cautioned staff that maintenance costs may be higher than expected.

Cheryl McQueary moved to approve the CMAQ Modification #2: FY 2016 & 2017 CMAQ Funding. Dena Barnes seconded the motion. The TAC voted to unanimously to approve the CMAQ Modification #2: FY 2016 & 2017 CMAQ Funding.

10. 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 from Section 5307, and also noted that Section 5339 funding is for replacement buses, but is used for paratransit vehicle replacement because it is only about \$500,000 annually. Section 5310 funds, the Enhanced Mobility for Seniors and Individuals with Disabilities program, are also included in the listings. MPO staff worked with GTA to ensure the accuracy of the transit listings.

Jeff Phillips moved to approve the FY 2016-2025 Transit Listings & Request FY 2016-2025 STIP Amendments. Alan Branson seconded the motion. The TAC voted to unanimously to approve the FY 2016-2025 Transit Listings & Request FY 2016-2025 STIP Amendments.

11. 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.

Marikay Abuzaiteer noted that continuing the expanded SCAT service hours is a priority and that it is good that it was receiving funding from this program. Cheryl McQueary moved to approve the Section 5310 Elderly & Disabled Project Selection as presented. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the Section 5310 Elderly & Disabled Project Selection as presented.

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.

Existing project changes and new project submittals are expected to be due in August. Results from the different funding categories will be presented differently than under Prioritization 3.0. First, Statewide project results will be identified in March 2016. Then the Regional Impact category will be scored and local input applied before the Division Needs category instead of at the same time. Final regional results should be released in July 2016. 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 noted that Tyler Meyer was a member of the Prioritization 4.0 Workgroup that made the recommendations for the criteria changes for this round of Prioritization. He was recognized by NCDOT Secretary Tony Tata as a “Road Gang” member for his service on the committee. Marikay Abuzuaiter congratulated Meyer on his award and thanked him for his service.

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 is focused on projects that are ready or almost ready to go to construction -- some of which did well under Prioritization 3.0 but others of which scored poorly. The Senate has instead gone down the list of STI 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.

Cheryl McQueary noted that \$300 million of the \$1.3 billion in the Senate’s proposal are funds that NCDOT transfers to the State Highway Patrol annually. This money will need to be made up somewhere for the State Highway Patrol to continue to function. In addition, various projects selected by the Senate may not have environmental documents completed, meaning that they may take several years before they can be constructed. Another way that this proposal may be funded is by reducing the amount of small construction funds that Board of Transportation members have access to. BOT members currently control about \$500,000 in their regions, which can be used for small projects such as adding turn lanes, intersection improvements, or small sidewalk projects. The proposal would drop this amount to about \$180,000. Small towns and rural communities in particular could suffer because they have a more difficult time competing for state funds in Prioritization.

4. Division Engineer Updates

Mike Mills noted that there are 38 projects listed on the status report and wanted to point out a few of them. The roundabout project at SE School Rd in front of the Southeast Guilford High School has been let and he has signed a contract for it. Alan Branson inquired if it will be completed before the beginning of the school year. Mills explained that the completion date for the project is after school starts, but at that point the contractor will have additional restrictions on when work can be done, so it is in their interest to complete it as soon as possible. Branson asked if this will be the first roundabout in front of a high school and middle school in North Carolina. Mills said that it is not – there are already two or three near schools in Division 8, but it is definitely the first one in Guilford County.

Big projects such as the I-73 Connector, US 220, Urban Loop construction, and High Point Road are all moving along. NCDOT is planning on building an interchange at US 220 and NC 68 where they meet in Rockingham County, and it will be built separate from other projects. Branson asked if the interchange was going to be a bridge-over type. Mills noted that it will be for now – as a temporary interchange until US 220 is brought up to interstate standards. It will be built within NCDOT right-of-way. There is a project to upgrade US 220 to interstate standards as it continues north into Rockingham County, but it did not receive funding in Prioritization 3.0 although it scored well. Cheryl McQueary also noted that NCDOT met with concerned property owners and farmers in the vicinity of the US 220/NC 68 intersection and were able to develop this temporary modified interchange within NCDOT right-of-way to save seven family farms from being impacted.

5. 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. Tyler Meyer noted that there was only one bidder each time for the two projects, which may be part of the reason the bid came in so high. They are hoping to get a more reasonable price for both projects after doing another re-bid.

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 the rail easement for construction purposes. This will have to be resolved for the project to move forward. Marikay Abuzuaiter requested more information about why the railroad has denied the City access to get the work done. Meyer explained that resolution may not be completed until the negotiations between the City and Norfolk Southern about the abandonment of the old rail line that the project is crossing are resolved. Norfolk Southern has not been giving the City trouble with encroachments other rail lines; the issue seems to be confined to this particular line.

McKinney and Scott Whitaker will be reviewing consultant proposals for the design of the A&Y Greenway through the southern portion of Summerfield next week. It is expected that Town Council will make a decision to select a consultant at its August meeting.

6. Strategic Reports

Tyler Meyer noted that more information about Prioritization 4.0 will be given at the next meeting in July and it is likely that the next meeting will be needed.

Other Items

1. Board Member Update

Cheryl McQueary noted that the BOT has approved the STIP.

She also provided background information related to the controversy surrounding the Confederate Flag license plate. The DMV Commissioner has the right to modify or disapprove of license plate designs. However, the NC Supreme Court has ruled that the DMV must allow license plates from civic organizations and must include the logo of the organization on the plate. Thus, since the logo of Sons of the Confederacy is the Confederate Flag, the DMV cannot disallow it. The NC Legislature would need to give the DMV more flexibility on this issue if the state wishes to stop allowing the license plates.

2. Regional Updates

There were none.

3. Wrap-Up

The meeting was adjourned by Marikay Abuzuaiter at 3:26 pm.