



TECHNICAL COORDINATING COMMITTEE

Minutes of January 22, 2020 10:30 a.m., Greensboro, NC Third Floor, GDOT Conference Room Melvin Municipal Office Building

Attendance

Tyler Meyer	<i>GDOT/MPO</i>	Cari Hopson	<i>GTA</i>
Craig McKinney	<i>GDOT/MPO</i>	Mark Kirstner	<i>PART</i>
Lydia McIntyre	<i>GDOT/MPO</i>	John Kim	<i>PART</i>
Tram Truong	<i>GDOT/MPO</i>	Michael Abuya	<i>NCDOT TPD</i>
Yuan Zhou	<i>GDOT/MPO</i>	Scott Whitaker	<i>Summerfield</i>
Gray Johnston	<i>GDOT/GTA</i>	Joe Geigle	<i>FHWA</i>
George Linney	<i>GTA</i>		

Tyler Meyer called the meeting to order at approximately 10:35 AM.

Action Items

1. November 13, 2019 Meeting Minutes

Mark Kirstner moved to approve the minutes of November 13, 2019. Chris Spencer seconded the motion. The TCC voted unanimously to approve.

2. FY 2018-2027 & 2020-2029 MTIP Amendment: R-5966 Statewide Project

Tyler Meyer described the amendment as a simple administrative action requested by NCDOT. MTIPs should be consistent with the STIP, and as a general rule all statewide projects should be reflected in all MTIPs even for statewide projects that will not be used in the MPO area. This amendment is a statewide project to improve access to tribal lands. There are no tribal lands in the Greensboro MPO area, but the amendment will maintain consistency between the MTIP and the STIP.

Chris Spencer clarified that the \$2,275,000 in funds for FY 2020 is money that is available statewide.

Mark Kirstner moved to approve the recommendation for TAC approval of FY 2018-2027 & 2020-2029 MTIP Amendment: R-5966 Statewide Project. Scott Whitaker seconded the motion. The TCC voted unanimously to approve.

3. FY 2018-2027 & 2020-2029 MTIP Amendment: TD-5279 Galyon Depot Renovation

Tyler Meyer stated a major rain event in July had demonstrated the need to add roof replacement costs to the pending Galyon Depot renovation project. A November MTIP amendment increased the federal and

local funding to enable the roof replacement to be added to the project scope. Since then, NCDOT agreed to the MPO staff request to increase the Department's funding share from \$270,000 to \$373,000 to match the City's share. This increase is slated to be approved by the Board of Transportation on February 6.

Cari Hopson said that GTA is still waiting on the roof replacement specs from the architect before knowing what the bidding schedule will be.

Chris Spencer moved to approve the recommendation for TAC approval of FY 2018-2027 & 2020-2029 MTIP Amendment: TD-5279 Galyon Depot Renovation. George Linney seconded the motion. The TCC voted unanimously to approve.

4. FY 2018-2027 & 2020-2029 MTIP Amendments: TA-6732 PART Replacement & Expansion Fleet Vehicles

Tyler Meyer noted that PART applied for and was awarded a \$6.8 million discretionary Section 5339 grant late last year. This grant, matched with \$1.7 million in local funds, will allow PART to replace 14 full-sized buses, 6 paratransit style vehicles, and 25 vanpool vehicles between 2020 and 2022. This is a major accomplishment, in that the project will substantially cover PART's bus replacement needs for quite a while. PART's excellent work on the application, as well as strong political support from the NC congressional delegation made this award possible.

Scott Whitaker moved to approve the recommendation for TAC approval of the FY 2018-2027 & 2020-2029 MTIP Amendments: TA-6732 PART Replacement & Expansion Fleet Vehicles. Mark Kirstner seconded the motion. The TCC voted unanimously to approve.

5. FY 2018-2027 & 2020-2029 MTIP Amendments: EB-6037C A&Y Greenway/Downtown Greenway Phase 4

Tyler Meyer noted this project resulted from an application that he and his staff developed and submitted for discretionary funding from NCDOT in summer 2019. The request was for funding to support the City's acquisition of the CF rail line in Greensboro for a rail trail conversion to enable construction of the A&Y Greenway, including Phase 4 of the Downtown Greenway.

In late 2019, after the City had completed all of the required steps to receive the right-of-way authorization, the goal was stymied when NCDOT informed the City that the Department would not be able to provide the funding until FY 2021 due to the Department's cash flow crisis as well as a series of programming technicalities

Unfortunately the program was set up for right-of-way only, and did not provide for construction funding. Meyer initiated a request to shift the funds to construction and with the support of the Division Engineer and Board member the shift was approved. Meyer requested the funds be shifted to FY 2020, but NCDOT determined FY 2021 was the earliest feasible date.

This amendment shifts the \$4.4 million federal funding commitment and the \$1.1 million local match from FY 2019 right-of-way funding to FY 2021 construction funding, which should enable the funds to be authorized in late October/November 2020, after which the City will be able to begin construction. The project will be implemented in phases, with the first being the Downtown Greenway Phase 4 running from Spring Garden Street to north of the Mitchel Water Treatment Plant at Benjamin Parkway.

Chris Spencer moved to approve the recommendation for TAC approval of the FY 2018-2027 & 2020-2029 MTIP Amendments: EB-6037C A&Y Greenway/Downtown Greenway Phase 4. Michael Abuya seconded the motion. The TCC voted unanimously to approve.

6. Transit Resource Allocation Plan Update

Tyler Meyer said the Transit Resource Allocation Plan documents the MPO's policies for distribution of FTA transit formula funds between MPO-area transit agencies; GTA, PART, and Guilford County Transportation and Mobility Services (TAMS). The FY 2020-2022 Update includes new methodology using a version of the FTA distribution formula modified to account for total annual unlinked passenger trips. MPO staff consulted with the transit operators in development of the update and all have concurred with the revisions.

Mark Kirstner moved to approve the recommendation for TAC approval of the Transit Resource Allocation Plan Update. George Linney seconded the motion. The TCC voted unanimously to approve.

7. 2020 Safety Performance Measure Targets

Yuan Zhou noted that federal transportation law requires States and MPOs to implement performance-based planning and performance-measurement and reporting on an annual basis. Performance measures are required for 1) Safety 2) Pavement/Bridge, and 3) CMAQ, Reliability, and Freight.

For the safety targets, MPOs must establish new annual targets by 180 days after August 31, 2019 (the date when NCDOT approved their targets), which means the MPO must approve the targets for this year by February 27, 2020. MPOs can calculate their own targets, or follow NCDOT's targets. MPO staff have recommended following NCDOT's targets, like they did in 2018 and 2019. The performance measure targets for this year have increased slightly because of a slight increase in the baseline 5-year rolling averages for fatalities and serious injuries.

As is the case for many MPOs nationwide, the GUAMPO currently has insufficient data to use to calculate its own targets. Zhou explained that data within the MPO limits outside of City limits is not sufficient. However, MPO staff are in the process of analyzing past crash data and identifying the issues and countermeasures to reduce fatalities and serious injury numbers at the system level within the City of Greensboro.

Scott Whitaker moved to approve the recommendation for TAC support of the 2020 Safety Performance Measure Targets. Chris Spencer seconded the motion. The TCC voted unanimously to approve.

Business Items

1. Revised 2020 MPO Meeting Schedule

Craig McKinney presented the revised 2020 MPO meeting schedule shifting a few dates to better fit work deadlines and member availability. On the dates with asterisks, the TAC meetings will be held in the Plaza Level Conference Room.

2. PART Presentation on Regional Modelling Program

Mark Kirstner and John Kim presented an update on the Piedmont Triad Regional Travel Demand Model for which PART is model custodian. They reviewed the history of the model, how the model works, what it is used for, the role of data including travel, socioeconomic and land use data, and a preview of what's next. They also noted the relationship between the model and the T-BEST transit ridership estimation tool. While the PRTM generally is not effective at estimating fixed route bus ridership, T-BEST is, relying in part on PTRM model data and outputs

There are three basic inputs to the Travel Demand Model: the highway and street network, travel behavior and field observation data, and socio-economic data. PART just completed a base-year update for socio-economic data with help from the MPO, and it is about to start a household travel survey to contribute to travel behavior and field observation data.

The travel demand model is a four step model. The model uses development patterns and socioeconomic data to determine trip generation, mode choice/modal split (car, bus, etc.), trip/traffic assignment (which route someone will take), and the number of trips per roadway segment.

John Kim stressed the importance of socioeconomic data, explained the purpose of the model, and showed examples of input and output data. The model can use population, employment, number of students, street networks, transit routes, travel characteristics, and intermediate outputs to find the number of trips characterized by purpose and mode, trip exchanges, and traffic flow.

PART is working on developing a Freight Truck Touring Model, and Commercial Vehicle Touring Model. A tour-based model is based on one tour with multiple stops included that are not usually included in a trip-based model. This is best for freight/commercial vehicles that take long distance trips. The data from this model can be shared on an output dashboard that can then be shared online.

Kirstner described an implementation tool called CommunityViz as software that works from the bottom up with parcel level data to estimate future socio-economic data changes. The model needs place types and development status for every parcel in order to run. The CommunityViz team will be working on a 2020 base year update.

Tram Truong asked if any MPOs or cities are finished with the base data. Kirstner said the Centralina region and Triangle region are actively using CommunityViz, but he is not sure if they are using the model to generate socio-economic data yet. Greensboro has purchased the CommunityViz software.

Chris Spencer asked if there will be as much focus on system-level data as parcel data? Kirstner replied that the quality system-level data is also essential.

3. Draft FY 2021 Unified Planning Work Program

The FY 2021 Unified Planning Work Program (UPWP) will cover the period from July 2020 – June 2021. Anticipated FY 21 planning grants include \$432,866 from FHWA PL, \$200,000 from BGDA, and \$195,322 from FTA 5303 transit planning funds. The key work items for next year include Prioritization 6.0 and the MTIP; 2045 MTP and CTP (long range transportation plan); Mobility Greensboro 2040 implementation; Vision Zero Action Plan implementation; pedestrian and bicycle planning, outreach, and projects; model update, freight model development, and household travel survey; and data collection and performance management. The UPWP adoption is due February 26 to meet a March 15 deadline.

4. Draft 2020 Congestion Management Process Overview

Lydia McIntyre stated the 2020 Congestion Management Process evaluates the multi-modal transportation system, identifies and applies system and corridor level congestion and performance measures, and identifies strategies for maintaining and improving transportation mobility in the MPO area.

Federal transportation law requires MPOs with a population greater than 200,000 to develop and approve Congestion Management Processes to support Metropolitan Transportation Plan. The CMP is a companion document to the Metropolitan Transportation Plan. The MTP draws from the CMP analysis and incorporates its findings and recommendations to a large degree.

The CMP documents existing conditions and identifies congestion needs and differentiates where capacity improvements are needed and traffic operational strategies or multimodal improvements are insufficient to meet the need. McIntyre provided examples of analyses included in the document: a map of bottleneck locations, a map of areas where there are high levels of vehicle hours of delay, GTA and PART ridership, and bicycle and pedestrian crash summary data.

It will be brought to the TAC for approval in February. The full document is available online.

5. Division Engineer Updates

There were none.

6. Project Updates

Tyler Meyer stated two MPO-priority projects, U-5532 A: Josephine Boyd at Walker Avenue Safety Improvements and B-5553 Ballinger Road Bridge Replacement, remain stalled at NCDOT pending conclusion of a review of which locally administered projects across the state to move forward on at this time. This is one way that the Department is seeking to manage its cash outlays and thereby get out of the current cash crunch over the next year. These projects have already received the federal funds authorization but have yet to receive their construction authorizations / permission to advertise. Meyer said he has communicated on behalf of the City the willingness to defer billing until a later than usual date and that these are among the highest MPO priorities for moving forward at this time. He wanted to advise TAC of the current status and to request the Division Engineer and Board Member support the release of these projects at the soonest possible juncture.

Craig McKinney noted that January 24 is the next MPO BPAC meeting; January 23 is the pre-bid meeting for the EB-5518 Latham Park Greenway project and February 6 is the bid opening for the EB-5518 Latham Park Greenway project if there are no amendments to the contract.

7. Strategic Reports

- February 26 is the next MPO meeting date.
- Some BPAC members have requested refinements to how the BPAC process. Staff are evaluating best practices from other organizations and will report back.
- Prioritization 6.0 candidate projects are under review. These projects will be presented at the March MPO meeting for MPO approval on April 15.
- The second annual Vision Zero Summit will be from 9AM to 12PM on February 13 at the Ruth Wicker Center Tribute to Women at Barber Park.

Other Items

1. Member Updates

- The 2020 North Carolina Association of Metropolitan Planning Organization conference is scheduled for April 21-24 in Greenville, North Carolina. Online registration is now open.
- GTA will be launching a Human Trafficking Public Awareness initiative in February. There will be posters on buses, coordination with the police department, and human trafficking facts posted on Twitter.

2. Wrap-Up

Gray Johnston moved to adjourn the meeting. Mark Kirstner seconded the motion. The TAC unanimously voted to adjourn the meeting.

The meeting was adjourned by Tyler Meyer at approximately 12 PM.