



TECHNICAL COORDINATING COMMITTEE

Minutes of February 26, 2020
10:30 a.m., Greensboro, NC
Third Floor, GDOT Conference Room
Melvin Municipal Office Building

Attendance

Tyler Meyer	<i>GDOT/MPO</i>	Scott Rhine	<i>PART</i>
Craig McKinney	<i>GDOT/MPO</i>	Pat Wilson	<i>NCDOT Division 7</i>
Chris Spencer	<i>GDOT/MPO</i>	Michael Abuya	<i>NCDOT TPD</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Chris Jenson	<i>Kernersville</i>
Tram Truong	<i>GDOT/MPO</i>	Scott Whitaker	<i>Summerfield</i>
Yuan Zhou	<i>GDOT/MPO</i>	Joe Geigle	<i>FHWA</i>
Gray Johnston	<i>GDOT/GTA</i>	Palmer McIntyre	<i>Piedmont Land Conservancy</i>
George Linney	<i>GTA</i>	Colin Frosch	<i>Kimley-Horn</i>
Alex Rosser	<i>PTAA</i>	Rhodes Hunt	<i>Kimley-Horn</i>
Suzanne Akkush	<i>PTAA</i>	Ken Delaney	<i>Verizon</i>
Elizabeth Jernigan	<i>GSO Parks and Recreation</i>	Mark Gatehouse	<i>Cyclist</i>

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

Action Items

1. January 22, 2019 Meeting Minutes

Scott Whitaker moved to approve the minutes of January 22, 2020. Pat Wilson seconded the motion. The TCC voted unanimously to approve.

2. MPO Self Certification for FY 2020-2021

3. Tyler Meyer described the MPO Self Certification as a mandatory annual administrative action required prior to adoption of the Unified Planning Work Program. Self-certification documents MPO compliance with USDOT planning process requirements including the Statewide and Metropolitan Planning Regulations, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. The checklist attached to the resolution notes compliance with these laws and regulations and associated

process requirements. MPO self-certification is not to be confused with the USDOT (FHWA and FTA) certification every four years of MPOs with over 200,000 urbanized area populations.

Scott Rhine moved to approve the recommendation for TAC approval of MPO Self Certification for FY 2020-2021.

Chris Spencer seconded the motion. The TCC voted unanimously to approve.

4. FY 2020-2021 Unified Planning Work Program

Tyler Meyer described the Unified Planning Work Program as the annual budget and work plan for MPO planning and engineering staff. Approval of this plan programs anticipated FY 2021 federal grants and local matching funds into next year's budget. The MPO expects to receive approximately \$632,000 in two planning grants from the FHWA, and approximately \$195,000 in a grant from the FTA. Last year, the grant from FTA was around \$140,000, so there was an increase of over \$50,000 to the grant this year.

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 needed at today's, February 26, meeting to meet a March 15 deadline.

Scott Rhine moved to approve the recommendation for TAC approval of FY 2020-2021 Unified Planning Work Program. Bill Bruce seconded the motion. The TCC voted unanimously to approve.

5. MTIP Amendment: FY 2020-2029 Transit Listings

Tyler Meyer noted the primary purpose of this amendment is to update FTA formula funded transit project funding amounts based on final full year appropriation amounts being higher than estimated. The amendment also adjusts PART routine capital and operating assistance projects to draw down available prior year funding for use in FY 2020; adds a project for a new FTA discretionary grant awarded to GTA – Transit Safety Innovations – to support efforts to combat human trafficking; and updates Section 5310 Elderly & Disabled project funding per recent discussions with GTA and TAMs. As standard practice, staff extrapolated FY 2020 FTA formula funding levels out through 2029, the final year of the current MTIP.

Using the Renovation of J. Douglas Galyon Depot project as an example, Scott Whitaker asked for clarification on the funds listed in the table in the presentation versus the tables in the handout. Tyler Meyer explained that the handout contains two tables. One table shows the current transit listings with strikethrough text reflecting needed changes, and the other table shows the recommended transit listings with underlined text reflecting requested changes. The latter was also included in the presentation.

Scott Rhine moved to approve the recommendation for TAC approval of the MTIP Amendment: FY 2020-2029 Transit Listings. Chris Spencer seconded the motion. The TCC voted unanimously to approve.

6. MTIP Amendment: M-0539 Environmental Mitigation and Minimization

7. Tyler Meyer noted that this amendment adds a statewide project providing for environmental mitigation and minimization activities required for obtaining necessary environmental permits. The amendment is essentially is an administrative step that makes the MTIP consistent with the STIP. Division 7 may use some of these funds to conduct mitigation and minimization activities, like paying for environmental improvements onsite or offsite in the same watershed area, to offset environmental impacts and obtain project permits.

Scott Rhine asked if the funds for this project come from trust funds. Tyler Meyer said that they are.

Chris Spencer moved to approve the recommendation for TAC approval of the MTIP Amendment: M-0539 Environmental Mitigation and Minimization. Michael Abuya seconded the motion. The TCC voted unanimously to approve.

8. Congestion Management Process

Lydia McIntyre stated the 2020 Congestion Management Process (CMP) is the sixth version of the document. Federal transportation law requires MPOs with a population greater than 200,000 to develop and approve Congestion Management Processes to support Metropolitan Transportation Plans (MTP). The MTP draws from the CMP analysis and incorporates its findings and recommendations to a large degree.

The CMP 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.

When outlining the process, McIntyre emphasized the importance of data gathering. She said that typically data from the past 5-7 years is used in the document, but more current years were used in this most recent version.

The CMP covers projects within the MPO, so McIntyre mentioned that this is a good source for keeping up to date with what projects are happening in the area.

She provided examples of recommendations that are included in the document. She pointed out that a new recommendation is the inclusion of Vision Zero Greensboro. She said a major recommendation is further development and collection of data for evaluating the performance of the transportation system, especially ensuring the correct sources are used.

Scott Rhine brought up an upcoming deadline in July with regard to performance goals and targets from a transit agency safety standpoint (PTSAP document), which will have to go through the MPO. He asked if that deadline will impact the CMP or drive amendments to the document. McIntyre said this would not impact the CMP as the Transit Safety Plan is a stand alone document. Rhine mentioned that the PART PTSAP will be finished and sent out in April.

Joe Geigle asked about the threshold for high percentage below free flow speed. Yuan Zhou said she will need to check the draft, and McIntyre called it a multi-pronged approach.

Tyler Meyer emphasized that this document is a precursor to the MTP and that this is an opportunity to further address performance measure targets

Pat Wilson moved to approve the recommendation for TAC approval of the Congestion Management Process. Scott Rhine seconded the motion. The TCC voted unanimously to approve.

Business Items

1. Piedmont Land Conservancy Presentation on the Piedmont Greenway

Palmer McIntyre, from the Piedmont Land Conservancy, presented updates on the Piedmont Greenway. She described the Piedmont Land Conservancy as a nonprofit regional land trust that works with nine counties in this part of the state to protect different kinds of conservation lands including family farms, streams, rivers, natural areas, parks, open spaces, and trails.

Work on the Piedmont Greenway started in the early 2000s. A master plan was published in 2003. A feasibility study was completed in 2019 by Alta Planning + Design for the Guilford County portion of the Piedmont Greenway because of the construction of I-73 and other development in the area. The greenway is proposed to be 19 miles connecting Greensboro with Winston Salem. It will follow the Reedy Fork Creek alignment. The greenway will connect to the Greensboro Watershed Trails, the A&Y Greenway (with connection to Downtown Greensboro), Summerfield, Oak Ridge, unincorporated parts of Guilford County, Triad Park, Downtown Kernersville, and Winston-Salem greenways and Salem Lake Trail.

Kernersville recently did a feasibility study for their section. Forsyth County is breaking ground on the first official section and putting out bids for construction soon.

McIntyre described what makes a successful trail and stated that these were all addressed in the feasibility study and will be incorporated into the plan. These features include access to nature, trailheads and wayfinding, security and safe road crossings, low impact, and availability to multi-users. She also covered the guiding principles for the Piedmont Greenway, which include community connections, economic development, health and wellness, and environmental preservation.

Phase 1 will be 3.9 miles long along mostly public land. Phase 1A will span from US 220 to Bunch Road, and Phase 1B will span from Bunch Road to I-73. There will be trailhead parking on Bunch Road and two underpasses. It can create access to a spur to Summerfield property and further connect to Oak Ridge. Initially, it will be built as a natural surface path using volunteers before eventually being paved.

Phase 2 will be 3.2 miles long. It will start around I-73 and finish near Alcorn Road and NC 68. There is a wide underpass at I-73 that provides good connection. The conservancy is working on finalizing open space acquisition from Bandera Farms.

Phase 3 will be 5.4 miles long starting around NC 68 and ending in Triad Park. It will mainly run through privately owned land and homeowners associations making acquisition difficult. The Town of Oak Ridge is in the process of acquiring easements. There will be four road crossings or bridges at NC 68, Bunker Hill Road, Beeson Road, and Cross Creek Road.

The feasibility study was funded by the Clean Water Management trust fund grant plus matching from Guilford County. The overall cost estimate from Alta Planning + Design is \$22.3 M. The cost is so high because of major grading work that must be done. The greenway will ultimately be a 10 to 12 foot paved greenway.

An executive summary was created thanks to work from Alta Planning + Design and Greensboro Department of Transportation. The executive summary gives a general overview of the trail and shows trail benefits and connectivity. It will be distributed to the public. Presentations will be made to MPO, Parks and Recreation, and Trail committees and boards. There will be an open house with Summerfield and Oak Ridge in March. A steering committee will continue their work in helping move the project forward and make key land acquisitions.

Mark Gatehouse shared that steps have been taken to protect the corridor at property along the Reedy Fork Creek near where NCDOT replaced a bridge on Bunch Road.

Gray Johnston asked if the natural surface path for Phase 1 will be ideal for hiking. McIntyre said it can be multi-use and be good for mountain biking, as well.

Scott Whitaker said that the Summerfield Merchant Association might be a candidate for a brief Piedmont Greenway presentation.

Chris Jenson from the Town of Kernersville wants to reconnect stakeholders (Guilford County, Forsyth County, Parks and Recreation, and Kernersville's MPO) to get things moving for the Kernersville section of the trail again.

2. Division Engineer Updates

There were none.

3. Project Updates

Lydia McIntyre gave an update on Prioritization 6.0. The MPO is currently reviewing the identified candidate projects that have been submitted for federal or state funding. She said there are still projects

left to evaluate before the projects go out for public review in March. TAC approval is scheduled for April 15. The projects must be submitted to NCDOT by May 1.

McIntyre reviewed the steps of the prioritization process starting with identification of candidate projects. Emails were sent out to member jurisdictions detailing project requirements. NCDOT was delayed in approval of the previous STIP, which gave the MPO more time to identify projects. She said that the MPO received projects from the City of Greensboro, Town of Oak Ridge, Town of Summerfield, Town of Pleasant Garden, NCDOT, and Piedmont Triad International Airport.

Candidate projects were categorized as Roadway, Public Transportation, Rail, Bicycle & Pedestrian, or Aviation projects. She noted that this year the MPO is submitting public transportation projects, which did not happen the previous two cycles. Each category has a total of 23 projects. Consultants provided feedback on priority projects. McIntyre mentioned a project at the Church and Wendover intersection as a priority project, a project at US 29 as a carryover project, and a project on Summit Avenue, a streetscape project from Sullivan Street and Fourth Street as a biped project.

Tyler Meyer then reminded TCC NCDOT had placed most locally administered federally funded project authorizations on hold for a time starting around October 2019 as a part of their effort to get control of the Department's cash flow issues. Towards the end of this period the Department solicited MPO project priorities, and conducted a review of what would be allowed to move forward at this time and what would have to be delayed for cash flow management purposes. Meyer stated that he had now received NCDOT's findings, and that key MPO priority projects would now be able to move forward. This includes the high priority Josephine Boyd-Walker Avenue intersection and corridor improvements and the Ballinger Road Bridge Replacement project. The Department also approved the City's request to open bids for Phase 4 of the A&Y Greenway and the Downtown Greenway in October 2020. The Latham Park Greenway project will be brought to City Council on March 17. Meyer re-emphasized that P6.0 submittals are scheduled for TAC approval on April 15 and due to NCDOT on May 1.

Pat Wilson asked about coordination with Stephen Robinson on upcoming projects. McIntyre wants to meet with them both to talk about roadway projects. She and Wilson plan to meet before April 15.

Gray Johnston talked about the T-BEST model that he is now using to evaluate potential P6.0 transit submittals and that it will be helpful for assessing potential future service or fare changes.

4. Strategic Reports

Yuan Zhou described the second Vision Zero Greensboro summit that was held on February 13 at the Barber Park Event Center. There were 42 attendees, including representatives from different city departments and other stakeholders.

The purpose of the summit was to gather the stakeholders together to summarize what steps have been taken since the Vision Zero Greensboro action plan was adopted in May 2019. She shared data from previous years. There were 33 traffic-related fatalities in 2019, which was two more than in 2018. Of the 33 fatalities, 7 were motorcycle-related, 0 were bicycle-related, 10 were pedestrian-related, and 16 were related to DUIs.

At the summit, GDOT staff shared what has been done so far as related to Engineering and Education and Encouragement. Zhou spoke in depth about the methodology for the High Injury Network (HIN) and recent revisions that were made to it. Staff talked about how the HIN is incorporated in P6.0, the CMP, and the MTP. Staff worked closely with the Greensboro Police Department and NCDOT to improve the crash data set.

In regard to education and encouragement, GDOT attended community events to share the program and spread awareness of safety initiatives. GDOT also participated in several safety conferences to learn what is going on in other places and share the experiences in Greensboro. GDOT also works closely with schools in Guilford County to increase participation with Vision Zero.

Also at the summit, Vision Zero partners provided updates at the summit. Joe Stewart, Vice President for Governmental Affairs at Insurance Agents of North Carolina, shared information on hands-free legislation that is eligible for the 2020 legislative session that starts April 28. The public awareness campaign will be in March and April. Dré Fleury, Chief Legal Officer at Crumley Roberts, shared their new initiative concerning road safety. Ron Glenn, Police Information Officer for the Greensboro Police Department (GPD), spoke about safety events held by the department. Lastly, Ali Karimodini, a professor at North Carolina A&T State University, gave information on a study he did on autonomous vehicles and how they can play a part in traffic safety.

After the partner updates, attendees broke out into four groups—Communication, Data, Infrastructure, and Operation and Policy—to discuss in depth what can be done in the future of Vision Zero. These groups will be the task force groups for the work plan.

Moving forward, Vision Zero will follow the work plan that has already been developed. An advisory committee will be formed to oversee the work plan. The work plan will be updated every two years. A campaign called “What’s Your Safe?” is planned to begin in late March as a display at the Four Seasons Mall that showcases 33 pairs of jeans that represent the traffic-related fatalities from 2019. This campaign will ask the public what they consider to be their “safe,” or best safe practice. Tyler Meyer congratulated Zhou and Lydia McIntyre on a well done event.

Other Items

1. Member Updates

Pat Wilson requested that GDOT send NCDOT anticipated cash flow for its recently approved locally administered federally funded projects for NCDOT cash management purposes. He then noted that the section of the Urban Loop from Lawndale to Elm is intended to be completed by the end of the year. NCDOT is trying to secure funds for landscaping for recently completed projects, specifically the US 220 project going north from Greensboro into Summerfield and the I-73 project. The Department will be meeting with stakeholders soon to discuss what landscaping is possible and desired. Tyler Meyer will follow up with Wilson on the deferred billing issue.

Scott Rhine said PART is still developing the freight development element of the regional travel demand model. He said the model can be utilized for future STI candidate projects to see the impacts of these projects on freight movement and the roadway system overall. Rhine added that the household survey is also still in the works. Meyer is planning to incorporate the household survey into the Unified Planning Work Program by introducing an amendment in April.

Rhine also mentioned a pending bus RFP being developed by PART. There are 8 transit agencies across the state that are included in the project including the City of Greensboro. Such arrangements make it easier for transit agencies to purchase transit vehicles with less red tape and administrative burden.

Gray Johnston gave updates on the Participatory Budgeting pilot trolley program envisioned to and run along Elm Street downtown from lunchtime hours until the evening towards the end of the week.

Joe Geigle said the Federal Highway Administration is wrapping up reviews of MTP and MTIP documents for each MPO in advance of approval of the STIP in March. They are waiting for Charlotte to finish the transportation – air quality conformity process, but he doesn’t foresee any issues with STIP approval.

Alex Rosser gave updates from the Piedmont Triad International Airport. There are several projects under development, especially around I-73. PTIA is currently grading the former golf course near the airport to convert the roughly 1000 acres into property that can be used for aviation industry businesses with taxiway access. Phase 1 of a new taxiway bridge will begin in March. The project was broken up into two phases because relocation of the radar/ communications tower to Market Street is taking longer than expected. Bids are out for the relocation of rental car service facilities to Inman Road and the grading of Worldwide Drive near the FedEx Center that will provide a second entrance into the airport. Rosser introduced Suzanne Akkush. She is managing PTIA's Master Plan Update as required by the FTA.

Palmer McIntyre invited attendees to the Piedmont Legacy Trails summit on March 26 in High Point.

2. Wrap-Up

The next meeting will be April 15, 2020 at 2PM.

Scott Rhine moved to adjourn the meeting. Chris Spencer seconded the motion. The TAC unanimously voted to adjourn the meeting.

The meeting was adjourned by Tyler Meyer at approximately 11:47 PM.