



TECHNICAL COORDINATING COMMITTEE
Minutes of May 17, 2017
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Joe Geigle	<i>FHWA</i>
Craig McKinney	<i>GDOT/MPO</i>	Cari Hopson	<i>GTA</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Tamara Makhoul	<i>Volkert</i>
Tram Truong	<i>GDOT/MPO</i>	Ted Kallam	<i>GSO Engineering</i>
Hanna Cockburn	<i>GSO Planning Department</i>	Ed Lewis	<i>NCDOT Division 7</i>
Michael Abuya	<i>NCDOT TPB</i>		

Tyler Meyer called the meeting to order at 10:36 am.

Meyer noted that the NCDOT Secretary Jim Trogdon would be at the TAC meeting in the afternoon and he invited interested TCC members to attend the meeting. The Secretary has been busy visiting all the MPOs in the state to discuss the priorities and initiatives of NCDOT.

Action Items

1. Approve Minutes of April 19, 2017

Mike Abuya moved to approve the minutes of the April 19, 2017 meeting. Ted Kallam seconded the motion. The TCC voted unanimously to approve the minutes of the April 19, 2017 meeting.

Tyler Meyer noted that the MPO minutes were being prepared differently, with less narrative and more bullet points, and asked if TCC members preferred this format. TCC members noted that they did prefer this new meeting minutes format.

2. Section 5310 *Enhanced Mobility of Seniors and Individuals with Disabilities Program* Project Selection

Tram Truong presented on the Section 5310 project selection:

- Section 5310 supports projects that serve the transportation needs of the elderly and disabled. The MPO directs Section 5310 funding per the Coordinated Plan via a competitive process.
- GTA, PART, TAMS, and non-profits are eligible agencies to apply and receive Section 5310 funds.

Planning for the transportation future

- \$221,087 is available in FY 2017 for eligible projects.
- A call for projects ran from April 5 – May 5, 2017.
- Funding requests were received from Guilford County TAMs and GTA; Section 5310 funds will be awarded to these agencies.
- Guilford County TAMs requested \$50,000 for operating expenses for the following project:
 - Continue to support transportation services for elderly and disabled persons for employment, education, senior services, and medical trips.
- GTA requested \$204,241 for capital expenses for the following project:
 - Continue to operate SCAT early morning service to serve medical trip needs before regular SCAT and fixed route service hours.
- Projects were evaluated based on the following criteria:
 - Maximizing the benefit to cost (number of people expected to be served divided by total dollar amount requested).
 - Number of users served or expected to be served.
 - Demonstrated ability to deliver services and meet federal grant requirements.
 - Enhancing coordination between human service transportation providers.
- Greensboro & Winston-Salem MPO staff reviewed and scored the applications under a reciprocal arrangement.
- Average Project Scores: TAMs: 35; & GTA: 16.
- Tyler Meyer noted that both projects are highly needed and are continuations of existing successful projects. It is important to note that the scoring results are somewhat distorted. Ridership numbers are a big part of the scoring and TAMs reported their entire elderly and disabled ridership including for services funded with other funding sources whereas GTA reported only trips made possible by this 5310 funding. Next year we will get TAMs to attribute only those trips supported by 5310 funding for a more accurate comparison.
- The recommended awards are: \$50,000 for TAMs and \$171,087 for GTA.
- Cari Hopson asked if the MTIP will be amended with the final appropriation amount. Meyer confirmed this would be done. The amount being used is what is currently in the MTIP. This can be modified administratively when the final numbers are known.

Ted Kallam moved to recommend the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection to the TAC for approval. Mike Abuya seconded the motion. The TCC voted unanimously to recommend the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection to the TAC for approval.

3. MTIP Modification: C-5555 E College Road/New Garden Road Sidewalks

Tyler Meyer presented on the MTIP Modification:

- This is a highly needed project to fill in sidewalk gaps along College Road and New Garden Road.
- Right-of-way funding will be shifted from FY 2016 to FY 2017, and construction funding will be shifted from FY 2017 to FY 2018.
- Right-of-way acquisition is starting shortly, and is likely to take six months.
- Construction is expected to begin mid-2018 based on this timeframe.
- The funding amount is also being increased by this action, by shifting leftover CMAQ funding from the Florida and Randolph Street intersection improvement project.
- \$67,354 is provided for right-of-way and \$254,150 for construction.
- Meyer noted that although FHWA does not require MPO board approval for MTIP administrative modifications, NCDOT requests the endorsement of the TAC.

Hanna Cockburn moved to recommend the MTIP Modification: C-5555 E College Road/New Garden Road Sidewalks to the TAC for endorsement. Ted Kallam seconded the motion. The TCC voted unanimously to recommend the MTIP Modification: C-5555 E College Road/New Garden Road Sidewalks to the TAC for endorsement.

Business Items

1. US DOT Certification Findings

Joe Geigle, Congestion Management Engineer with FHWA, presented the USDOT Certification Findings for the Greensboro MPO Quadrennial Certification Review:

- The Certification Review for the Greensboro MPO was held in March in one day, as opposed to two and a half days as in years past.
- Geigle thanked MPO staff for answering questions ahead of time, which helped expedite the site visit.
- No corrective actions were identified in this review.
- The previous Certification Review produced thirteen recommendations for the MPO, which have all been satisfied; this review produced five recommendations for the MPO.
- The recommendations are:
 - Incorporate the two newest planning factors from the FAST Act into the next MTP update (resiliency and environmental mitigation – specifically stormwater runoff).
 - Develop plans and a timetable for expanding incorporation of performance measures into the overall planning process.
 - Communicate levels of service ratings of facility condition expected for a given funding level to the public.
 - Update the Congestion Management Plan (CMP) prior to the next certification review (this is already underway and will be adopted shortly).
 - Continue to involve the freight community in the planning process.
- The public hearing for the certification review was March 22.
- Geigle noted that while a comment on behalf of the Bikesboro group requested the addition of transportation advocacy group representation on the TCC, this is not included among the FHWA/FTA recommendations.
- FHWA is looking into best practices for certification reviews and may make additional changes in the next review cycle.
- FHWA found everything in order with the Greensboro MPO and the planning process is certified for four more years.
- Tyler Meyer thanked Geigle for his professionalism and thoughtfulness in conducting the review.

2. Project Updates

There were none.

3. Strategic Reports

- Daniel Amstutz showed pictures from the Bike Month events Wheels on the Greenway on May 7 and the Lindley Elementary Bike to School Day and Bike Rodeo on May 10. The Wheels on the Greenway took place at Morehead Park and included a parallel event at Warnersville Recreation Center. 125 helmets were given away to children, and 70 bicycles were collected from the community for the Recreation Center. Three classes of fourth- and fifth-graders from Lindley Elementary did the bike rodeo with assistance from Safe Kids Guilford County and parent volunteers. About 70-80 children went through the program. Upcoming events include the Ride of Silence on May 17 which leaves from the Forge in Downtown Greensboro at 7 pm; and the Celebrate New Bikeways Ride on May 19 which leaves from Deep Roots Market at 4 pm. The Bicycling in Greensboro Repair-a-thon that was scheduled to happen

on May 20 has been canceled. Tyler Meyer asked if Amstutz learned anything new from Bike Month this year to be applied to future years. Amstutz noted that the Open Streets event on May 5 had poor weather and generally was less successful than the other events. He noted that the Glenwood Neighborhood has expressed interest in doing an Open Streets event next year and this is an exciting opportunity to change up the event. The Bikes & Brews event was not as well attended as the organizer would have liked and it is unlikely that this event will continue next year. Overall, working on specific events and having targeted meetings is better than holding generalized meetings about Bike Month.

- Meyer asked Amstutz to discuss the UNCG bike share pilot. Amstutz explained that UNCG was approached by a new bike share company called LimeBike to do a dockless bike share pilot on campus. UNCG had already been considering a bike share program on campus and is now working with LimeBike and potentially other companies to do a summer pilot with the possible autumn semester rollout. Dockless bike share does not require large docking stations but locks to itself. It is unlocked by users through a mobile application. Although the bikes, which have a special kickstand, can be placed anywhere, UNCG and the City are looking at designating locations inside and outside UNCG campus where they will be permitted to park. Meyer noted that there is funding set up in the 2016 City Transportation Bonds for bike share, as there is infrastructure that is necessary to invest in for bike share to be most successful. Although the original plan was to wait at least year for the city to work towards a bike share program, this is a good opportunity to pilot a program ahead of time and see if it is successful. Hanna Cockburn raised concerns about ensuring bikes would be available in places where people would expect them. Ed Lewis noted the need to redistribute bicycles to high demand locations. Amstutz explained that LimeBike would have local staff to rebalance bicycles and do all the maintenance and operations for the system. LimeBike raised \$12 million in venture capital funds to start their company and they aim to make a profit from the system. A representative was on UNCG campus recently to show off a demo bike and answer questions. Their staff tend to be from Silicon Valley technology companies are very familiar with the bike share concept. Mike Abuya asked if a Greensboro pilot would be the first location in the US. Amstutz noted that it may be the first in North Carolina or the east coast but LimeBike is in discussions with other cities and universities. The price point for each ride (\$1.00 or \$0.50) is low. They must have a good idea of the kind of revenue they expect to receive to get a return on investment. Staff are continuing to look at locations in downtown for potential bike share parking areas. Users will be given positive incentives to park bicycles properly; otherwise they could be kicked off the system. The pilot will be in place at UNCG in June and July. Meyer recommended looking up Chinese bike share systems for some context. Amstutz noted that there has been bad press about dockless bike share recently, and LimeBike in particular is making an effort to be cooperative with municipalities to avoid right-of-way encroachments and other issues. Meyer said the huge numbers of bike share bikes deployed in Chinese cities have sometimes created substantial problems in terms of blocking rights of way and other public spaces. He noted that these Chinese cities were far more populous and dense than Greensboro so he didn't expect such problems to be as bad here but that thoughtful control of parking locations and licensing measures should be sufficient to ensure that. Amstutz noted that UNCG is approaching the bike share program cautiously and there are efforts to avoid similar problems in US cities. Joe Geigle said this will be a good program to learn from in relation to autonomous and shared vehicles. Cockburn added that it may also help inform the Smart Cities activities the City is working on.

Other Items

1. NCDOT Update

Ed Lewis said Division 7 staff met with the NCDOT Secretary in the morning and had a good discussion about delivering projects more efficiently. There will be a project announcement at the TAC meeting in the afternoon.

Mike Abuya said CMAQ applications for FY 2018 funds are currently under review. Applications for FY

2019 CMAQ funds will be due March 2018. The draft CTP 2.0 will be available for review and comment towards the end of May. It should be ready to be used by next fiscal year.

2. TCC Member Updates

Cari Hopson said an RFP is out from GTA for electric bus procurement, and is due July 7. GTA is expecting to place an order for three buses in September or October and will plan to order three electric buses annually. Daniel Amstutz asked about the companies that supply electric buses. Hopson noted that there are three companies and GTA has talked to each one, and expects proposals from each. Tyler Meyer noted that at least one company rebuilds old diesel buses into electric buses, and this cost is about half of purchasing a whole new bus. This is still being researched, and FTA may or may not reimburse for these purchases if they do not consider it a new bus purchase. Amstutz asked if the frame of an older bus would provide less performance as an electric bus than a whole new bus built to be electric. Meyer noted that it does not seem to be an issue, as long as you convert the right kinds of buses – some buses are not appropriate for a conversion.

Hanna Cockburn noted that the Planning Department is expecting to update the City's Comprehensive Plan soon, and has asked for funding in the next budget cycle for this. They are having internal meetings with city departments to start discussing the process of updating the plan and what assistance will be needed, including data requests. She noted that this is good timing for updating the plan because of other long range planning taking place around the city.

Ted Kallam said there are many projects Engineering & Inspections are working on, and are utilizing consultants to assist in the design process, CEs, PCEs, and construction inspections. They are looking to ask FHWA to review their construction standards, which are equal to or more restrictive than NCDOT's. This may speed up delivery of projects and prevent the need to retrofit projects with modified standards in the field. Joe Geigle said Brad Hibbs is the person to speak with at FHWA.

Geigle noted that legislation to repeal the Metropolitan Planning Organization Coordination and Planning Area Reform passed Congress and was signed into law May 12. The rule no longer applies.

3. Wrap-Up

The next TCC meeting will take place June 21 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:24 am.