



TECHNICAL COORDINATING COMMITTEE
Minutes of January 24, 2018
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Adam Fischer	<i>GDOT</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Chris Spencer	<i>GDOT</i>
Tram Truong	<i>GDOT/MPO</i>	Carey Barr	<i>AECOM</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Gray Johnston	<i>GTA</i>
Craig McKinney	<i>GDOT/MPO</i>	Michael Abuya (<i>by phone</i>)	<i>NCDOT TPB</i>
Yuan Zhou	<i>GDOT/MPO</i>	Pat Wilson	<i>NCDOT Division 7</i>
Hanna Cockburn	<i>GSO Planning Department</i>	Mark Kirstner	<i>PART</i>
Joe Geigle	<i>FHWA</i>	Carrie Spencer	<i>Town of Summerfield</i>
Kim Eccles	<i>VHB</i>	Scott Whitaker	<i>Town of Summerfield</i>
Terry Arellano	<i>VHB</i>	Taruna Tayal	<i>VHB</i>
		Ian Hamilton	<i>VHB</i>

Tyler Meyer called the meeting to order at 10:33 am.

Action Items

1. Approve Minutes of November 8, 2017

Chris Spencer moved to approve the minutes of the November 8, 2017 meeting. Michael Abuya seconded the motion. The TCC voted unanimously to approve the minutes of the November 8, 2017 meeting.

2. FY 2018-2027 MTIP Administrative Modification: Piedmont Triad International Airport (AV-5708)

Tyler Meyer presented the MTIP Administrative Modification:

Planning for the transportation future

- NCDOT project I-5110 (I-73 construction) included a new taxiway bridge over I-73. However, this bridge does not connect to the existing runway structure or the large airport development parcel to the north of I-73.
- PTIA received \$500,000 in funding support from P3.0 to connect this taxiway bridge to the existing airport runway system and to the airside development tract to the north of I-73.
- This action carries over funding committed from the FY 2016-2025 TIP into FY 2018 that will provide additional time for construction of the new taxiway.
- The airport will provide the additional funding needed for construction through its own sources or FAA funds, but these do not need to be included in the TIP.

Scott Whitaker moved to recommend the FY 2018-2027 MTIP Administrative Modification: Piedmont Triad International Airport (AV-5708) to the TAC for endorsement. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Administrative Modification: Piedmont Triad International Airport (AV-5708) to the TAC for endorsement.

3. FY 2018-2027 MTIP Administrative Modification: I-40/US 29/Martin Luther King Jr. Drive (U-5754)

Tyler Meyer presented the MTIP Administrative Modification:

- Under TIP Project U-5754 NCDOT plans to make improvements to ramps from I-40 onto both Martin Luther King, Jr. Drive and US 29 and to lengthen the merger area for southbound US 29 onto I-40. Improvements are aimed at relieving peak hour congestion. This project was chosen for funding under P3.0.
- NCDOT requires more time to design this project and is delaying right-of-way and construction by one year, shifting right-of-way to FY 2019 and construction to start in FY 2020.

Mark Kirstner moved to recommend the FY 2018-2027 MTIP Administrative Modification: I-40/US 29/Martin Luther King Jr. Drive (U-5754) to the TAC for endorsement. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Administrative Modification: I-40/US 29/Martin Luther King Jr. Drive (U-5754) to the TAC for endorsement.

4. FY 2018-2027 MTIP Amendment: Delete Projects EB-5714, EB-5875 & EB-5881

Tyler Meyer presented the MTIP Amendment:

- Three bicycle and pedestrian projects originally selected for funding under P3.0 are to be deleted from the TIP.
 - The scope of work for Project EB-5714 (Lees Chapel Road Sidewalks, Church Street to Yanceyville Street) will be handled under EL-5101DL and the corresponding Safe Routes to School funding shifted to the Lovett Street sidewalk project. There were issues with combining the SRTS funding with other sources and the Lovett Street project, also utilizing SRTS funds, required additional funding. The MPO previously amended the FY 2016-2025 MTIP to make these changes, however NCDOT failed to amend the FY 2016-2025 STIP accordingly. NCDOT later adopted the FY 2018-2027 with these errors intact. For that reason, MPO action is needed at this time correct the FY 2018-2027 MTIP.
 - \$1,000,000 from Projects EB-5875 (A&Y Greenway) and EB-5881 (Downtown Greenway Phase 4) has been shifted to the Downtown Greenway Phase 2 project. This was a key part of the successful strategy to close the funding gap on EL-5101DJ. Work on the A&Y Greenway and Downtown Greenway Phase 4 are currently to be completed using City Bond funds. This was another carryover error that needs to be corrected in the FY 2018-2027 MTIP.
- Mark Kirstner asked for clarification about the location of the A&Y Greenway project in this action. Meyer noted this is the portion inside the City of Greensboro connecting to the Downtown Greenway Phase 4, not the Summerfield A&Y Greenway project.

Chris Spencer moved to recommend the FY 2018-2027 MTIP Amendment: Delete Projects EB-5714, EB-5875 & EB-5881 to the TAC for approval. Mark Kirstner seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendment: Delete Projects EB-5714, EB-5875 & EB-5881 to the TAC for approval.

5. FY 2018-2027 MTIP Amendments: Bicycle and Pedestrian Projects (EB-5518, EB-5877 and EL-5101)

Tyler Meyer presented the MTIP Amendments:

- Three bicycle and pedestrian projects need to be amended to correct a project description and to add funding not previously programmed.
 - *EB-5518 Latham Park Greenway:* construction funding will be added in FY 2018 to reflect the latest project delivery schedule. This project has been delayed due to complications of getting an encroachment agreement from Norfolk Southern Railroad, but documents for this encroachment were received by the City in December and are currently under review. Construction is expected to proceed soon.
 - *EB-5877 Farmington Drive Sidewalks:* at the request of the MPO, the project limits will be corrected and engineering phase funding will be added that was not previously programmed. This is correcting a carryover error between the FY 2016-2025 and FY 2018-2027 MTIP.
 - *EL-5101 Various Pedestrian and Bicycle projects:* \$1 million will be added to the Downtown Greenway Phase 2 project and funding will be directed to EL-5101 DL to bring the TIP into line with current plans. An amendment is required because the cost increase exceeds the \$2 million and 25% thresholds and to correct the FY 2018-2027 STIP.
- Daniel Amstutz clarified that the SRTS funding from Lees Chapel Road has already been allocated to the Lovett Street project. Meyer confirmed this and noted the Lovett Street sidewalk is under construction now.

Mark Kirstner moved to recommend the FY 2018-2027 MTIP Amendments: Bicycle and Pedestrian Projects (EB-5518, EB-5877 and EL-5101) to the TAC for approval. Scott Whitaker seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendments: Bicycle and Pedestrian Projects (EB-5518, EB-5877 and EL-5101) to the TAC for approval.

6. FY 2018-2027 MTIP Amendment: Y-4807B - Lowdermilk Street, Sykes Avenue and Pine Street

Tyler Meyer presented the MTIP Amendment:

- Project Y-4807 B will realign Lowdermilk Street and Sykes Avenue at East Market Street to create a single intersection. It will close the Pine Street railroad crossing to improve safety as identified in the East Guilford Traffic Separation Study conducted by NCDOT Rail Division and adopted by the City of Greensboro. Under an executed municipal agreement, the City of Greensboro is to acquire the right-of-way and NCDOT will construct the project using state rail funds.
- This project will also include sidewalks that will tie into the Lowdermilk Street and Holts Chapel Road sidewalk and road project. A traffic signal will be installed at the new intersection with E. Market Street and Sykes Avenue/Lowdermilk Street.
- This amendment adds local right-of-way funding in FY 2018 not previously programmed and delays construction from FY 2018 to FY 2019.

Mark Kirstner moved to recommend the FY 2018-2027 MTIP Amendment: Y-4807B - Lowdermilk Street, Sykes Avenue and Pine Street to the TAC for approval. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendment: Y-4807B - Lowdermilk Street, Sykes Avenue and Pine Street to the TAC for approval.

7. FY 2018-2027 MTIP Amendments: Highway Projects (I-5712, R-5725, U-6012 and U-6045)

Tyler Meyer presented the MTIP Amendments:

- This action adjusts four highway projects in order to provide more time for delivering them and to

modify funding levels, schedules and one project description:

- I-5712, I-40 / Sandy Ridge Road Interchange: adds additional time for planning and design and provides additional time for right-of-way and construction.
- R-5725, NC 68 - Fogleman Road to NC 150, intersection, access management, and safety improvements: the description will be revised to include work previously under project U-6012. In addition, include additional time for planning and design, add right-of-way not previously programmed, and provide additional time for construction.
- U-6012: delete project, with work absorbed into R-5725.
- U-6045, Sandy Ridge Road - I-40 to W. Market Street: this widening project requires additional time for planning and design, as well as additional time for right-of-way and construction.
- Scott Whitaker asked for additional information about R-5725. Craig McKinney explained that the intersection design for NC 68 and NC 150 has been completed and will remove the slip lanes at the intersection to make it more pedestrian friendly. The part of the project from NC 150 south to Fogleman Road will include access management features and this is currently still in design.

Mark Kirstner moved to recommend the FY 2018-2027 MTIP Amendments: Highway Projects (I-5712, R-5725, U-6012 and U-6045) to the TAC for approval. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendments: Highway Projects (I-5712, R-5725, U-6012 and U-6045) to the TAC for approval.

8. FY 2018-2027 MTIP Amendment: Division 7 Transportation Alternatives Program (R-5787)

Tyler Meyer presented the MTIP Amendment:

- Project R-5787 is an umbrella project for replacing and/or adding curb ramps to sidewalks around Division 7.
- NCDOT proposes to add additional TAP funding in FY 2018 to R-5787. For Division 7, the total funding amount is \$800,000 in TAP funds and \$200,000 in matching State funds.
- NCDOT has already written to local governments for input to identify additional locations needing wheelchair ramp improvements for accessibility.
- NCDOT will use a needs-based prioritization process to evaluate and select locations to be included in R-5787.
- The proposed amendment is needed to add construction funding in FY 2018 not previously programmed.
- Chris Spencer asked if a list of improvement locations is available. GDOT needs to coordinate with NCDOT on the locations in order to properly locate signals and markings. Meyer noted it is possible NCDOT has completed some improvements in Greensboro but this information was not immediately available. Staff will follow up with Division 7 to get this information.

Chris Spencer moved to recommend the FY 2018-2027 MTIP Amendment: Division 7 Transportation Alternatives Program (R-5787) to the TAC for approval. Mark Kirstner seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendment: Division 7 Transportation Alternatives Program (R-5787) to the TAC for approval.

9. FY 2018-2027 MTIP Amendment: Piedmont Corridor Rail Projects P-5719A & P-5719B

Tyler Meyer presented the MTIP Amendment:

- NCDOT proposes acquiring and refurbishing equipment to improve current AMTRAK passenger rail service between Raleigh and Charlotte and support the planned service expansion from three to four round trip trains per day.
- The MTIP will be amended to add funding for rail projects P-5719A and B in FY 2018. P-5719A provides for acquiring and rebuilding two additional locomotives. P-5719B provides for acquiring and refurbishing two coaches and one lounge/baggage car.
- NCDOT-directed CMAQ funds, matching State Highway Funds, and additional Highway Trust Funds are the funding sources for these projects.

- AMTRAK makes local rail stops in Greensboro, Burlington, and High Point, among other locations.

Mark Kirstner moved to recommend the FY 2018-2027 MTIP Amendment: Piedmont Corridor Rail Projects P-5719A & P-5719B to the TAC for approval. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendment: Piedmont Corridor Rail Projects P-5719A & P-5719B to the TAC for approval.

10. FY 2018-2027 MTIP Amendment: Funding For MPO Unified Planning Work Program (U-6085/M-0433)

Tyler Meyer presented the MTIP Amendment:

- The annual Section 104(f) PL budget is insufficient to cover MPO Planning activities.
- MPO Planning activities are required to comply with Federal regulations, to effectively participate in the STI project identification and prioritization process, and to support new initiatives like Smart Cities technologies and Vision Zero.
- Future year work programs will also require a supplement from STBG-DA. It is advisable to budget ahead at this time to ensure future years availability. \$100,000 per year is listed for the FY 2019-2027 period.
- The MPO previously amended the FY 2016-2025 MTIP to make these changes, however NCDOT failed to amend the FY 2016-2025 STIP accordingly. NCDOT later adopted the FY 2018-2027 with these errors intact. For that reason, MPO action is needed at this time correct the FY 2018-2027 MTIP. .
- This project is identified in the MTIP as M-0433, while NCDOT has identified U-6085 as its project number for the STIP.

Scott Whitaker moved to recommend the FY 2018-2027 MTIP Amendment: Funding For MPO Unified Planning Work Program (U-6085/M-0433) to the TAC for approval. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendment: Funding For MPO Unified Planning Work Program (U-6085/M-0433) to the TAC for approval.

11. Greensboro Vision Zero Program Presentation

Lydia McIntyre explained that GDOT staff have been working on building a Vision Zero program for several months. The purpose of the program is to eliminate traffic fatalities on roadways. It started in Sweden and focuses efforts on improving infrastructure to create safe systems as opposed to focusing on individual users. Phase 1 of the program is to build a foundation and identify goals and Phase 2 is to develop an action plan. McIntyre noted they are working the consultants VHB who are giving the presentation today. Kimberly Eccles introduced herself as the safety practice leader for VHB and gave the presentation.

- Vision Zero started in Sweden in the 1990s and the program is seen as primarily responsible for a 50% decline in traffic deaths in the country since its inception.
- Vision Zero is a “safe systems” approach that looks at traffic safety from multiple different perspectives.
- After several years of declines in roadway fatalities in North Carolina, the fatality rate has started to increase again – not just in our state but around the country as well. There are many theories about why these numbers are increasing but there is no one factor that can be attributed.
- Greensboro’s fatality rate rose significantly from 2016 to 2017 when compared to peer cities from around the country.
- Clusters of Greensboro fatality locations from 2012-2016 include points around I-40 and within the core of the city. Similarly, in data from 2007-2014, pedestrian injuries and fatalities tend to be around interstate roadways and the city core, while bicycle injuries and fatalities are more spread out, with several in the rural county areas.
- Similarly sized cities that have Vision Zero programs include Durham, NC; Alexandria, VA; Richmond, VA; Fremont, CA; Columbia, MO; and Fort Lauderdale, FL.
- After a few years some cities are finding great success with the program, including San Francisco and Fremont.
- Cities typically start with a high-level endorsement from elected officials to endorse the development of

the program.

- Broad and inclusive programs with multiple types of stakeholders are the most successful.
- VHB will assist with the first phase of the initiative, including establishing a vision, mission, and goals; engaging stakeholders; collecting and conducting data analysis; assessing potential data improvements; identifying focus areas; and conducting stakeholder meetings.
- The action plan should be a living document that is reviewed and updated frequently, and it is the implementation of this plan that is the real Vision Zero program.
- Potential stakeholders identified include universities and county schools, EMS and first responders, local businesses & industry leaders, local police & law enforcement, local & state government, and non-profits & advocacy groups.
- An internal kick-off meeting was held in December and stakeholder meetings are expected to start taking place in February.
- Scott Whitaker asked for more information about the Vision Zero program successes of other cities that have adopted this program. Eccles noted Fremont, CA has made major strides with their police department, going from quarterly meetings to weekly meetings between law enforcement and transportation staff. This has led to high profile data-driven enforcement operations and greater visibility for their safety efforts. San Francisco (within its city limits) did not see any fatalities involving a motor vehicle in 2017. They also have a strong public health component to their Vision Zero program and excellent data sharing between the city and local hospitals on crash data. Seattle also has had great success in working with their law enforcement. Alexandria, VA, has taken a very public community-based approach to their program and has received good press for it.
- Chris Spencer noted that each program is tailored to the community it is located in, so they are working on identifying Greensboro's needs and the local stakeholders that are passionate about it. Eccles noted Seattle has transit as a key stakeholder because it represents a large mode share in the city. Access to and attractiveness of transit has been an important part of their strategy, which has led to some reduction in road capacity. Mark Kirstner noted Sweden has a high transit mode share and reducing vehicle miles traveled is correlated with reductions in crashes, but the Vision Zero resolution and information provided does not make mention of this. McIntyre explained that transit is going to be a stakeholder and the goals of the program would be fleshed out in the focus areas in discussion with stakeholders. Daniel Amstutz noted the resolution did not make reference to bicycle and pedestrian modes or the influence of land use on safety. He also noted it is important not to refer to crashes as "accidents" because this word assumes crashes are unpreventable, in contrast to the philosophy of Vision Zero. Tyler Meyer agreed "accident" is the common but no longer appropriate word, and noted Vision Zero is a holistic program that will take bicycle and pedestrian travel and land use into account. McIntyre said this is currently an initiative and not yet a program, so specific actions and goals have not been pulled together yet. However it is expected to encompass public health, multimodalism, and other critical factors. A future resolution detailing these goals and actions will be pulled together once stakeholders have been engaged and more input has been gathered.
- Gray Johnston noted the GTA Long Range Transit Plan Update is coming together and public outreach for this can have Vision Zero worked into it in order to show that transit is a piece of the initiative. Meyer said safety is a strong part of the plan update and the tie-in with Vision Zero is appropriate.
- Meyer noted staff is looking forward to bringing this resolution to the TAC and also to the City Council, getting their reactions, and receiving their endorsement.
- Adam Fischer noted the video produced by the NC Vision Zero Program which discusses the number of acceptable deaths from car crashes hits the point home that no deaths on roadways are acceptable. He said there needs to be a societal change in order to take this issue seriously, as other countries do and as some cities in the United States that are starting to do. There are also issues related to the court system and speeding that need to be addressed. Autonomous vehicles and technology can potentially contribute to lowering speeds and saving lives. Possible city initiatives include bringing in red light speed cameras and awareness campaigns with powerful videos and other media to get the attention of the public.

Mark Kirstner moved to recommend the Greensboro Vision Zero Program Resolution to the TAC for endorsement. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the Greensboro Vision Zero Program Resolution to the TAC for endorsement.

Business Items

1. FAST Act Performance Measures: Safety

Tyler Meyer explained this item is a substitution for the Draft UPWP item that is listed on the agenda. This is also an item that requires action before February 27. Lydia McIntyre presented on the item:

- MAP-21 and FAST Act regulations require development and adoption of performance measures.
- Performance measures are starting to be worked into various planning documents, but now targets need to be set by states and MPOs.
- Federal regulations were issued in three separate rulemakings or categories: 1) Safety, 2) Pavement/Bridge, and 3) CMAQ, Reliability, and Freight. The Safety Target approval deadline is February 27.
- There are 5 safety-related performance measures required by FHWA:
 - Number of fatalities;
 - Fatality Rate (per 100 million VMT);
 - Number of Serious Injuries;
 - Serious Injury Rate (per 100 million VMT); and
 - Number of Non-motorized (Pedestrians + Bicyclists) Fatalities and Serious Injuries.
- States and MPOs must set safety targets based on these performance measures.
- NCDOT has set specific safety targets for reducing total fatalities, the fatality rate, serious injuries, the serious injury rate, and total non-motorized fatalities and serious injuries.
- MPOs may either set their own targets or adopt the state's targets. Unfortunately, there are many data gaps that make it difficult for the MPO to set its own targets.
- Staff are recommending supporting the state's targets instead of making a target specific to the MPO planning area. However, this does not preclude the MPO from setting its own targets in the future.
- If the performance measure targets are not met, funding will be reallocated to other areas to support implementation of the safety measures to meet the targets.
- The MPO must track its performance on meeting the targets and it will be a factor during federal recertification review.
- Adam Fischer noted that he is on the state Executive Committee on Highway Safety that approved the targets set for NCDOT and supports the MPO adopting these targets. Joe Geigle said NCDOT's overall goal is to cut the current number traffic fatalities in half by 2030, so these targets contribute each year to reaching that goal. Meyer noted the Vision Zero program at the local level is meant to go above and beyond these statewide goals.
- Meyer noted the MPO is to report on meeting the targets each year. Geigle said the targets can be reset each year as necessary in order to make them realistically attainable. Scott Whitaker clarified that the targets being approved are just for this year. McIntyre noted the targets can be revisited each year and is a continuous process of looking at the data and seeing where adjustments need to be made.

Scott Whitaker moved to recommend the Safety Performance Measure Targets to the TAC for approval. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the Safety Performance Measure Targets to the TAC for approval.

2. Project Updates

The following project updates were presented:

- Downtown Greenway Phase 2 (EL-55101 DJ): Craig McKinney noted Phase 2 of the Downtown Greenway from Gate City Boulevard to Greene Street will be advertised for bids January 25, with a

bid opening February 22. The project is tentatively expected to start April 23 and will take about 560 days to complete.

- I-40 Widening between Freeman Mill Road and MLK Jr. Drive (I-5965): McKinney said NCDOT is kicking off a project to widen I-40 through Greensboro. At least two concepts have been developed so far that include modifying certain interchanges, bridges, and other structures. The second concept includes closing some ramp access to certain roads. Joe Geigle noted there are many potential concepts being discussed and the conversations are still at a high level. Lydia McIntyre noted NCDOT's interest in working with the Greensboro Planning Department because of the potential community impacts involved with the project. Hanna Cockburn said the Randleman Road Business Association is very active and would be an engaged partner in these discussions. Adam Fischer noted interest in enhancing the pedestrian environment around the highway similar to the plans for the Business I-40 reconstruction project in Winston-Salem. Tyler Meyer added the plans for Business I-40 include a greenway running alongside the highway, and this is something that could be considered for this project.
- 2018 Greensboro City Street Resurfacing: Chris Spencer noted the 2018 resurfacing list focuses more on residential streets and is not quite as extensive as the one for last year. Staff are reviewing the streets for bicycle improvements to be included with the street repaving.

3. Strategic Reports

- Tyler Meyer congratulated Hanna Cockburn on her new position as Director of the NCDOT Bicycle and Pedestrian Transportation Division. He asked the TCC to approve a Resolution of Appreciation for her service on the committee.

Mark Kirstner moved to approve the Resolution of Appreciation for Hanna Cockburn. Chris Spencer seconded the motion. The TCC voted unanimously to approve the Resolution of Appreciation for Hanna Cockburn.

Other Items

1. NCDOT Update

Pat Wilson noted two traffic signal installations in the area: N. Church Street and Archergate Road; and Hicone Road and Eckerson Road. On Rock Creek Dairy Road between US70 and Judge Adams Road, NCDOT will add two-foot shoulders to the road and a signal at Rock Creek Dairy Road and Franz Warner Parkway. The latter project is part of the low cost high impact program NCDOT began last year.

Scott Whitaker asked if the completion date for the US 220 widening through Summerfield could be updated to current estimates on the NCDOT projects report. Wilson said he needed to check on that and get back to him.

2. TCC Member Updates

Adam Fischer said progress is continuing to be made on the Long Range Public Transportation Plan and he expects the consultant to make a presentation on the plan recommendations at the February MPO meeting. Daniel Amstutz asked if they will present the comments from the public feedback gathered last year. Fischer noted they will present this and be collecting more feedback at the same time.

Mark Kirstner noted PART will start operating a Saturday service February 3, from 7 am to 7 pm, running hourly. The shuttle service will start operating as a fixed route service instead of on demand. One of the shuttles goes to PTIA and GTA riders can now connect to the airport via transit.

Tyler Meyer noted the Draft UPWP will be discussed at the next meeting. GTA will be doing public outreach on the draft public transportation plan in the next month.

3. Wrap-Up

The next TCC meeting will take place February 28 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 12:02 pm.