



Technical Coordinating Committee

Meeting Minutes of January 23, 2023

2:00 PM, Greensboro, NC

Zoom Online Virtual Meeting

Attendance

Tyler Meyer	<i>TCC Chair</i>	Mark Kirstner	<i>PART</i>	<i>PART</i>
Gray Johnston	<i>MPO Staff</i>	Jason Geary	<i>GSO E&I</i>	
Yuan Zhou	<i>MPO Staff</i>	Elizabeth Jernigan	<i>GSO P&R</i>	
Tram Truong	<i>MPO Staff</i>	Kelly Larkins	<i>GSO Planning Dept.</i>	
Raunak Mishra	<i>MPO Staff</i>	Stephen Robinson	<i>NCDOT Div. 7</i>	
Craig McKinney	<i>MPO Staff</i>	Todd Meyer	<i>NCDOT Rail</i>	
Lydia McIntyre	<i>MPO Staff</i>	Alex Rotenberry	<i>NCDOT IMD</i>	
Tyler Fulton	<i>MPO Staff</i>	Michael Abuya	<i>NCDOT TPB</i>	
Hanna Cockburn	<i>GDOT Director</i>	Tamara Njegovan	<i>NCDOT Div. 7</i>	
Chris Spencer	<i>GDOT/Engineering</i>	Scott Whitaker	<i>Summerfield</i>	
Joe Geigle	<i>FHWA</i>	George Linney	<i>GTA</i>	
Dawn Vallieres	<i>GSO E&I</i>	Nathanael Moore	<i>GSO Field OPS</i>	

Tyler Meyer called the meeting to order at approximately 2:00 PM.

Introductory Items

1. Orientation to Zoom Software

Tyler Meyer welcomed everyone to the November virtual meeting and reviewed how to use the Zoom software.

2. Opening Remarks and Roll Call

Craig McKinney took roll call for the public record. TCC members and others identified themselves.

Lead Planning Agency: City of Greensboro Department of Transportation

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Action Items:

1. November 14, 2022 Meeting Minutes

Tyler Meyer asked if any changes were needed to the minutes. No changes were recommended.

Kelly Larkins moved to approve the minutes. Stephen Robinson seconded. The TCC voted unanimously to approve.

2. MTIP Amendments and Modification: Statewide Projects:

Tram Truong introduced two projects for modification. The first project HV-0001 is to construct the electric vehicle charging infrastructure engineering along NC alternative fuel corridors. This is a request to add \$721,000 in FY 23, and uses the National Electric Vehicle Infrastructure Program (NEVI) fund. The North Carolina Electric Vehicle Infrastructure Deployment Plan is a part of the Federal NEVI program. The program purpose is to obtain access to convenient, reliable, affordable, and equitable electric vehicle charging.

The second project was the TC-0021 Statewide Rural FTA Section 5339 (bus and bus facility) project. This project is a request to modify the funding in FY 22, adding a planning phase with \$273,000 using the BGDA in FY 22, and \$567,000 in FY 22 replaces capital funding with state funding.

Tyler Meyer noted the TC-0021 project was from FY 22. Meyer explained the reason it was being amended in 2023 is due to year-end accounting to make sure that the MTIP projects are consistent with the already taken steps to change.

Mark Kirstner moved to approve recommendation to TAC. Michael Abuya seconded. The TCC voted unanimously to approve.

3. MTIP Amendment and Modification: Rail Projects

Tram Truong presented three projects. The first was P-5700 to construct an intermodal facility parking lot with space for international containers. The project includes security fence, pole-mounted lighting, and paved entrance at the Norfolk Southern "Roundhouse" property. This would shift the construction from FY 23 to FY 24 to allow additional time for design. The funding for this project does not change.

The second project was P-5714 to extend the auxiliary track and power turnouts at the NCR Norfolk Southern Pomona Yard. This project would shift the construction from FY 24 to FY 25 to allow additional time for design. The funding for this project does not change.

The third project was the Y-4807B. This project would realign and upgrade the intersection of Lowdermilk Street, Sykes Avenue, and East Market Street and close the Pine Street rail crossing. This project would extend sidewalk, curb, and gutter and roadway operational improvements completed by City of Greensboro on Lowdermilk and Holts Chapel Road under the project EL-5101DM. This project is part of a long-term effort to improve safety at rail crossings. The estimated

construction cost has increased by \$3,552,000. The schedule for this project does not change. The recommendation was send the three projects to TAC for approval.

Scott Whitaker asked about the power turnout that is part of project P-5714. Tyler Meyer replied that it is related to chain operations and has to do with getting trains from one track to another. Craig McKinney asked if bids for Y-4807B were open, and if the cost increase was reflective of the bids they received. Stephen Robinson replied that the current let date for Y-4807B was April 20, 2023 so bids are not open.

Meyer replied that total cost looks like it has gone up because they were using an old cost estimate. The previous total estimate was 1.5 million and the current estimate is around 5 million. Meyer pointed out that on the funding sheet there was \$50,000 showing in FY 23, about 4.5 million in FY 2024, and \$470,000 in 2025. This indicates billing would start later this fiscal year, and most of the work would be done in 2024, with some left to pay out in 2025. Meyer noted this project would connect the already completed Lowdermilk/ Holts Chapel project which used BGDA funds. This would complete the sidewalks across the tracks up to Market Street, realign that Sykes Avenue intersection, and close the Pine Street crossing. Meyer noted this project was originally identified in the East Guilford Track Separation Study done 20 years ago. Meyer noted that P-5700 and P-5714 are both STI projects that the MPO submitted to NCDOT in cooperation with the rail division years back to be implemented by Norfolk Southern. The timing and the implementation of these is up to Norfolk Southern. Both projects have been pushed back several years already.

Alex Rotenberry asked if there would be a pedestrian crossing with that new intersection that is part of Y-4807B, and if it would be a signalized intersection to allow for pedestrians cross to new sidewalks. Robinson replied there would be a pedestrian signal hand with push button and sign and a type two signal pedestal at each one of the quadrants with crosswalks. Rotenberry noted that crossing the railroad tracks as a pedestrian can be tricky and asked if the sidewalks will come up to the track. Meyer replied that Norfolk Southern would construct the improvement directly across the tracks with an accessible path across the rail tracks. The crossing is expected to be similar to the one constructed at Holts Chapel Road.

Kelly Larkins moved to approve recommendation to TAC. Mark Kirstner seconded. The TCC voted unanimously to approve.

4. MTIP Amendment and Modifications: Roadway Projects:

Tram Truong presented four projects. The first project C-5600E is to install fiber optic communication networks, CCTV traffic cameras, and DMS, Dynamic Messaging Systems on I-85 from South Main Street in Archdale to I-73 and US 421 in Greensboro. NCDOT asked to add this project to MTIP in FY 23.

The second project R-5823 is to widen NC 65 / NC 68 from NC 65 in Stokesdale to US 220. The change is to replace the state funding with the federal funding. The funding amount for this project and the schedule do not change.

The third project U-4015A will widen Gallimore Dairy Road from NC 68 to Airpark Road. This action delays construction from FY 23 to FY 24 to allow additional time for right-of-way. Funding for this project does not change.

The fourth project U-6016 is to improve the intersection at Lewiston Road and Fleming Road. This action delays the construction from FY 23 to FY 24 to allow additional right-of-way. The funding for this project does not change. The recommendation was to send for these four projects to the TAC for approval.

Chris Spencer moved to approve recommendation to TAC. Scott Whitaker seconded. The TCC voted unanimously to approve.

5. MTIP Amendment and Modifications: GTA Electric Replacement Bus Project

Tram Truong presented Project TA-6714. This is an ongoing project for electric bus and charging infrastructure acquisition. The current GTA electric bus fleet, including 17 buses and associated charging infrastructure were acquired under project TA-6714 between 2019 and 2021. The MPO most recently amended TA-6714 in May 2022 to account for funds awarded under the FTA discretionary 5339B grant. This funding provided for purchase of three new electric buses and associated charging infrastructure in FY 23.

In September 2022, GTA was awarded state funds through the North Carolina Department of Environmental Quality, and the Volkswagen Settlement Phase Two Transit and Shuttle Bus Program. NCDOT awarded the supplemental CMAQ funds in association with this grant. This funding is sufficient to add an additional electric bus and charging infrastructure to FY 23 under TA-6714 project bringing total to four electric buses, four overnight chargers, and one fast charger. For this project, the recommendation is to add \$416,386 to CMAQ, and \$729,097 to VW funding in FY 23. The recommendation was to send to TAC for approval for this project.

Scott Whitaker asked if the \$416,386 was for one bus. Meyer replied that the \$416,386 and the \$729,097 can be combined for the total addition of about \$1.03 million. This expectation is to be able to purchase four electric buses, four overnight chargers, and one fast charger with these funds.

GTA is currently in the kickoff stages of a Zero Emission Fleet Transition Plan. The plan is to complete that fleet transition plan and then order these buses based on the specifications later in this fiscal year. In the meantime arrangements will be made to flex the CMAQ funds to FTA.

Alex Rotenberry noted that he sits on the statewide Integrated Mobility Division transit calls and has seen that electric bus procurement has been a real beast across the country mostly due to the Buy America requirements for FTA. Meyer replied GTA is already working towards a contracting vehicle that will allow them to purchase these buses in a timely fashion.

Meyer noted two points of background information related to electric buses. The first was that one fast charger to four buses is the recommended ratio for efficient operations. GTA currently has 17

electric buses and only two fast chargers, which means they cannot get their full potential life or use during the day. The second was that new buses will use a standardized charging infrastructure, which is expected to work for future electric bus purchases, but will not be compatible with the existing 17 electric busses in the fleet.

Kelly Larkins moved to approve recommendation to TAC. Michael Abuya seconded. The TCC voted unanimously to approve.

6. Endorse 2023 NCDOT Safety Performance Measure Targets

Yuan Zhou explained that Greensboro MPO started the transportation performance measures and target settings process in 2018. Federal transportation law and regulations require state DOTs and MPOs to include performance details, and the performance management process, into the planning process and implementation. The safety performance measure targets are to be established annually based on five years rolling average. The North Carolina 2023 State Safety Performance Targets were submitted to the FHWA August 2022 with the annual Highway Safety Improvement Program Report. These targets reflect the 2019 Strategic Highway Safety Plan goal to reduce the fatalities and serious injuries by half by 2035, and moving towards zero by 2050. Greensboro MPO has chosen to support the NCDOT targets since 2018.

Zhou reviewed two tables of performance measures detailing the five year averages at the state and MPO levels. The five baseline measures are number of fatalities, rate of fatalities per 100 million vehicle miles traveled, number of serious injuries, rate of serious injuries per 100 million vehicle miles traveled, and number of combined non-motorized fatalities and non-motorized serious injuries. Zhou noted that at the state level there was a slight decrease on the targets numbers in 2022, but at the same time, the historical data shows the increasing trend. There was a similar pattern was observed the level of the MPO showing a slight decrease in 2022 with the historical data showing an increase. To address this trend in 2023 more aggressive safety target was set at the state level.

The recommendation is for a motion to approve the resolution endorsing the NCDOT 2023 safety performance targets.to send this item to the TAC to endorsing the NCDOT 2023 safety performance targets.

Elizabeth Jernigan moved to approve recommendation to TAC. Chris Spencer seconded. The TCC voted unanimously to approve.

7. Establish 2023 Transit Safety Performance Measure Targets

Yuan Zhou explained that this item has a similar basis as the preceding one. The Public Transportation Agency Safety Plan final rule requires that certain public transportation operators develop a safety plan that include the safety management processes and the procedures. The safety performance targets should include fatalities, injuries, safety events and system reliability. Transit

agencies must make their safety performance targets available to the state DOTs and MPOs to aid in the planning process.

The Transit Safety Plan and targets require an annual review and update. MPOs are required to establish the transit safety performance targets within 180 days of the state or transit providers setting their targets. PART and GTA updated their safety plans and shared their 2023 safety targets with the MPO less than 180 days ago. The targets are set based on service types and sizes with the same measures. For 2023, bus transit safety measure targets are as follows: Fatalities (0), Fatalities per 100k VRM (0.00), Injuries total (14), Injuries per 100k VRM (0.71), Safety Events total (7), Safety events per 100k VRM (0.36), System Reliability failures/VRM (32,246). For ADA/Paratransit the 2023 safety measure targets are as follows: Fatalities (0), Fatalities per 100k VRM (0.00), Injuries total (6), Injuries per 100k VRM (0.43), Safety Events total (3), Safety events per 100k VRM (0.22), System Reliability failures/VRM (107,328).

The recommendation is to approve the resolution endorsing the safety performance targets established by PART and the GTA. *Mark Kirstner moved to approve recommendation to TAC. Kelly Larkins seconded. The TCC voted unanimously to approve.*

8. Endorse Two MPO Grant Applications to NCDOT

Lydia McIntyre stated this item was to seek MPO endorsement for two grant applications to the NCDOT Integrated Mobility Division. The first one is the Safe Routes to School Program grant. This is a non-infrastructure grant solely for education, encouragement. Under current requirements eligibility has expanded from K-8 to K-12. In this cycle NCDOT has increased the amount of funding that organizations can apply for up to \$500,000. GDOT is currently in the third year of a three-year, \$300,000 grant. GDOT hopes to apply for a new grant in order to extend its program. A consultant contract is underway to develop a more formalized curriculum that can be taken to schools, parks and recreation facilities, communities. A new three year grant will enable the City of Greensboro to effectively implement the new curriculum in the next three years.

The second grant application, also to NCDOT IMD, is for funding under a new feasibility studies program for bicycle and pedestrian facilities. NCDOT's goal is to help create a projects that are ready to be funded for implementation. GDOT worked with Parks and Recreation Department to submit the East Greensboro Greenway. If awarded the grant will provide funding a consultant to develop alternatives, get public input and provide deliverables that will be used to support cost estimates for submitting the project under STI Prioritization Process or other funding opportunities. Elizabeth Jernigan commented that this plan includes looking at connections to the future Windsor Chavis Nocho Community Complex and Bennett College.

Alex Rotenberry commented that the feasibility study grant closed, and staff were currently looking through applications. Rotenberry explained that this is the first time IMD has released this grant and they received 64 or 65 applications across the state showing clear interest for this program. There

was \$2.5 million in total and the IMD is looking at way to make this grant on going or replicable moving forward. Staff is due to turn in the numbers to the PM on January 24, 2023, and then forward those to get the Board of Transportation approval at their February meeting.

Craig McKinney asked if with the additional information, including resolutions are still needed. McIntyre explained that Jernigan submitted a placeholder on behalf of the MPO which are required approval. Jernigan explained that they had to submit a placeholder and due to the tight turnaround from when the grant was released over the holidays. At the submittal date there was an option to include a placeholder, which was done on behalf of the MPO, as well as city council. The project will be going to going to city council early February 2023.

Jernigan noted that there was a tremendous amount of support for this project. They received letters of support from all the organizations where they were requested. Historically there have been challenges along this corridor, but there has been a transformation in that mindset.

Meyer commended IMD on this feasibility study program stating it is the logical next step and a complement to their Bike and Pedestrian Planning Grant that they have been implementing for over a decade. Meyer noted there is demand for the program and it meets a need.

The recommendation was for endorsement of both applications to TAC.

Elizabeth Jernigan moved to approve recommendation to TAC. Kelly Larkins seconded. The TCC voted unanimously to approve.

Business Items / Potential Action Item(s):

1. Draft 2023-2024 Unified Planning Work Program

Tyler Meyer explained The Unified Planning Work Program, is an annual document that is released every year around this time and provides for a receipt of federal planning grants from FHWA and FTA by way of NCDOT. It provides for the accounting for these funds, but also describes in detail the activities which are proposed to be undertaken over the next fiscal year. For this 2024 cycle, that will begin on July 1, 2023 because it's based on the state fiscal year. The Unified Planning Work Program for next year is in the draft stage and under development by staff now. Here is a quick overview of the anticipated revenues as well as the highlights of the major activities proposed to undertake for the next year.

A refined document with all the associated documentation and details for review and approval will be at the March 2023 meeting. The plan is due for approval at that point because it's due to NCDOT by the end of March, so they have time to work it into their state work plan and get the necessary approvals from FHWA and FTA prior to the beginning of the fiscal year.

Major work plan priorities include Mobility Greensboro 2045 Plan development effort as well as the Zero Emissions Fleet Transition Plan for GTA. These are both fiscal year 2023 planning work

program items. These are activities which began recently and are going to carry over into the next year.

Delivering those projects will be a big focus for the next year. The Downtown Parking Plan is similar. That project is underway now, but it will extend into the next fiscal year. Working with PART and regional MPO partners, propose to put in a grant application to NCDOT for supplemental State Planning Research funds to support travel demand model and calibration and validation activities.

The work plan includes a focus on safety and Vision Zero. The MPO submitted an application for the USDOT's Safe Streets and Roads for All grant. The grant would support development of a Comprehensive Safety Action Plan for the MPO. This would essentially extend the Vision Zero planning efforts from the city to the MPO area and would facilitate completing additional analysis that would put the MPO in a better position to really understand the safety patterns and the most effective interventions or strategies that could be used to try to mitigate safety problems and start to make some improvements.

Also over the next year, project planning activities would be a major focus, both the locally administered projects, the DA and CMAQ type projects, but also development of the projects to submit for the 2026 to 2035 TIP. That prioritization setting process is going to kick off in the summer, so the MPO will be in a position to bring the projects to submit probably in the August meeting.

Just wanted to give you a very high level update. Like I said, the next meeting we will provide additional details and also documents you can look through and see the details, ask questions.

Meyer showed a chart with the anticipated total funding including federal funding, local match, and state match at \$1,703,339. That amount does not include the carry-over funds that would be added to provide for 2022 projects that will continue in 2023. That amount does not include SPR funds requests for the travel model project which may be included in the final document.

Alex Rotenberry noted there was \$326,000 from FTA 5303, and asked where that money might be used. Tyler Meyer replied that Mobility Greensboro 2045 is funded with 2022, FTA 5303 funds. Those will show up in the carry-over item with the local funding supplement, and the zero emissions transition plan is funded locally. Meyer said they are still working with GTA and PART on the transit focus for next year, and as of now in the draft UPWP the \$326,000 is concentrated on short range planning activities. Meyer said that over the next six weeks there will be a more complete accounting for those funds. The amount depends on what is happening with Mobility Greensboro 2045 and what kind of supplemental planning activities would be possible, beneficial, and effective.

Rotenberry replied that the Bus Stop Consolidation Improvement plan seemed like it would be an eligible 5303 project.

Craig McKinney commented that he talked with John Sullivan who seemed positive that the MPO might get that Safe Streets and Roads for All grant. McKinney said that he heard that Field Operations' Street Maintenance had been given a congressional award for about \$4 million to do work on Elm/Eugene from Gate City Boulevard down Eugene to where Elm comes in and then from that point becoming Elm/Eugene and down to I-40 to do a complete street project. That project would include reconfiguring the cross-section to put in bike lanes.

Nathanael Moore from Street Maintenance Operations commented that they had received award and look forward to the funding.

Meyer commented that the MPO applied for a US 29 Reconnecting Communities Pilot grant in cooperation with NDOT. Meyer said that that project if funded it will shape the UPWP in significant ways. There is a possibility of doing a study of Gate City Boulevard. There are projects on that border that could be stitched together by more a comprehensive vision. There is interest in connecting the east side bike lane and sidewalk project from Willow Road out to Florida Street, with a feasibility study done for Coliseum Boulevard over to Elm Street for the section that goes past UNCG, in a unified vision for the entire corridor from Coliseum over to I-40.

2. Division Engineer Updates

Stephen Robinson delivered the Division Engineer Report. Robinson explained that the entire Urban Loop opened January 23, 2023, but there is still work remaining. There will be some periodic lane closures and night closures. The pavement markings are temporary, but drivers will be able to travel on it.

Craig McKinney commented that he was glad to see this project is finally open. He said he thinks Greensboro is going to see a great benefit from not only use of it, but how it is going to affect travel, and lighten the load on some other roads in Greensboro.

Robinson added another item to the engineering report stating that that city has decided to delay project U-5852. This project is for Benjamin Parkway, Bryant Boulevard off of Wendover. There will be public comment postcards sent out based off of the feedback and input from the public meeting and the public comment period. In the future the project will be revisited with the scope and the improvements reevaluated and reconsidered

McKinney asked if the schedule for the Rock Creek Dairy Road interchange project which was swapped in to replace the Benjamin Parkway project U-5852 had been set.

Robinson replied that they have not yet set a schedule. He said he would be submitting something based off information from the project development team and have a more defined schedule within the next couple months. Robinson stated the project is taking place within the existing transportation facilities which should require limited right of way acquisition, but still must go through the formalities with the environmental document and possibly transitioning over to federal funding.

3. Local Project Updates

Jason Geary gave an overview of the current projects.

- The Downtown Greenway, Phase 4, Contract 2015-0030, had to be value engineered and rebid. The plans are done and submitted to NCDOT. Review comments on the plans should be available by the end of January 2023. The plan is expected to be out to bid in February 2023 and construction is expected to start in May 2023. Changes include removal of enhancement area along Greensboro College campus and the elimination of the extension on the A&Y Greenway from Hill St. to Benjamin Parkway.
- Waterline work began along Green Street Streetscape, Contract 2018-0480, and the Bellemeade streetscape. The actual Bellemeade streetscape project is still waiting for a schedule, but will hopefully be started in conjunction with the Eugene/Bellemeade streetscape project. Waterline installation is expected to begin in March 2023. The completion date for the contact is 450 days from the NTP. Project limits are from Washington St. to Bellemeade St.
- The Alamance Church Road Improvements, Contract 2011-0670, is 50% done. All the water and sanitary sewer work will be done by March 2023. Once that is complete the storm sewer work is next, and then the widening of curbs and gutters, sidewalk installation, and paving. The project is on schedule to be completed by spring 2024.
- The bridge is complete for the Ballinger Road Bridge Replacement, Contract 2016-037A. Once there are five or six days in a row of warm weather the asphalt binder can be brought in, and the bridge can be opened. After the bridge and the road open the final surface course, and the thermo-striping, will be completed after the March 15, 2023. Widening work and sidewalk work installation are currently underway.
- The water line installation on Eugene and Bellemeade Streetscape, Contract 2020-0180, is finished and the road is back open. Working on storm and water on Bellemeade now. Once complete they will switch back to Eugene and start the streetscape work and then continue on to Bellemeade, sometime in April 2023. The work could take the rest of the year because it can only be done in sections with a lane open at a time.
- Phase one of Summit Avenue Streetscape, Contract 2018-0200, is done except for the crosswalk stampings and paintings. The contractor will return after March 15, 2023 to complete the final crosswalk stampings, painting, and thermoplastic markings that cannot be done in the winter. Phase two has begun which includes installing in the storm, sanitary, and water. Phase two expected to be complete by fall of 2023.
- The sidewalk projects at College/New Garden Road, Contract 2014-0400, and North Elm Street, Contract 2019-0640, are now completed except for some final thermoplastic markings that will be installed after March 15, 2023. Both projects have gone well and are complete besides those markings.

Tyler Meyer commented that Stephen Robinson and Craig McKinney already talked about the Urban Loop opening, but wanted to add that it was a wonderful day for it and a really great event. Meyer said that for people like Craig and himself who been working on that project for a long time, it was extremely gratifying to be at this point where they can see the project completed before they had retired. Meyer said that within the scope of his career, he has seen the entire project built. Mark Kirstner commented that in a similar way to Meyer he has been around for a while. He said that back in the early nineties when he was with Guilford County, he would drive the county every month looking at zoning cases, it would take forever to get to one corner to the other and they could not wait for the Urban Loop to open. He said he has not been able to enjoy it since it opened, but hoped to soon. Meyer commented that the new section is very scenic. He said it has sections where it is built up on fill and it is a really beautiful landscape. He asked if anyone else have anything to share about the highway.

4. Staff Reports

Alex Rotenberry reported that there several upcoming funding opportunities from the Integrated Mobility Division. The first is the local government bicycle and pedestrian planning program which started in 2004. He noted the program is ideal for smaller communities that are looking to create a pedestrian or a bicycle or a joint plan. This fund is a good opportunity for a community has a plan already, but it is five years or older and needs to be refreshed. Look out for upcoming webinars on the program.

There are two upcoming transit-related grants. One is a micro-transit feasibility study called Access to Transit. Both of the grants have similar windows to the multimodal planning grants. There are no confirmed open dates, but should open soon. These grants will have associated webinars for interested transit agencies or government agencies that run transit agencies. Rotenberry clarified that the micro-transit feasibility studies do not require a local match, and encourages smaller transit agencies to consider applying.

Rotenberry reported on the bike helmet initiative where IMD gives out about 20,000 helmets for children each year. It is not a requirement to be a governmental agency in order to apply and a lot of nonprofits apply for them. IMD is looking to get the helmets to deserving folks in the near future. There are different sized helmets for children, and they come at increments of 25, anywhere from 25 to a hundred.

5. Strategic Reports

Tyler Meyer reported that the 2020 Census Urbanized Area Boundary Update was released. The new urbanized area boundary goes out into Summerfield and Oak Ridge. The urbanized area is defined by the population density per square mile being over a thousand. There is a complicated procedure the Census Bureau uses to identify urbanized areas that hops and skips and jumps and travels along roadways and related structure. Identifying the urbanized area is a technical process and forms the core around which the MPO is defined, but is only a part of the overall MPO area. Meyer noted that

urbanized area does not extend outside of Guilford County, and does not create a need to expand the MPO structure into neighboring counties at this point, but this might happen in 2030.

Meyer reported that the staff has been working for several months to prepare a revised Thoroughfare and Collector Street Plan. This plan takes two different plans -the Thoroughfare Plan and the Collector Street Plan- and consolidates them into a single document for ease of reference and for consistency. The consolidation was in response to requests by users of the plans such as different jurisdictions, and the development community. The updates include showing facilities which have been built, but were previously recommendations, as solid lines rather than dash lines. The update included removing areas where there were recommendations are no longer viable for various reasons. There is an online interactive tool that allows people to drop pins and make comments specifically on any of the facilities that are recommended. The public review period is from February 1, 2023 through April 3, 2023. Meyer noted that that Thoroughfare Plan and Collector Street Plan, are primarily for development ordinance implementation by member jurisdictions, but are consistent with the MTP.

Meyer reported that MPO staff has been working with NCDOT Division 7 and their Public Involvement Unit, and the GDOT consultant on Project U-6108. The Battleground, Lawndale, and Westover Terrace reconfiguration project that includes fitting through a section of the A&Y Greenway, or if it gets built by that time, retrofitting it to fit with roadway changes. This project, is currently unfunded. It was funded in the past, but was subject to reprioritization, and is in the early stages. It is a complicated project the MPO and the department decided it was important to get public involvement. The hope is early public involvement will make it possible to meet the transportation challenges, fit in the community context, and be consistent with the community vision for the quarter.

Craig McKinney commented that the public meeting will be March 20, 2023 at Guilford Park Presbyterian Church.

Meyer reported the MPO is currently studying the CMAQ and Carbon Reduction Program funding for 2023 and anticipate bringing back a recommendation to the March 15 meeting. Meyer said signal system enhancements are currently being studied that could improve operations and traffic flow throughout the system in a way that would improve air quality by reducing idling. The MPO is looking at Transportation Alternatives funding program and working through the logistics of issuing of call for some of those funds.

The section 5310 and Disabled Project selection process will begin in the next few months.

The MPO staff working towards Prioritization 7.0 which will start summer 23 with the submittal window being between July 2023 and the end of September 2023.

The MPO staff is working with Engineering and Inspections and NCDOT in an effort to refine the processes for the locally administered projects. There have been delays in the last few years and the goal is to troubleshoot and get projects moving that have been taking longer.

McKinney commented that in the process of developing the Thoroughfare and Collector Street Plan the MPO staff did coordinate with the towns and the county, incorporating the needs that they had and what they have shown in their plans.

Meyer responded that at the end of the public involvement process there will be an MPO wide map. Staff will create jurisdiction level maps that will then be taken to the councils or the board of commissioners for the county for opportunity to approve them, since each jurisdiction uses the maps as a development ordinance implementation tool.

Meyer explained there will be a two-month period for public comments, and there will be online public meetings and an opportunity for interested parties to sign up to meet with staff. If a person has a really detailed question this is a good opportunity to ask it and a good chance for taking detailed input as well. Meyer said a lot of interest in this plan comes from developers and landowners, but anyone who wants to sign up for office hours or a meeting with staff will have the opportunity to do so.

Other Items

1. Member Updates

Michael Abuya mentioned that applications are open for the SPR for FY 24. The deadlines for applications is February 24th.

Scott Whitaker from Town of Summerfield provided an update on the A&Y Greenway Extension project. He said they switched from the previous contractor, and are about to issue another RFP for a firm to do the late stage planning and design the engineering. The project is about 75% complete. Whitaker said to direct any qualified and interested firm to the Town's website in the next couple of days when the RFP is posted.

Mark Kirstner mentioned PART will actively start on the 2022 base year update of their regional travel demand model. Jurisdictions from the growth allocation project have been involved in determining the socioeconomic data. They will provide timelines to all the MPOs of other activities that are involved with the travel demand model update.

Lydia McIntyre mentioned the MPO is participating in a USDOT Vision Zero Community pairing program. The MPO is serving as a mentee to New York City. Because these two MPOs are using the same methodology to identify projects they are interested in they got paired together. The MPO is paired with another MPO, Alameda, California, which will be able to share with New York and the other cities that are participating, like Fremont, California.

Kirstner mentioned that PART has received assistance from FHWA, and will be bringing a team to the Triad to be talking about, and provide training on scenario planning. Michelle Nance, the Director of the Centralina Regional Planning department will be there. Todd Littman, who is with the Victoria Transportation Policy Institute, will be joining and making that connection between land use and how that can impact our transportation network. Kirstner said he hopes for this to happen in in March, but he will everyone know. This will be the first in-person event that PART has done with their capacity building group. There is an option for some remote participation, but the training is hands on, so the preference is for in-person.

Gray Johnston mentioned the downtown trolley shuttle project noting the city manager secured a million dollars from city council. There is going to be a pilot for a year to try to do some public transit mobility options in and around downtown Greensboro. The current plan is looking at a route that connects Union Square campus by Gate City Boulevard, South Elm Street to Revolution Mill and looking at basically using 35-foot buses that GTA already. Most of the money will go towards operations and setting up quality bus stops. The service will be fare free.

Meyer asked if the bus is on a 15-minute headway. Johnston replied they are going to have to figure out the routings. Keeping that open and framing it as a pilot helps the public outreach aspect of it. Additionally, GTA is going to be implementing the CAD/AVL system that PART has used, GMV Synchronatics, this means the bus tracking, on-time performance, and related measures should be improved. There will be a period of adjustment getting off the TransLoc, but overall the data from GTA is going to be a whole lot better for on-time performance and ridership and everything else. Meyer asked when the users can use the new app and check their bus arrival time. Johnston replied that there is not a new app with this switchover. People will be directed toward the existing Umo app, which is what people use to buy their tickets already and it has a bus tracker and trip planning app. One new feature will be a live tracking embedded in the GTA website. Meyer noted that when people check the app the will see where their bus is, and it is going to be true rather than possibly not correct. It allows GTA to actually track on-time performance at stops, which they have never been able to do before.

2. Wrap-Up & Adjournment

Tyler Meyer thanked everyone for attending and said the next meeting is March 13, 2:00 PM.

Tyler Meyer adjourned the meeting at 3:29 PM.