



Technical Coordinating Committee

Meeting Minutes of March 13, 2023

2:00 PM, Greensboro, NC

Zoom Online Virtual Meeting

Attendance

Tyler Meyer	<i>TCC Chair</i>	Mark Kirstner	<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>
Deniece Conway	<i>MPO Staff</i>	Michael Abuya	<i>NCDOT TPB</i>
Hanna Cockburn	<i>GDOT Director</i>	Leah Weaver	<i>WSP</i>
Chris Spencer	<i>GDOT/Engineering</i>	Scott Whitaker	<i>Summerfield</i>
Suzette Morales	<i>FHWA</i>	George Linney	<i>GTA</i>
Dawn Vallieres	<i>PTRC</i>	Nathaneal 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 March 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.

Action Items:

1. November 14, 2022 Meeting Minutes

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

Scott Whitaker moved to approve the minutes. Hannah Cockburn seconded. The TCC voted unanimously to approve.

2. MTIP Amendments and Modification: Statewide Projects:

Lydia McIntyre introduced twelve projects for amendment and modification. McIntyre explained that NCDOT requested that the MPO add seven new statewide projects and modify five existing ones to the current 2020 - 2029 MTIP to ensure consistency between the MTIP and the STIP, and make Greensboro area eligible for projects.

Project M-0482 NCDOT was awarded Federal State Transportation Innovation Council Incentive Program funding to advance innovation for the transportation system. The request is to add the projects to the MTIP funding in FY 23, 24, 25 and 26.

Project M-0552C is to develop digital delivery initiative including a digital delivery communication plan, providing a department-wide assessment of current digital delivery status, developing a strategic long-term implementation plan, and providing any other assistance that may be needed to move digital delivery forward. The request is to add three projects to the MTIP, and funding in FY 23 and 24.

Project M-0557 with subprojects A, B, and C, if for project formula planning funding for a resiliency program. Projects include the hazard characterization and warning tools, hazard corridor vulnerability assessments, and geotechnical assessment management database, and landslide mitigation planning. The request is to add three projects to the MTIP and funding in FY 23, 24, 25 and 26.

There are five projects for modification. Projects include R-5753 for construction of road and bridge improvements on federally-owned roads on federal lands. This is required to be included even though not in the MPO area. This modification adjusts funding in FY 23, 24 and 25, and adds \$27 million funding in FY 26 and 27.

Project R-5966 is part of the Federal Tribal Transportation program and provides for road and bridge improvements on tribal lands. The modification is to adjust and increase funding by \$14 million in FY 23, 24, 25, and 26. The modification is needed to maintain the MTIP and STIP consistency despite the fact that there are no designated tribal lands present in the MPO area.

Project TC-0018 provides for FTA Section 5310 capital projects for rural and urban areas. This modification includes adding \$6.97 million in funding in FY 23 and 24 to provide transportation for the elderly and disabled.

Project TM-0023 provides for NCDOT sub-recipient monitoring and oversight, and technical assistance in the development of projects and plans for small urban areas and rural areas, and for Section 5310, administrative operating and capital purchase service. This modification includes adding \$500,000 in funding in FY 24.

Project TQ-6954 provides for operating projects for rural areas. This modification includes adding \$2.7 million in funding in FY 24.

The recommendation was that approval of the amendments and modifications of these projects be sent to the TAC.

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

3. MTIP Amendment and Modification: MPO Area Bridge Projects

Lydia McIntyre presented modification for project B-5713 to replace the Willow Road Bridge over I-40. The modification is for an increase in cost by \$5,516,000, and a change the funding source from the National Highway Performance Program to the Federal Bridge Formula Program. The modified project increases the right-of-way and construction costs.

Hanna Cockburn asked how the project was budgeted for before. McIntyre replied that the bridge went from a maintenance to a replacement. Tyler Meyer explained that the right-of-way is increased from \$166,000 to a million dollars. Construction has increased from \$3,318,000 to \$9 million dollars. McIntyre replied there is an \$834,000 increase in right-of-way, and a \$4.6 million increase in construction. Nathanael Moore asked what the extra \$4.6 million dollars consisted of in terms of construction. Meyer replied that the old number was based on an earlier estimate and that they have been more design work done since the previous estimate was programmed in the TIP. Meyer said copies of the latest plans will be made available to check what is involved in the project. Meyer said that there is a coordinating issue with part of I-59, 65. Stephen Robinson replied there is going to be a full movement at I-40 and US 29 evaluated under the I-59, 65 project that would allow for westbound traffic to exit north on US 29. Robinson said attempts are being made to evaluate if the bridge replacement will be impacted by I-59, 65 project which would allow westbound traffic to exit north on US 29. Robinson said the I-59, 65 project is still in the preliminary stages, and believes that it will not be reasonable to delay the bridge construction due to maintenance concerns. Meyer asked if the bridge design was far along. Robinson replied that for project B-5713 there is Bridge 239 over South Buffalo Creek that would be included with it and that plans are in the preliminary stages. Meyer asked if Robinson thought the cost increases could be because of the re-scoping of the project to add the second bridge. Robinson said that he does not have specifics as far as line items showing where the cost increases occurred though that would have been a significant cost factor.

Hanna Cockburn moved to approve recommendation to TAC. Michael Abuya seconded. The TCC voted unanimously to approve.

4. MTIP Amendment and Modifications: MPO Pedestrian & Bicycle Project (U-5532)

Lydia McIntyre presented the STIP project U-5532. The project includes various pedestrian bicycle subprojects. The project includes additional funding and scheduling adjustments to ensure timely completion. The project adds funding for preliminary engineering, shifts the right-of-way from FY 22 to 23, and adds funding for construction cost increases of \$1,038,000.

Mark Kirstner moved to approve recommendation to TAC. Stephen Robinson seconded. The TCC voted unanimously to approve.

5. FY 2024 CMAQ Funding Recommendations & MTIP Amendment

Tyler Meyer presented a CMAQ recommendation for FY 24 funding. The project TL-0026 would support improvements to GTA Route 15 by reducing the weekday headways from one hour to 30 minutes. This would put it in the same headway as the majority of the GTA system.

Meyer said this follows a direct request from the GTA advisory committee as well as GTA riders over recent years. Meyer explained that it was a high priority under the Mobility Greensboro 2040 plan, which recommended turning any hourly routes into 30 minute routes, with an emphasis on the highest ridership routes or routes with the highest potential for further growth. Route 15 has a high hourly productivity, which means it has a high number of riders per hour. Meyer said there is indication of strong potential for future growth because it serves many destinations, including the Walmart off of Cone Boulevard, Revolution Mill, Social Services, the Cone Hospital area, and others.

Meyer said funding would cover three years of operating support for that service improvement, and provide for the route configuration to be modified once Mobility Greensboro 2045, or a new planning effort makes recommendations. Any recommendations that might have to refine it could be accommodated and added in during the life of this project. The recommendation is to recommend TAC award this funding and amend the MTIP accordingly.

Alex Rotenberry mentioned he had never seen CMAQ funds used for operations before and asked what the funding is for, specifically. Meyer replied it is for doubling the frequency on the route, and that new operating service support grants is a unique opportunity under the CMAQ program that is not available from any other federal programs. Meyer explained it is a function of the CMAQ program that the MPO has utilized many times over the years. In 2021 the CMAQ program supported GTA with the operating service grant to replace the skeleton Saturday and Sunday routes with the weekday route structure. This was a major enhancement for the riders, and it was something that had been requested. The service was originally started with the CMAQ operating support grant. Meyer said the grants are like pilots allowing recipients to run a service for three years and if successful they can continue with local support. Rotenberry replied he agrees with moving the headways and that he thinks the bare minimum should be 30 minutes.

Craig McKinney mentioned the potential downtown trolley that would run from downtown to Revolution Mill, and asked if the CMAQ program is accommodating that shuttle. Meyer replied that the routing for that service is still in refinement, and that GTA route 15 could be modified in the future to serve the Revolution Mill area, but the routes are separate. Hanna Cockburn noted that the downtown trolley route McKinney was referring to is an expansion of the idea that was originally supported through participatory budgeting funds for the downtown shuttle, and that the Revolution Mill connection was one of several scenarios under evaluation.

Scott Whitaker moved to approve recommendation to TAC. Mark Kirstner seconded. The TCC voted unanimously to approve.

6. FY 2022-2023 Unified Planning Work Program Amendment #1

Tyler Meyer presented on changes to the Unified Planning Work program. Mayer introduced a proposal to shift \$20,000 from network and support systems activities to the downtown parking plan, which would increase the overall budget for that project to \$270,000. The current Unified Planning Work Program budget for that project is \$250,000 and was set on earlier estimates before the project got started. This change is to bring budget amount in line with the contract value, and is covering the actual cost. The recommendation was to amend the UPWP and recommend to the TAC.

Hanna Cockburn moved to approve recommendation to TAC. Kelly Larkins seconded. The TCC voted unanimously to approve.

7. MPO Self-Certification

Tyler Meyer presented on the MPO self-certification. Meyer said this is a step the MPO takes every year prior to adoption of the planning work program for the next year. The purpose is to certify compliance with federal requirements. The checklist states that the MPO has all the required documents current and in effect. The recommendation is to recommend TAC approve the self-certification.

Mark Kirstner said he would recommend, and commended all the work that the MPO staff, and everyone collectively does to improve transportation.

Mark Kirstner moved to approve recommendation to TAC. Scott Whitaker seconded. The TCC voted unanimously to approve.

8. FY 2023-2024 Unified Planning Work Program Approval

Tyler Mayer presented on the 2023, 2024 Unified Planning Work Program. Meyer explained the UPWP is the budget and work plan for FY 24, starting July 1. The purpose of the UPWP is to program grant funds including the FHWA and FTA grants, and matching funds which are primarily local. Meyer said there are cases where the state is providing a 10% match, but those are mainly for the 5303 transit funds, or for the special projects SPR funds.

Meyer explained the UPWP provides documentation, explanations, and descriptions of the work to be carried out according to the task codes identified in the prospectus for transportation planning that the MPO and NCDOT have agreed to in consultation and coordination with FHWA. The UPWP provides discussion of the ongoing tasks as well as the major activities for the next year.

Meyer noted the UPWP plan was brought out in a more preliminary form at the January meeting. The document has since been rounded out and additional documentation provided. Meyer explained the UPWP is due for approval by the MPO in March, and submittal to NCDOT by the end of the March. After the MPO approves the UPWP, NCDOT then incorporates it into the planning work program for the department. The MPO then works with FHWA to get approval for the UPWP, and planning work programs all across the state.

Meyer noted that UPWP plan includes the completion of continuing studies, including the Downtown Parking Plan, the Mobility Greensboro 2045 Long Range Transit Plan, and the Household Travel Survey. There are several new studies including a Downtown Greensboro Transportation Study to look in detail at the roadways in the CBD and the territory within the Downtown Greenway limits. This study would collect data and conduct a traffic analysis to look at how street connections can be improved for traffic flow efficiency. A focus would be placed on making improvement in bicycle and pedestrian comfort and safety, and incorporating other multimodal elements such as transit routes, shelters, and stops. GDOT has been looking to do this type of study for a long time. Both the Comprehensive Safety Action Plan and the Downtown Parking Plan will inform and interrelate with the project.

Meyer noted two additional special studies. The first would study East Gate City from Elm Street to I-40 taking a similar approach to the feasibility study for the section from Coliseum to Elm Street conducted several years back. This section of roadway is more varied and requires detailed assessments to determine what sort of improvements would most effectively complement the substantial investments made in the corridor by the city, universities, and private developers as well as community goals and desires. Naturally public involvement will be a big part of that study. The second study would make use of transit 5303 funds for a Better Bus Stop Study which would sync up with the Mobility Greensboro 2045 plan to look at consolidating bus stops where needed, eliminating bus stops that are not needed, or moving them to safer locations. This study would be used to look at bus stop needs on any new routes or route refinements that need additional detail work beyond what is provided by the Mobility Greensboro 2045 plan.

Mayer explained the Comprehensive Safety Action Plan will be a major focus of the UPWP. That effort itself is not programmed in the UPWP because we have not received the funding award yet, and it is not required that it be listed in the UPWP. Meyer noted there is going to be a lot of ancillary activities and staff work associated with safety and Vision Zero type planning.

The recommendation was to recommend TAC approve the FY 2023-2024 Unified Planning Work Program.

Alex Rotenberry noted that the last pedestrian and bicycle master plan was produced in 2015 and updated in 2018. Rotenberry asked if the MPO had considered doing either an overhaul or a major update of that plan in the next couple years. He noted that plans start getting dated after five years. Meyer responded that the MPO is contemplating doing an update in the Planning Work Program for 2025. Meyer said that once there is a good solid start on the Comprehensive Safety Action Plan there will be good material and direction to incorporate in the next pedestrian and bicycle plan update. Once the Downtown Parking Plan is far enough along that it informs a Downtown Transportation Study, the Comprehensive Safety Action Plan, Mobility Greensboro and other efforts it will be possible to react to and refocus our efforts in consideration of what all those documents and efforts are finding.

Rotenberry asked to sit in on the Mobility Greensboro 2045 plan as it is being finalized. Meyer replied that he was welcome to and that someone would follow up with Rotenberry afterwards to see how he can be plugged in.

Mark Kirstner asked about the status of the improvements from the Coliseum to Elm Street based upon the last feasibility study. Meyer replied that it was submitted in Prioritization 6.0 as a bicycle and pedestrian project, and scored one of the very highest pedestrian and bicycle project results in Division 7. It has good prospects for funding. Meyer said they are intending to resubmit, but are currently evaluating whether it is better to submit it as a bicycle and pedestrian project or under the roadway category as a Road Diet. There is a new category in the roadway area called Road Diet that was created in P-6. The city has put in an earmark requests to the state legislature for improvements on this corridor as well.

Suzette Morales noted that on a previous slide the UPWP was said to be for federal grants and matching funds. Morales said the reimbursement program are not grants, and Federal Highways funds are in most cases a reimbursement program. Meyer acknowledged that distinction, noting the slide used simplistic terminology on purpose to make it easier to understand but that it would be refined for TAC accordingly.

Hanna Cockburn moved to approve recommendation to TAC. Mark Kirstner seconded. The TCC voted unanimously to approve.

Business Items / Potential Action Item(s):

1. Division Engineer Updates

Stephen Robinson delivered the Division Engineer Report, highlighting two items for the agenda packet. The first item was bridge repair work for the Murrow Boulevard Bridge Project. The funding has been requested and the project will proceed as soon as the funding gets approval and they receive authorization. The second item that was an update on the Greenway project. The revised plans and bid docs have been submitted and they are currently under review. **Robinson said they are completing the review at the division level, and also at a central level.**

2. Local Project Updates

Jason Geary provided the local projects updates.

- Downtown Greenway plan revision are complete. The bid is expected to be out in April.
- Davie Street Streetscape project required a change of a couple of properties due to environmental issues. Specs are being reviewed now. The bid is expected to be out in June.
- Alamance Church Road improvements are on schedule and about halfway done. The utility work is complete and the widening work is underway. Construction is expected to be complete by spring 2024.
- Ballinger Road Bridge project has asphalt on the stone. Still needing to be completed are the final surface course, thermo stripping, and some shoulder work. The bridge is expected to be open by the March 21.
- Eugene & Bellemeade Streetscape project waterline is done, and utilities on Bellemeade are being worked on. The storm sewer is large and progress is slow.
- Summit Avenue Streetscape project is moving well and is expected to be completed by summer 2023.
- Greene Street Streetscape project is under contract. The project will begin in April with the utility work and the water line, and then proceed with the storm sewer. After that is complete the streetscapes will be installed working backwards doing the Greene Street, then Bellemeade, and Eugene Streetscapes, one after the other.

Tyler Meyer presented a project updates for one additional project swap for the FY 24 to 33 STIP which is currently under development.

Meyer explained STIP process is for deciding which projects to retrain from Prioritization 6.0 rather than adding new projects. This process came about due to the budgetary situation at the state level. This process allows projects to be swapped when they are in a comparable value range, and allows projects in the prior TIP that would no longer be funded under the new document to be swapped with for projects that are funded. Meyer explained that this may mean a higher priority project being swapped in for a lower priority project, or swapping in a more ready project and swapping out a less ready project, or some combination of those two factors. Meyer said swap-in project cannot exceed 10% of the swap-out project cost. Project swaps must include the approval of Division 7, and of the MPO in the form of a resolution. Meyer said MPO staff, GDOT, and NCDOT Division 7 discussed two projects swaps and came to some concurrence. If the swap-in is approved by the MPO, then NCDOT will program the swap-in the next TIP.

The swap-out is project U-5812 Lawndale Pisgah Church Martinsville intersection improvements currently scheduled in fiscal year 2024. Recent development activity, existing buildings and structures, and limited parking lot spaces near this intersection make it a challenging project to carry out. The current design concept uses traffic trends from before COVID and before the completion

of the Urban Loop on the northern part of town. Since COVID and the full loop completion there have been significant travel pattern changes in this area, especially on Pisgah Church Road. There is a LIDL being developed on the western corner of Martinsville, north of Pisgah Church. There is an existing development in between Lawndale and Martinsville, and on the other side of Lawndale. Pisgah Church Road area has received on average of an 18% reduction in traffic volumes.

The potential swap-in project is project EB-5996 for North Church Street from Electra Drive to Lees Chapel Road sidewalk improvements. This project is close to being 75% designed. The right-of-way phase could be initiated in FY 24, and construction in FY 25. This is a sidewalk project that was first selected under Prioritization 3.0. In the current TIP it was subject to reprioritization. Meyer explained this is in an older urban neighborhood with Vision Zero safety concerns, including the high injury intersection of Lees Chapel and Church Street. It includes GTA Route 3 and has a good amount of walking activity. Meyer explained this project has documented multimodal transportation needs, including being a recommended bicycle lane roadway.

Meyer said the proposal is to monitor the Pisgah Church Martinsville intersection to get a better idea of the longer term traffic outlook at this location and then scope out improvements that could be appropriate for the anticipated future traffic flow. Meyer noted that it is hoped that traffic changes stay within the existing right-of-way because this is a commercial development it would be quite expensive to make changes. Meyer said that given the traffic trend and the magnitude of the impacts and costs project U-5812 is not worth pursuing at this time. Meyer said the recommendation is to swap in the Church Street, Electra Drive project because there is an emerging crash concern, and the road has a sidewalk on only one side of the road.

Scott Whitaker asked if there is any expected pushback from citizens, business owners, or any stakeholders if the swap were to be made. Meyer replied there were none that he was aware of, but concern would be greater if they proceeded with the project because of the impacts on adjacent properties. Hanna Cockburn replied that the development the impacts of this project as it is designed today are significant, and now that the urban loop is completed it gives the MPO a chance to take a step back and verify what problem they looking to solve. Chris Spencer said it is an intersection they have been monitoring along with several other along Pisgah Church Road because it parallels the loop and some traffic has shifted to these intersections. Spencer said he thinks it is a good idea to take a step back, monitor the road, and see what recommendations might be appropriate in the long-term. Craig McKinney said that if project as it is today needs more time because there has not been any survey work done, or anything necessary to develop construction. Delaying the project will allow more time to do the proper traffic analysis, and also develop the plan to implement. Meyer replied that Craig made a good point and they would not be able to move forward on the schedule even if the projects were not swapped. Cockburn commented that taking 50 parking spaces from the shopping center at the northeast corner would also be impactful. Whitaker recommend the project swap of U-5812 with EB-5996 as presented.

Scott Whitaker moved to approve recommendation to swap out U-5812 and swap in EB-5996 to TAC. Kelly Larkins seconded. The TCC voted unanimously to approve.

3. Strategic Reports

Lydia McIntyre provided a report on the Prioritization 7.0 process that NCDOT is using to identify funding for state and federal projects. The MPO participated in Prioritization 6.0 but those projects did not get funded due to funding constraints at the state level.

Prioritization 7.0 will be for FY 26 to 35, and will allow two projects to be designated as carryover from the previous prioritization. McIntyre said that MPO member jurisdictions need to resubmit projects from Prioritization 6.0 for review by June 20.

McIntyre explained that the process includes identifying the projects, analyzing the projects, and then allotting points to projects at different tiers. At the statewide tier it is 100% data analysis and the state allots all the points. The MPO is not allowed to allot any points at the state level. At the regional and division tiers the MPO allots points, and splits those points with the NCDOT Division 7. McIntyre explained that in 2023 the MPO received an additional 100 points for allocation because of the 2020 Census increasing the allotment pool from 1800 to 1900. McIntyre explained that depending on how the project scores, the allotment for a project is 100 points, but less could be allotted depending on how the project scores.

McIntyre said it is recommended that members resubmit their Prioritization 6.0 projects, but have the opportunity to identify additional projects. The paperwork from Prioritization 6.0 projects will be sent to members so they can just simply copy the information over to the new forms. After projects are submitted the MPO staff will go through customary analysis of the projects during the July and August timeframe. Projects are then submitted to the NCDOT starting in July through September 20. The MPO will be working towards submitting projects by September 20 into the NCDOT, SPOT online system. Following that there will be an assessment of local points, public involvement, and the submittal of local inputs to NCDOT. That is an overview of the Prioritization 7.0 process.

McIntyre explained that during a normal prioritization process there would be committed projects, carryover projects, and holding tank projects. Because no projects were funded under Prioritization 6.0 there will not be committed projects, or the holding tank projects listed. NCDOT have identified two projects for carryover. Based on their methodology they have identified two highway projects. McIntyre said they are still reviewing the projects so no information is being shared at this time. They identified the two highest scoring highway projects, and they use the highway mode, because the highest percentage of projects that get funded are highway projects. It is still possible to switch it out if the MPO desire to. The MPO can submit up to 23 projects per mode. For highway 23, aviation 23, public transportation 23. But only a handful get funded, meaning the two additional carryover projects, still have to compete like other projects.

McIntyre ask if people resubmit their 6.0 projects they first review the description to make sure it has not changed, to correct project limits, costs, and to make sure everything is revised if needed. McIntyre noted these projects are two years out the costs have increased.

McIntyre explained how the MPO will screen for the projects to make sure they are eligible. The MPO staff will do a deep dive into NCDOT's criteria to make sure that points are put on the highest scoring projects that will do well under their process. They will ensure the project purpose and need is clearly defined, and gauge if it can be funded between the 2026 to 2035 timeframe.

McIntyre provided an overview of the criteria by mode. McIntyre said that when thinking of highway mobility projects, think congestion, congestion, congestion, which is 30% of the criteria at the statewide tier. There are two categories of prioritization, mobility and modernization. Mobility projects can be thought of as capacity adding, and examples of modernization projects are upgrading or adding shoulder, widen the lane, or upgrading a freeway to an interstate. McIntyre pointed out that congestion cuts across the highest percentages for all the mobility tiers, but not for modernization projects which are scoring highest for freight and safety, with safety having the highest percent for the regional impact and division needs. The criteria for the public transportation are divided into three categories of mobility projects, facility projects, and demand response. Public transportation projects are only eligible at the regional and division tiers. Regional will be any projects put forth by PART, and division will be GTA projects. Bicycle pedestrian projects are only eligible for funding at the division tier. Safety, and also accessibility are weighted the heaviest. McIntyre said that when thinking bicycle pedestrian projects those with density and those with a lot of destinations along the route do well. Rail projects are coordinated and submitted with NCDOT Rail Division

McIntyre asked that everyone take this time before she sends the forms to review of the projects that they previously submitted. McIntyre acknowledge that some people will submit new projects that have not been seen yet, and that the board is will approve the criteria in early June. McIntyre said that Tyler Meyer remains on the SPOT committee where they are having these discussions which is helpful to the MPO area. McIntyre said to submit by June 30, the public review will be in August, and then they will submit to NCDOT by September 20.

Tyler Meyer provided a report on that thoroughfare and Collector Street Plan. Meyer said the plan is out for public review. Special sessions were held on March 8 and 9 for the development community. A public meeting was held online. There is an online map viewer that is for the purpose of zooming in and providing detailed comments. The plan will be brought back to the May meeting for further consideration, and potential approval if it is ready at that time.

McIntyre provided a report about project U-6108 which is the reconfiguration for Battleground Lawndale area between Wendover and up to Ferndale. This is a project that the city in conjunction with the MPO have been studying for a while. The project has been funded for preliminary engineering, but not for right-of-way or construction yet. Initial public outreach, and in-depth public outreach have begun. Public review started March 13, and will extend through April 28. Public

review process will give an opportunity for those who live in the area, own businesses, or use commute through this area to communicate what they think the goals should be. The project has a lot going on with mobility in terms of traffic. The A&Y Greenway will eventually extend through the area. McIntyre said they want to hear from everyone to get their input to help us identify what should be our top tier goals since there are so many competing items going through this area. Two public review meeting will be on March 27, one for the business community from 2:00 to 4:00, and the public meeting on the same day, from 5:00 to 7:00. McKinney commented that the meetings will be held at Guilford Park Presbyterian Church at the corner of Fernwood and Lawndale.

Meyer provided a report on the MPO call for projects under Section 5310 Elderly and Disabled funding. Meyer said they expect to hear back in May. The Section 5310 call for projects period opened on March 8 and will close April 7. The selection of projects is proposed for the May 10 MPO meeting. Section 5310 funding program allocated by NCDOT at the state level to rural areas, and to urban areas in some cases. There is also direct apportionment funds that are allocated by MPOs, but these constitute a relatively small funding pot. Typically GTA and Guilford County TAMS have been funded in the past. There have been eligible nonprofits occasionally funded in the past, but not very often. There are hoops and requirements required to qualify that are described in detail on the website with the applications. Meyer explained that the MPO has a reciprocal scoring arrangement with Winston-Salem MPO where Winston-Salem MPO staff helps score applications submitted for Greensboro, and Greensboro helps score applications submitted to Winston-Salem.

Craig McKinney asked if anyone had seen an ad in the Greensboro paper for this project. Meyer asked if they were expecting an ad on a certain date. McKinney replied that he was hoping it would be in the Friday paper. Meyer replied that a press release has been put out but if it was not run they still have time to run it, and there is an active website promoting it.

Other Items

1. Member Updates

Alex Rotenberry said they had a couple of updates from the Integrated Mobility Division. Rotenberry said they had a quarterly webinar a month prior where they talked about various projects that they are working on. Rotenberry shared links to the recording of the most recent meeting in February. Rotenberry said the highlights are the Paved Trails and Sidewalk Feasibility Study Grant Program. He said the City of Greensboro was awarded one of those feasibility studies, and congratulated everyone on a successful application. He said he is on the regional planning team and will be a participant in that project once it begins.

Rotenberry said the Safe Routes to School Non-Infrastructure Grant Program closed in early February. Rotenberry said the IMD received several applications for that grant. The grant does not include funding for infrastructure. Rotenberry said he did not know if the projects had been awarded yet, but it had been pleasure and a joy to work with communities to do these kinds of projects. He

said he was able to attend the local MPO meeting with Safe Routes to School, and enjoyed that meeting.

Rotenberry said the bicycle helmet initiative received nearly 300 applications across the entire state requesting over 22,000 bicycle helmets for children. They have seen an increase in applications and awarding of helmets in consecutive years now since 2021. This is a popular and important program and he looks forward to working on distributing those helmets sometime this year.

Rotenberry explained the Multimodal Planning Grant Studies that have been ongoing since 2004. Nearly at 20 years of doing this program and awarding of planning grants for communities, particularly in smaller communities to help them come up with either an independent bicycle, independent pedestrian, or a bicycle and pedestrian plan for all communities. Rotenberry said that hopefully, the smaller communities in the Greensboro MPO area may find this of interest. Rotenberry explained that if an area community has a pedestrian and bicycle plan that is five years of age or older, or does not have one and would like one, this is a program for them. Rotenberry said there is a webinar March 14, at 1:00 PM and he also added a link to the chat for everyone. He said that if a community is interested, he encourages them to attend to learn more about the different plans they can get, the process, et cetera. Deadline for the grant is April 10.

Hanna Cockburn said that the legislative team at the city is watching HB-198, which has a whole bunch of kitchen sink items for NCDO, including a change to the strategic prioritization law, which would eliminate the ban for bicycle and pedestrian projects. The bill has been referred to the transportation committee. One of the key indicators of whether or not this has any legs will be if it makes crossover to the senate in the first week of May. Meyer asked if that would allow state matches for independent pedestrian and bicycle projects. Cockburn replied that it would and encouraged everyone to take a look, and if they care about this, talk to their people.

Elizabeth Jernigan commented that it is the North Carolina Year of the Trail and there are initiatives statewide for getting many people out onto the trails and Greenways. Jernigan explained that the more people we get out, the more people that are speaking to the value, health, wellness, economic value of our trails and Greenways, the more and greater likelihood we have of convincing the legislature to adopt policies that support alternative transportation, future recreation, and trail development.

2. Wrap-Up & Adjournment

Tyler Meyer thanked everyone for attending, and noted that the next meeting is May 8 at 2:00 PM.

Tyler Meyer adjourned the meeting at 3:24 PM.