



# Technical Coordinating Committee

## Meeting Minutes of January 29, 2024

2:00 PM, Greensboro, NC

Zoom Online Virtual Meeting

### Attendance

Tyler Meyer	<i>TCC Chair</i>	Alex Rotenberry	<i>NCDOT IMD PART</i>
Lydia McIntyre	<i>MPO Staff</i>	Elizabeth Jernigan	<i>GSO Parks &amp; Rec</i>
Raunak Mishra	<i>MPO Staff</i>	Jason Geary	<i>GSO E&amp;I</i>
Craig McKinney	<i>MPO Staff</i>	Suzette Morales	<i>FHWA</i>
Gregory Carlton	<i>MPO Staff</i>	Alex Rosser	<i>PTLA</i>
Mary Harward	<i>MPO Staff</i>	George Linney	<i>GTA</i>
Yuan Zhou	<i>MPO Staff</i>	David Pegg	<i>GTA</i>
Tram Truong	<i>MPO Staff</i>	Hanna Cockburn	<i>GDOT Dir.</i>
Mark Kirstner	<i>PART</i>	Michael Abuya	<i>NCDOT TPB</i>
Snow Ou	<i>PART</i>	Frances Kallam	<i>GSO E&amp;I</i>
John Kim	<i>PART</i>	Scott Whitaker	<i>Summerfield</i>
Chris Spencer	<i>GDOT Eng.</i>	Cam Dungee	<i>Sedalia</i>
Chad Reimakoski	<i>NCDOT Div. 7</i>	Robbie Wagoner	<i>Stokesdale</i>
Stephen Robinson	<i>NCDOT Div. 7</i>	Sean Taylor	<i>Oak Ridge</i>
Nishant Shah	<i>NCDOT Div. 7</i>	Joel Strickland	<i>McAdams</i>
Jarius Gurley	<i>Guilford Co. Social Services</i>	Irma Zimmerman	<i>TAMS</i>
Jeff Sovich	<i>GSO Sustainability Planning</i>		

**Lead Planning Agency: City of Greensboro Department of Transportation**



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

## **Introductory Items**

### **1. Orientation to Teams Software**

Tyler Meyer welcomed everyone to the January virtual meeting and reviewed how to use the Teams software.

### **2. Opening Remarks and Roll Call**

Gregory Carlton took roll call for the public record inviting TCC members and others to identify themselves in the teams chat. Tyler Meyer also invited Alex Rosser to introduce a new member of the TCC meeting, who was identified as Steven Rich. Rich is the Deputy Director of Planning and Engineering with the PTIA. Mark Kirstner of PART also introduced John Kim, regional Travel Demand Modeler, and Snow Ou Associate Modeler.

## **Action Items:**

### **1. December 11, 2023 Meeting Minutes**

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

*Mark Kirstner moved to approve the minutes. Kelly Larkins seconded. The TCC voted unanimously to approve.*

### **2. 2024 Safety Performance Measure Targets**

Yuan Zhou updated the group on the 2024 Safety Performance Measure Targets. The MPO began setting performance measures and targets in 2018. Federal surface transportation law and regulations require MPOs and state DOTs to follow performance-based planning with a focus on performance-based transportation outcomes. The safety performance measure targets need to be established annually, based on five-year calendar-year rolling averages. The 2024 North Carolina State Safety Performance Targets were submitted to FHWA on August 31, 2023, with the submission of the annual Highway Safety Improvement Program Report. The targets reflect the 2019 Strategic Highway Safety Plan goal, to reduce the fatalities and serious injuries in half by 2035, moving towards a goal of zero fatalities by 2050. The MPO endorses the NCDOT targets this year, as it has since 2018.

Zhou showed two tables which highlighted historical safety data and targets. The historical data reveals a constant upward trend in injuries and fatalities. Consequently, there is a slight decrease in the target numbers, suggesting a slightly more aggressive approach to safety target setting. The Greensboro MPO has a safety pattern that is similar to that of the state. The recommendation was made to approve the resolution endorsing the NCDOT 2024 Safety Performance Targets.

*Sean Taylor moved to approve the 2024 Safety Performance Measure Targets. Jason Geary seconded. The TCC voted unanimously to approve.*

### **3. Approve Updated Travel Demand Model Socioeconomic Data**

Yuan Zhou discussed the travel demand model, which serves as an essential tool to meet the Metropolitan Transportation Plan (MTP) planning requirements outlined in the Code of Federal Regulations. The MTP must involve analysis of the projected transportation demand for individuals and goods within the MPO boundary over the period of the plan to ensure project recommendations are appropriate in light of expected future demand. PART oversees the Piedmont Triad Regional Travel Demand Model, also called the PTRM Model, in collaboration with the NCDOT Planning Division and the Greensboro, Winston-Salem, High Point and Burlington-Graham MPOs. This model serves as a designated regional model for the MPO area. The primary data inputs of the model include highway and transit network data, behavior and field observation data, and socioeconomic data. Following the calibration and validation process, the model would become capable of generating forecasted travel demand metrics including daily traffic volume and the traffic volume by period on the roadway network, spanning the planning horizon years. This output serves as a crucial reference for both long-range planning and short-term TIP programming.

As part of a cyclical feedback process, the MTP projects are incorporated into the model subsequent to its adoption. In order for it to be properly aligned with the timeline of the MTP, the PTRM Model is updated every four to five years. In the model update process, updating socioeconomic data stands out as a very critical step, serving as a key input for developing the MTP.

PART has collaborated with Triad MPOs to compile updated socioeconomic data inputs for the PTRM. The socioeconomic data encompasses household population, employment, and school enrollment, with the estimation and projections spanning the base year of 2022 and future horizon years of 2030, 2040, and 2050. This joint effort aims to enhance the accuracy of the relevance of the model's socioeconomic data. PART completed a report that was available in the meeting agenda packet that outlined the methodologies of the socioeconomic data collection and validation. The recommendation was to approve the resolution for the socioeconomic data update for Piedmont Triad Region Travel Demand Model.

*Hanna Cockburn moved to approve the updated Travel Demand Model Socioeconomic Data. Michael Abuya seconded. The TCC voted unanimously to approve.*

### **4. 2024 TCC Bylaws Update**

Gregory Carlton introduced an amendment to the TCC Bylaws. The amendment adds the Town of Sedalia, Town of Stokesdale, Town of Pleasant Garden, and also Guilford County Transportation and Mobility Services to TCC membership roles. Administrative staff from each of the new members will be able to vote at TCC meetings moving forward.

Corresponding with the addition of these new members, the language of Article III has been amended to admit all new members as special voting members. Carlton stated that a special voting member is able to vote on resolutions but their attendance is not counted against quorum. The amended language would allow the TCC Chair to promote all special voting members to regular voting member status if they demonstrate regular attendance at the meeting. As a regular voting

member, the member would be counted towards quorum. The recommendation was for TCC to approve the amendment.

Alex Rotenberry from NCDOT IMD mentioned that the language that describes the Integrated Mobility Division as a voting member needed to be updated in the bylaws. Mark Kirstner also asked if there were similar changes to the TAC bylaws. Tyler Meyer replied that none had taken place yet but that the town representatives were still discussing how to proceed, and they should be able to begin voting at the next meeting.

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

## **5. MTIP Amendment & Modification: Statewide projects**

Gregory Carlton introduced seventeen statewide amendments and modifications to the 2024-2033 MTIP. The first, Project HS-2015 is a highway safety project that corresponds with the state's vulnerable road user and bicycle and pedestrian improvement program. The project has three geographic tiers, and the amendment adds \$2.1 million annually from FY 25 to FY 29 at the division and regional tiers, and adds \$2.8 million annually from FY 25 to FY 29 for the statewide tier.

Projects M0552-A and M0552-B correspond with the statewide training program for the Open Roads Designer software as well as other miscellaneous software. The modification adds \$300,000 annually from FY 24 to FY 25 at the division and regional tiers. It also adds \$400,000 annually from FY 24 to FY 25 for the statewide tier.

Projects M0553-A and M0553-B are for integrated project training and delivery. M0553-A adds \$600,000 annually from FY 24 to FY25 at the division and regional tiers and adds \$800,000 annually at the statewide tier. M0553-B adds \$1.2 million annually from FY 24 to FY 25 for the division and regional tiers, and adds \$1.6 million annually from fiscal at the statewide tier during that same period.

Project M0563-D, which pertains to the statewide LIDAR data collection program that was previously discussed in the August TAC meeting, is amended to add \$1.285 million in additional funding for FY 2024. Project M0563-E, which is the Statewide Resilience Reporting Program, is amended to add \$850,000 from a PROTECT grant for FY 24.

The last statewide modification was for TC-0031. This project expands on-demand transit services for 11 rural communities across the state and will employ a transportation as a service (TaaS) model. Carlton stated that this model uses on demand private transportation similar to popular companies like Uber or Lyft. The modification adds \$25,000 in funding for FY 24.

*Hanna Cockburn moved to approve the minutes. Sean Taylor seconded. The TCC voted unanimously to approve.*

## **6. MTIP Amendments & Modifications: MPO Area Roadway Projects**

Tram Truong presented the 2024-2033 MTIP amendments and modifications for area roadway projects. The first amendment introduced was C-5600U. This project will upgrade NCDOT's Triad Traffic Management Center on I-85 by constructing a new traffic operation center at the corner of Burnt Poplar Road and Chimney Rock Road. The center will be equipped with a state-of-the-art computer systems, software, and other equipment funded by NCDOT-directed CMAQ funds. The amendment adds \$1.6 million in CMAQ funding in FY 24.

The second amendment introduced was for HL-0046. This project will modernize roadway, curb and gutter, and construct sidewalk and bicycle lanes on East Gate City Boulevard from Willow Road to Florida Street. The amendment adds \$100,000 using federal BGDA funds in FY 24 which will be used to complete right-of-way. The amendment also shifts construction funding from 80-20 federal funding BGDA, to 100% state funding in FY 24.

The third and final amendment adds HS-2407A as a sub-project of HS-2407. This project was established to create safety improvements at various locations across Division 7. The new sub project will be used to install pedestrian signal upgrades, crosswalks, and make other intersection improvements on Summit Avenue and Textile Drive. The amendment will be funded with \$75,000 in Federal Highway Safety Improvement Program (HSIP) funds for the utility and construction phases in FY 24.

Truong also introduced modifications to U-4015A and U-5850. The modification for U-4015A, which is a project that will widen Gallimore Dairy Road from NC 68 to Airpark Road, shifts construction from FY 24 to FY 25 with no changes in funding amounts. The modification for U-5850, which will widen Randleman Road from Elmsley Drive to Glendale Drive shifts the construction phase from FY 25 to FY 26 and increases funding by \$700,000 for payment purposes. The recommendation was for TAC to approve the MTIP amendment and modification for these five roadway projects.

*Sean Taylor moved to approve. Mark Kirstner seconded. The TCC voted unanimously to approve.*

## **7. MTIP Amendment & Modification: Non-Highway Projects**

Tram Truong introduced two amendments and a modification to the 2024-2033 MTIP for non-highway related projects. The first amendment was for BO-2407. This project is part of an ongoing series of projects to upgrade intersections in Division 7, in order to provide accessible ADA-compliant sidewalk coverings using Federal Transportation Alternative Funds. Division 7 coordinates with the MPO and other regional partners to identify locations for accessibility upgrades. The amendment adds \$100,000 annually for design from FY 24 to FY 28.

The modification is to P-5709. This project will construct a railroad grade separation for the Norfolk Southern H line at the Franklin Boulevard crossing in Greensboro. It will also close the nearby O'Ferrell Street crossing. The project is funded with state highway trust funds and is a part of a long-term effort to improve safety and efficiency of operations between Raleigh and Charlotte. The modification shifts construction from FY 25 to FY 26. The funding amount remains unchanged at \$26.605 million, but the distribution across each year is modified to reflect current cash flow assumptions.

The other amendment is for BL-0117, which will replace an outdated trestle bridge on the A&Y Greenway over Lake Brandt. The bridge has reached the end of its useful life and requires replacement to ensure pedestrian and cyclist safety. The amendment incorporates needed greenway repairs from Strawberry Road to Bur-Mil Park into the scope of the project, including a crossing improvement on Strawberry Road. The amendment will allow all needed work at this location to be

incorporated into the project as a bundle. Project funding will be updated upon availability of detailed cost estimates. The recommendation was that TAC will approve the MTIP amendments and modification for these three non-highway projects.

Scott Whitaker asked if there were any concept visuals for the trestle bridge repair on the A&Y Greenway and if the decision had been made on the type of materials that will be used. Elizabeth Jernigan replied that the options for railings and other parts of the bridge are still being decided and that more information will be shared soon. Meyer mentioned that there were many facets to the greenway bridge replacement and improvements that will be made to surrounding infrastructure.

*Elizabeth Jernigan moved to approve. Hanna Cockburn seconded. The TCC voted unanimously to approve.*

## **8. MTIP Modification: MPO Area Transit Project**

Tram Truong presented a transit amendment to the 2024-2033 MTIP. The amendment creates a new project, TL-0055 to repair the J. Douglas Galyon Depot and bring it up to a state of good repair. The project adds \$1.6 million in MPO directed federal BGANY funds, matched by \$400,000 in City of Greensboro GTA funds for FY 24.

Work on the depot has been phased and began in 2018. The first phase of the project, TD-5279 increased passenger waiting capacity, modernized the ticket counter and call center facilities, added a security station, and upgraded the electronic signage. The project also performed necessary repairs including the partial replacement of the roof over the transit facility. The second phase was WBS 49227 which repaired the passenger tunnel and provided for the restoration of exterior windows, repaired the baggage conveyor system, and installed new HVAC equipment. The third phase, Project TL-0055 will include the replacement of the train station barrel roof, completion of interior repairs of historic windows, and additional work, such as the exterior cleaning, painting, and accessory repairs on the train platforms and elsewhere at the facility.

Jeff Sovich asked if any of the window, roof, and other repair features have been designed thus far to be energy efficient. Tyler Meyer stated that the engineering division has done a detailed evaluation of such features, and features such as the window have been designed to maintain historical integrity. Meyer also suggested that Sovich get in contact with engineering to talk about the details of the project and maximizing energy efficiency.

*Hanna Cockburn moved to approve. George Linney seconded. The TCC voted unanimously to approve the modification.*

## **Business Items / Potential Action Item(s):**

### **1. 2024-2025 Draft unified Planning Work**

Tyler Meyer provided an update on the 2024-2025 Unified Planning Work Program (UPWP). FY 25 will start on July 1, 2024, and run through June 30, 2025. Meyer provided a table that detailed the MPOs financials over the coming fiscal year. The budget includes a total of \$1.4 million in federal funding, split between federal highway and transit planning funds, and required local matches. Meyer also documented carryover work items remaining in the budget from prior years. These are projects

which got started in earlier fiscal years, but which are not expected to be fully completed by July 1 of 2024. Including these projects in the UPWP allows the work to continue and for expenses to be billed back against the prior year grants. The total amount funding remaining on the carryover projects is less than the \$1.156 million in carryover funds indicated by the table.

Meyer then highlighted the work program expected for next year. The staff will work to complete three projects started under the current FY 24 work program, including the first phase of a Better Bus Stop Plan for GTA. That project is going to look systematically at GTA bus stops across the entire system and prioritize needed improvements to them, including installing bus shelters, creating accessible pedestrian connections, relocating stops when they need to be in a better location for safety or convenience for riders, eliminating redundant stops, and other related items. The first phase of the project will compile the data and start to pull together the tools needed to support a long-range planning effort. Additional phases will feature into the FY 25 work program under a new special study for the Better Bus Stop Plan Phase Two, which would expand on the year one activities.

The Downtown Transportation Plan, which will commence in the near future, will carry over. The East Gate City Boulevard Corridor Study, to create a planning vision for East Gate City Boulevard from Murrow Boulevard to I-40 is also featured in the draft UPWP. This project will look at what sort of future improvements might be needed in the Willow Road to Florida Street component of the project, which Tram Truong talked about in the earlier TIP amendment. Additional special studies that are expected to begin in the UPWP could include a reevaluation of the BiPed plan, and specifically, on the recommendations and improvements for future facilities that plan includes.

Staff also anticipates that the final UPWP will include a review of the future roadway network recommended in the 2045 Metropolitan Transportation Plan in the lead up to the development of the 2050 Metropolitan Transportation Plan. Working on the MPO Comprehensive Safety Action Plan awarded by USDOT will be a major focus, along with ongoing technical and administrative work, as is done every year. Other items, such as what Yuan Zhou discussed earlier in the meeting with the socioeconomic data model development could also factor into the final version of the UPWP.

Alex Rotenberry asked when other documents that are statutorily required, such as the Title VI Plan, the Limited English Proficiency Plan, and the Coordinated Public Transit Human Services Transportation Plan, will be updated. Meyer replied that Greensboro's Public Involvement Plan is updated on an annual basis. The Title VI and Limited English Proficiency Plans were updated about a year ago so are considered up to date. Meyer also stated that Greensboro's Coordinated Human Services Transportation Plan will soon be updated and released at the same time as the call for projects for fiscal year '24. The update will include revision of the ridership performance numbers.

## **2. Division Engineer Report**

Chad Reimakoski cited the submitted report that features red revisions pertaining to the last report. There were no new updates and no questions from the group.

## **3. Projects Update**

Jason Geary was called on to provide an update on recent and upcoming locally administered projects instead.

- The Murrow Boulevard Bridge Repair Project (EL-5101DR) began construction work on Jan 29 and is expected to be completed by the end of 2024. The project has started by getting traffic control measures in place.

- The Downtown Greenway Phase 4 Project (EB-6037C) also started construction on January 29. The old railroad right-of-way is in the process of being cleaned up and some initial signage has been put up to prevent residents from accessing the segment while work is being done.
- The Davie Street Streetscape Project (Contract 2018-051A) only had one bidder in December, so bids have been reopened.
- The Eugene & Bellemeade Streetscape Project (Contract 2020-0180) is in its final phases and should begin paving by around March 15 or possibly earlier depending upon the weather

Scott Whitaker provided a project update on EB-5900, the Summerfield A&Y Greenway. Whitaker stated that the town had a meeting with NCDOT and that they have agreed to break the project into two separate components. Component L1 is the part of the project located adjacent to Summerfield Road, and Component L2 is the connection to the extant A&Y Greenway south of the town. McKinney noted that L2 is still in the design process, and the course of the trail is liable to be shortened.

The design of the project is complete for Component L1 along Summerfield Road. This portion of the project will require a MTIP amendment, probably be at the March TAC meeting. The project will have two breaks corresponding with spatial extent of the components — part A and B, and then once it's gone through the TIP process, the town will be able to request right-of-way authorization to move forward with Component L1. In this section, there is not a lot of right-of-way work that needs to be conducted. It is mostly easements they are going need to acquire. While the town is working on the right-of-way aspects of that northern portion, the southern portion will go through some alternative designs that could shorten the length of the L2 segment dramatically. There were no questions from the group.

Tyler Meyer alerted the TAC members that there was to be a upcoming meeting for the Hilltop Road grade separation project on February 1 at 2:00 pm for local officials, which TAC members were welcome to attend. A public meeting was then scheduled to take place that evening. The MPO raised this item to keep members apprised about the development of the project. Construction will begin in the next couple of years, and final design will be revealed shortly. Meyer asked Reimakoski if there was anything about the project that he wanted to add, and there was none.

Alex Rosser from the Piedmont Triad Airport Authority provided an update with information about projects taking place at the airport. He began by discussing the Marshall Aerospace project. The company is a maintenance, repair, and overhaul company that is going to locate its U.S. office on the airport grounds. Their new hangar will have seven bays, where they will maintain up to seven C-130 military aircraft at any given time. The hangar build is starting to come out of the ground and steel is being erected.

The Boom Supersonic project is being constructed nearby to the Marshall Aerospace facility. Their facility has had its roof completed in the past month, finishing their building slab. On the inside of the facility, they still have two concrete placements to do. They also need to do prep work to get the facility for their apron and parking lot, including working on utilities. Duke Energy is running power down the southern portion of the access roads around I-73. The first portion of the power will go from North Regional Road to the Boom Facility through a cul-de-sac connecting to the site. Rosser then shared pictures of both the Marshall Aerospace and Boom Supersonic sites, highlighting where the construction work is ongoing.



NCDOT has been working on completing the southern portion of the access roads around I-73. This first portion will begin at North Regional Road and will connect down to the Boom facility at the aforementioned cul-de-sac. The Airport Authority is working with NCDOT and the Boom contractor to determine the exact date of when that extension will be opened, but the hope was that it would be open within two weeks of the meeting. NCDOT is still working with their contractor on the bridge crossover at I-73 to the service road. This crossover will connect to Pleasant Ridge Road. That project will be completed by June 2024.

The phase 2 and phase 3 construction of the Cross-field Taxiway is also ongoing. Phase two has a little bit more grading to do. For phase three, the contractor will be working on the final grades between the threshold of Runway 23R and then tying the taxiway up to the taxiway bridge that crosses I-73. This will be completed by November of this year. The airport is also working on a Line of Sight issue where the current air traffic control tower cannot see that taxiway without cameras. The Airport Authority will remove a hill that is there, and that will hopefully resolve that line of sight item.

Lydia McIntyre provided an update on the East Greensboro Greenway Feasibility Study. McIntyre highlighted the project schedule and noted that the city is in the Study Recommendations phase of the plan following earlier discussions with NCDOT and the Integrated Mobility Division. The goals for the study are safety, equity and inclusion, accessibility and connectivity, place making, and feasibility. Staff are gathering feedback about these goals and the project and have been attending a number of different community events to gather community input. At the moment, the alignment of the route has endpoints at the J. Douglas Galyon Depot and Barber Park, with spurs to the Historic Magnolia House and the Windsor Chavis Nocho Community Complex. McIntyre noted that this is only an initial alignment and that many others are being studied. As a next step, the city staff are evaluating alternative routings. There is going to be a stakeholder meeting with NC A&T to re-evaluate a portion of the greenway that would run adjacent to their farm. The university would like to evaluate alternatives and the city will continue to have discussions with them about it. The city staff will also coordinate with landowners that may be impacted by the project. At the moment this is only a feasibility study, but it could become a project in future prioritization rounds or if other grant funding becomes available.

#### **4. Strategic Reports**

Tyler Meyer added a number of strategic reports. The new Bird micromobility service permitted by the city is expected to kick off operations in March. The scooters will be visible in the vicinity of Downtown Greensboro. The city has also arranged with NC State's Institute for Transportation Research and Education, to install some permanent bike and pedestrian counting equipment along the downtown Greenway, to help them keep track of how many people are using it. This is going to improve how Parks and Recreation targets target their maintenance activities, and it will also prove a better understanding of how the facility operates.

The staff are working on a few other projects of note including the Coordinated Human Services Transportation Plan that the MPO uses to guide its Section 5310 Elderly and Disabled Funding Allocations to area projects. Staff will put out a version of the document for public feedback and review in the April timeframe. At the same time, the MPO will issue a call for 5310 projects to area transit agencies and eligible nonprofits. The plan update is going to update the transit operating statistics, socioeconomic data, and other related measures. The MPO does not expect a major

overhaul of these transit items at this time, and the expectation is that both will be released at the same time, as was done in the past.

Staff are working on allocating the household and employment forecast information at the traffic analysis zone level for future years. This is a critical part of filling in the details for the socioeconomic inputs to the PTRM model. TAC approved overall totals for the socioeconomic data, and future work will fit it out across the area. When future traffic flows are evaluated, they will take the data into account.

MPO staff are working with GTA in an effort to apply for a planning grant under the Federal RAISE Program, which would look at supporting infrastructure for the GTA Crossmax Purple Route, which will combine the existing Route 1 and Route 10. The grant will evaluate bus shelters, several pedestrian connections, and endpoint charging for electric buses so that busses can charge at the end of each trip. Staff are also working with consultants to scope out specific UPWP planning activities, such as the Comprehensive Safety Action Plan, the Better Bus Stop Plan phase one, and the East Gate City Boulevard Quarter Study. Work on the Downtown Transportation Plan is far along and will be expected to be voted on by city council soon.

Suzette Morales then gave an update from FHWA. GHG emissions have become a new performance measure and the MPOs will be required to adopt their own measure in coordination with neighboring MPOs. There were also 11 additions to the MUTCD since the last was done in 2009. Those additions include the standards for pavement markings and signals for public and private roads. Morales also mentioned the Make Transit Stations Accessible competitive grant. It is meant to finance capital projects to repair, improve, modify, retrofit or relocate infrastructure of stations or facilities for passenger use.

## **Other Items:**

### **1. Member Reports**

Tyler Meyer then opened the floor to any updates from member agencies. Alex Rotenberry had two updates: The application for children's bicycle helmets is open until February 9, and last year about 23,000 children's helmets were distributed across the state and the goal is higher for this year. Last year about 23,000 children's helmets were distributed across the state and the goal is higher for this year. The application is open to non-governmental agencies as well.

Rotenberry also reminded the group that the next IMD quarterly webinar is February 1, 2024. The webinar consists of updates on various projects the IMD is working on involving bicycle, pedestrian, and public transportation. The information was put in the meeting chat.

Hanna Cockburn informed everyone the GDOT added a new division on January 1, 2024. The new division is made up of two sections that are transferring from field operations, asphalt maintenance and concrete maintenance to create a new Maintenance Division in GDOT.

Sean Taylor notified the group that the section of the Mountains to Sea Trail within Oakridge was officially designated. The new section is called the Headwaters Trail and it comes off the Cascades Park.

There were no updates from GTA, TAMS, or PART.

## **2. Wrap-Up & Adjournment**

Meyer noted the next TCC meeting will be held on March 11, 2024 at 2:00 PM.

Scott Whitaker made a motion to adjourn, and the motion was accepted by acclamation.

**Tyler Meyer adjourned the meeting at 3:14 PM.**