

MINUTES
TRANSPORTATION ADVISORY COMMITTEE (TAC)
MAY 15, 2003, 4:15 P.M.
WINSTON-SALEM CITY COUNCIL CHAMBER
CITY HALL SOUTH, FIFTH FLOOR

TAC MEMBERS PRESENT:

Dan Besse, Council Member of City of Winston-Salem
Mayor Allen Joines, City of Winston-Salem
Richard Linville, Commissioner of Forsyth County
Chris Murphy, CCPB, TAC Secretary
Mayor Tom Southern, Town of Walkertown
Mayor Bob Stebbins, Town of Lewisville
Fred Terry, Council Member of City of Winston-Salem
Mayor Larry Williams, Town of Rural Hall
Charlie Wolff, Commissioner of Town of Bethania

STAFF PRESENT: Greg Errett, Stan Polanis, Greg Turner

OTHERS PRESENT: Jerry Dudeck (NCDOT), Laureli Elkins (Triad Air Awareness Coordinator), Pat Ivey (NCDOT), Wendy Miller (WSDOT), Pat Reagan (FCEAD), Scott Rhine (PART)

RECORDING SECRETARY: Shelly Stewart

ACTION ITEMS

1. **Presentation of Certificate of Appreciation for Blake Norwood, retired Manager from NCDOT's Statewide Planning Branch**
2. **Consideration of Minutes from the March 20, 2003 Meeting**

MOTION: Bob Stebbins moved approval.

SECOND: Dan Besse

VOTE:

FOR: Unanimous

AGAINST: None

3. **Consideration of the Draft Fiscal Year 2004-2010 Metropolitan Transportation Improvement Program (MTIP), including the Air Quality Conformity Determination.**

Presented by Wendy Miller.

- Received a comment from NCDOT requesting that the Winston-Salem Intermodal Facility be included in the FY 2004-2010 MTIP as UNFUNDED.

- We did get the enhancement projects switched in the MTIP. The new MTIP shows that the Muddy Creek Greenway will be constructed from Country Club Road to Robinhood Road and the Brushy Fork Greenway going south from the current terminus to the existing greenway.
- Allen Joines: Is this relative to a specific location? Greg Turner: No, sir, it is just a project to enable us to use funds if they become available.
- Dan Besse: Do we know when funding is available? Wendy Miller: The funding for Muddy Creek is scheduled for 2004 and for Brushy Fork, 2005.

MOTION: Bob Stebbins moved to include project TD-4734.

SECOND: Fred Terry

VOTE:

FOR: Unanimous

AGAINST: None

MOTION: Dan Besse moved approval of the MTIP & Air Quality.

SECOND: Bob Stebbins

VOTE:

FOR: Unanimous

AGAINST: None

4. **Amendment to the 2002-2008 Metropolitan Transportation Improvement Program (MTIP) to Reflect the Recently Awarded Enhancement Funds**

Presented by Wendy Miller

- This is to amend the current MTIP to include the four projects for the Forsyth County area that received funding, two sidewalk projects in WS, a pedestrian tunnel in Kernersville, and improvements to Bethania Town Hall. This will allow each project to begin when it is ready instead of waiting for the next fiscal year.

MOTION: Charlie Wolff moved approval.

SECOND: Bob Stebbins

VOTE:

FOR: Unanimous

AGAINST: None

5. **Consideration of Two (2) Memorandum of Agreements (MOA's)**

Presented by Scott Rhine

- a. Memorandum of Agreement Governing Travel Demand Modeling Services for the Burlington-Graham, Greensboro, High Point and Winston-Salem Urban Areas
- b. Consideration of a Memorandum of Agreement (MOA) for Maintenance of the Regional Travel Demand Model for the Burlington-Graham, Greensboro, High

Point and Winston-Salem Urban Areas as Provided by the Piedmont Authority for Regional Transportation (PART)

- Larry Williams: One resolution covering both items will be sufficient.
- Scott Rhine: Yes, although there are two separate documents to sign.

MOTION: Bob Stebbins moved approval

SECOND: Charlie Wolff

VOTE:

FOR: Unanimous

AGAINST: None

6. **Consideration of the US 52 Corridor Land Use and Transportation Plan Locally Preferred Alternative**

Presented by Greg Errett, Jan Anderson, and James Williams

- Larry Williams: At the intersection of southbound US 52 and east bound I-40, the ramp is already a problem. If we get into this at all, I'd like us to fix the problem. Pat Ivey: The intersection will have to be studied because of the realignment of US 52. Jan Anderson: We can put a caveat explaining that the interchange of I-40 and US 52 is not included in the project and should be addressed in a separate project.
- At Germanton Road, left turns would be prohibited from the ramps. The question here was about the proximity of Patterson Avenue to these ramps. We felt that with right-turn only on the ramps, they would function okay. We can look at this as we continue. A similar approach has been applied to Motor Road.
- The University Parkway and Hanes Mill Road interchanges are too closely spaced to meet interstate requirements. The proposal suggests a connector, basically a frontage road. It keeps the entrance/exit ramps far enough apart to allow traffic to enter/exit safely. The south-bound ramps are far enough apart because of the curve in the road.
- A loop, added to University Parkway interchange to put it further from Patterson Avenue, has been taken out. The intersections near freeway ramps are 400' apart which is far enough "by the book", but experience has taught us that problems exist when freeway intersections are that close together.
- Dan Besse asked that the presenters discuss pedestrian cross-access. They indicated that the plan recommends that sidewalks be added to all bridges along US 52 when the bridges are replaced.

MOTION: Fred Terry moved approval

SECOND: Allen Joines

VOTE:

FOR: Unanimous

AGAINST: None

7. **Amendments to the Winston-Salem Urban Area MPO Functional Classification System Map**

Presented by Jerry Dudeck, Unit Head for NCDOT

- There are several necessary changes to the Winston-Salem Urban Area MPO Functional Classification System Map. The changes are necessary because of the rerouting of US 311. As a result, part of Martin Luther King, Jr., Drive has been downgraded; part of Martin Luther King, Jr. Drive has been upgraded and Diggs Blvd. has been added.
- Classification is not necessarily connected to the amount of traffic. It is based on connectivity, and road designation.

MOTION: Bob Stebbins moved approval.

SECOND: Tom Southern

VOTE:

FOR: Unanimous

AGAINST: None

8. **Resolution of Support For Adding the Airport Area Connector to the Greensboro MPO Thoroughfare Plan**

Presented by Greg Turner

- This resolution is for the purpose of expressing our support for the addition of the Airport Area Connector to the Greensboro MPO Thoroughfare Plan. The resolution does not endorse any alignment option, but merely supports their decision to add this road to their thoroughfare plan.
- Richard Linville inquired about how we could support a road without knowing which route it would take since it may mean removing buildings and relocating people. Greg Errett and Greg Turner explained that any of the proposed alignments would connect to the road which is already on this committee's Thoroughfare Plan. The termination point at the county line is locked in and any path they choose will connect to it.
- Larry Williams noted that we may have a preferred alignment, but we aren't expressing that in this resolution. The purpose of this resolution is to express support of having some connection from the end of our planned road to the airport area.

MOTION: Charlie Wolff moved approval

SECOND: Fred Terry

VOTE:

FOR: Unanimous

AGAINST: None

EXCUSED: None

INFORMATION ITEMS

9. **Discussion of the Status of the MPO Invitations**

Presented by Chris Murphy

- The City of King, Town of Bermuda Run, and Davie County have all accepted the invitation to join this MPO.
- Stokes County has not made a decision at this point. They are in a state of flux and have not brought it back to the commissioners.
- Davidson County has written a letter requesting that they be a full member and that there be no weighted voting.
- Greg Turner: The task force has reviewed the letter and given me feedback. We do seem to have some consensus, but also some more work to be done on how we will respond to Davidson County. I feel it would be appropriate to wait until the task force has a chance to complete it's work.
- Dan Besse: Can you please tell us the implications of their suggestion that there be no weighted voting? Greg Turner: The letter from their attorney indicates that weighted voting is not a function of governing bodies anywhere in the State and that that shouldn't be the case here. We find that to be fundamentally incorrect, but that is what they have requested. The implication would be that all the members would have one vote and possibly that there would only be one member from any governmental entity.
- Chris Murphy: Davidson County is currently a member of the High Point MPO which is the sole large MPO in the State which does not have a weighted voting system. Each of their representatives have one member and one vote but that is not the case for most of the large MPOs in the State. Davidson County is basing a lot of their opinion on their current situation with the High Point MPO.
- Larry Williams: My understanding of their request was not necessarily to change our whole system, but to give them voting privilege without giving the Mayor of Winston-Salem an additional vote which could null their vote. Could you get a letter of acknowledgement out to them? Greg Turner: We have done that and will send a letter explaining where we are.
- Chris Murphy: They can be members in July if the MOU is complete by then.

10. **Review of the Draft Memorandum of Understanding (MOU) and Bylaws for the MPO**

Presented by Chris Murphy

- There is still some minor polishing to be done on these documents. Names of plans have changed; changes in membership as a result of the expansion of the urbanized area need to be reflected; and general house-cleaning issues need to be addressed. There have been no TCC by-laws, so we have created TCC by-laws. The purpose of this item being on tonight's agenda is to introduce it to you, see if you have any questions, and to ask that you provide us with any desired changes or comments. The MOU and By-Laws will come back as an action item in July, baring major issues that need to be considered.

- Allen Joines: These changes have already been approved, you're simply codifying them for final execution? Chris Murphy: Some portions have been approved already. There are technical changes that are new. An example is on page one under the MOU where "each municipality with the cooperation ..." is proposed to be changed to "each MPO with the cooperation ..." This change is because we were not on the MPO structure when the original MOU was drafted. Changes are being proposed to bring the terminology up-to-date and make sure our document accurately reflects the references, applicable General Statutes, Federal regulations, etc.
- Allen Joines: It might be helpful to distinguish between those things that have already been approved and those which have not been approved. For instance, the voting portion doesn't need to be voted on again.
- Bob Stebbins: Both by-laws refer to a specific time of their meetings. Can we just leave the time off so we don't have to change the By-Laws if we change the times of the meetings?
- Larry Williams: Bill Whiteheart from the Airport Commission is missing from the list. Greg Turner: That is an omission which we will correct.
- Larry Williams: This is not a problem, but can you explain why the Director and Deputy Director for Planning are both on the TCC? It seems logical to have the Director and let him/her bring whatever staff they determine is necessary. Greg Turner: That is a carryover from when the TCC was created. The TCC can adjust membership as desired by a simple majority vote.

11. NCDOT Division 9 Report

Presented by Pat Ivey

- Business 40 from I-40 to Stratford Road: The contractor is taking out substandard material and we anticipate that project being done by June.
Fred Terry: When I-40 was under construction, there was a sign directing people to Forsyth Hospital via Hanes Mall Boulevard and Silas Creek Parkway. It may be helpful to put signs back up on I-40 just before the Business 40 split, directing traffic to take Business 40 for the hospital.
- Dan Besse: Just for clarification, the resurfacing work is anticipated to be completely done by early June? Pat Ivey: Yes, sir.
- Business 40 from 158 to Linville Road: The new bridges are well under way. The project is on schedule. If we have good weather and everything works out well, we hope to have traffic shifted onto those new east-bound lanes by the end of this year.
- Lewisville/Clemmons Road: Everything is on schedule and we anticipate that project being completed late this year.
- The US 311 railroad bridge in Walkertown is slightly behind schedule but we are working with the contractor to try to get him sped up on that.
- The next section of Business 40 between Martin Luther King, Jr. Drive and US 158 is scheduled for letting on July 15 of this year.

- The Old Salem roundabout is on schedule for letting on May 20th.
- We were able to secure some funding for interstate maintenance money to do some pavement repairs and shoulder work on I-40 between Harper Road and NC 801 in Davie County. We get a tremendous number of complaints about that particular section of I-40 because I believe that is one of the oldest, if not the oldest, sections of I-40 in North Carolina. We'll do some interim improvements to that roadway that hopefully will take us to the point where we can fund the ultimate widening of I-40 along that section. That project should be let in September of this year.
- Charlie Wolff: Is the Northern Beltway still on schedule? Pat Ivey: We're still in the process waiting for the delivery of the draft Environmental Impact Statement but yes, we are on schedule for that. It is supposed to be made public in September of this year.
- Dan Besse: Hanes Mall Boulevard bridge over I-40? Pat Ivey: That project is on schedule. I believe we are supposed to go to right-of-way in 2004. I'll be glad to get the let date and e-mail that to you.
- Harper Road meeting is today from 4-7 PM in Clemmons.

12. **Piedmont Authority for Regional Transportation (PART) Report**

Presented by Scott Rhine

- a. Piedmont Triad Airport Area Transportation Plan
 - On May 28th, the Greensboro MPO is scheduled to take action on the Airport Area Study as well as their Thoroughfare Plan.
 - Both documents are currently under a 30-day public review.
- b. Regional Bus Service
 - We are continuing to do well with the average ridership around 475 and continuing to increase.
 - Yesterday at the PART Trustees meeting there were a couple of resolutions of interest to you. The first was regarding the Inter City Rail Study. The Board endorsed the resolution for the conclusion of that study and the recommended conclusion to be forwarded on was essentially the endorsement of connecting Winston-Salem via the Winston-Salem Southbound. We turn that over to the rail division of the NCDOT for their consideration of western passenger rail implementation that may come forth.
 - The second resolution was the Major Investment Study and that was essentially endorsing the east-west corridor for further rail developments. What we will be doing now is seeking additional funds for the development of community rail services along that east-west corridor. We have some additional work that we have to do before we enter into preliminary engineering and make that request to Federal agencies, but within this next year, we'll be doing those additional passenger evaluations as well as any of the initial work that we have to for the Federal Transit Administration

- Larry Williams: I believe the action we took, the traffic demand model, will be used in determining the passenger anticipated traffic service. Scott Rhine: Yes, sir, that's correct.
- Dan Besse: Within the east-west corridor, did the resolution specify initial station-to-station points? I remember the Major Investment Study recommendation appeared to be that the most traffic efficient would be Hanes Mall to A&T. Scott Rhine: That's correct. Identifying that overall corridor is what would be done first. Any additional type of refinement would be broken up into segments. A&T to Hanes Mall will be the first minimum operating segment to be reviewed. With that resolution was the endorsement to support the Southeast High Speed Rail which follows that same corridor but would have potential track improvements on the portion that actually goes from A&T to Burlington because that's a part of the high speed rail corridor. The last section of that was to continue support for the three corridors out of High Point for long-term mass transportation improvements.
- We are planning on finalizing studies within the next year and hope to bring this back to the MPOs next spring.
- Larry Williams: Then would it be possible to have it on-the-tracks in ten years or so? It is a long term thing, but we need to get the ball rolling.
- Scott Rhine: There are just too many factors. At best it would be 10 years. For example we are at the very first piece of this process. Triangle Transit Authority is about 2/3 of the way through. They started their first step (where we are currently) in 1994. Their service is scheduled to open in December 2007/January 2008. The Charlotte Area Transit System has been a little bit faster paced. They started theirs in 1996. The success in their area is essentially due to the ½ cent increase in sales tax which was passed in 1998. Our five percent tax on rental cars is going to help us through the planning phases, but won't get us to construction.
- Tom Southern: You mentioned Moving Ahead Funding. I thought this was to take care of more immediate concerns. Would that money fund something like this? Scott Rhine: In the Moving Ahead Initiative, there was a portion of that entire \$700M proposal (roughly 10% or \$70M) which was targeted for public transportation statewide. What was included in the original draft from the governor included monies both to support the Triangle and the Metrolina regions rail services essentially for the State's match to support those Federal and local dollars for development of that. Also, more specifically, the original draft included further rail development of the Triad east-west corridor which is the corridor we looked at in our Major Investment Study as well as improvements with other transportation systems, both rural and urban, across the state. The majority of it is more vast roadway projects. Tom Southern: I thought it was more designed to be a stimulus for economic development.

13. **Forsyth County Environmental Affairs Air Quality Report**

Presented by Pat Reagan.

- We have not experienced an air quality violation so far this year.

- Being Designated Non-Attainment: There are three tiers to this status. The first tier is that you have to adhere to a State Implementation Plan, in our case a local implementation plan that follows the SIP. We have to go through transportation conformity and new stationary sources are subject to new source review, which is a very stringent way of not harming the environment any more than it already is. Those tiers make up the backbone for enforcing the Non-Attainment Designation.
- There was a local meeting Tuesday of this week to address the State proposed Non-Attainment Areas in the Triad. There was a graph at the meeting that included the entire Forsyth County, Guilford County, Alamance County, and Davidson County areas as well as certain portions of Caswell, Rockingham, and Davie Counties near monitoring locations. The proposal from the State is basically that same map being designated as the Eight-Hour Non-Attainment Area for the Triad. When that map becomes available, I'll be happy to share it with you.
- The draft map will be presented to the Governor pending any comments they receive. The comment period ends at the end of May and the Governor will eventually sign off on whatever he chooses to EPA for final designation. The official designation process will begin April 15, 2004. As you know, the Triad will be designated Non-Attainment for the ozone which means we do not meet the eight-hour ozone standard. That's where the Early Action Compact steps in and that implementation and control strategies would be deferred until 2007. We believe we can meet the standard by 2007.
- Regarding the Early Action Compact, we looked at the long list which follows my report. We looked at each item trying to determine which items were quantifiable emission-wise, which ones were practical, and which ones were politically feasible. We spent a significant amount of time narrowing down the list and that final list will be taken to the EAC Stakeholders Meeting next Monday. That is one of several options which the Stakeholders will address. They will finalize their recommendations on June 2nd. It will be submitted to EPA by the June 16 deadline and then we have until May 31, 2004 to come up with the final control strategy plan.
- Fred Terry: Are there any plans to standardize inspections for emissions in surrounding counties? Pat Reagan: As it stands right now, Forsyth and Guilford Counties are the only counties under the INM program. It will be expanded to 48 counties and it does include several counties surrounding Forsyth and Guilford counties. The program that will be expanded is actually called On-Board Diagnostics. Fred Terry: I would encourage counties to act quickly since we all stand to lose a lot of money if we don't get into compliance.
- Allen Joines: I agree. We're so fortunate that we're taking good solid steps. Council Member Besse is chairing our Early Action Compact committee and working with folks like Pat Reagan to keep things moving forward so it will at least give us until 2007 to get these things squared away.
- Dan Besse: The meeting on Monday will be a subcommittee on the EAC Stakeholders group including representatives from both the Winston-Salem/Forsyth County and the Guilford chambers. June 2nd is the next full meeting of the stakeholders. At that meeting we hope to approve our menu of options. That won't be the actual plan, but will be the broad list of alternatives

that are under review. The approved list will get to EPA by their deadline of June 16 and then the stakeholders group will work on putting together a recommended plan. Once that is done, drafts will be taken out to all the local governments in the area for review and comment.

- Charlie Wolff: Is it correct that in 2006 all vehicles in the 48 counties which are 1996 or older will not have to go through any emissions testing whatsoever? Pat Reagan: Yes, sir. Actually it's 1995 and older, but that is correct. They will be safety only. Charlie Wolff: The older vehicles are the ones that will be polluting the worst. The older vehicles should be under some kind of emissions testing. Pat Reagan: When the State's recommendation was made for this bill and ultimately this legislation, it was under the impression that with enhanced incentives and buy-back programs, etc., they could influence the drivers of those 1995 and older vehicles to somehow turn their vehicles over and get a newer fleet. Charlie Wolff: Get them off the road? I doubt that it will happen.
- Larry Williams: Does everyone get a copy of the PART newsletter? The last one covered air quality. Please see if all members can get copies.
- Pat Reagan introduced Laureli Elkins who is the Triad Air Awareness Coordinator. She distributed the EPA's air quality color code guide. She stated that her job is strictly education and awareness. Although these handouts have only been for ozone in the past, particulate matter will be added soon. Our purpose is to get the information out there. We have an education program called NC Air Awareness Program, for which I serve as regional coordinator. Dan Besse: Can you please tell folks about the HazeCam? Laureli Elkins: Forsyth County Environmental Affairs started a project involving a HazeCam. The website listed at the bottom of the handout relates meteorology to air quality. It also shows a picture from Pilot Mountain. All my contact info is on the website listed at bottom of handout.

14. **Calendar of Activities**

Presented by Greg Errett.

- At this time, there is a meeting going on about the Harper Road Bridge and Interchange project. It is in Clemmons and will go until about 7 p.m.
- For the July meeting, if and when we add the new members, we will be short on space. We may have to make adjustments to our meeting place.
- Now that the MTIP is complete, it's time to start thinking about our Needs Report for 2003. Since we will be bringing on new members, we will possibly have new projects. We will need to review the criteria that we use right now and the process and ranking system we are currently using.
- At your place is a packet of materials from the Institute of Transportation Engineers and the American Association of State Highway and Transportation Officials (ASHTO).

15. **Adjournment**

MOTION: Bob Stebbins moved to adjourn the meeting.

SECOND: Charlie Wolff

VOTE:

FOR: Unanimous

AGAINST: None