

**MINUTES
WINSTON-SALEM/FORSYTH COUNTY
TRANSPORTATION ADVISORY COMMITTEE (TAC)
NOVEMBER 21, 2002**

MEMBERS PRESENT

Larry Williams, Mayor of Rural Hall, Chair of TAC
Richard Linville, Forsyth County Board of Commissioners, Vice-Chair of TAC
Dan Besse, Winston-Salem Board of Aldermen
Ed Brewer, Mayor of Clemmons
Jim Hayes, Clemmons Council
Allen Joines, Mayor of Winston-Salem
Walter Marshall, Forsyth County Board of Commissioners
Terry Shore, Mayor of Tobaccoville
Tom Southern, Mayor of Walkertown
Bob Stebbins, Mayor of Lewisville
Curtis Swisher, Kernersville Board of Aldermen
Charlie Wolff, Bethania Board of Commissioners
Kerry Avant, City-County Planning Board Chair
Chris Murphy, City-County Planning Board Staff, Secretary to TAC

STAFF PRESENT: Greg Turner, Greg Errett, Wendy Miller, Lakesha Dunbar, Greg Venable, Stan Polanis

OTHERS PRESENT: Brent McKinney (PART); Gary Looper (Clemmons); Frank James (Rural Hall), David Spainhour (NCDOT); James Upchurch (NCDOT); Pat Reagan (FCEAD); Melinda Donagon

RECORDING SECRETARY: Shelly Stewart

Mayor Williams noted that Greg Turner is being promoted to Assistant City Manager as of December 1, 2002. Stan Polanis will become the City Director of Transportation. The Committee congratulated both Mr. Turner and Mr. Polanis.

Greg Turner introduced Chris Murphy, a Principal Planner with the City-County Planning Board, who is the new Secretary to the Transportation Advisory Committee. The Committee welcomed Mr. Murphy.

ACTION ITEMS

1. **Consideration of Minutes from September 19, 2002 Meeting**

MOTION: Bob Stebbins moved approval of the minutes as written.

SECOND: Curtis Swisher

VOTE:

FOR: Unanimous

AGAINST: None

2. **Consideration of the 2003 Calendar of TCC and TAC Meetings; and Review of 2002 Calendar of Activities**

Presented by Greg Errett.

X Bob Stebbins asked why the meeting is not held until 4:15 p.m. It was noted that the Forsyth County Board of Commissioners meets at 2:00 p.m. every Thursday.

X Dan Besse indicated he liked the present meeting time.

X Curtis Swisher expressed his appreciation of the present meeting time. If the time were changed, it should be early morning or late afternoon (either before or after work), not in the middle of the work day.

X Larry Williams suggested the time remain at 4:15 p.m. Typically the Committee will meet on the third Thursday of every other month, although additional meetings may be scheduled as necessary.

X Bob Stebbins stated that, with the understanding of why that time is chosen, 4:15 p.m. is fine.

MOTION: Bob Stebbins moved to keep the schedule as it is currently.

SECOND: Curtis Swisher

VOTE:

FOR: Unanimous

AGAINST: None

3. **Consideration of the Draft Metropolitan Area Boundary (MAB) Map**

Presented by Greg Errett.

In the May 2, 2002 Federal Register, the United States Census Bureau issued the designation of urbanized areas (UZA) based on the 2000 Census. The Winston-Salem UZA map showed that the urbanized area had expanded beyond Forsyth County and included areas in three of our adjoining counties - Stokes, Davie and Davidson. The incorporated municipalities of the City of King and the Town of Bermuda Run are also included within these expanded areas. Staff met with each of the municipalities and counties to coordinate and define the MAB line.

Federal transportation planning regulations require the establishment of a Metropolitan Area Boundary (MAB) map to define the geographic boundary of each Metropolitan Planning Organization (MPO). Each MPO's MAB map must include all of the area in the Urbanized Area Boundary (UZA) as well as the areas that are expected to become urban within the next 20 years.

In September, staff presented the draft Metropolitan Area Boundary (MAB) map for the Winston-Salem urban area. The map showed the MAB expansion beyond Forsyth County.

The High Point Urbanized Area Boundary, as defined by the 2000 United States Census, also encroaches into the southeast corner of Forsyth County for the first time. The City of High Point Department of Transportation staff is interested in including this area within their MAB. On October 17, staff from the City of High Point and the Town of Kernersville jointly developed a proposed boundary that meets the annexation objectives of both municipalities. A map is enclosed that shows the overall MAB and the revised boundary in southeast Forsyth County that defines the Winston-Salem/High Point MAB line.

X Larry Williams: The resolution before us today doesn't address the issue of representation. I don't know that the resolution needs to be revised, but I do recommend that approval of the resolution be contingent upon the High Point MPO extending an invitation to Forsyth County to have representation just as we will possibly be doing to counties that we'll be going into.

X Greg Errett: High Point has assured me that they will extend the invitation to Forsyth County to become part of their MPO if we so desire. We've had coordination meetings with the various municipalities, including High Point. We are pledged to work in a cooperative manner with our adjoining MPOs to make sure that the transportation planning facilities are well taken care of and provided for.

MOTION: Allen Joines moved approval of the resolution.

SECOND: Bob Stebbins

VOTE:

FOR: Unanimous

AGAINST: None

Ed Brewer, new Mayor of Clemmons, arrived.

Kerry Avant, Planning Board chair, arrived.

INFORMATION ITEMS

4. **Staff Responses to Questions/Information Requests from Last Meeting**

Presented by Greg Turner.

The TAC asked staff to respond to two issues as follows:

- A. The minutes should always have an author. That has been corrected with this set of minutes and the author will continue to be noted.
 - B. How much pollution in Forsyth County comes from vehicles operating on roadways versus those that don't? Pat Reagan has researched this question and will be answering it later in his report.
5. **MPOs Consolidation Study**

Presented by James Upchurch.

Under Section 5, Article 16 of Chapter 136 of the General Statutes (formerly North Carolina House Bill 1288) was amended so that the Governor and the Secretary of Transportation, in cooperation with MPOs, shall initiate an evaluation of the boundaries, structure, and governance of each MPO in the State. On October 24, Ms. Janet D'Ignazio with NCDOT met with TCC and TAC members from the Triad to discuss this bill in greater depth. NCDOT will provide an overview of the law and explain the process for the Winston-Salem/Forsyth County Urban Area, including what will take place, how it will be done, when it will be completed, and who will be responsible for this work.

- X Brent McKinney: This legislation requires us to take a look at the way we do business. I think we're at the point where we realize that we have grown together. There are some things that can be done better on a regional basis. One of those is air quality. The legislation says there are six possible ways for us to be organized:
 - X We can just expand our boundaries and keep on doing the things we've been doing. We are already beyond that because we have a regional transportation authority.
 - X We can consolidate. I'm not sure we're ready to do that yet.
 - X MPO can create subcommittees. This is a real possibility. For instance, subcommittees could be formed to study regional rail, regional transit, regional modeling or regional air quality.
 - X We could form joint committees. This is basically what we are doing now.
 - X We can form interstate compacts. This would not apply to us.
 - X Delegate part or all of your responsibilities to a regional transportation authority.
- X The pros and cons of each structure are being studied and will be brought back to the TAC when the study is complete.
- X James Upchurch: A decision is required by spring of 2003 and Brent McKinney agreed that the decision due date is hard and fast since the report is due by July 2003. However, Mr. McKinney noted that we will continue to operate regardless of the deadline and we will take what time is necessary to make sure the decision is the best. The reevaluation is required every ten years, but is an evaluation which can also be done at any time, so the

Commission can redo it six months later if necessary.

- X James Upchurch: Janet D'Ignazio would like for me to express that she deals with all the MPOs across the State and she feels that dealing with the Triad and helping staff and elected leadership make decisions for the future is like a breath of fresh air compared to a few of the others that are around. I say that, not to put others down, but to express a feeling toward the Triad and a relationship between the staffs as well as the leadership.
- X Mr. Upchurch also noted that Roger Sheets, Deputy Secretary of Department of Transportation, has expressed an interest in visiting with many of the MPOs including ours. He may be with us next time. He is the person who has been primarily the head of trying to put in place the RPOs around the State of North Carolina. Larry Williams noted that the TAC welcomes him.

Richard Linville arrived.

6. **Review of Proposed Adjustments to the Urbanized Area Boundary (UZA) for Development of a New National Functional Classification System Map for the Proposed MAB Expansion**

Presented by James Upchurch.

With the expansion of the Urbanized Area Boundary (UZA) from the 2000 United States Census, NCDOT must develop a new Federal Functional Classification System map for our urban area. The map will define which streets and highways will be classified on the system as well as whether they will be urban or rural. A "smoothing" process will take place to smooth out the rough edges of the UZA that will ensure the entire segments of roadway are consistently designated as either urban or rural.

- X Larry Williams: How does this impact projects in the area assigned to High Point MPO?

Mr. Upchurch responded that it doesn't impact it at all.

7. **Briefing on the Work of the TAC Task Force to Study Possible Voting/Procedural Changes to the Memorandum of Understanding (MOU) for the Proposed MAB Expansion**

Presented by Greg Turner.

- X The Task Force makes the following recommendations:
 - X The Town of King be extended an offer to be a full voting membership and the Town of Bermuda Run be extended an offer to be an ex-officio non-voting member of the TAC. King looks like every other City in Forsyth County in that it has public streets that are open and it has State maintained streets. However, Bermuda Run is a closed community, has no public streets that are City maintained, and has no Powell Bill eligible street projects.
 - X Also suggest that each County be offered a membership, but that they are allowed to vote only on projects that are in or cross their county.

- X When an adjoining county is eligible to vote, the vote for the Mayor of Winston-Salem would be increased by one vote for each county that was certified to vote for that item. This is designed to maintain the weighted vote for the City and County which is standard procedure and was requested by the TAC.
- X Richard Linville: If we face the possibility of ending up with 17 members on this committee, that is too large a group. It's very difficult for large committees to function well.
- X Bob Stebbins: If Bermuda Run were to ever change their status, we would reconsider full membership.
- X Larry Williams: We are required to issue an invitation, but the voting is up to our discretion.
- X Larry Williams: Would each county and King have a staff person on the TCC? Greg Turner: We did not address that. The TCC can add members anytime according to its bylaws. In the last two years, the TCC has added the PART Director. The TCC does add members by a vote, while the TAC does so by a MOU.
- X Allen Joines: Wouldn't their involvement in TCC be under the same provisions as their jurisdiction's involvement in TAC? In other words, they could only vote in the TCC if they had an item which pertained to their county. Greg Turner: That has not been discussed yet. It could certainly be done that way.
- X Greg Errett noted that the Federal legislation requires our MPO to provide invitations to major transportation providers that serve this area so that could involve the rail systems, trucking systems, etc.

8. **NCDOT Division 9 Report**

Presented by David Spainhour.

- X Dan Besse asked for an update on projected completion status of I-40 work, Business 40 in Winston-Salem and I-40 in Greensboro. David Spainhour responded that he is not aware of the update on I-40. The part of Business 40 in Winston-Salem which is currently under construction is having some problems with the open graded asphalt course that was placed between Knollwood and Silas Creek Parkway. Part of that will have to be milled and replaced in the spring. Business 40 at the lake is on schedule.
- X Brent McKinney regarding I-40 in Greensboro: The contractor said they will have three lanes open in both directions by the end of the year. There's a little place right around the old Chimney Rock Bridge where they just have taken the bridge down. To me it looks doubtful that the deadline can be met because it's still two lanes and they have to grade out and add that third lane to get through there, but never-the-less that's the plan. Completion of the full project is scheduled for next July. Contractor is a little bit ahead of

that schedule. It's coming along pretty well with this new contractor.

X Allen Joines: Is the problem with the asphalt related to the new type of material being used on 421? Mr. Spainhour: Yes, it's the same thing. It works well in places. It keeps the spray down, but there are some places where it's coming up and they'll have to mill it up to fix it.

- X For clarification, Larry Williams asked David Spainhour to state his title. Mr Spainhour is a Division Operations Engineer with the NCDOT.

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

Presented by Brent McKinney.

A. Passenger Rail Transportation Studies

- X Of the corridors we looked at, the east-west line from Clemmons to Burlington has the most promise. Within that 65 miles, we looked at the cost and the ridership and it looks like a very viable, feasible project to do. From UNC-G to Raleigh is a single track which is heavily traveled with freight and the Carolinian Piedmont. We would need to lay in two new tracks. From there to Winston-Salem we would lay one new tract and some

additional sidings. We then would need to negotiate for use of Norfolk Southern's freight track on that route. We could then provide two-way service every fifteen minutes from 5:00 a.m. to 11:00 p.m. Of course you lose riders at the ends of a track. When you look at Hanes Mall to A&T it looks even better. The cost per passenger for this section would be even less than you could drive it in your automobile. We will have our draft report next week. We will put it out for circulation and comments and hope to take it to the PART board in February.

- X Grants are very competitive. With TEA-21, Federal Legislation under which we are operating right now, there was an appropriation for \$6 billion over a period of six years. During this last six years, communities just like ours have gone through these studies and submitted proposals for \$22 billion worth of funding. It is very competitive. Our strongest point is in land use. Our weakest link is projecting the ridership. That gets back to modeling. We do not have a good, dependable model that will project ridership. You will hear more about that in upcoming meetings.

B. Regional Bus Transportation Service

- X Come join us tomorrow at 10:30 for our Gala Celebration.
- X We opened this bus operation on September 30th and averaged 323 riders that week. The fourth week we averaged 371 riders. Last week we carried over 500 riders a few days.

C. Piedmont Triad Airport Area Transportation Plan

- X Had public meeting last Wednesday - 175 people came by.
- X Airport Connector: There are four alignments in that area. Two of them are of particular importance to Forsyth County. The four reasons for the project: Better access from High Point, better access from the west, better circulation around the airport, and some form of public transportation to the airport.
- X This project is out for public comment right now.
- X This will probably go to the PART board in March. That one will go to MPOs for Greensboro, High Point, Forsyth County and possibly Burlington.

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

Presented by Pat Reagan.

- X In response to the TAC's request for information about on-street vehicular pollution versus non-mobile pollution, Pat Reagan gave the following information: On-street vehicles account for 23-25% of pollution while non-mobile equipment (such as off-road motor bikes, boats, etc.) accounts for less than 5%. The other 65-70% of pollution is from point sources such as factories.
- X Dan Besse: Did you do any subdivision of the emissions budget for Forsyth County particularly? The prevailing winds send a lot of the point source east of us. Mr. Reagan indicated that he used the emissions budget compiled by EPA for our region specially (Forsyth County only). Typically we run about 60% of that budget, so we are well below that budget. We did not do any comparisons to that budget, source specific, so I can't answer that question right now, but I will be happy to check on it and get back with you. Mr. Besse: I think that will be useful.
- X Nothing has changed regarding ozone exceedances since we met in September.
- X The EPA put together a schedule regarding non-particulate matter. We're looking at designation for PM fine only in late 2004 or early 2005. As it stands right now, we are right at the threshold of attainment/non-attainment. The positive side of that is that we are on a declining trend.
- X Eight-hour Ozone Attainment Standard: The schedule is still mid-to-late 2004.
- X Early Action Compact. Basically this is a grey area between attainment and non-attainment for the eight-hour attainment. It's really a way to say, [↑] We don't meet the standard right now, but we're making steps and improvements to get there and will get there in years to come. ^{↑↑} This was EPA's answer to that question. Instead of being designated at the end of 2004, EPA will wait until 2007 to designate an area. This gives the area a chance to put in place programs such as the enhanced I&M program, low sulfur gasolines, alternative fuel sources, NOX reduction from Belews power plant, etc. We are putting programs into place sooner than we would have to if we were designated non-attainment in 2004, believing we can meet the attainment standards in 2007. We can pull out of the EAC at any point if we realize we cannot meet the attainment standards in 2007.
- X Walter Marshall: What is the cost to public health in delaying attainment? Mr. Reagan: There shouldn't be any health risk associated with it. We are taking the steps to reduce the number of high ozone days and ozone concentrations in general, sooner than we would if we were just designated non-attainment. Since it will take a few years to get the programs up and running, we can't instantly be classified as attainment. Being designated non-attainment impacts funding which limits our ability to reach attainment

designation.

X Larry Williams: Who will have to take action on the compact between now and

December 31, 2002? Or is this just for information? Mr. Reagan: It's up to any municipality that wants to show support for the compact by writing a letter of recommendation, putting together a resolution, anything that they want to show support is welcome. EPA has not specified how many signatories they need. The State is planning to get as many as possible to show the support. Obviously this is an informational item today, but if this board felt it was appropriate to put together a resolution or memo, then that would be completely up to you.

X Bob Stebbins: We've got it on our December agenda.

X Greg Turner: There was a town manager's meeting a week or two ago and there was a presentation on this subject. The City staff is going to ask the Board of Aldermen to consider it at the December meeting. Some of the other Town managers at the TCC meeting this afternoon indicated that they would recommend it coming to their boards after Winston-Salem had acted on it.

X Dan Besse: I've been tracking the development of the proposal and I recommend it. My understanding of a good Early Action Compact plan would have controls on the pollution actually coming in at least as soon as they would come in otherwise, preferably earlier and that the value of the EAC in addition would be to reduce interference with funding for transportation projects in the area during that time.

X Larry Williams: With that information, I'll throw out the idea of a resolution of support for the compact.

MOTION: Dan Besse moved to support the EAC approach and that the TAC recommend pursuit of that approach.

SECOND: Jim Hayes

VOTE:

FOR: Unanimous

AGAINST: None

MOTION: Bob Stebbins moved for adjournment.

SECOND: Tom Southern.

VOTE:

FOR: Unanimous

AGAINST: None