

**MINUTES
WINSTON-SALEM/FORSYTH COUNTY
TECHNICAL COORDINATING COMMITTEE (TCC)
NOVEMBER 21, 2002**

TCC MEMBERS PRESENT

Dan Corder, Tobaccoville
Greg Errett, WSDOT
Frank James, Rural Hall
Gary Looper, Clemmons
Pat Reagan, FCEAD
Bill Roberts, Walkertown
Tim Shields, Kernersville
David Spainhour, NCDOT
Greg Turner, WSDOT
James Upchurch, NCDOT
John Whitson, Lewisville

STAFF PRESENT: Wendy Miller, WSDOT; Greg Venable, WSDOT; Lakesha Dunbar, WSDOT; Chris Murphy, CCPB; Shelly Stewart, CCPB; Stan Polanis, WSDOT

RECORDING SECRETARY: Shelly Stewart

ACTION ITEMS

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

Motion: John Whitson moved to approve the minutes as written.
Second: Dan Corder
Vote:
For: Unanimous
Against: None

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

Presented by Greg Errett

- X Dedication tomorrow, November 22, 2002, at 10:30 A.M., of the Bus Transfer Station near the Airport.
- X Bethania Community Center Open House and Dedication Center is occurring on Sunday, December 1, 2002, at 4:00 P.M.

X He then reviewed the 2003 calendar and asked if the third Thursday at 2:00 p.m. was still a convenient time for this meeting.

X Bill Roberts asked why there are two groups meeting back-to-back with the same agenda. Why does there need to be two separate groups?

X Greg Turner noted that the TCC staff meeting was to develop the final recommendations to go to the TAC. 90% of the time there aren't changes in what is recommended to this body, but it does happen that when something is brought to this body, there will be a change before it goes to the elected officials.

X John Whitson suggested that Mr. Roberts put his question on hold until he experiences the TIP process. The TCC is the major player in putting the TIP list together before the elected officials get it at the TAC level. Although a lot of the information at this point in the year seems redundant, it is critical that staff be involved in the TIP process.

MOTION: Greg Turner moved approval

SECOND: Gary Looper

Vote:

For: Unanimous

Against: None

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

Presented by Greg Errett.

The Draft Metropolitan Area Boundary map included areas in three of our adjoining counties - Stokes, Davie, and Davidson. The incorporated municipalities of the Town of Bermuda Run and the City of King are also included within these expanded areas.

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 Bill Roberts stated his opinion that he didn't like to give up the land marked in yellow. That land belongs in our metropolitan boundary.

X Greg Turner: The Federal Department of Transportation determined that part of that area was definitely within High Point's urbanized area. That is totally out of our control. What we had to negotiate was where beyond that shaded area High Point's planning area would be versus our planning area, just as we've had to negotiate with Stokes County, Davidson County, and Davie County about how much further into their county our planning area boundary will extend.

- X Greg Errett: High Point has indicated that it will extend an offer for Forsyth County to be represented on High Point's MPO for that area.
- X David Spainhour: High Point did approve their portion of this on Tuesday.
- X Mr. Roberts: My opposition is because I don't think annexation agreements should take away from our territory.

MOTION: Greg Turner moved approval

SECOND: Gary Looper

Vote:

For: Dan Corder, Greg Errett, Frank James, Gary Looper, Pat Reagan, Tim Shields,
David Spainhour, Greg Turner, John Whitson

Against: Bill Roberts

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 responded that motor vehicles account for 23-25% of pollution while non-mobile equipment (such as lawn equipment) accounts for less than 5%. In response to a question from Bill Roberts, Mr. Reagan indicated that the other 70% of pollution is from point sources such as factories.

James Upchurch arrived.

5. NCDOT Division 9 Report (NCDOT Staff)

Presented by David Spainhour.

- X We were hoping to be finished with Business 40 by the first of the year, but we are having a lot of trouble with the friction course all over the State. In the spring we will have to mill part of that up and replace it. It works well in places.
- X Business 40 toward Kernersville, going over the lake - everyone is on schedule there.
- X For Lewisville/Clemmons Road, we still hope to get traffic switched onto the new bridge by Christmas. There is an outside chance that might happen.
- X Waughtown is supposed to be let in December.

- X Resurfacing on US 311 is done, but we have thermoplastic to go toward High Point. That will take place in the spring.
- X The railroad bridge north of Walkertown is under construction now. NCDOT is still working with the school system to try to change some of their routes.

6. **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.

Frank James arrived.

- X James Upchurch: This is basically a state bill requiring MPOs to consider consolidation and how their plans can work together with neighboring MPOs.
- X Mr. Upchurch's office, Statewide Planning for NCDOT, has no position with regard to consolidation at this point.
- X Bill Roberts asked if any of this has connections with the Metropolitan Statistical Area (MSA) boundaries by the Federal Government? That combines, I think, Greensboro and Winston-Salem into one statistical area. Mr. Upchurch stated that, to the best of his knowledge the answer was no. However, he is aware that there are always groups trying to use different areas to make decisions on transportation and air quality.
- X Mr. Roberts asked if we were trying to work toward one area that would be recognized by the Federal government and the State? Mr. Upchurch indicated that is where the legislation is leading us into discussion. Maybe 50-60 years from now, when we have grown together and the lines are blurred, we may need to be one MPO.
- X Mr. Upchurch indicated that the primary reason this issue is of concern is that we have had such significant growth. We are very young to be discussing this issue.

7. **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.

- X UAB is the Urban Area Boundary; UZA is the Urbanized Area Boundary (the Census Boundary).

- X ■Smoothing■ is adjusting the census boundary for the purpose of how we deal with our functional classification designation of roads. When the census designates areas, our roads have certain designations. This leaves gaps in some places. For instance, a road may be urbanized for a distance, switch to non-urbanized for a distance, and then switch back to urbanized. A road needs to be designated as one specific classification and not switch back and forth. The purpose of smoothing is to put the road in one classification or another. This is basically for the Federal Government and affects funding sources for the roads (where the funds come from), although it doesn't affect the amount of money. This regulation does require staff review and TAC approval. No roads move from urban designation to rural designation. Roads can be urban for a distance and then become rural; however, they should not switch back and forth.
- X This is the only purpose of ■smoothing■.

8. **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 At the July meeting of the TAC, we talked about the expanded MPO boundaries as a result of the urbanized area and our plans for a 20-year expansion (we have to look out 20 years to what will be urbanized at that time and do a planning area which reflects that). Both the 20-year boundary and the minimum urbanized boundary bring in parts of three counties and two towns. The TAC requested that we develop a task force to recommend what should be done with the boundary membership and specifically, how we should extend offers of membership to the partial counties and to the towns. The TCC staff task force included Gary Looper, Greg Errett, Pat Ivey, and myself and the TAC representatives were Mayor Stebbins, Mayor Joines, and Mayor Williams. The TCC staff developed several options with two recommendations.
 - X The Town of King be extended an offer to be a full voting member 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 be 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 Currently, the City of Winston-Salem has three members with two votes each; Forsyth County has two members with two votes each; NCDOT's board member has one vote; and all other towns in the County have one vote each.
- X Bill Roberts: It seems unfair that Winston-Salem and Forsyth County have ten votes to start off with.

- X Bill Roberts: Is Bermuda Run the only ex-officio member of the entire group? Greg Turner: No. The TAC currently has five ex-officio non-voting members: Chairman of the Airport Commission; Planning Board chairman; representative from FHWA; your secretary; and WSTA Board Chairman.
- X Bill Roberts: I don't think it would hurt to give them a full membership. Why not?
- X Frank James: They consider themselves to be a gated community.
- X John Whitson: They do annex. Roads are not the only means of transportation. Bermuda Run might become a prime example of non-traditional transportation. Who knows? There would be a fair argument toward full membership. Not to say it's an overriding argument.
- X Tim Shields: The TAC will be discussing this today? Do you expect a vote? Greg Turner: Yes, they will be discussing it. It is not an action item. It's the result of the task force study. They asked for the task force to be formed because there were some aspects of this process that we felt were staff decisions and then there were significant portions that were political. All that we're talking about at this point actually falls into the political.

MOTION: Bill Roberts moved that Bermuda Runs be given the full membership.

Greg Turner noted that was out of our control and was a task force decision. We don't get a vote on this. Mr. Roberts noted that the TCC could do what it wanted. However, the motion died for a lack of second.

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

Presented by Pat Reagan.

- X Final report for ozone season didn't change from last TCC meeting.
- X Distributed handouts, copy of which is on file. The EPA finally came up with a schedule for implementing the PM 2.5 standard or the PM fine standard. We are looking at late 2004, or early 2005, before PM fine designations as far as attainment/non-attainment goes. That bodes well for us in the triad as right now we sit right on the annual standard for PM fine as being attainment/non-attainment. Our first two years of data that we collected was somewhat higher than expected, but the last year's worth of data has since lowered and we're on the declining trend. If we continue on the trend we're on, we should be classified as attainment. If we were designated right now, we would probably be non-attainment for PM fine.
- X Eight-hour Ozone Attainment Standard: The schedule is still mid-to-late 2004.
- X Early Action Compact. As the State moved from one-hour to eight-hour attainment, a lot of areas were going to be classified as non-attainment. They basically were looking for some grey area, an area they called Transitional Attainment - 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 a few years.● This was EPA's answer to that question. An area must be meeting the one-hour standard. Instead of meeting the standard at the end of 2004, you've already signed an agreement saying that you will meet the standard, so any designation is deferred until 2007.

- X Gary Looper: It's my understanding from talking to Sheila Holman (from the State) that Air Quality was working on Spring or Summer of 2003 to complete this, but because of complaints by environmental groups on a national basis, they more or less forced EPA to come up with an earlier time (December 2002).
- X Greg Turner: We're recommending it to our board (Winston-Salem Board of Aldermen) and asking them to endorse the concept and support the formation of a compact and not to say that they are going to join at this point, but just endorse the idea and support the formation of one regardless of who is in it. Once something is known about the composition, we can go back and decide if they want to join. I believe the Board of Commissioners for Forsyth County is going to consider similar action.
- X Dan Corder asked if there was a sample resolution? Greg Turner indicated in the affirmative and Stan Polanis agreed to send a copy to Mr. Corder.
- X Mr. Roberts asked if all the information provided was based on the eight-hour standards? It was. There were no changes from the earlier dates.
- X These compacts are regional rather than Statewide.
- X Dan Corder: What if you have a municipality that doesn't sign on initially? Will they receive non-attainment? Pat Reagan: That's a good question and that has not yet been answered. Greg Turner: The bigger fear is that one city could drag a whole area into non-attainment. We don't know that. Everything is speculation at this point. Pat Reagan: EPA has not even come forward with the areas to be designated.

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

Presented by Greg Turner.

A. Passenger Rail Transportation Studies

- X There was a passenger rail transportation presentation on October 30 at the convention center where the results of the consultant's work thus-far were presented. Ridership numbers for the three routes (coming from High Point to Winston-Salem, the Airport, or the Greensboro area); routes and ridership numbers for the overall concept between Clemmons and Burlington; a smaller segment from Hanes Mall area to A&T area in Greensboro; a smaller segment yet from downtown Winston-Salem to downtown Greensboro; and a cost per passenger for all those scenarios was shown for two types of transit: Bus Rapid Transit (BRT - buses on fixed route facility) and for rail. Bus Rapid Transit is probably the most viable technology from High Point regardless of the destination and that rail is reasonable for the east-west corridor regardless of which plan. The segment that seemed to have the best ridership versus cost ratio was the A&T to Hanes Mall segment. The consultant was gathering public comment at that meeting; however, it was not well attended.

B. Regional Bus Transportation Service

- X The Regional Bus Transportation Service is operating well, carrying a lot of people, and working smoothly.

X Bill Roberts asked about service directly to the airport. At this point, everything is directed through the Central Transfer Station which is located close to the airport and serves the airport with van shuttles.

C. Piedmont Triad Airport Area Transportation Plan

X Greg Turner: This is the road that would extend our airport area connector into Guilford County and tie it into the airport. Right now it is on our thoroughfare plan but is not on Greensboro's thoroughfare plan. This study will be the first step at getting it put on there. From Winston-Salem's standpoint, we definitely like option number three on the list. Options numbers one and three are good, but number three is best. There's a 30-day comment period and we'll be glad to get comment sheets to anyone who wants to distribute them in their town.

Greg Venable presented the 2001 traffic count map of Forsyth County.

There being no further business, the meeting was adjourned.