

**MINUTES
TRANSPORTATION COORDINATING COMMITTEE
MARCH 20, 2003
2:00 PM
CITY-COUNTY PLANNING BOARD CONFERENCE ROOM
SECOND FLOOR, CITY HALL SOUTH**

MEMBERS PRESENT:

Rosemary Deemer, CCPB
Beth Dirks, Town of Bermuda Run
Lakesha Dunbar, WSDOT
Greg Errett, WSDOT
Frank James, Town of Rural Hall
Toby Linville, Town of Walkertown
Wendy Miller, WSDOT
Chris Murphy, CCPB
Paul Norby, CCPB
Stan Polanis, WSDOT
Patrick Reagan, FCEAD
Scott Rhine, PART
David Spainhour, NCDOT
James Upchurch, NCDOT
Greg Venable, WSDOT
John Whitson, Town of Lewisville

On behalf of the TCC, Greg Errett congratulated John Whitson as he moves on to Morrisville, NC on April 14. Greg Errett expressed best wishes along with the thanks of the TCC for the work Mr. Whitson has done over the past 11 years as he served in Lewisville.

ACTION ITEM

1. **Consideration of Minutes from the February 20, 2003 Meeting**

MOTION: Scott Rhine moved approval.

SECOND: Chris Murphy

VOTE:

FOR: Unanimous

AGAINST: None

INFORMATION ITEMS

2. **Discussion of the Draft Fiscal Year 2004-2010 Metropolitan Transportation Improvement Program (MTIP)**

Presented by Wendy Miller.

- Statewide Planning, with the Federal Highway Administration, has developed an air quality determination process which is actually under way now. This will delay the adoption of the MTIP until the May 2003 meeting. We will be asking the TAC to sign a letter which acknowledges that they reviewed the public transportation section of the plan. We don't anticipate significant changes to the document.

- It appears that we have agreement on both enhancement projects [E-4010 (Muddy Creek Greenway) and E-4020 (Brushy Fork Greenway)].
- At the May meeting, the four approved projects which were part of the call for enhancements will be presented with a request to amend the 2002-2008 MTIP so those projects can move ahead before October.

3. **Development of the Air Quality Conformity Analysis for the Fiscal Year 2004-2010 MTIP**

Presented by Wendy Miller.

- The Air Quality Determination report will go out for public review on April 4th after the interagency consultation meeting. Comments from that public review should be incorporated prior to the TAC's May 2003 meeting which would enable us to meet our deadlines.

4. **NCDOT Division 9 Report**

Presented by David Spainhour, Operations Engineer with NCDOT.

- Some interstate maintenance money from the TIP has been granted for major maintenance repairs to I-40 from Harper Road over into Davie County.
- There is still a problem with the mix design and the contractor who put it down on Business 40. The situation is unresolved at this point.
- There are some questions about the traffic circle which may lead to a redesign of the project at the Southeast Gateway?

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

Presented by Scott Rhine.

- a. Consideration of a Memorandum of Agreement (MOA) Governing Travel Demand Modeling Services for the Burlington-Graham, Greensboro, High Point and Winston-Salem Urban Area MPO's
 - NCDOT Statewide Planning had some minor changes to the original MOA that were actually included after signatories were given by the local MPOs. Those changes are:
 - Section 5 under the official model. There was an addition that actually designated the model custodian to be of a local agency, i.e. PART, which is to serve as a designated model custodian.
 - Section 6 items 1, 2, and 3 following the third paragraph. There were additions to this full MOA that dealt specifically with modification of the model and modifying the model structure. Those three items were included from the previously approved full document.
 - On the signatory page, the signatory was changed from the Chief Environmental Officer of the NCDOT to the Manager of Statewide Planning.

- 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 Area MPO's as Provided by the Piedmont Authority for Regional Transportation (PART)
- PART will be responsible for annual maintenance of the regional model.
 - The model that is currently in place (adopted in 1994) has only received one actual update and that was within the past two months.
 - The best use of the regional travel demand model is to have an up-to-date and validated model which is the purpose of this supplemental agreement. PART will actually employ a regional modeler to deal with the annual updates and upkeep of the socio-economic as well as housing demolition permits to make this model validated and usable for any type of analysis work.
- c. Passenger Rail Transportation Studies

The Major Investment Study/Commuter Rail Study

- One purpose of the study was to identify corridors that needed transit improvements. There are four major corridors that were analyzed through this process.
- The second purpose was to determine appropriate transit technology families, relative costs and benefits, and select priorities.
- The third purpose was to satisfy Federal requirements as you go through the New Starts planning process.
- Two technologies were analyzed:
 1. The Rail Diesel Multiple Units is similar to a heavy rail car but it's in the rail technology category. It is the chosen technology in the Triangle area, which makes comparison more accurate.
 2. Bus Rapid Transit Alternative is a system that primarily uses exclusive rights-of-way for transport. They operate very much like a dedicated right-of-way rail system.
- Staff's recommendation to the PART board is that the existing study of the east-west corridor be continued.
- Estimates for cost per rider and time travel were competitive for both technologies.

The Intercity Rail Study

- As a result of the NCDOT Western NC Rail Study, appropriations from the General Assembly were assigned to look for alternatives for intercity rail to be included into Winston-Salem. Details are in the printed material distributed to TCC/TAC members and on file in the City Department of Transportation.

- d. Regional Bus Transportation Service
 - PART express service has been running very well. Requests for expanding services are continually being received and plans are underway to assist with the Furniture Market travel needs.
- e. Piedmont Triad Airport Area Transportation Plan
 - The overall goals for this plan include the future routing of I-73, relocation of Bryan Blvd., improved access from High Point, improved access from Forsyth County, including having a connection to the airport connector road that you have on your thoroughfare plan map, and access to the airport utilizing public transportation.
 - A public meeting will be held on April 24th when alignment #2 will be available for public review and comment. This is the alignment that the City of Greensboro is proposing to put on their thoroughfare plan map.
 - The City of High Point, City of Greensboro, Airport Authority, and NCDOT all chose alignment two.
 - Scott Rhine reviewed the other alternatives and discussed reasons why they were not chosen.

Greg Errett: The Triad Intercity Rail Study will align to the future highway right-of-way.

Frank James left the meeting.

6. Forsyth County Environmental Affairs Air Quality Report

Presented by Pat Reagan.

- a. Air Quality
 - Our air quality levels have risen, as expected.
 - Our forecasting accuracy still runs about 85%.
 - Ozone monitors will be operational on April 1st. They have been turned off through winter for maintenance.
 - Most of the rest of the country begins forecasting for PM on May 1st, but we do forecasting year-round because PM is high in winter.
- b. Early Action Compact Planning and Implementation
 - Deadlines are indicated in the handout; they have not changed.
 - Our department does continue to work with PART in trying to create a transportation and air quality partnership so we can maintain all the deadlines and keep on track as we need to with the EAC.

7. **Calendar of Activities**

Presented by Greg Errett.

- May 15th will have a fairly extensive agenda including several action items.

8. **Presentation of the Draft US 52 Corridor Land Use and Transportation Plan Locally Preferred Alternative**

Presented by Greg Errett, WSDOT; Jan Anderson, RS&H Engineers; and James Williams, HDR Consultants.

- Greg Errett (WSDOT) introduced Jan Anderson (RS&H Engineers), and James Williams (HDR Consultants), the primary consultants for the US 52 Land Use and Transportation study.
- Ms. Anderson described the purpose and need for the study, stressing that community involvement was crucial in every step of the process. She also described the transportation aspects of the plan.
- Mr. Williams focused on the land use portion of the plan.
- Having a plan which deals with both transportation and land use provides excellent opportunities for the community.

9. **Adjournment**

Greg Errett declared the meeting adjourned.