

**MINUTES
WINSTON-SALEM URBAN AREA
TECHNICAL COORDINATING COMMITTEE (TCC)
NOVEMBER 17, 2011
2:00 P.M.
SECOND FLOOR, CONFERENCE ROOM,
BRYCE A. STUART MUNICIPAL BUILDING**

MEMBERS PRESENT:

Margaret Bessette, Principal Planner, CCPB
Wendy Miller, Principal Planner, Forsyth County, Alternate
Greg Errett, Planning Development Coordinator, WSDOT
Greg Turner, Assistant City Manager, City of Winston-Salem
Pat Ivey, Division 9 Engineer, NCDOT
Cary Gentry, Senior Environmental Specialist, FCEAD
Paul Norby, Planning Director, CCPB
Gary Looper, Manager, Village of Clemmons
Brian Ulrich, Project Engineer, Town of Kernersville
Dan Corder, Manager, Village of Tobaccoville
Frank James, Manager, Town of Rural Hall
Cecil Wood, Manager, Town of Lewisville
Phillip Vereen, Transit Planner, WSTA, Alternate
Andy Bailey, Senior Transportation Engineer/WSMPO Coordinator, NCDOT

PRESIDING: Stan Polanis, Chairman, WSDOT

STAFF PRESENT:

Fred Haith, Transportation Engineer, WSDOT
Kevin Edwards, Transportation Planner, WSDOT
Matthew Burczyk, Bicycle and Pedestrian Coordinator, WSDOT

RECORDING SECRETARY: Laura Whitaker, WSDOT

OTHERS:

David Smitherman, Bear Strategies
Glenn Walters, Design Workshop

1. Citizen Comments

No one present.

Due to a lack of a quorum, information items were considered first.

Information Items

5. Review of Amendments and Modifications to Projects in the Fiscal Year 2012-2018 Metropolitan Transportation Improvement Program (MTIP)

a. Air Quality Conformity Determination Process

Presented by Wendy Miller.

- The acceleration of right-of-way acquisition and construction of the Northern Beltway – Eastern Section (TIP# U-2579B) project from Business 40 to Reidsville Road/US 158 has triggered this process.
- Amendment to the FY 2012-2018 MTIP and an Air Quality Conformity Determination (AQCD):
 - Regionally significant project;
 - Moving funds into the first four years of the TIP;
 - Project is in the correct 2025 LRTP horizon, so no LRTP amendment required.
- An interagency consultation to coordinate the AQCD process was held on Wednesday, November 16, 2011.
- Winston-Salem Urban Area and Forsyth County portion of High Point MPOs will be included in the AQCD process.
- MTIP Amendment and AQCD report goes out for public and agency review on January 19, 2012.
- Approval of AQCD report and MTIP amendment will be considered by the TAC on March 15, 2012.
- Federal action on the AQCD report and MTIP by April 30, 2012 with release of funds for the project.
- Other amendments without Air Quality Conformity are:
 - U-5512 - Piney Grove Road project – a consolidation of STP-DA projects under a new TIP number;
 - B-4645 - US 52 bridges over the Little Yadkin River to add right-of-way funding;
 - Y-5500 - Statewide railroad crossing closures – a formality to match the STIP.
- NCDOT TIP Unit has developed a draft process for managing STIP amendments and modifications that includes both highway and transit projects.
- North Carolina Board of Transportation (NCBOT) TIP Subcommittee will meet in December to review the guidelines.
- The final guidelines and process will go to NCBOT in January for approval.

6. Presentation on the NCDOT Statewide 2040 Transportation Plan Process

Presented by Andy Bailey.

- The 2040 Plan will consist of challenges & opportunities, long-term modal infrastructure and service needs, sustainable financing strategy, framework for strategic long-term spending and policy or procedure adjustments needed to meet program delivery targets.
- The needs, funding and processes formulation was in summer/fall 2011.
- The stakeholder and public review of draft plan will be in 2011/2012.
- The 2040 Plan will be presented to the Board of Transportation in June 2012.
- The second round of public involvement has been initiated.
- There will be multiple opportunities for MPO and RPO participation.
- The technical elements are in development.
- First, the 2040 Plan is updating estimates of long-term modal needs.
- Second, the 2040 Plan must address an uncertain financial future.
- There are several new revenue options under consideration: system tolling of interstate highways and urban loops, fee on vehicle miles travelled, local vehicle property tax, local option sales tax and fee on automobile insurance.
- Third, the 2040 Plan will recommend spending priorities and trade-offs defined by: investment goal, NCMIN tier and mode.
- Finally, the 2040 Plan is examining implementation requirements – what strategic policy or process changes are needed.
- You can visit the 2040 Plan website at: www.ncdot.org/performance/reform/2040Plan/.

7. Presentation on the Creative Corridors Coalition (C3) Master Plan and Design Guidelines for the Martin Luther King, Jr. Drive Streetscape Plan

Greg Errett introduced David Smitherman with Bear Strategies and Glenn Walters with Design Workshop.

Presented by David Smitherman and Glenn Walters.

- Mr. Smitherman began his presentation with a 3 minute video.
- The City of Winston-Salem is divided by two highways. Business 40 divides the city north and south and US 52 divides the city east and west.
- The Creative Corridors Coalition (C3) was formed in May of 2010.
- The C3 mission is to create opportunities to incorporate community input into the design, planning, construction and maintenance process that will yield effective passageways, connect our community and appropriately reflecting the identity of this great city.
- C3 pillars are artful expression, community, environment, and economics.
- C3 has received over \$540,000 through financial and in-kind support.
- Winston-Salem can brand itself with a network of corridors unlike anything else seen in this country.
- The corridors can become an iconic artful and green network that enables natural and instinctive way finding and links the downtown with its neighborhoods.
- The unique history and cultures of Winston-Salem provide an opportunity to create a special design that can join people and neighborhoods and tell a compelling story about this place.
- Once complete, this project will enable Winston-Salem to stand out as a place that recognizes the value of well conceived and artful public infrastructure.

8. **Review of Legislative Changes Made by the General Assembly of North Carolina**
 - a. **Reduction of Property Tax Owed For Improved Property Inside Certain Roadway Corridors Like the Northern Beltway (SB 107)**
 - b. **Transportation Corridor Official Map Process (SB 214)**

Presented by Pat Ivey.

- Senate Bill 107:
 - Section 1 (taxation of unimproved property within protect corridor): Special class of property is taxed at 20% of appraised valued if no building or structure is located on the property and property has not been subdivided.
 - Section 2 (taxation of improved property within protected corridor): special class of property is taxed at 50% appraised value if it has not been subdivision. Section will sunset on July 1, 2021.
 - Section 3: Act is effective on July 1, 2011.
- Senate Bill 214
 - Section 1 (effect of Transportation Corridor map): old law requires a petitioner to apply for a building permit or subdivision and be denied to start the “3-year clock”. New law requires the petitioner to get a corridor map determination from local authority, who will then notify NCDOT of the conflict by letter to start the “3-year clock”.
 - Section 2: Act applies to corridor maps filed on or after December 1, 2011.
- This change does not affect the Winston-Salem Northern Beltway protected corridors since they were recorded prior to December 1, 2011.
- Western Section (R-2247)
 - October 1997 – corridor protection map was recorded for all but two sections:
 - Right-of-way was purchased for US 421 interchange, construction was about to begin.
 - About 30% of the right-of-way was purchased for the adjacent project R-2247CB (US 421 to Robinhood Road.)
 - Original 1999 beltway lawsuit halted all right-of-way acquisitions.
 - Result--this 4.9 mile section of the western corridor was not protected.
- Eastern Section (U-2579/U-2579A)
 - January 2009 – corridor protection map was recorded for entire eastern section from US 311 to University Parkway.
 - Western Section gap was not addressed at that time.
- The Western Section gap will be filled by producing a Key Map showing the location of the “gap” and “revised interchange design” in relation to the rest of the Beltway; producing a Supplemental Corridor Protection Map and plans that covers the “gap” and the “revised interchange design”; and then recording the Supplemental Corridor Protection Map at the courthouse.
- The original Corridor Protection Maps will be governed by pre-December 1, 2011 rules.
- The Supplemental Corridor Protection Maps for the “gap” and the “revised interchange design” will be governed by post-December 1, 2011 rules.
- Staff is still reviewing ways to simplify the change.
- Time line for map revisions: November 2011 – request new aerials and property lines; January 2012 – hire PEF and scope work; April 2012 – first submittal of maps and plans; May 2012 – final submittal of maps and plans; June 2012 – hearing map review; August 2012 – public hearings and late 2012 – record supplemental corridor map.

A quorum was established at 2:58 pm.

Action Items

2. Consideration of the September 15, 2011 TCC Meeting Minutes

Presented by Stan Polanis.

MOTION: Frank James moved approval of the minutes.

SECOND: Greg Errett

VOTE:

FOR: Unanimous

AGAINST: None

3. Consideration of the Final Strategic Prioritization 2.0 Lists of Projects

Presented by Fred Haith.

- Two years ago, NCDOT initiated a statewide Strategic Prioritization Process (Prioritization 1.0). As part of the process MPOs were required to rank projects within their boundaries by assigning points to projects. The points assigned by MPOs were part of the equation used by NCDOT's Strategic Planning Office to develop priorities for projects across the state.
- In spring 2011, NCDOT started its second statewide prioritization process (Prioritization 2.0) and again is requiring MPOs to submit projects and rank projects within their boundaries by assigning points to them.
- NCDOT asked each MPO to submit highway, transit, bicycle and pedestrian projects for consideration and preliminary ranking by NCDOT's Strategic Planning Office.
- In July of 2011, the TAC endorsed a list of 48 highway projects, 15 transit projects and 20 bicycle and pedestrian projects to be considered and given preliminary evaluations. In each case the list of projects sent to Raleigh were from planning documents developed by the MPO.
- With regard to highway projects, each MPO has 1,300 points to allocate to its project list.
- A maximum of 100 points and a minimum of 4 points can be allocated to any single project.
- Each Division Engineer also must allocate points towards projects.
- Staff believes that the most effective strategy for the use of our points is to allocate the maximum of 100 points to 13 projects.
- The projects to receive these points were selected in part because of NCDOT Division 9's input and because they fall within the 2025 horizon of our Long Range Transportation Plan (LRTP).
- Projects that fall in the 2035 horizon can be considered in future prioritizations.
- The table "Winston-Salem MPO Local Input Points for Highway Projects" shows 16 projects.
- Four projects, I-4404 (I-74, US 52), R-2568C-Thomasville Rd (NC 109), R-3610 (NC 801) and U-3617 (East Mountain Street/Old US 421) cross into other MPOs or RPOs.
- The maximum number of points an MPO can assign is proportional to the length of the total project included in the MPO. i.e. if a project is 60% in one MPO and 40% in the other, then 60 and 40 points respectively are the maximum the MPOs can assign.
- Staff recommends that 100 points be allocated to 11 projects that are totally within our MPO.
- Both the Winston-Salem and High Point MPOs have agreed to allocate 50 points each to R-2568C-Thomasville Rd (NC 109).

- Staff allocated 59 points to U-3617 (East Mountain Street/Old US 421) and given Greensboro 41 points from our 1300 point total to allocate to this project (41% of the project is in the Greensboro MPO).
- The remaining 50 points have been allocated to the Williams Road Bridge project over US 421 in Lewisville.
- The list also shows 35 points assigned to R-3610 (NC 801). These points were given to us by the Northwest Piedmont RPO to be used on this project.
- In addition to the highway table, there are tables for transit and bicycle and pedestrian projects. It should be noted that processes and rules for evaluating the transit and bike and pedestrian projects are different than those used to evaluate highway projects.
- The TAC endorsed highway projects submitted to NCDOT in July of 2011 were evaluated and given preliminary rankings by the SPOT Office.
- The Prioritization 2.0 highway project rankings presented during the September 2011 TCC/TAC meeting were based on preliminary data from NCDOT that contained calculation omissions. In addition, errors occurred when WSDOT staff was tabulating the rankings. Therefore, comparison between the preliminary rankings presented in September and the SPOT Ranks on the enclosed spreadsheets is not appropriate.

A discussion ensued regarding SPOT rankings.

MOTION: Greg Errett moved approval.

SECOND: Cecil Wood

VOTE:

FOR: Unanimous

AGAINST: None

4. Consideration of Amendments to the Fiscal Year 2012-2018 Metropolitan Transportation Improvement Program (MTIP) to Add Surface Transportation Program – Direct Attributable (STP-DA) Funds

a. Spainhour Mill Road/Doral Drive Intersection Improvement Project in the Village of Tobaccoville

Presented by Greg Errett.

- In November, 2009, the Winston-Salem Urban Area TAC allocated \$3,049,000 in STP-DA funds for intersection improvement projects for the MPO.
- One of the projects funded was for improvements at the Spainhour Mill Road/Doral Drive intersection in the Village of Tobaccoville at a total cost of \$302,400 (\$241,920 in STP-DA funds, \$60,480 in a local match by the Village).
- Unfortunately, some problems arose during the project's construction, increasing the total cost to \$372,820.12.
- The NCDOT has contributed \$16,918.83 toward the cost increase, leaving a net cost of \$355,901.29.
- Following the 80%/20% split in the municipal agreement, that meant the total amount of STP-DA funds required for this project was \$284,721.03.
- With the original \$241,920 of STP-DA funds approved by the TAC, the net increase in STP-DA funds needed is \$42,801.03 (\$284,721.03 - \$241,920).
- The Village requests an amendment to the Fiscal Year 2012-2018 MTIP to program and additional \$42,801.03 of Surface Transportation Program – Direct Attributable (STP-DA)

- funds for the intersection improvement project.
- The Village has agreed to pick up the additional local match.

Greg Errett stated that the amount of \$43,182.03 was incorrect and the actual amount is \$42,801.03

MOTION: Greg Turner moved approval.

SECOND: Cecil Wood

VOTE:

FOR: Unanimous

AGAINST: None

b. Cedar Trail Greenway Connection in Winston-Salem

Presented by Matthew Burczyk.

- In September, 2010 the Winston-Salem Urban Area TAC programmed \$240,000 in STP-DA funds for a greenway project connecting the Muddy Creek Greenway to Cedar Trail.
- When completed, the Cedar Trail Greenway will provide access to the Muddy Creek Greenway from several neighborhoods east of Muddy Creek. Those residents, despite their proximity to Muddy Creek Greenway, currently have to travel well out of their way to access the greenway at Robinhood Road or Country Club Road.
- The Cedar Trail connection will allow residents to access the greenway on foot or bicycle without having to drive to a trailhead.
- The City of Winston-Salem Engineering Department recently revised the Cedar Trail Greenway cost estimate based on bids received for construction of Phase III of the Brushy Fork Greenway.
- Those bids were significantly higher than bids from past projects that were used in estimating the original cost estimate for the Cedar Trail Greenway.
- The new cost estimate for the Cedar Trail Greenway is \$800,000, requiring \$640,000 in STP-DA funds and \$160,000 in local match.
- This revised estimate requires an additional \$400,000 in STP-DA funds.
- The additional \$100,000 in local funds has been identified and programmed.

MOTION: Greg Errett moved approval.

SECOND: Frank James

VOTE:

FOR: Unanimous

AGAINST: None

9. MPO Staff Reports (Enclosed) – Questions for Staff

a. NCDOT Transportation Projects Update

No questions for staff.

b. Piedmont Authority for Regional Transportation

No one present from PART.

c. Forsyth County Environmental Affairs Air Quality Notes & Report

Presented by Cary Gentry.

- FCEAD is now the Office of Environmental Assistance and Protection.

d. Bicycle and Pedestrian Facilities Projects Update

No questions for staff.

10. Review of the 2011-2013 MPO Calendar of Activities

a. Proposed Schedule of 2012 TCC/TAC Meetings

Presented by Greg Errett.

- Meeting schedule for 2012: January 19, February 16, March 15, May 17, July 19, September 20 and November 15.
- Public meeting for Peters Creek Parkway improvements will be held at Our Lady of Mercy Catholic School on November 11 from 1 – 2:30 pm.

11. Other Business/Adjourn Meeting

A brief discussion ensued regarding the gas tax cap.

ADJOURNMENT 3:35 pm