

**MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
SEPTEMBER 16, 2010
4:15 P.M.
FIFTH FLOOR, PUBLIC MEETING ROOM,
BRYCE A. STUART MUNICIPAL BUILDING**

MEMBERS PRESENT:

Margaret Bessette, City-County Planning Board, TAC Secretary
Robert Clark, Council Member, City of Winston-Salem, Alternate
Dan Besse, Council Member, City of Winston-Salem
Denise Adams, Council Member, City of Winston-Salem
Richard Linville, Commissioner, Forsyth County
Harold Fearrington, Council Member, Town of Bethania, Alternate
Charles Allen, Council Member, City of King
Walter Marshall, Commissioner, Forsyth County
John Bost, Mayor, Village of Clemmons
Allen Todd, Mayor, Town of Wallburg
Tracey Shifflette, Council Member, Town of Kernersville, Alternate
Randy Mendenhall, Council Member, Town of Walkertown
Mike Horn, Mayor Pro Tem, Town of Lewisville
George Byrum, Mayor, Town of Midway
Myron Marion, Council Member, Village of Tobaccoville, Alternate
Ralph Womble, NCDOT

PRESIDING: Mayor Larry Williams, Town of Rural Hall, Chairman

STAFF PRESENT:

Scott Rhine, PART
Pat Ivey, NCDOT
Pat Reagan, FCEAD
Greg Errett, WSDOT
Fred Haith, WSDOT
Kevin Edwards, WSDOT
Wendy Miller, WSDOT
Lakesha Dunbar, WSDOT
Phillip Vereen, WSDOT
Art Barnes, WSTA

RECORDING SECRETARY: Laura Whitaker, WSDOT

OTHERS:

Kevin Baker, Piedmont Triad Airport Authority
Michelle Fishburne, Mulkey Engineers

1. Citizen Comments

No one present.

Chairman Williams suggested that when committee members wish to receive additional information regarding agenda items, they make that request to staff prior to the meeting. Staff will compile the requested information or materials and distribute to all members at the meeting.

Action Items

2. Consideration of the July 15, 2010 Meeting Minutes

Presented by Larry Williams.

MOTION: Allen Todd moved approval.

SECOND: Denise Adams

VOTE:

FOR: Unanimous

AGAINST: None

3. Consideration of an Amendment to the Fiscal Year 2009-2015 Metropolitan Transportation Improvement Program (MTIP) to Add Available Rural Operating Assistance Program (ROAP) Funds

Presented by Phillip Vereen.

- WSTA is scheduled to receive \$428,484 in ROAP State Funds from the North Carolina Department of Transportation (NCDOT).
- These ROAP Funds are broken into three categories, Elderly and Disabled Transportation Assistance Program (EDTAP), Employment Transportation Assistance Program (EMPL) and Rural General Public Funds (RGP).
- The allocations are \$202,294 for EDTAP, \$88,643 for EMPL and \$137,547 for RGP.
- EDTAP Funds provides operating assistance funds for service agencies providing transportation services serving the elderly and disabled.
- WSTA and Forsyth County will issue a call for projects this fall. An attached table shows the EDTAP allocations for FY 09-10.
- EMPL funds are used by transit systems to provide local match for FTA Grants.
- WSTA will receive Job Access and Reverse Commute Grant through FTA for \$100,087, which cover the operation costs for Route 30. This grant requires a 50-50 (Federal-Local) cost share.
- The EMPL funds require no local match.
- RGP funds will be used by WSTA to cover operating costs for Trans-Aid.
- These funds can be used by urban transit systems for this purpose.
- NCDOT Public Transportation Division requests an MTIP Amendment to accept \$428,484 in ROAP funding.

A discussion ensued regarding previously granted JARC and New Freedom funds.

Denise Adams requested that additional information on organizations receiving funds including what funds have been previously granted, be provided in the future.

MOTION: Walter Marshall moved approval.

SECOND: Robert Clark

VOTE:

FOR: Unanimous

AGAINST: None

4. Consideration of Candidate Bicycle, Sidewalk and Other Pedestrian Facilities Projects Utilizing Programmed Surface Transportation Program – Direct Attributable (STP-DA) Funds

Presented by Greg Errett.

- Greg Errett distributed an alternate resolution adopted by the TCC for the TAC's consideration which included Information Item 5 with Action Item 4 so the greenway projects could be acted upon.
- Funding for projects has been completed and all projects will be implemented within the next two – three years.

MOTION: John Bost moved approval of alternate resolution.

SECOND: Tracey Shifflette

VOTE:

FOR: Unanimous

AGAINST: None

Information Items

5. Review of the Candidate List of Greenway Projects

Information Item 5 was incorporated with Action Item 4 and adopted by the TAC.

6. Summary of the Federal Funding Workshop Held Earlier Today

Presented by Lakesha Dunbar.

- A workshop on Federal funding was held today with municipal, county, NCDOT and WSDOT staff in attendance.
- The purpose of the workshop was to discuss the use of locally administered Federal funded projects such as STP-DA, Stimulus, CMAQ, etc.
- A status report of the projects that have been approved for funding and a balance of funds expended to date was provided.
- A survey was handed out and the questions were discussed in detail.
- The main goal of the survey was to find out how the MPO and NCDOT can make the project selection process better and how we can better assist in project administration.
- Another workshop will be held in a couple of months to discuss in more detail some recommendations that may be implemented in future.

7. Continued Discussion on the Piedmont Triad Motor Carriers Survey

Presented by Fred Haith.

- A report with all survey results was distributed to committee members.

- The Winston-Salem Forsyth Urban Area MPO in cooperation with the PART, the NCDOT, the Burlington-Graham Metropolitan Planning Organization, the Greensboro Urban Area MPO, and the High Point Urban Area MPO sponsored a Piedmont Triad Motor Carriers Survey.
- The survey gave motor carriers an opportunity to help shape the transportation future of the region.
- The results will be used to update the region's travel forecasting model, which is used by transportation officials to develop long-range transportation plans and to help identify transportation priorities and needs for the region.
- Motor carrier personnel with route and road network knowledge were encouraged to participate (Examples: Drivers, Route Managers, and Terminal Managers).
- Survey Period: May 13, 2010 - June 7, 2010.
- Piedmont Triad Roundtable for Logistics and Distribution assisted with survey distribution.
- 150+ invitations were mailed.
- 21 survey participants completed the survey.
- 12 survey participants were from the same company.
- A more detailed report is available upon request.

Denise Adams commented that the surveys were too wordy for truck/freight drivers to take the time to fill out and recommended that any future surveys be more compact.

Denise Adams requested information regarding the percentage of growth for freight carriers in the Piedmont.

8. Review of the Draft NCDOT 5, 10 Year Work Plans for the Fiscal Year 2011-2020 State Transportation Improvement Program (STIP) Approval Process

Presented by Wendy Miller.

- The Draft STIP is produced by the NCDOT and represents the projects that will be delivered with transportation revenue.
- The MTIP is the locally approved list of projects and programs within the MPO.
- The Winston-Salem Urban Area MTIP will be developed in coordination with the STIP and include an Air Quality Conformity Analysis and Conformity Determination Report.
- The process for developing the STIP has been reworked and all projects both in the existing STIP and identified as needed by MPOs and RPOs were re-evaluated through the Strategic Prioritization Process (SPOT) and subjected to funding, legal and scheduling constraints to produce the current Draft STIP.
- The format of the Draft STIP reflects the new ten-year Program and Resource Plan includes a five-year Work Program and an additional five-year Developmental Program.
- Projects that were shown in previous versions of the STIP as unfunded and were not funded in this Draft STIP have been removed from the document.
- These projects are in the State's SPOT database and are scheduled for reprioritization in 2012. A map and table of these projects is located after the roadway portion of the Draft STIP document.
- Draft STIP Document:
 - Cover Sheet and Funding Categories Key
 - Maps and Table of Roadway, Bridge, CMAQ, Enhancement and Safety Projects
 - Map and Table of Surface Transportation Program – Direct Attributable (STP-DA) Projects

- Map and Table of 2009 American Recovery and Reinvestment Act (Stimulus) Projects
- Map and Table of Unfunded Projects Scheduled for Reprioritization in 2012
- Public Transportation Program (Winston-Salem Urban Area MPO projects noted in margin)
- Statewide Transportation Program
- Next Steps:
 - The MPO and NCDOT will meet for a “One on One” Priority Project Review Meeting to discuss the projects and programs in the Draft STIP on Wednesday, October 27th from 3:00 to 4:30 p.m. at the Division 9 Office in Winston-Salem.
 - Air Quality Conformity Determination on the Draft STIP/MTIP begins in November, 2010.
 - NCDOT TIP Unit and the MPO will hold public meetings on the Draft STIP/MTIP in Spring, 2011.
 - MPO completes Air Quality Conformity process on the Draft MTIP in Summer, 2011.
 - MPO Adoption of the 2011-2020 MTIP and Air Quality Conformity Determination Report by September, 2011.
 - Federal Highway Administration and Federal Transit Administration approve the MTIP/STIP by October 1, 2011.

Chairman Williams requested information from the presentation in list form specific to the projects that were highlighted.

Wendy Miller discussed mobility funds, which were used for the Yadkin River Bridge project, and stated that additional mobility funds will be available.

A discussion ensued regarding the STIP with regards to the beltway and the public hearings.

A discussion ensued regarding STP-DA funding.

A discussion ensued regarding the Idols Road project and the prioritization process.

Pat Ivey stated that staff and committee members may need to review projects that would have been completed in association with the completion of the beltway for possible inclusion in the STIP due to the current constraints on construction of the beltway.

9. Presentation on the Ebert Road-Stratford Road Connector Environmental Analysis and Design Plan

Wendy Miller introduced Michelle Fishburne with Mulkey Engineers.

- In 2000, the City of Winston Salem completed a feasibility study recommending a minor thoroughfare between Stratford Road and Ebert Road within the southwest area of the City.
- The purpose of the Connector is to provide additional east-west connectivity across Salem Creek, improve traffic flow and alleviate “cut-through” traffic in established neighborhoods.
- The proposed Connector would be a three-lane, curb and gutter, minor thoroughfare with bicycle accommodation and sidewalks on both sides from Ebert Road to Stratford Road.

- In 2002, the Corridor was included in the Thoroughfare Plan with an alignment that uses existing Kimwell Drive, city-owned property, and short road sections on new location.
- Since the feasibility study, East Kimwell Drive and Pope Road through the Asheton Grove subdivision are portions of the Connector that have been built through the development process.
- In 2009, the City contracted with Mulkey Engineers & Consultants to prepare an environmental analysis and a corridor design plan for the segment from Griffith Road to Ebert Road.
- The purpose of the Environmental Analysis and Design Plan study was to evaluate the feasibility of constructing the Connector within the constrained area between a former landfill and the wastewater treatment plant lagoons, crossing Salem Creek, and traversing existing and proposed utilities in the preliminary corridor.
- A project steering committee to guide the process included staff from Public Works, Utilities, Transportation, Engineering, Stormwater Management, Real Estate, and Planning departments.
- Environmental studies of the corridor were individually evaluated for “red-flag” issues and prominent constraints.
- The study and field investigations included: identification of boundaries of the former landfill; evaluating the natural resources including the flood plain and wetland issues; and borings to test soils for contamination and suitability for road construction.
- Conceptual Design of the Corridor: typical section and design criteria established for Pope Road extension and new alignment to Griffith Road; and roadway and bridge location with preliminary survey controls at critical points Roadway profile and hydraulics.
- Avoiding and Minimizing Impacts: former landfill with unmapped boundaries; Elledge Waste Water Treatment Plant facilities including the lagoons and access roads; Salem Creek floodway, perennial streams and the proposed Salem Creek Greenway; and existing subdivisions and utilities - sanitary sewer, water line and overhead high tension power lines.
- Products: preliminary design of the road and bridge over Salem Creek with cost estimates; identification of environmental conditions and constraints; and confirmation of feasibility.
- Future Considerations: design controls, developer coordination, and finalize cross-section (bike, sidewalks, greenway accommodation).
- Next Steps: traffic studies for intersections; FEMA Flood Study; and surveys and final design for the corridor.
- The project completed would cost an estimated \$7.6 million.

Dan Besse requested staff meet with Council Member Leight to present her the Ebert Road-Stratford Road connector report specifically regarding Asheton Subdivision and the cul-de-sac becoming a connector street.

10. **Presentation on the Piedmont Triad International Airport Draft Master Plan**

Presented by Kevin Baker, Assistant Executive Director, Piedmont Triad Airport Authority (PTAA).

- The Executive Summary of the draft Airport Master Plan Update was distributed to committee members.

- An airport master plan is a tool used by airport owners to plan growth and guide development to meet existing and future needs of airport users.
- The FAA recommends that airport operations update their master plans periodically, every five to seven years, to document the existing and future operational capability of the entire airport systems, enhance safety and identify capital improvements needs.
- The last Airport Master Plan conducted at PTI (Piedmont Triad International) was completed in 1994.
- An update of the Airport Master Plan was initiated in 1991, but was subsequently suspended in 1999 after FedEx announced its intention to develop a Mid-Atlantic Hub facility at the airport.
- PTI has experienced significant growth in airside and landside infrastructure since the airport's last airport master plan update was completed.
- The airport now encompasses roughly 4,000 acres, has parallel runways spaced 5,100 feet apart, a crosswind runway and a terminal building with 25 gates and state-of-the-art baggage handling and security facilities.
- The expanded airfield infrastructure makes the airport an ideal candidate for enhanced service from its existing air carriers, potential new air carriers, fixed base operators and tenants and provides new capabilities to attract additional aviation-related tenants engaged in distribution, logistics, manufacturing, cargo and aircraft repair and maintenance.
- The airport continues to be a center for important regional economic development, with such major tenants as FedEx, Honda Aircraft, TIMCO and Cessna and with an outstanding infrastructure to attract new tenants.
- The airport is rapidly running out of sites on which such future developments could occur. Also, some land currently owned by PTAA is not directly accessible from the airfield due to physical constraints. Therefore, a three-phase land acquisition plan is included in the airport master plan update.
- If it is the desire of the community that the airport continue to be a center of economic development activity, it is imperative that the airport acquire additional land, and gain access to its currently inaccessible land, while maintaining compatible land uses around the airport.
- With the recent infrastructure upgrades to the airport, the Airport Master Plan Update indicates that, in general, the current airfield and terminal infrastructures are satisfactory to meet the expected demand for the foreseeable future.
- PTAA must plan for long-term growth. Undeveloped land, primarily to the north and west of the airport, must be acquired and protected to allow for future growth.
- This Airport Master Plan Update includes a long-range strategic vision that goes beyond the typical 20-year planning horizon addressed in most airport master plan updates.
- Low cost carriers have operated at PTI intermittently since the last airport master plan update was conducted in 1994. Each time a low cost carrier provided service at the airport, there was a corresponding increase in enplanements at the airport.
- A number of important projects will be necessary to maintain the safety and efficiency of the airport including: a new air traffic control tower will enable better visibility of the enlarged airfield; federal inspection station that could serve future international flights; surface movement guidance and control system lighting upgrades; and normal maintenance and upgrade projects, such as resurfacing of runway 14/32, and the extension of taxiways, as needed.
- As part of the Airport Master Plan Update, the financial analysis evaluates the capacity of PTAA to finance: the existing capital improvement program; the land acquisition program set out in the plan ; and the short-term and medium-term projects anticipated in the plan.

11. MPO Staff Reports – Questions for Staff

- a. NCDOT Transportation Projects Update
- b. Forsyth County Environmental Affairs Air Quality Notes & Report
- c. Piedmont Authority for Regional Transportation
- d. Bicycle and Pedestrian Facilities Projects Update

The WSMPO/NCDOT Transportation Project Update was distributed to committee members.

A brief discussion ensued regarding the idle reduction rule.

A brief discussion ensued regarding PART August ridership and the Boone Express now being operated by a private company.

12. Review of the 2010 MPO Calendar of Activities

Presented by Greg Errett.

- a. NCDOT's Two Year Calendar of Important Dates
 - Cycling Sundays event will be held downtown Winston-Salem on September 26th from 2 - 5 pm.
 - Will need to confirm locations for NCDOT Business 40 public meetings being held October 12 – 14th.
 - NCDOT will hold one-on-one meeting to discuss the draft STIP on October 27th at the Division 9 offices from 3 – 4:30 pm.
 - Next TAC meeting will be November 18, 2010.

Greg Errett responded to Mike Horn's question stating no official monitoring has been conducted regarding on-street bicycle facility usage increase but added that personal observation would show that there has been an increase in on-street bicycle facility usage.

Mike Horn requested staff be available for a retreat in Lewisville near the end of the month with regards to bike lanes for approximately one hour.

13. Other Business/Adjourn Meeting

ADJOURNMENT 6:00 p.m.