

**MINUTES  
WINSTON-SALEM URBAN AREA  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
NOVEMBER 18, 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  
Walter Marshall, Commissioner, Forsyth County  
John Bost, Mayor, Village of Clemmons  
Allen Todd, Mayor, Town of Wallburg  
Dawn Morgan, Mayor, Town of Kernersville  
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  
Ken White, Commissioner, Davie County

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

**STAFF PRESENT:**

Pat Ivey, NCDOT  
Andy Bailey, NCDOT  
Pat Reagan, FCEAD  
Stan Polanis, WSDOT  
Greg Errett, WSDOT  
Kevin Edwards, WSDOT  
Wendy Miller, WSDOT  
Lakesha Dunbar, WSDOT  
Matthew Burczyk, WSDOT  
Phillip Vereen, WSDOT  
Art Barnes, WSTA

**RECORDING SECRETARY:** Laura Whitaker, WSDOT

**1. Citizen Comments**

No one present.

**Action Items**

**2. Consideration of the September 16, 2010 Meeting Minutes**

Presented by Larry Williams.

MOTION: Denise Adams moved approval.

SECOND: Robert Clark

VOTE:

FOR: Unanimous

AGAINST: None

**3. Consideration of Programming Congestion Mitigation Air Quality (CMAQ) Funds for the Purchase of Two New Large Hybrid Electric Buses and a New Power Plant for the Winston-Salem Transit Authority (WSTA)**

Presented by Phillip Vereen.

- NCDOT has recently informed the Winston-Salem Urban Area MPO that there is approximately \$1.434 million in CMAQ funds available for programming in the Fiscal Year 2009-2015 MTIP.
- The WSTA has expressed an interest in using those available funds to purchase 2 new large hybrid electric buses for its fleet in regular route operations.
- These buses would replace 2 older buses which have reached the end of their useful service life.
- The cost of the new hybrid electric buses is a total of \$1.2 million, or \$600,000 each.
- \$960,000 in CMAQ funds would be used, along with \$240,000 in local funds for the required 20% match.
- WSTA would also like to purchase a new power plant (replacement engine) at a cost of \$203,217.
- The engine would be funded with \$162,574 in CMAQ funds and \$40,643 in local funds for the required 20% local match.
- The total cost for both projects is \$1,403,217 with \$1,122,574 being paid for in CMAQ funds and \$280,643 in local funds as the 20% local match.
- The Forsyth County Environmental Affairs Department completed the required emissions analysis and documentation.

MOTION: Denise Adams moved approval.

SECOND: Dan Besse

VOTE:

FOR: Unanimous

AGAINST: None

**4. Consideration of an Amendment to the Fiscal Year 2009-2015 Metropolitan Transportation Improvement Program (MTIP) to Flex STP-DA Transportation Planning Funds to FTA Section 5303 Transit Planning Funds to Conduct the Winston-Salem Streetcar Alternative Needs Analysis Study**

Presented by Phillip Vereen.

- NCDOT-PDT (Public Transit Division) recently informed the City of Winston-Salem that NCDOT will pick up half of the required local match to conduct Winston-Salem Streetcar Alternative Needs Analysis Study if the FHWA STP-DA transportation planning funds are flexed (moved) to the FTA Section 5303 transit planning funds.
- \$700,000 is currently programmed in the MTIP to pay for the Winston-Salem Streetcar Alternative Needs Analysis Study.
- \$560,000 are the STP-DA funds with the City of Winston-Salem paying the \$140,000 local match.
- By flexing the funds to FTA Section 5303, NCDOT-PTD will cover half of the local match required or \$70,000.
- Thus, the proposed split would be 80% FTA Section 5303, \$560,000; 10% NCDOT-PTD, \$70,000; and the last 10% City of Winston-Salem or \$70,000.
- This action saves the City \$70,000.
- The purpose of the Alternative Needs Analysis Study is to create a series of transportation alternatives including the preferred choice for an urban transportation circulator service in central Winston-Salem.
- The study is required by the federal guidelines established by the NEPA of 1970.
- Completion of the study allows the Winston-Salem Urban Area to pursue federal funds in the future for the preferred choice option.

A discussion ensued regarding the City Council's interest in a streetcar system.

A discussion ensued regarding a commuter rail system.

MOTION: Dan Besse moved approval.

SECOND: Walter Marshall

VOTE:

FOR: Unanimous

AGAINST: None

**5. Consideration of Amendments to the Fiscal Year 2009-2015 MTIP to Add STP-DA Funds for Sidewalk and Greenway Projects**

- a. Lewisville-Clemmons Road Sidewalk in the Town of Lewisville**
- b. Reynolds Pond Greenway in the Village of Clemmons**

Presented Matthew Burczyk.

- In September, 2010 the Winston-Salem Urban Area TAC allocated \$6,857,000 in STP-DA funds for bicycle, sidewalk and greenway transportation projects.
- Since then, there has been a change to one of the project requests and an additional project funding request requiring the allocation of additional STP-DA funds.
- The additional STP-DA funds being requested total \$255,000.

- The cost estimate for the Town of Lewisville’s sidewalk project along Lewisville-Clemmons Road has increased by an estimated \$218,750.
- Lewisville has an existing agreement with NCDOT to fund the sidewalk project, but additional facilities requested by the State has increased the cost beyond what had been previously allocated.
- The Town of Lewisville, therefore, is requesting \$175,000 in STP-DA funds. The Town of Lewisville is responsible for the additional \$43,750 required for the 20% local match.
- The cost estimate for the Reynolds Pond Greenway was presented as \$750,000, but should have been shown as \$850,000.
- The initial STP-DA allocation was \$600,000, with a 20% local match of \$150,000. The updated estimate of \$850,000 requires an additional \$80,000 in STP-DA funds, bringing the total STP-DA allocation to \$680,000 and the 20% local match to \$170,000.
- The Village of Clemmons is responsible for the additional \$20,000 required for the 20% local match.

MOTION: Denise Adams moved approval.

SECOND: Walter Marshall

VOTE:

FOR: Unanimous

AGAINST: None

**6. Consideration of an Amendment to the Fiscal Year 2009-2015 MTIP to Consolidate Existing City of Winston-Salem Traffic Signal System Upgrade Projects into One New CMAQ Project – C-5224 and Add Statewide CMAQ Funds to the Project**

Presented by Stan Polanis.

- The Winston Salem traffic signal system was installed in 1996 and networked with copper wire communication cable.
- The centralized computer software that operates the system was updated in 2009 to address some of the operational issues with the system, but the use of copper communication wire, an outdated technology for this application, limits the reliability and capacity of the system.
- The Winston-Salem Urban Area MPO has identified the need to replace the City of Winston-Salem traffic signal system.
- The project was ranked as a high priority in the MPO’s 2009 Transportation Needs Report.
- NCDOT had also identified the need to replace the City of Winston-Salem’s traffic signal system prior to the closure of Business 40 (US 421) for rehabilitation.
- NCDOT has estimated that replacement of the City’s traffic signal system will cost about \$20 million.
- During the past few years the Winston-Salem Urban Area MPO has approved of a several CMAQ and STP-DA projects to phase in the upgrade of the City’s traffic signal system.
- Recently, NCDOT has found an additional \$9.25 million of additional Statewide CMAQ funds and has consolidated these CMAQ projects into a new CMAQ project – C-5224.
- Project C-5224 will have a total of \$16 million in CMAQ funds and another \$4 million comprising the State and local shares based on the number of traffic signals on the NCDOT/City systems.

- Funds from STP-DA project U-5020 that were programmed in 2013 to be used for the City's traffic signal system upgrade are now available to be programmed to other projects within the MPO.

MOTION: Dan Besse moved approval.

SECOND: Walter Marhsall

VOTE:

FOR: Unanimous

AGAINST: None

## **Information Items**

### **7. Summary of the Federal Funding Workshop II**

Presented by Lakesha Dunbar.

- The Federal Funds Workshop I was held on September 16.
- Municipal, county, NCDOT, and WSDOT staff were 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.
- LaKesha Dunbar gave a status report of the projects that have been approved for funding and a balance of funds expended to date.
- 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.
- Workshop II was held November 8.
- The goal was to develop some consensus on how the MPO can approach and resolve the issues that were expressed at the first workshop.
- The handout at your seat is a compilation of the survey responses and both workshop discussion notes.
- Question Topics: red questions – related to size and scope of project; blue questions – related to the feasibility and administration of project; green questions – related to fund allocations; orange questions – related to MPO & NCDOT assistance.
- Main Responses: Difficulties with meeting the requirements for small dollar projects. The level of work required to manage (particularly small projects) is disproportionate to the cost for constructing the project. Therefore, minimum/maximums may need to be set on projects submitted for funding; considerations on how the MPO can assist with, coordinate, and/or provide additional contractual services for feasibility studies, data collection, preliminary engineering, and contract administration; should a municipality be awarded funding for multiple projects in the same funding year if the project(s) show a high level of feasibility and preparedness; the municipalities would like additional clarification and clearer expectations from NCDOT and FHWA in the administration of the projects.
- A third workshop will be held in January with the specific goal to have NCDOT and FHWA at the table to discuss specific topics and questions that the MPO has related to managing locally administered federally funded projects.
- Lakesha will be soliciting additional questions in preparation for NCDOT and FHWA's visit.

**8. Review of the Fiscal Year 2011-2020 STIP and Approval Process**  
**a. Discussion of the Required Air Quality Conformity Determination**  
**b. Possible Amendments to the 2035 Transportation Plan**

Presented by Wendy Miller.

- Wendy Miller reported on the STIP process.
- At the October 27, 2010 MPO One on One meeting, it was noted that additional CMAQ funding will be applied to the Winston-Salem signal system upgrade to make it a single complete project.
- There was discussion about the outcome of the loop prioritization, that the evaluation will not occur again for 4 years, and that the bridge and interchange projects such as US 52 at NC 65 and US 421 at Peace Haven Road are caught in limbo.
- NCDOT noted that more money will be used for interstate maintenance and bridge replacement projects leaving less for the overall Transportation Improvement Program projects at the local level.
- On November 4, 2010, an Interagency Consultation meeting was held to respond to comments from the EPA, FHWA and FTA on the Draft STIP and the 2035 LRTP. The following projects have slipped from their horizon year completion dates and will need to be moved into later horizon years and modeled for Air Quality Conformity: U-2826B – US 52 Interim Improvements (Regionally Significant), U-4909 – Union Cross Road widening, U-4918A – Piedmont Triad Research Park Boulevard, U-2925A – Salem Creek Connector, Segment A, and U-2924 – University Parkway widening (Regionally Significant), a locally funded project that will be shown in the draft Metropolitan Transportation Improvement Program (MTIP). These changes will require an amendment to the 2035 LRTP as a supplement to the existing plan.
- On December 8, 2010, the Triad Air Quality Conformity Interagency Consultation meeting will be held to begin the process of Air Quality Conformity Determination on the draft MTIP and the amendments to the 2035 LRTPs.
- A public hearing on the draft STIP will be held in January or February of 2011.
- The second round of the Strategic Prioritization (SPOT 2.0) process will begin in the spring of 2011. SPOT 2.0 will reevaluate the unfunded projects removed from the draft STIP and other Needs projects listed in the Scheduled for Reprioritization table.

A discussion ensued regarding air quality.

**9. Review of the Piedmont Authority for Regional Transportation (PART) Regional Transit Development Plan (RTDP) and PART Staff Report**

No report presented.

**10. MPO Staff Reports**  
**a. NCDOT Transportation Projects Update**  
**b. Forsyth County Environmental Affairs Air Quality Notes & Report**  
**c. Bicycle and Pedestrian Facilities Projects Update**

No comments/questions for staff.

**11. Review of the 2010 MPO Calendar of Activities**

Presented by Greg Errett.

- On November 29, NCDOT will hold meetings on the proposed Macy Grove Road interchange and extension projects.
- November 30 is the end date of the public review process for NCDOT's EA on the proposed Thomasville Road widening project.
- December 30 is the end date of the public review process for NCDOT's EA on the proposed Macy Grove Road interchange and extension projects.
- January 20, 2011 will be the next TAC meeting.

Dawn Morgan discussed the history of the Macy Grove Road project.

**12. Other Business/Adjourn Meeting**

ADJOURNMENT 5:03 pm.