

**MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
MAY 19, 2011
4:15 P.M.
FIFTH FLOOR, PUBLIC MEETING ROOM,
BRYCE A. STUART MUNICIPAL BUILDING**

MEMBERS PRESENT:

Margaret Bessette, City-County Planning Board, TAC Secretary
Dan Besse, Council Member, City of Winston-Salem, Vice Chairman
Allen Joines, Mayor, City of Winston-Salem
Denise Adams, Council Member, City of Winston-Salem
Willa Lash, Mayor Pro Tem, Town of Bethania
John Bost, Mayor, Village of Clemmons
Myron Marion, Mayor Pro Tem, Village of Tobaccoville, Alternate
Bill Whiteheart, Commissioner, Forsyth County
Walter Marshall, Commissioner, Forsyth County
Tracey Shifflette, Alderman, Town of Kernersville, Alternate
Allen Todd, Mayor, Town of Wallburg
Mike Horn, Council Member, Town of Lewisville
George Byrum, Mayor, Town of Midway
Randy Mendenhall, Council Member, Town of Walkertown
Ralph Womble, Member, NC Board of Transportation

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

STAFF PRESENT:

Stan Polanis, WSDOT
Cary Gentry, FCEAD
Art Barnes, WSTA
Pat Ivey, NCDOT
Greg Errett, WSDOT
Kevin Edwards, WSDOT
Wendy Miller, WSDOT
Matthew Burczyk, WSDOT
Phillip Vereen, WSDOT

OTHERS:

Mark Davidson, Smith Reynolds Airport, Director
Jennifer Steed, Susan Hatchell Landscape Architecture, PLLC
Matt Tobolski, Susan Hatchell Landscape Architecture, PLLC

1. Citizen Comments

No citizens present.

Action Items

2. Consideration of the March 17, 2011 Meeting Minutes

Presented by Larry Williams.

MOTION: Bill Whiteheart moved approval of the minutes.

SECOND: Allen Todd

VOTE:

FOR: Unanimous

AGAINST: None

3. Consideration of the Fiscal Year 2011-2012 Unified Planning Work Program (UPWP) and Five Year Planning Calendar

Presented by Greg Errett.

- Greg distributed a Winston-Salem Urban Area MPO 2010 – 2012 Status Report of Major Transportation Planning Studies handout.
- Each year the Winston-Salem Urban Area MPO is required to develop and approve a UPWP for transportation planning.
- The UPWP identifies what transportation planning projects and work tasks will be completed during the fiscal year and the estimated amount of federal and State highway and transit planning funds that will be used to complete the work, plus the required local matches.
- So far, the MPO has yet to receive any information on funding and is thus using last year's figures for the UPWP.
- The UPWP consists of three major parts: funding sources, a narrative task and anticipated DBE contracting opportunities for FY 2011-2012.
- Some of the most important projects in the UPWP will be to begin the process of updating the MPO's 2035 Transportation Plan; analyze the 2010 U.S. Census data and begin to develop 2035/2040 socio-economic projections; complete the alternatives analysis study for the proposed Winston-Salem circulator system; administer federal JARC and New Freedom Program funds; complete the update to the Greenway Plan; implement numerous bicycle, greenway and sidewalk projects; continue to assist NCDOT with the planning of the Business 40 Corridor project and the Salem Creek Connector EA in downtown; complete the development of a streetscape plan for the Martin Luther King, Jr. Drive, and develop a land use and transportation plan for the Peters Creek Parkway corridor.
- The draft Fiscal Year 2011-2012 UPWP was presented to the TCC and TAC at their March 17th meetings.
- The final UPWP is due to the NCDOT-Public Transportation Division (PTD) and the FTA by the end of the fiscal year.

Dan Besse requested verbiage be added to include, “add linkage opportunities” under Bicycle and Pedestrian element of the LRTP.

MOTION: Dan Besse moved approval.

SECOND: Allen Joines

VOTE:

FOR: Unanimous

AGAINST: None

4. Consideration of the Self-Certification of the Winston-Salem Metropolitan Planning Organization (MPO) Transportation Planning Process

Presented by Greg Errett.

- The SAFETEA-LU requires the NCDOT and all MPOs in the state to annually certify to the FHWA and the FTA that their transportation planning processes are addressing the major issues of the urban area and are being conducted in accordance with all applicable provisions of federal law.
- Staff has reviewed the checklist and provided a response to each of the items.
- Staff believes the Winston-Salem Urban Area MPO transportation planning process is adequately addressing the major issues of the urban area and is being conducted in accordance with all applicable provisions of federal law governing transportation planning.
- Also, in 2008, the FHWA and FTA conducted a formal review of the Winston-Salem Urban Area MPO’s transportation planning process, and found that the process is being carried out in substantial compliance with the applicable provisions of 23 U.S.C. 134 and 49 U.S.C. 5304.
- Another formal review is scheduled to occur in 2012.

MOTION: Willa Lash moved approval.

SECOND: Allen Todd

VOTE:

FOR: Unanimous

AGAINST: None

5. Consideration of the Recommended Programming of Available Federal Surface Transportation Program – Direct Attributable (STP-DA) Funds

Presented by Greg Errett.

- The United States Census defines urbanized areas with a population over 200,000 as Transportation Management Area (TMAs).
- The Winston-Salem Urban Area was designated as a TMA after the 2000 U.S. Census.
- All TMAs may program federal STP-DA funds for high priority projects within their urban areas.
- As a TMA, the Winston-Salem Urban Area MPO has the authority to program available STP-DA funds for transportation planning, bicycle, greenway, sidewalk, street and highway, transit and other projects in the urban area.

- The NCDOT has estimated that the Winston-Salem Urban Area has about \$11.298 million in available STP-DA funds that can be programmed in Fiscal Years 2012-2018 in the draft STIP.
- With the required local match for these projects, a total of \$14.123 million is available for programming.
- NCDOT has reviewed and given the MPO approval of the proposed programming of these STP-DA funds.
- Supplemental planning has been given a new STIP number (U-4951) by NCDOT, and has added \$260-280,000 per year in FY 2012 through 2014 to aid our MPO members with their preliminary engineering and contract administration expenses for their own STP-DA funded projects.
- \$5.028 million was added to TIP Project U-4741 Greenway, Bicycle and Sidewalk to provide funds for a variety of projects in the MPO.
- \$1.2 million was added to TIP Project U-4742 Intersection Improvements at Various Locations for FY 2013 and 2014.
- A new category of STP-DA funds has been established to provide \$1.55 million in resources to make larger roadway and safety improvements.
- \$500,000 was added to provide streetscape improvements for the Peters Creek Parkway (NC 150) corridor under TIP Project EL-5108.
- Finally, \$2.2 million has been programmed to help the WSTA purchase new hybrid buses for their fleet.

A discussion ensued regarding the funding of Macy Grove Road.

MOTION: John Bost moved approval.

SECOND: Randy Mendenhall

VOTE:

FOR: Unanimous

AGAINST: None

6. **Consideration of the Recommended Job Access and Reverse Commute (JARC) and New Freedom Funded List of Projects for the Winston-Salem Urban Area**
 - a. **Amend the Fiscal Year 2009-2015 Metropolitan Transportation Improvement Program (MTIP) to Add the List of JARC and New Freedom Funded Projects**

Presented by Phillip Vereen.

- The SAFETEA-LU, established two FTA human service transportation programs: the JARC Section 5316 to provide transportation for low-income individuals who may live in the city core and work in suburban locations; and New Freedom Section 5317 to provide services and facility improvements to address the transportation needs of persons with disabilities.
- For both programs, the Winston-Salem Urban Area MPO receives formula-based funding allocations that can be applied to projects after a competitive selection process.
- The collaborative efforts of local transportation service providers and human services agencies culminated in the adoption of the *Public Transportation-Human Services Coordination Plan* and competitive grant selection process by the MPO on March 20, 2008.

- For 2011, the Winston-Salem Urban Area call for JARC and New Freedom projects began on March 15, 2011, with the issue of a request for projects and legal advertisements.
- Applications were due on April 15, 2011.
- Seven projects were independently reviewed and evaluated by a special committee comprised of members of the Greensboro MPO staff and PART.

MOTION: Denise Adams moved approval of Item 6.

SECOND: Dan Besse

VOTE:

FOR: Unanimous

AGAINST: None

MOTION: Walter Marshall moved approval of Item 6a.

SECOND: Denise Adams

VOTE:

FOR: Unanimous

AGAINST: None

A discussion ensued regarding Truliant Transportation.

Denise Adams expressed concern over why there are no funds available for transportation services on the weekends as hospitals are a major employer for the Winston-Salem/Forsyth County area.

7. Consideration to Amend the Fiscal Year 2009-2015 Metropolitan Transportation Improvement Program (MTIP)

a. Program Available Federal STP-DA and Federal Transit Administration (FTA) Section 5309 Funds for the Purchase of Six New Large Hybrid Buses for the Winston-Salem Transit Authority (WSTA)

Presented by Phillip Vereen.

- The WSTA is requesting an MTIP amendment to program federal STP-DA and FTA Section 5309 funds to purchase 6 new large hybrid buses.
- The vehicles will replace buses that have exceeded their useful life cycle of 15 years.
- WSTA is requesting approval of the attached resolution amending the 2009-2015 MTIP to program \$2,200,000 in federal STP-DA funds and \$740,000 in FTA Section 5309 funds to purchase all 6 buses.
- The NCDOT recently received a FTA Section 5309 earmark to be used for transit capital projects across the state.
- Ten transit systems including WSTA will evenly share the earmark.
- WSTA will receive \$740,000 from this earmark with a local match of \$185,000.

MOTION: Denise Adams moved approval.

SECOND: Mike Horn

VOTE:

FOR: Unanimous

AGAINST: None

b. Combine (U-4917) Transportation Improvements for Peters Creek Parkway, 1st Street, 2nd Street, and Brookstown Avenue with (U-2827B) Business 40 (US 421) Pavement Rehabilitation Project

Presented by Stan Polanis.

- A few years ago, the Winston-Salem Urban Area MPO received a congressional earmark for \$2 million to make transportation improvements to the area at Peters Creek Parkway, First Street, Second Street and Brookstown Avenue.
- This project is designated as TIP project U-4917 in the NCDOT's FY 2009-2015 STIP.
- The improvements to this area envisioned in TIP project U-4917 is proposed to be made a part of TIP project U-2827B (US 421/Business 40 Corridor Improvement Project).
- Therefore, this resolution recommends that the funds earmarked for TIP project U-4917 be combined with those funds earmarked for U-2827B.

MOTION: Allen Joines moved approval.

SECOND: Allen Todd

VOTE:

FOR: Unanimous

AGAINST: None

Information Items

8. Presentation of the Draft Yadkin River Greenway Feasibility Study

Presented by Wendy Miller.

- Wendy distributed two maps of the Yadkin River Greenway area.
- Wendy introduced Jennifer Steed and Matt Tobolski with Susan Hatchell Landscape Architecture who made a presentation on the Yadkin River Greenway Feasibility Study.
- The Yadkin River Greenway Feasibility Study is a joint project with the Village of Clemmons, the Town of Bermuda Run, and the Town of Lewisville through the Winston-Salem Urban MPO to determine the feasibility of constructing a multi-use greenway trail along the Yadkin River that links community parks, neighborhoods and recreational facilities.
- The study area being evaluated for the feasibility of this development is 5,000 acres; bounded to the north by the Town of Lewisville, to the east by the Village of Clemmons, to the west by Davie County and the Town of Bermuda Run, and extends south to the southern boundary of Tanglewood Park.
- I-40 and US 158 bisect the study area east to west.
- The goals of the project include providing connectivity with the region, providing access to the Yadkin River, protecting and enhancing environmental resources and preserving the scenic quality that makes this place so special.
- A greenway or greenway corridor is typically a narrow piece of land managed for recreation, conservation, pedestrian connectivity and alternative transportation.
- A trail is often located within these corridors for used by the community.
- Trail users will include pedestrians, bicyclists and equestrians.
- As a larger network and outside of the greenway corridor, sidewalks and trails will accommodate pedestrians and bicyclists.

- The Yadkin River bisects the study area from north to south, and several creeks and tributaries flow into the river as it meanders through the rolling topography.
- Some wetlands exist along the study area, within the floodplains that flank both sides of the river.
- Most of the adjacent land use is residential and agricultural, with some developed park and recreational areas located near I-40 and US 158.
- Destination areas in the study area include Tanglewood Park, BB&T Soccer Park, Kinderton, residential and commercial areas in the Village of Clemmons and the Town of Bermuda Run, new developments such as Village Point and the Novant Health Development and the future Riverfront Park.
- The Winston-Salem and Forsyth County Parks and Open Space Plan 2015 found that walking and biking are rated among the top recreational activities most enjoyed by residents, and walking and biking trails were ranked as the most urgently needed recreational facilities in the community.
- A preliminary alignment of the proposed greenway trail along the Yadkin River was presented at a public meeting, and comments and recommendations from local citizens were gathered.
- Citizens were also able to respond to a survey available online.
- The survey results also highlighted additional connectivity opportunities for the greenway and trail network.
- The greatest number of respondents stated that they would use the trail most often for bicycling and walking for pleasure and/or fitness.
- Some responded that the trail would be a good opportunity for environmental education, and experiencing nature.
- The system of greenway trails and sidewalks includes: Yadkin River Trail, Ellison Creek Trail, Blanket Bottom Creek Trail, Fair Oaks Neighborhood Trail, Tanglewood Access Trail and US 158 Bike/Ped/Sidewalk, NC highway 801 sidewalk, Lasater Road sidewalk, Bahnsen Lake Trail, Fair Oaks Drive sidewalk, Peace Haven Road sidewalk and Idols Road Trail (on-street).
- The total cost for the project would be \$13.5 million.
- The costs for the greenway trails and sidewalks include right of way acquisition, design fees, as well as typical construction costs.
- Completion of one phase or section of trail or sidewalk beginning to end, depending on its length and complexity, could take several years.
- The phasing plan focuses on constructing trail sections that coincide with areas where development is already occurring and where land is already available.
- Based on the findings outlined in this feasibility study, the greenway is highly feasible.
- Action steps for moving forward are: identify and create a management entity; create a vision; establish goals and objectives; determine priorities and phases; incorporate the proposed greenway into local design and planning documents, modify existing policies, ordinances and regulations at the municipal and county level to accommodate greenway related goals, objectives and principles; adopt design guidelines; establish partnerships; formalize a marketing plan; hire a design team.

9. Review of the Draft Fiscal Year 2012-2018 Metropolitan Transportation Improvement Program (MTIP) and Draft Air Quality Conformity Determination Report for the MTIP

Presented by Wendy Miller.

- The 2012 – 2018 MTIP and Air Quality Conformity Determination Report (AQCDR) have been released for a 30-day public review starting May 19 and ending at 5 pm on June 20, 2011.
- The documents will be available for public review in all libraries, town halls, NCDOT Division 9 office and WSDOT office as well as on the WSDOT website.
- Staff will be holding public outreach meetings on Tuesday, May 31 at Lewisville Branch Library; Tuesday, June 7, at WSSU Anderson Center; and Sunday, June 19 at the Cycling Sunday event.
- In addition, staff will make a visit to the local farmers' markets in King, Kernersville and the Fairgrounds, the June 3 Gallery Hop and a music event downtown.
- Projects completed and removed: I-40 pavement rehab, dynamic message signs, resurfacing in Forsyth County, University Parkway Bridge over 20th Street and Middlebrook Drive sidewalk.
- Projects added to the MTIP: Hastings Hill Road bridge replacement over Business 40, Idols Road, roadway improvements/safety enhancements on Federal-Aid Routes, Hastings Hill Road bridge replacement of Salem Creek, Country Club Road bridge replacement over Silas Creek Parkway, screen and evaluate potential bridge projects for federal and state funding, Muddy Creek/Cedar Trail Greenway connection and private railroad crossing safety initiative.
- Projects with accelerated schedules: Salem Creek Connector has become a design-build project, Macy Grove Road and interchange, Hastings Hill Road bridge replacement over Salem Creek and Old Greensboro Road bridge replacement over Salem Creek.
- Projects with delayed schedules: future I-285 upgrade of US 52 to interstate standards, Reynolds Park Road bridge replacement over Salem and Brushy Fork Creeks, NC 150 from Leonard Barrier Road to Mt. Olivet Church Road construct left turn lane and private railroad crossing safety initiative.
- Any projects unfunded beyond the 2018 time frame will be included in the upcoming Strategic Prioritization Process that begins in July.
- Both the AQCDR and the 2012 – 2018 MTIP will be brought back for adoption at the July 21 meeting.

a. Review of the Proposed NCDOT's Prioritization 2.0 Process

Presented by Fred Haith.

- Fred distributed Strategic Prioritization 2.0 materials to members.
- Strategic Prioritization is a component of NCDOT's transportation reform process, built on professional, transparent and strategic decision making.
- Strategic Prioritization uses facts about pavement condition, traffic congestion and road safety, as well as input from local governments and NCDOT staff to determine priorities.
- This data-driven approach will put projects for all modes of transportation in priority order, based on the department's goals, and serve as the primary input source for the STIP.
- Prioritization 1.0 began in 2009, was the department's first strategic prioritization process, ranked projects for 2015 – 2020, results were released in February 2010, projects were programmed in draft STIP and final STIP is expected to be adopted in Summer of 2011.

- Prioritization 2.0 builds upon Prioritization 1.0 success, is a data driven methodology for non-high modes, matures process and expands criteria based on stakeholder input and the projects ranked are for 2018 – 2022.
- In May of 2011 partner connect was launched and education sessions Prioritization 2.0 were held.
- By June 3 MPOs and RPOs will review/provide existing highway project data.
- July 5 – 29 MPOs, RPOs and Divisions will submit new projects.
- Minimum problem statements are due by August 26.
- August – September SPOT QAs/QCs will project and calculate quantitative scores.
- October – November MPOs, RPOs and Divisions will rank projects.
- In late 2011 or early 2012 project rankings will be released.
- In winter 2012 there will be investment strategy summits and the draft 10 year work program will be developed.
- The new project submittal for Prioritization 2.0 will limit new candidate mobility and modernization projects to 15 total per MPO, RPO and Division but there will be no limit on infrastructure health and safety projects.
- Each MPO, RPO and Division receives a total number of 1300 points.
- Can choose between top 25 project ranking or control total ranking.
- Mobility projects include widen roadway; construct new roadway; upgrade signalized roadway to freeway, expressway or superstreet; convert at-grade intersection to interchange or grade separation; reconstruct interchange; convert grade separation to interchange; intersection improvements; access management improvements; ramp metering; sign systems and traveler services.
- Modernization projects include upgrade roadway; widen roadway land and/or shoulder width; add turns lanes and resurface; upgrade to design standards; on-road bicycle improvements and no new travel lanes/through capacity.
- Winston-Salem Urban Areas status includes 33 highway projects currently in the prioritization database; 9 highway projects to potentially add to the prioritization database; 4 bicycle and pedestrian projects currently in the prioritization database, 13 bicycle and pedestrian projects to potentially add to the prioritization database and 15 transit projects to add to the prioritization database.

A discussion ensued regarding the SPOT process related to the LRTP and air quality.

Larry Williams requested information on any future SPOT education sessions.

10. Discussion of the Piedmont Triad Regional Model (PTRM) Socio Economic Data Collection Process - Collection of Building and Demolition Permits

Presented by Fred Haith.

- As a follow up from the March 14, 2011 PTRM team meeting; PART is seeking the assistance of each lead planning agency MPO with the on-going collection of building and demolition permits throughout the model area.
- To reiterate the intent of this action, staff discussed as a group the importance of maintaining up to date and accurate socioeconomic data for our Regional Travel Demand Model.

- It is being requested that PART receive a copy or email from all local jurisdictions with the model boundary that issues housing and business building and demolishing permits at the time a permit is granted.
- PART requests everyone's assistance to establish the proper communication and begin receiving a copy of such permits for updating the PTRM data base, and eliminate staff time for gathering and tracking this data.
- Staff will work in-house to gather, track and forward requested information to PART, will come back to Committee for a letter if need be.

11. Review of the Draft Comprehensive Transportation Plan (CTP) Elements

a. Street and Highway Revised Map, Proposed Recommendations and Policy Changes

Presented by Kevin Edwards.

- On September 16, 2009, the Street and Highway Planning Subcommittee of the MPO was formed to begin work on a new CTP, and began to look at data needs and collection, classification recommendations, cross-sections, and policy changes for the new CTP.
- The first round of CTP maps, including the Highway Map, the Public Transportation and Rail Map, and the Bicycle Map, were adopted by the MPO on September 17, 2009, and by the North Carolina Board of Transportation on December 10, 2009.
- Data for the entire CTP street and highway network were updated, corrected, or added as necessary.
- Also, in December 2010, NCDOT issued a new set of "Typical Highway Cross-Sections" which include several new configurations not previously available.
- Therefore, new cross-sections have been developed and input was received from MPO localities.
- A small number of street segments also changed CTP classification because of the changes to their cross-sections.
- The CTP will be out for public review from May 19 – June 20, 2011.
- The CTP will be brought to the TAC and TCC for adoption at the July 2011 meetings.

b. Pedestrian Map

Presented by Matthew Burczyk.

- Sidewalk information had not been updated in 3 – 4 years.
- Staff and interns went out and collected sidewalk information.
- There is now a new process that will allow staff to keep the sidewalk information up to date.

A discussion ensued regarding citizen awareness of public meetings.

Denise Adams requested that staff keep her well posted of all projects in the North Ward.

A discussion ensued regarding 8th Street/Martin Luther King, Jr. Drive.

Additional pedestrian information presented by Pat Ivey.

- The PTRP wants to provide a pedestrian/bicycle corridor.
- The corridor would run through the proposed Triad Research Park from 3rd Street to the south all the way to Martin Luther King, Jr. Drive to the north.
- PTRP is basically looking at establishing the corridor through the abandoned Norfolk Southern Railroad Old “R” Line.
- The Old “R” Line was taken out of use approximately two years ago.
- Staff is working with NCDOT Rail Division to utilize this corridor.
- The railroad track that is there will remain.
- PTRP would improve the aesthetics of the corridor.
- The corridor would tie in with pedestrian paths and sidewalks currently planned for the Central District.
- The corridor will be added to the pedestrian map when it’s brought back to the committee in July for approval.
- The estimated cost for the corridor is \$4 million.

12. Discussion of the Construction Responsibilities for Sidewalks for the Planned Widening of Union Cross Road (U-4909)

Presented by Pat Ivey.

- Union Cross Road widening project is scheduled to be let in December of this year.
- The City of Winston-Salem and the Town of Kernersville expressed interest in providing sidewalks for this project.
- Board of Transportation does require local participation with the installation of new sidewalks.
- Part of the Union Cross project is in Kernersville, Winston-Salem and Forsyth County.
- NCDOT contacted Forsyth County and the County is not interested in participating in the project.
- The cost for the County’s portion of the sidewalk project is \$305,000.
- The required participation is 50% which means the County’s share would’ve been \$152,500.
- There are two options for the committee to consider: build the sidewalk only within Kernersville and Winston-Salem and leave a gap in the sidewalk located in Forsyth County or STP-DA funds could be used to cover the cost, however, the 20% match for STP-DA funds would have to be covered potentially by Kernersville and Winston-Salem.
- NCDOT needs a decision how to proceed by the July TCC/TAC meetings.
- TCC recommended forming a small work group to bring a recommendation back to committee in July.

A discussion ensued regarding sidewalk funding.

A discussion ensued regarding staff forming a work group and find a way to fund the project.

13. MPO Staff Reports

a. NCDOT Transportation Projects Update

Presented by Pat Ivey.

- US 52 interim improvements project was awarded to APAC.
- Construction will begin in June.
- US 52 ramps will close at a later date.
- The project should be completed within 16 – 18 months.
- Rehab of Silas Creek Parkway pavement from Business 40 to Bethabara Road will begin Sunday, work will be done in the evening hours.

b. Piedmont Authority for Regional Transportation

No one present.

c. Forsyth County Environmental Affairs Air Quality Notes & Report

No updates/changes to report.

d. Bicycle and Pedestrian Facilities Projects Update

No updates/changes to report.

14. Review of the 2011 MPO Calendar of Activities

Presented by Greg Errett.

- Greg Errett distributed an updated calendar of activities.
- There will be a Yadkin River Greenway Feasibility Study presentation made to the Town of Bermuda Run Town Council on May 24 and to the Forsyth County Commissioners on June 23.
- On May 23, a NCDOT Combined Citizens Informational Workshop for the proposed closure of railroad crossings at Stoney Point Lane and Hammock Farm Road near Walkertown will be held at the Walkertown Library.
- On June 7 the CCPB Legacy Update public input session will be held at WSSU Anderson Center. The Transportation Chapter will be discussed at this meeting.
- The next TAC meeting will be held on July 21st.

15. Other Business/Adjourn Meeting

ADJOURNMENT 6:10 pm