

MINUTES
WINSTON-SALEM URBAN AREA
SPECIAL TRANSPORTATION ADVISORY COMMITTEE (TAC)
JANUARY 17, 2013
4:15 P.M.
FIFTH FLOOR, PUBLIC MEETING ROOM,
BRYCE A. STUART MUNICIPAL BUILDING

MEMBERS PRESENT:

Margaret Bessette, City-County Planning Board, TAC Secretary
Bill Whiteheart, Commissioner, Forsyth County
Brent Rocket, Commissioner, Town of Bethania
Todd Yates, Commissioner, Davidson County
Dan Besse, Council Member, City of Winston-Salem, Vice Chairman
Robert Clark, Council Member, City of Winston-Salem, Alternate
Dawn Morgan, Mayor, Town of Kernersville
Derwin Montgomery, Council Member, City of Winston-Salem, Alternate
Allen Todd, Mayor, Town of Wallburg
Billy McHone, Mayor, Village of Tobaccoville
Dan Pugh, Mayor, Town of Lewisville
Kenneth Rethmeier, Mayor, Town of Bermuda Run
Randy Mendenhall, Council Member, Town of Walkertown

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

STAFF PRESENT:

Pat Ivey, NCDOT
Wayne Davis, NCDOT
Scott Rhine, PART
Toneq' McCullough, WSDOT
Cary Gentry, FCOEAP
Greg Errett, WSDOT
Wendy Miller, WSDOT
Fred Haith, WSDOT
Kevin Edwards, WSDOT
Matthew Burczyk, WSDOT
Art Barnes, WSTA

RECORDING SECRETARY: Laura Whitaker, WSDOT

OTHERS:

Steve Jarvis, Davidson County Commission
Steve Hawryluk, City Budget Office

Larry Williams read the ethics awareness and conflict of interest reminder.

1. Citizen Comments

No one present.

Action Items

2. Election of Officers

Presented by Chairman Larry Williams.

MOTION: Allen Todd moved that Larry Williams be elected Chairman.

SECOND: Robert Clark

VOTE:

FOR: Unanimous

AGAINST: None

MOTION: Robert Clark moved that Dan Besse be elected Vice Chairman.

SECOND: Allen Todd

VOTE:

FOR: Unanimous

AGAINST: None

3. Consideration of the November 15, 2012 TAC Meeting Minutes

Presented by Chairman Larry Williams.

MOTION: Dawn Morgan moved approval of the minutes.

SECOND: Robert Clark

VOTE:

FOR: Unanimous

AGAINST: None

4. Consideration of a Resolution Finding that the Winston-Salem Urban Area 2035 Transportation Plan Update is in Conformance with the North Carolina State Implementation Plan (SIP)

Presented by Wendy Miller.

- On March 6, 2013, the Federal transportation conformity determination for the Winston-Salem Urban Area 2035 Transportation Plan Update will lapse.
- Based on the regional emissions budget test documented in this report and compliance with other requirements for conformity, the Winston-Salem Urban Area 2035 Transportation Plan Update conforms to the purpose of the North Carolina SIP.
- The draft air quality report was available for public review and comment for 37 days.

- To meet regional conformity deadlines, a conformity finding must be made by the TAC by the end of January in order to provide sufficient time for the final federal reviews of the documents.

MOTION: Billy McHone moved approval.

SECOND: Allen Todd

VOTE:

FOR: Unanimous

AGAINST: None

5. Consideration of a Resolution Finding the Fiscal Year 2012-2018 Metropolitan Transportation Improvement Program (MTIP) is in Conformance with the North Carolina SIP and the 2035 Transportation Plan Update

Presented by Wendy Miller.

- In July 2011, the North Carolina Department of Transportation (NCDOT) adopted the 2012-2018 State Transportation Improvement Program (STIP) and in September 2011, the Governor accelerated the Northern Beltway Eastern Section and the Salem Creek Connector projects.
- In January 2012, the TAC adopted an amended 2012-2018 Metropolitan Transportation Improvement Program (MTIP) to reflect these changes in project schedules.
- The 2012-2018 MTIP as amended is a subset of the 2035 Long Range Transportation Plan (LRTP) Update.
- The draft Air Quality Conformity Determination Report (AQCDR) and 2035 LRTP Update, including the 2012-2018 MTIP, were available for public review and comment for 37 days ending on December 21, 2012.
- One comment was received from the Forsyth County Office of Environmental Assistance and Protection (FCOEAP) requesting that the reference in the AQCDR be corrected to reflect the department's new name and to offer their services and expertise in developing future Air Quality Conformity Determinations. The correction has been made and the FCOEAP's role in the process will be discussed by the Interagency Consultation Partners as part of the next update.
- To meet regional conformity deadlines, a conformity finding on the 2012-2018 MTIP, the SIP and the 2035 LRTP Update must be made by the TAC by the end of January in order to provide sufficient time for the final federal reviews of the documents.

MOTION: Bill Whiteheart moved approval.

SECOND: Dawn Morgan

VOTE:

FOR: Unanimous

AGAINST: None

6. Consideration of the Winston-Salem Urban Area 2035 Transportation Plan Update

Presented by Fred Haith.

- The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that all urbanized areas develop a long-range multi-modal transportation plan (LRTP) and update their plans on a regular basis.
- The LRTP must have at least a 20 year planning horizon, include both long-range and short-range strategies/actions that lead to the development of an integrated transportation system that facilitates the efficient movement of people and goods, and shall be reviewed and updated at least every 4 years to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends.
- On January 29, 2009, the Transportation Advisory Committee (TAC) approved the 2035 LRTP.
- The 2035 Transportation Plan Update continues the assumptions of the previous LRTP with revisions to include expansion of the bicycle and pedestrian project lists, updates of the Consultation and Environmental Analysis/Mitigation Plan, the Environmental Justice and Congestion Management Processes sections with new mapping, a regional Freight Plan, and a revised Public Participation Policy adopted on July 19, 2012.
- Seven public meetings to review the existing 2035 LRTP were held in the spring of 2012 and thirteen meetings to review the draft Air Quality Conformity Determination Report and 2035 Transportation Plan Update were held in November and December, 2012.
- The draft documents were distributed to each library and municipality within the MPO, NCDOT Division 9, and were available on the City of Winston-Salem website for a 37-day public review period from November 15, 2012 through December 21, 2012.
- To meet regional conformity deadlines, the 2035 Transportation Plan Update must be reviewed and approved by various federal agencies by the end of February, 2013.

MOTION: Billy McHone moved approval.

SECOND: Dan Besse

VOTE:

FOR: Unanimous

AGAINST: None

7. Consideration of Adopting a New “Smoothed” Urbanized Area Boundary Map

Presented by Kevin Edwards.

- Kevin Edwards distributed an updated Winston-Salem smooth urbanized area map.
- On March 26, 2012 the United States Census Bureau released the Census designations for “urbanized areas” and “urban clusters.”
- The Urbanized Area Boundary map serves as the official map that designates the areas that are considered “urbanized areas” per the Census definition.
- This boundary is also utilized to determine eligible funding for the Winston-Salem MPO.
- As a final step in the process of establishing the urbanized area, the Federal Highway Administration (FHWA) requires the establishment of a “smoothed” Urbanized Area Boundary map.
- The purpose of the “smoothed” boundary is to eliminate irregularities in the boundary map (such as holes and jagged edges which result in streets crossing between urban and rural designations repeatedly), and to maintain logical control points.

- The “smoothed” boundary map must include all areas contained within the Urbanized Area Boundary map.
- The ‘smoothed’ Urbanized Area Boundary map for the Winston-Salem urban area has been developed in coordination with the NCDOT Transportation Planning Branch.
- The official map must be approved by the Winston-Salem Urban Area TAC.

MOTION: Dan Pugh moved approval.

SECOND: Kenneth Rethmeier

VOTE:

FOR: Unanimous

AGAINST: None

Information Items

8. Review of an Amendment to the Federal Functional Classification Map for the Winston-Salem Urban Area

Presented by Kevin Edwards.

- It has been confirmed by the FHWA Division Office of North Carolina that the I-74 (US 311) road segment has been completed to some basic Interstate standards and meets a statutory requirement by connecting to existing I-40 in Forsyth County and ultimately to I-74 (US 220) in Randolph County.
- This includes the portion of I-74 (US 311) within the Winston-Salem MPO, from Pine Meadow Drive (SR 2622) to I-40.
- Therefore, NCDOT is proposing that I-74 (US 311) be changed from a Freeway/Expressway to an Interstate.
- Changes to the functional classification will be used as a planning tool by the North Carolina Department of Transportation and the Winston-Salem Urban Area MPO.
- Also, the reclassification will assist the NCDOT in maintaining the I-74 (US 311) corridor at interstate standards, and will also be used for future funding eligibility purposes.

9. Discussion of New Federal Functional Classification and New National Highway System Maps

Presented by Kevin Edwards.

- As a result of the 2010 United States Census, the boundary of the Winston-Salem Urban Area MPO was changed, and was adopted by the TAC in November 2012.
- This new boundary, along with the proposed approval of a new smoothed urbanized area boundary, has made necessary the adoption of a new Federal Functional Classification map for the MPO.
- Other factors making a new functional classification map necessary are corrections needed to the 2005 map as recorded by the NCDOT; also, Federal guidance relating to the classification of highways has changed in the interim, including consolidation of urban and rural classifications.

- Changes to the functional classification map will be used as a planning tool by the NCDOT and the Winston-Salem Urban Area MPO.
- These classifications will also be used for future funding eligibility purposes.
- On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21), the first long-term highway authorization enacted since 2005.
- MAP-21 provides needed funds and transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.
- One particular provision in MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not previously included.
- This would include Peters Creek Parkway (NC 150) and Reidsville Road (US 158) within the Winston-Salem Urban Area.
- Also, the proposed reclassification of I-74 (US 311) corridor as an Interstate highway on the Federal Functional Classification Map reflects a needed accompanying change in the National Highway System.
- It is requested that the Transportation Advisory Committee review the proposed changes to the National Highway System Map for the Winston-Salem Urban Area

A discussion ensued regarding including all of Silas Creek Parkway, from Business 40 to Peters Creek Parkway.

10. Review of Amendments to the Fiscal Year 2012-2018 Metropolitan Transportation Improvement Program (MTIP) to:

a. Divide Federal Transit Administration (FTA) Section 5307 Operating Assistance Funds for Transit Agencies

Presented by Toneq' McCullough.

- There is approximately \$3.7 million available in 5307 funds for transit operations.
- Typically funds would be distributed to WSTA for capital and operations.
- PART has identified needs for these funds also.
- An item will be on next month's agenda, 5307 funds to be distributed to WSTA and possibly assisting PART with STP-DA funds.

b. Add STP-DA Funds to the Martin Luther King, Jr. Drive Sidewalk over Business 40

Presented by Matthew Burczyk.

- On September 20, 2012, the TAC approved the allocation of \$28,000 in STP-DA funds for the Martin Luther King, Jr. Drive sidewalk project to install sidewalk on the east side of the bridge over Business 40.
- The original project cost estimate was \$35,000, with NCDOT agreeing to cover the 20% match of \$7,000.
- After further design work, however, the project cost estimate has risen to \$56,000.

- As a result, a total of \$44,800 in STP-DA funds is needed, an increase of \$16,800 over the current allocation of \$28,000. NCDOT has agreed to cover the 20% match of \$11,200.
- c. Add STP-DA Funds to MTIP Project U-5512, Piney Grove Road Widening in Kernersville**

Presented by Fred Haith.

- In May 2006, the TAC approved the allocation of STP-DA funds for Bicycle and Pedestrian Project U-4741 G for Fiscal Year 2008-2009.
- In November 2009, the TAC approved the allocation of STP-DA funds for Intersection Improvement Project U-4742 H for Fiscal Year 2009-2010.
- In February 2010, the TAC approved the allocation of additional STP-DA funds for Intersection Improvement Project U-4742 H to account for construction administration and preliminary engineering.
- In March 2012, the TAC approved amendments and modifications to the Winston-Salem urban area Fiscal Year 2012-2018 MTIP that included the combining of U-4741 G and U-4742 H to create U-5512.
- The Town of Kernersville is requesting that an additional \$196,000 in STP-DA funds be allocated towards U-5512 in Fiscal Year 2012-2013

Dawn Morgan stated that the project cost increase is due to utility conflicts and a revised cost estimate.

11. Discussion on the North Carolina Department of Transportation's Prioritization 3.0 Project Evaluation Process

Presented by Fred Haith.

- Projects are prioritized using data, local input and multimodal characteristics.
- Investment strategy will classify ranked projects into buckets and conduct scenario/trade-off analysis.
- Approximately 1200 highway projects, over 600 bicycle and pedestrian projects, and almost 100 transit projects were scored in P2.0 based on how well each project met an existing transportation need (such as reducing congestion) and on how it aligned with local community priorities.
- The Urban Loop Prioritization Process, separate from NCDOT's overall Strategic Prioritization process, is exclusively focused on prioritizing projects for the 10 urban loops designated by the 1989 Highway Trust Fund and subsequent amendments.
- The 10 loop areas are located in Asheville, Charlotte, Durham, Fayetteville, Gastonia, Greensboro, Greenville, Raleigh, Wilmington, and Winston-Salem.
- Prioritization 3.0 (2013) continues to build off success of P1.0 and P2.0
- The biggest technological change is to move to a GIS-based Environment
 - Near real-time data/scores
 - For both highway and bicycle/pedestrian projects
 - Automated cost estimation tool

- MPO's have until July 2013 to submit new projects.
- Aug 2013-Sept 2013: SPOT reviews and calculates quantitative scores for new projects
- Oct 2013-Jan 2014: MPOs assign local input points
- Feb 2014: SPOT finalizes scores

12. Reminder on State Ethics Act Requirements for TCC/TAC Members and Alternates: Economic Interest Disclosure and Education Requirement

Presented by Margaret Bessette.

- Margaret distributed a handout on the state government ethics act as applied to the MPOs
- The Statement of Economic Interest must be completed by April 15, 2013, MPO filers must submit electronically.
- Educational requirements must be completed by June 30, 2013.
- Local government ethics education does **not** satisfy the ethics act education requirement.
- There are two ways to complete the educational requirements: online and by live presentation.
- Ethics commission's website is:
www.ethicscommission.nc.gov/coverage/planningorgs.aspx.

13. MPO Staff Reports

a. NCDOT Division 9 Transportation Projects Update

No questions for staff.

b. Piedmont Authority for Regional Transportation (PART) Update

Larry Williams congratulated Scott Rhine on his promotion to Director of PART.

No questions for staff.

c. Forsyth County OEAP Air Quality Update

No questions for staff.

d. Bicycle and Pedestrian Facilities Projects Update

No questions for staff.

14. Review of a Draft MOA with the Greensboro MPO for the Transfer of Planning Responsibility and Authority of the Portion of Winston-Salem UZA Located within the Guilford County Limits

Presented by Greg Errett.

- 23 USC 134 and Section 8 of the Federal Transit Act require that a MPO be designated for each urbanized area and that if necessary the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area.
- As a result of the 2010 Census, portions of the Winston-Salem Urbanized Area have been defined as being located within the GUAMPO.
- It has been mutually agreed upon that both the GUAMPO and WSMPO will continue to carry out federal planning requirements for the urbanized area currently within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305 and 23 CFR Part 450.

15. Review of a Draft Memorandum of Agreement (MOA) with the High Point MPO for the Transfer of Planning Responsibility and Authority of the Portion of Winston-Salem Urbanized Area (UZA) Located within the Davidson County Limits

Presented by Greg Errett.

- 23 USC 134 and Section 8 of the Federal Transit Act require that a MPO be designated for each urbanized area and that if necessary the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area (UZA).
- As a result of the 2000 United States Census, portions of the Winston-Salem UZA went into northern Davidson County for the first time.
- Conversely, portions of the High Point went into Forsyth County for the first time as well. The High Point UZA had already been in northern and eastern Davidson County as the City of High Point's municipal boundary includes portions of eastern Davidson County.
- The Winston-Salem and High Point MPOs met and agreed on a new Metropolitan Area Boundary (MAB) map that kept the entire UZAs within each MPO.
- There was no transfer of planning responsibilities and no MOA at that time.
- Simply, the NCDOT Statewide Planning Branch reviewed the new MAB map and gave their approval.
- In 2004, the Town of Wallburg incorporated into a municipality in northern Davidson County.
- The town's limits straddled the new Winston-Salem MPO/High Point MPO boundary line, almost dividing the town in even halves.
- The town chose to become members in both MPOs and continues to do so.
- With the new 2010 United States Census, the Winston-Salem UZA expanded farther south into Davidson County taking in the community of Welcome and most of the City of Lexington along the US 52 corridor.
- Even a small portion of the Cabarrus-Rowan UZA now came into southwestern Davidson County along Interstate 85.
- In 2012, the Winston-Salem, High Point and Cabarrus-Rowan MPOs developed and informally agreed on a new MAB map subject to the approval of the City of Lexington, the Davidson County Commission and the NCDOT.
- Those approvals were received and a new MAB for each MPO has been established.
- The MPOs agreed that the Winston-Salem MPO would only take in some additional area north of Welcome over to the Yadkin River, while the High Point MPO would expand greatly to take in Welcome, the entire City of Lexington, and the entire rest of Davidson County to the west and south, including the small portion of the Cabarrus-Rowan UZA

A discussion ensued regarding a change in fund amounts.

A discussion ensued regarding the planning work of High Point versus Winston-Salem.

16. Review of Proposed Options for the Distribution of Federal STP-DA Funds to the High Point MPO for their Acceptance of a Portion of the Winston-Salem Urbanized Area for Transportation Projects

Presented by Greg Errett.

- Do Nothing – 100% of apportioned STP-DA funds stays in Winston-Salem MPO boundary.
- Same as PL Funds Percentage – Provide the same % of STP-DA funds as PL funds (approximately 7.93%). For example, \$5.0 million of STP-DA funds for Winston-Salem, approximately \$396,500 would be available to High Point MPO.
- Project by Project Basis – High Point MPO submits candidate projects to consider for funding regardless of cost, as long as Davidson County, the Cities of High Point or Lexington, NCDOT, or any of the other municipalities within the High Point MPO etc. comes up with the local match.
- Projects with Cost Cap - High Point MPO submits candidate projects with a \$800,000 maximum plus 20% local match = \$1,000,000 total cost.
- Any Safety Project – Any project approved by NCDOT that improves hazardous conditions for the safe movement of vehicles and/or pedestrians.
- Conditions:
 - a. The candidate project must fall within the defined United States Census Urbanized Area Boundary for Winston-Salem located within the High Point MPO boundary.
 - b. The candidate project must fall within the mapped “Smoothed” Federal Functional Classification map boundary within the High Point MPO boundary.
 - c. The candidate project can be located anywhere within the High Point MPO boundary as long as it is eligible under established STP-DA project guidelines.

Greg Errett responded to Dan Pugh’s questions stating, “No, the City of High Point has not yet requested funds.”

17. Review the Process of Developing the Draft Fiscal Year 2013-2014 Unified Planning Work Program (UPWP) and Self Certification

Presented by Greg Errett.

- Each year the Winston-Salem Urban Area MPO is required to develop and approve a UPWP.
- The UPWP identifies what transportation planning projects and work tasks will be completed during the fiscal year and the amount of federal and State highway and transit planning funds that will be used to complete the work, plus the required local matches.
- Staff is beginning to identify what transportation planning projects we need to complete during Fiscal Year 2013-2014.

- We encourage you to participate in the development of next year's UPWP by identifying and describing (in detail) any transportation planning projects or studies your community or agency would like to see completed next year.
- We will try to accommodate your requests as staff time and resources allow.
- You may send a hard copy, an e-mail or fax of your requests to us for our consideration by Friday February 22, 2013.
- From your suggestions and requests, the draft Fiscal Year 2013-2014 UPWP will be developed and presented to the TCC and the TAC at the March 21, 2013 meetings and then sent to the NCDOT and to federal agencies by Friday March 29, 2013 for their review and comment.
- Approval of the Fiscal Year 2013-2014 UPWP will be considered at the Thursday May 30, 2013 meetings.
- We anticipate that the UPWP must be approved by the TAC by May 31, 2013.
- Also, as part of the process in developing the annual UPWP, we are usually required to conduct an annual self-certification of the MPO's transportation planning process.
- Because of the federal certification review we have just completed this fall, we will determine whether we need to complete the self-certification documentation.
- If so, we will provide that to you at the March and May TCC/TAC meetings for your review and consideration.

18. Review of the 2013 MPO Calendar of Activities

Presented by Greg Errett.

- Next TAC meeting will be February 21, 2013.

19. Other Business/Adjourn Meeting

ADJOURNMENT 5:31 pm.