

**MINUTES  
WINSTON-SALEM URBAN AREA  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
JULY 17, 2014  
4:15 P.M.  
FIFTH FLOOR, PUBLIC MEETING ROOM,  
BRYCE A. STUART MUNICIPAL BUILDING**

**MEMBERS PRESENT:**

Margaret Bessette, City-County Planning, TAC Secretary  
Dan Besse, Council Member, City of Winston-Salem, Vice Chairman  
Bill Whiteheart, Commissioner, Forsyth County  
Allen Joines, Mayor, City of Winston-Salem  
James Taylor, Council Member, City of Winston-Salem  
Steve Jarvis, Commissioner, Davidson County, Alternate  
Brent Rockett, Commissioner, Town of Bethania  
Terry Renegar, Commissioner, Davie County  
Keith Hooker, Alderman, Town of Kernersville  
Mike Horn, Council Member, Town of Lewisville  
Nick Nelson, Mayor, Village of Clemmons  
Allen Todd, Mayor, Town of Wallburg  
Billy McHone, Mayor, Village of Tobaccoville  
Kenneth Rethmeier, Mayor, Town of Bermuda Run  
Regina Streed, WSTA

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

**STAFF PRESENT:**

Jeff Hatling, Town of Kernersville  
Brett Abernathy, NCDOT  
Pat Ivey, NCDOT  
Andy Bailey, NCDOT  
Scott Rhine, PART  
Cary Gentry, FCOEAP  
Toneq' McCullough, WSDOT  
Connie Curtis, WSDOT  
Scott Jones, WSDOT  
Matthew Burczyk, WSDOT  
Dewey Williard, WSDOT  
Kaori Fujisawa, WSDOT  
Greg Errett, WSDOT  
Wendy Miller, WSDOT  
Kevin Edwards, WSDOT  
Fred Haith, WSDOT

**RECORDING SECRETARY:** Laura Whitaker, WSDOT

Chairman Williams read the Ethics Awareness and Conflict of Interest Statement.

Chairman Williams commented on the passing of Former TAC Member Billy Joe Kepley, Davidson County Commissioner, and sent condolences out to the family.

Connie Curtis introduced Scott Jones the new Transportation Engineer for the City of Winston-Salem Department of Transportation and the summer interns from WSSU.

## **1. Citizen Comments**

Robin Dean, 3523 Lawrence Street, Clemmons, NC 27012, stated that at the Strategic Transportation Investment meeting I recently attended I left feeling that the days of our elected officials and Chambers of Commerce deciding how our transportation tax dollars should be invested will change for the better as there will be more NCDOT and public input.

In the past, our elected officials on the TAC and the Chambers of Commerce were our decision makers and they supported two of the major waste of our transportation dollars, the poorly managed and financed Northern Beltway and Heart of the Triad, both of which were for the sole purpose of creating growth that would have adversely impacted traffic flow and safety, therefore not giving the taxpayers a return on their transportation investment.

After both the Northern Beltway and Heart of the Triad giving the taxpayers little or no return on their investment, hopefully the new Strategic Transportation Investment program will serve the taxpayers better.

Mr. Dean provided a copy of his comments which will be included with the minutes.

## **Action Items**

By consensus, information item 10 was made an action item.

## **2. Consideration of the May 27, 2014 TAC Meeting Minutes**

Presented by Chairman Williams.

MOTION: Ken Rethmeier moved approval of the minutes.

SECOND: Allen Todd

VOTE:

FOR: Unanimous

AGAINST: None

## **3. Consideration of Amendments and Modifications to the Fiscal Year 2012-2018 Metropolitan Transportation Improvement Program (MTIP) and the North Carolina Department of Transportation State TIP (STIP) via Public Review Documents**

Presented by Wendy Miller.

- The NCDOT regularly updates the Fiscal Year 2012-2018 STIP to include new projects and modify existing projects.
- Any STIP amendment for new statewide projects or projects within the Winston-Salem Urban Area MPO triggers the amendment of the Fiscal Year 2012-2018 MTIP.
- STIP amendments for regionally significant projects that have significant project revisions, cross the FHWA 4-year funding period or modeling horizon years require an Air Quality Control Determination Report.
- Modifications to the STIP do not require adoption but are provided for information.

MOTION: Dan Besse moved approval.

SECOND: Bill Whiteheart

VOTE:

FOR: Unanimous

AGAINST: None

**4. Consideration of a Resolution Approving the Use of Lapsing Job Access and Reverse Commute (JARC) Funds for the Winston-Salem Urban Area MPO**

Presented by Kaori Fujisawa.

- The JARC (Section 5316) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment for rural communities under the previous law - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- The Winston-Salem Urban Area MPO was the direct recipient of the JARC grant in Fiscal Year 2011 - 2012.
- Unencumbered JARC grant funds are available and all approved subrecipients and project information must be entered into FTA's system before the funds lapse on September 30, 2014.
- To utilize and program the available JARC funds, the Winston-Salem Urban Area MPO issued a call for projects that began on April 28, 2014.
- Applications were due on May 19, 2014. All projects were independently reviewed and evaluated by a special committee comprised of members of the Greensboro MPO staff on May 22, 2014.
- The list of lapsing Fiscal Year 2012 JARC (Section 5316) funded projects recommended for approval was provided in the agenda book.

MOTION: Billy McHone moved approval.

SECOND: Ken Rethmeier

VOTE:

FOR: Unanimous

AGAINST: None

**5. Consideration of a Resolution Authorizing the City of Winston-Salem to be Designated by the Governor of North Carolina as the Official Recipient of Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) Program Funds**

Presented by Kaori Fujisawa.

- The City of Winston-Salem has been the designated recipient of FTA Section 5307 funds since the program was established by the Surface Transportation Act of 1982 and became the primary transit assistance program in 1984.
- The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that urbanized MPOs officially be a designated recipient of Section 5307 funds in order to receive FTA Section 5339 federal funds for capital expenditures to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities.
- Under MAP-21, FTA has also provided the Job Access Reverse Commute (JARC) human service transportation program under the Urbanized Area Formula (Section 5307) Program Funds.
- With the FTA Section 5307, the City of Winston-Salem must be officially designated once again by the Governor of North Carolina to be the recipient of FTA Section 5307 funds for the Winston-Salem Urbanized Area MPO.
- Once this is completed, the Winston-Salem Urban Area MPO will have access to FTA Section 5339 funds.
- At its May meeting, the TAC authorized the Chairman to sign a letter requesting the designation; however, NCDOT needs a resolution adopted by the TAC.

MOTION: Allen Joines moved approval.

SECOND: Ken Rethmeier

VOTE:

FOR: Unanimous

AGAINST: None

**6. Consideration of the NCDOT Strategic Transportation Investment (STI) Evaluation of Candidate Projects from the Winston-Salem Urban Area MPO**

Presented by Fred Haith.

- Fred distributed a handout regarding division and regional needs projects. Fred also distributed copies of all comments received during the public comment process.
- The NCDOT created the Strategic Prioritization Process in response to a State mandate to create a professional data-driven approval process for transportation project selection.
- Significant changes to the process were made by House Bill 817 also known as the Strategic Transportation Investments (STI) which established funding tiers (Statewide, Regional, and Division) and funding allocations across all transportation modes.
- The STI legislation requires that MPOs develop a ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry) and prioritize projects ranked by the MPO that fall in the “Regional” and “Division” levels.
- MPOs were given the opportunity to assign points to projects.
- The points assigned by MPOs are part of the equation used by NCDOT’s Strategic Planning Office to develop priorities for projects across the state.
- The Winston-Salem Urban Area MPO has a pool of 1800 Local Input Points at the Regional Level and a pool of 1800 Local Input Points at the Division Level.

- The maximum number of Local Input Points that can be applied to any given project at each level is 100.
- MPO staff evaluated all Regional and Division Projects according to the TAC approved Qualitative and Quantitative criteria.
- The highest ranked Regional and Division project in each mode (Aviation/Bicycle & Pedestrian/Highway/Public Transit) received the maximum allowance of Local Input Points (100 points).
- The MPO and the NCDOT Division 9 Office coordinated and strategically assigned the remaining Local Input Points.
- MPO staff initiated a public review period beginning on June 12, 2014, ending on July 11, 2014.
- All public comments, local point assignments, projects, and evaluations, are published on the MPO's STI webpage:  
<http://www.cityofws.org/departments/transportation/planning/sti-spot-prioritization>.

Allen Todd requested additional information regarding comments provided for the new NC Highway 109 in Davidson and Forsyth Counties.

Dan Besse thanked Fred for all his work on the public input meetings.

MOTION: Allen Joines moved approval.

SECOND: Allen Todd

VOTE:

FOR: Unanimous

AGAINST: None

**a. Resolution Not Supporting the “Toll Alternative” for the Northern Beltway (Eastern Section) Project**

Presented by Fred Haith.

- An alternative to the Eastern Section of the Winston-Salem Northern Beltway (U-2579 AA, AB, C, D, E, and F, and R-2247EB) was submitted by the NCDOT Division 9 office.
- A “toll alternative” was proposed and submitted for evaluation for informational purposes only.
- The “toll alternative” for the Eastern Section of the Winston-Salem Northern Beltway (SPOT ID H140560) is not supported by the NCDOT Division 9 office or the Winston-Salem Urban Area MPO and should not be considered for funding.
- The “toll alternative” project did not rank significantly higher than the standard beltway project.
- The “toll alternative” project, if funded, would require NCDOT to re-evaluate the EIS, resulting in additional delays.

MOTION: Bill Whiteheart moved approval.

SECOND: Allen Joines

VOTE:

FOR: Unanimous

AGAINST: None

**10. Review of the NCDOT Bicycle and Pedestrian Count Pilot Project in the Winston-Salem Urban Area MPO.**

Presented by Matthew Burczyk.

- Matthew distributed a revised action request form and a proposed resolution authorizing the MPO to enter into an agreement with NCDOT related to the Pedestrian Count Pilot Projects.
- MPO staff has been coordinating with NCDOT on identifying potential bicycle and pedestrian count locations.
- About 20 locations throughout the MPO were identified and submitted to NCDOT.
- Since this is a pilot project, NCDOT has specific requirements in terms of the variety of count locations in order to best learn how to implement the project on a statewide basis and generate all desired data.
- Permanent counters are proposed for the following Winston-Salem locations:
  - 1.) Intersection of the Strollway and Academy Street;
  - 2.) Salem Creek Greenway near Salem Lake;
  - 3.) Both sides of 4th Street between Cherry Street and Marshall Street; and
  - 4.) Intersection of Queen Street and Hawthorne Road.
- NCDOT will provide a loop detector to count bicycles and an infrared detector to count pedestrians for each of these locations.
- In addition to the four locations identified for permanent counters, NCDOT may provide portable counters that can be moved between sites throughout the MPO.
- Other MPO communities have expressed an interest in performing counts and the portable counters will provide the necessary tools to meet those needs.
- In addition, the portable counters can be used in locations without sidewalk to measure the demand for walking facilities by counting pedestrians walking along the side of the road.
- NCDOT plans to invest about \$20,000 worth of bicycle and pedestrian counters and expertise in the Winston-Salem Urban Area MPO.
- In exchange, the MPO will be responsible for installation and maintenance of the units.
- MPO staff has coordinated with other City of Winston-Salem staff on the details of loop and infrared detector installation.
- While the portable counters will need to be attended to regularly to collect count data, the permanent installations can be accessed via the internet to increase efficiency.
- MPO staff will be responsible for collecting data and reporting back to NCDOT for a period of up to 10 years.

MOTION: Allen Joines moved approval.

SECOND: Regina Streed

VOTE:

FOR: Unanimous

AGAINST: None

### **Information for Future Action Items**

None

Chairman Williams stated that for future reference, information items will be presented upon request or if there are any questions from the Committee on a particular item.

### **Information Items (Presentation by Staff by Request of TAC Only)**

#### **7. Presentation on Certified Public Manager Program**

Presented by Brett Abernathy.

- In 2009 the Federal Highway Administration conducted an audit on locally administered projects.
- The audit discovered issues with how NCDOT and other municipalities implement projects.
- The audit resulted in a need for increased oversight, a variation in due diligence and a new agreement process.
- The audit discovered issues with project delivery, project delays and supplemental agreements.
- Project delays were caused by right-of-way/utility/environmental issues and by poor estimating and scheduling.
- Of 36 projects, only 39% were completed without a supplemental agreement.
- Many projects had multiple supplemental agreements.
- A failure to complete projects on schedule was the primary reason for supplement agreements.
- Potential solutions include developing a project screening form and more engineering involvement prior to project submittal.

#### **8. Update on the 2040 Socio-Economic Data Projections Work for the Winston-Salem Urban Area MPO**

Presented by Margaret Bessette.

- One of the components of the Regional Travel Demand model is Socio-Economic (SE) Data—population, households and jobs.
- Winston-Salem MPO staff is working with PART, other MPOs in the Triad and a consultant to collect base year data (2013) and make projections for horizon years—2020, 2030, and 2040.

- For the Winston-Salem Urban Area, MPO and City-County Planning staff worked with planners and staff from member jurisdictions to review and adjust the consultant's projections based on local knowledge and adopted plans.
- The work should be completed by the end of 2014. The TAC will be asked to adopt the projections—either separately or as part of an updated Air Quality Conformity Determination.

## **9. Review of the Proposed Business 40 Streetscape Design Project**

Presented by Greg Errett.

- During the past few years, NCDOT initiated a public process seeking to improve the aesthetic appearance of the future bridges, interchanges and related roadway infrastructure.
- Numerous public meetings, hearings and workshops have been held to help define the look and visual components for the proposed project.
- Parallel to the public process, the Creative Corridors Coalition (C3), a private non-profit citizens group, developed its own master plan and design guidelines for the corridor in 2011 and it was adopted by the City of Winston-Salem.
- While most of the basic decisions of the freeway's geometric design are featured in the roadway's two primary alternatives, the appearance of the corridor from end to end has of yet not been decided.
- The need for bringing the elements of both processes into developing a comprehensive streetscape design for the entire corridor is apparent.
- The City's staff has selected and is working with the consulting team of Stimmel Associates and RS&H to develop a comprehensive and detailed streetscape design with specifications that may be used in the proposed design/build process for the highway project.
- The consultant team will expand that design to provide recommendations for an area adjacent to the highway's defined right-of-way including cross-streets and parallel streets at least one block in depth from the highway.
- Upon agreement of this design and specifications, the consultant team will develop a detailed cost estimate and possible project phasing.
- An important component of this project's design is the incorporation of a multi-use bicycle and pedestrian path within or adjacent to the reconstructed highway linking downtown, the Strollway, the BB&T Ballpark pedestrian bridge, Wake Forest University Medical Center and Winston-Salem State University area.
- The multi-use path would be physically separated from the highway's travel lanes and shoulders, either vertically or horizontally, or both, and be designed not to interfere with the highway's operation.
- Another design question to be answered is whether the Strollway should be relocated from going underneath the highway and the interchange ramps under either alternative.

## **11. Update on the Approvals of the Metropolitan Area Boundary (MAB) Map and Federal Functional Classification Map for the Winston-Salem Urban Area MPO**

Presented by Andy Bailey.

- In late 2012, the MPO adopted a new Metropolitan Area Boundary Map.
- The new map was necessary due to additions and deletions to the MPO.
- This MPO requested the most changes/updates to the boundary map.
- The State has approved the changes and a new boundary map will be forthcoming.

## **12. MPO Staff Reports**

### **a. NCDOT Division 9 Transportation Projects Update**

No questions for staff.

### **b. Forsyth County OEAP Air Quality Update**

No questions for staff.

### **c. Bicycle and Pedestrian Facilities Projects Update**

No questions for staff.

### **d. Winston-Salem Transit Authority (WSTA) Update**

No questions for staff.

### **e. Piedmont Authority for Regional Transportation (PART) Update**

Presented by Scott Rhine.

- Route analysis comparison for all routes is underway.

A discussion ensued regarding capacity versus ridership and fare box recovery rates.

### **f. Title VI Compliance Update**

Presented by Fred Haith.

- We are still awaiting confirmation of compliance of Title VI program from the State.

## **13. Review of the 2014 MPO Calendar of Activities**

Presented by Greg Errett.

- NCDOT will hold meetings regarding the Business 40 reconstruction projects on July 22 and 24.
- Cycling Saturday will be held August 16.
- Next meeting Thursday September 18, 2014

**14. Other Business/Adjourn Meeting**

**ADJOURNMENT 5:25 pm.**