

Transportation
Advisory
Committee

November 15, 2018

Bethania
Bermuda Run
Clemmons
Davidson County
Davie County
Forsyth County
Kernersville
King
Lewisville
Rural Hall
Stokes County
Tobaccoville
Walkertown
Wallburg
Winston-Salem
NC Board of
Transportation
Winston-Salem
Transit Authority
Non-Voting
Advisory Members

James H. Trogdon, III, Secretary
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501

Dear Secretary Trogdon:

SUBJECT: **Resolutions Adopted in November 2018 by the Winston-Salem
Urban Area MPO TAC**

Please find enclosed signed copies of resolutions approved by the Transportation Advisory Committee of the Winston-Salem Urban Area MPO in November 2018 as follows:

- Approving Amendments and Modifications to the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP)
- Endorsing Targets for Performance Measures for Asset Conditions (PM2) and System Reliability (PM3) established by North Carolina Department of Transportation and (NCDOT) and Amendment to the 2040 Metropolitan Transportation Plan

Please contact Margaret Bessette, TAC Secretary, at 336.747-7058 or margb@citytofws.org if you have questions.

Sincerely,



Larry T. Williams, Chairman
Transportation Advisory Committee

City-County
Planning Board

Federal Highway
Administration

Forsyth County
Airport Commission

Enclosures

cc: James Upchurch, NCDOT Statewide Planning Branch
Mike Stanley, PE, NCDOT TIP Development Unit
Hannah Cockburn, NCDOT Division of Bicycle and Pedestrian Transportation
Marta Matthews, NCDOT Transportation Program Management
Pat Ivey, PE and Brett Abernathy, PE NCDOT Division 9
dc: Phillip Vereen and Pam DiGiovanni, NCDOT Division of Public Transportation
Joe Geigle, FHWA, NC Division
Scott Rhine, Director, PART
Fred Haith, NCDOT Division 9

RESOLUTION
APPROVING THE FISCAL YEAR 2018-2027
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)
AMENDMENTS AND MODIFICATIONS FOR THE WINSTON-SALEM URBAN AREA
METROPOLITAN PLANNING ORGANIZATION (WSUAMPO)

A motion was made by TAC Member Denise Adams and seconded by TAC Member Zak Crofts for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Metropolitan Transportation Improvement Plan (MTIP) is a comprehensive listing of all transportation projects programmed for the Winston-Salem Urban Area and must match the State Transportation Improvement Program (STIP); and

WHEREAS, the North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects; and

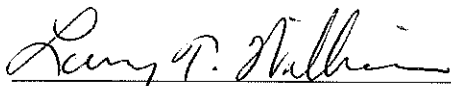
WHEREAS, any STIP amendment for new statewide projects or projects within the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) triggers the amendment of the MTIP; modifications to the STIP do not require adoption but are provided for information; and

WHEREAS, the attached document describes the amendments and modifications to the Winston-Salem Urban Area Fiscal Year 2018-2027 MTIP; and

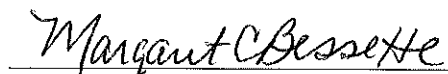
WHEREAS, as required by the WSUAMPO's Public Participation Policy, the amendments and modifications to the MTIP were available for public review and comment for at least thirty (30) days from September 7, 2018 through October 10, 2018.

NOW, THEREFORE BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization adopts the amendments and modifications to the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP) as shown on the attached list.

Adopted on this the 15th day of November, 2018.



Larry T. Williams, Chairman
Transportation Advisory Committee



Margaret C. Bessette, Secretary
Transportation Advisory Committee

**Amendments and Modifications to the Winston-Salem Urban Area
 FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP)
 August 1, 2018**

Modifications (2018-2027)

June 2018

*U-2729	SR 1672 (HANES MILL ROAD), MUSEUM DRIVE TO SR 4000 (UNIVERSITY PARKWAY) IN WINSTON-SALEM. WIDEN TO MULTILANES. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS	RIGHT-OF-WAY	FY2019	\$7,766,000	(T)
		UTILITIES	FY2019	\$429,000	(T)
		CONSTRUCTION	FY2021	\$11,600,000	(T)
			TOTAL	\$19,795,000	(T)

September 2018

AV-5738	SMITH REYNOLDS AIRPORT (INT), ACQUIRE LAND AND CLEAR TERRAIN OBSTRUCTIONS EAST OF RUNWAY 1533 TO DRAIN AND GRADE MATERIAL IN PLACE. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY18 TO FY19, AT REQUEST OF AVIATION DIVISION. PROJECT TO BE COMBINED FOR LET WITH AV-5832.	CONSTRUCTION	FY19	\$1,909,000	(T)
			TOTAL	\$1,909,000	

AV-5832	SMITH REYNOLDS AIRPORT (INT), CONSTRUCT NEW TAXILINE. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY18 TO FY19, AT REQUEST OF AVIATION DIVISION. PROJECT TO BE COMBINED FOR LET WITH AV-5738.	CONSTRUCTION	FY19	\$6,200,000	(T)
			TOTAL	\$6,200,000	

*R-5789	VARIOUS, DIVISION 9 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. ADD CONSTRUCTION IN FY19 NOT PREVIOUSLY PROGRAMMED.	CONSTRUCTION	FY18	\$800,000	(TAP)
			FY18	\$200,000	(O)
			FY19	\$3,200,000	(TAP)
			FY19	\$800,000	(O)
			TOTAL	\$5,000,000	

*U-2729	SR 1672 (HANES MILL ROAD), MUSEUM DRIVE TO SR 4000 (UNIVERSITY PKWY) IN WINSTON-SALEM. WIDEN TO MULTILANES. PROJECT TO UTILIZE BUILD NC BONDS.	BUILD NC ROW	FY2019	\$515,000	(T)
			FY2020	\$515,000	(T)
			FY2021	\$515,000	(T)
			FY2022	\$515,000	(T)
			FY2023	\$515,000	(T)

**Amendments and Modifications to the Winston-Salem Urban Area
 FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP)
 August 1, 2018**

	FY2024	\$515,000	(T)
	FY2025	\$515,000	(T)
	FY2026	\$515,000	(T)
	FY2027	\$515,000	(T)
	FY2028	\$515,000	(T)
	FY2029	\$515,000	(T)
	POST YR	\$2,060,000	(T)
RIGHT-OF-WAY	FY2022	\$1,766,000	(T)
UTILITIES	FY2023	\$429,000	(T)
CONSTRUCTION	FY2024	\$11,600,000	(T)
	TOTAL	\$21,520,000	

RESOLUTION
ENDORISING PERFORMANCE MEASURES AND TARGETS FOR ASSET CONDITION (PM2)
AND SYSTEM RELIABILITY (PM3) ESTABLISHED BY NCDOT, AND AMENDING THE
WSUAMPO 2040 METROPOLITAN TRANSPORTATION PLAN (MTP) TO INCLUDE THE
ENDORSED PERFORMANCE MEASURES AND TARGETS

A motion was made by TAC Member Dan Besse and seconded by TAC Member Denise Adams for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, MAP-21 and the FAST Act necessitate new performance management requirements which require States to set targets for interstate and non-interstate National Highway System (NHS) pavement conditions, NHS bridge conditions, travel time reliability, freight reliability, and emissions reduction; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) developed targets for these performance measures noted above by coordinating with the nineteen (19) MPOs in North Carolina through work group meetings, webinars, and email communications between the winter of 2017 and spring of 2018, and officially established targets and transmitted them to FHWA on May 18, 2018; and

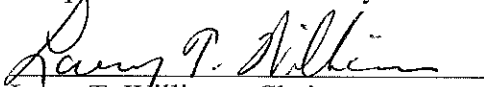
WHEREAS, Federal regulations require MPO's to establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure, or establish its own target within 180 days of the State establishing and reporting its targets to FHWA; and


WHEREAS, as required by the WSUAMPO's Public Participation Policy, modifications and amendments to the MTP were available for public review and comment for at least thirty (30) days from September 7, 2018 through October 10, 2018; and

WHEREAS, the WSUAMPO agrees to plan and program projects that contribute toward the accomplishment of the State's targets and performance measures as included in Table 1, *North Carolina Transportation Performance Measures in Asset Condition and System Reliability*.

NOW, THEREFORE, BE RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization endorses NCDOT's established performance measures for asset condition and system reliability and amends the 2040 Metropolitan Transportation Plan, adopted on September 17, 2015, to include the attached amendment.

Adopted on this the 15th day of November, 2018.


 Larry T. Williams, Chairman
 Transportation Advisory Committee


 Margaret C. Bessette, Secretary
 Transportation Advisory Committee

Amendment to the WSUAMPO 2040 Metropolitan Transportation Plan

WSUAMPO staff have recommended that the WSUAMPO endorse the state’s performance measures and targets laid out in Table 1: North Carolina Transportation Performance Measures in Asset Condition (PM2) and System Reliability (PM3). This table does not include any CMAQ performance measures and targets because, according to federal regulations, MPOs are only required to set those targets if they are designated by the Environmental Protection Agency (EPA) as nonattainment or maintenance areas. The only MPOs in North Carolina with that designation are in the Charlotte metropolitan area.

The WSUAMPO’s 2040 Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) will reflect the WSUAMPO’s support for investment priorities, by including, to the maximum extent practicable, projects that support the performance measures and targets included below.

Table 1: North Carolina Transportation Performance Measures in Asset Condition (PM2) and System Reliability (PM3)

PERFORMANCE MEASURE CATEGORY (PM2 or PM3)	NORTH CAROLINA TPM PERFORMANCE MEASURES	2 YEAR NCDOT TARGET (1/1/2018 – 12/31/2019)	4 YEAR NCDOT TARGET (1/1/2018 – 12/31/2021)
PM2 Asset Condition	INTERSTATE PAVEMENT CONDITION (GOOD) ⁱ		37.0%
	INTERSTATE PAVEMENT CONDITION (POOR) ⁱⁱ		2.2%
	NON-INTERSTATE NHS PAVEMENT CONDITION (GOOD) ⁱⁱⁱ	27.0%	21.0%
	NON-INTERSTATE NHS PAVEMENT CONDITION (POOR) ^{iv}	4.2%	4.7%
	NHS BRIDGE CONDITION (GOOD) ^v	33.0%	30.0%
	NHS BRIDGE CONDITION (POOR) ^{vi}	8.0%	9.0%
PM3 System Reliability	INTERSTATE LEVEL OF TRAVEL TIME RELIABILITY ^{vii}	80.0%	75.0%
	NON-INTERSTATE NHS LEVEL OF TRAVEL TIME RELIABILITY ^{viii}		70.0%
	INTERSTATE TRUCK TRAVEL TIME RELIABILITY ^{ix}	1.65	1.70

ⁱ **Percentage of Interstate pavement in “Good” condition:** Total interstate lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

ⁱⁱ **Percentage of Interstate pavement in “Poor” condition:** Total interstate lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

ⁱⁱⁱ **Percentage of Non-Interstate NHS pavement in “Good” condition:** Total non-Interstate NHS lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

^{iv} **Percentage of Non-Interstate NHS pavement in “Poor” condition:** Total non-Interstate NHS lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

^v **Percentage of NHS bridges by deck area classified in “Good” condition:** Total deck area of NHS bridges and culverts where all components (deck, superstructure, substructure for bridges) are assigned a condition rating of “Good” or better based on annual inspections, compared to total NHS bridge deck area.

^{vi} **Percentage of NHS bridges by deck area classified in “Poor” condition:** Total deck area of NHS bridges and culverts where one component (deck, superstructure, substructure for bridges) is assigned a condition rating of “Poor” based on annual inspections, compared to total NHS bridge deck area.

^{vii} **Interstate LOTTR (Level of Travel Time Reliability):** Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

^{viii} **Non-Interstate NHS LOTTR (Level of Travel Time Reliability):** Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

^{ix} **Interstate TTTR (Truck Travel Time Reliability):** Reliability measure based on the worst 95th percentile truck travel time v. 50th percentile truck travel time, sourced from in-vehicle GPS and fleet data) is averaged across the length of all Interstate segments.