AGENDA

PUBLIC WORKS COMMITTEE

6:00 p.m., Tuesday, January 10, 2017

COMMITTEE ROOM

Room 239, City Hall

COMMITTEE MEMBERS: *Council Member Dan Besse, Chair*
Council Member, John C. Larson, Vice Chair
Council Member Derwin L. Montgomery
Council Member James Taylor, Jr.

GENERAL AGENDA

G-1. WINSTON-SALEM TRANSIT AUTHORITY PUBLIC PARTICIPATION REQUIREMENTS FOR FARE CHANGE CONSIDERATION.

G-2. ORDINANCE AMENDING SECTION 75 OF THE CITY CODE RELATING TO STORMWATER MANAGEMENT SYSTEM USER FEES.

CONSENT AGENDA

C-1. APPROVAL OF PUBLIC WORKS COMMITTEE SUMMARY OF MINUTES - *December 13, 2016.*

Memorandum

Winston-Salem

Department of Transportation

P.O. Box 2511
Winston-Salem, NC 27102
CityLink 311 (336.727-8000)
Fax 336.748.3370

TO: Lee D. Garrity, City Manager
FROM: Gregory M. Turner, Assistant City Manager
DATE: January 10, 2017
SUBJECT: WSTA Public Participation Requirements for Fair Change Consideration
CC:

At the December Public Works Committee meeting staff was asked to provide information on the public participation requirements should a fare change be considered by the City Council.

The US Department of Transportation, Federal Transit Administration (FTA) requires that recipients of Urbanized Area Formula Grants (Section 5307 funds) have a written locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction. WSTA is a recipient of Section 5307 funds. WSTA's "Public Participation Process for Fare Increases/Service Reductions and Route Modifications" was approved by FTA on April 10, 2014.

The WSTA Board of Directors recommended at their meeting held September 29, 2016 that the Winston-Salem City Council consider actions necessary to enhance revenues and stabilize the Mass Transit Tax fund (see attached Board Action). Should City Council then decide to recommend a fare increase WSTA staff must solicit public comments regarding the proposed fare increase. The approved process specifically states:

> "A public hearing for fare increases, and major service reductions shall be advertised in a daily publication of general circulation and a publication for non-English speaking citizens at least 30 days prior to conducting such hearing and shall be held at a location that is accessible to all interested persons including those with disabilities and easily accessed by public transportation. In addition, the use of "riders' alerts" and notices will be posted on board fixed-route and paratransit buses in English and Spanish when and where, as appropriate, at least 30 days in advance of the scheduled public meeting date."

WSTA staff must document public comments and report this information to the WSTA Board of Directors. The WSTA Board of Directors will consider comments and make a final determination with or without modifications. This recommendation is then forwarded to City Council for final consideration of the fare increase.

The timeline should Council consider a fare increase is as follows:

- 30 Day Public Notice of Meetings publicized January 15-Februrary 15, 2017
- Meetings Held February 16-March 3, 2017
- Summary of Comments presented to Board of Directors no later than board meeting April 27, 2017
- Board Of Director recommendation presented to City Council Finance and Public

Works Committees in May 2017 for consideration

The attached PowerPoint slides gives the presentation on WSTA financials and revenue enhancements options presented previously at the October Public Works Committee meeting. Staff will be available to review this information if requested.

Please let me know if you need additional information.

RESOLUTION RECOMMENDING REVENUE ENHANCEMENTS FOR TRANSIT OPERATIONS

WHEREAS, the Winston-Salem Transit Authority Board of Directors defines and recommends policies for the Winston-Salem Transit Authority.

WHEREAS, the Winston-Salem Transit Authority Board of Directors is cognizant of the fiscal requirements of the Authority to sustain safe, dependable and efficient transportation services.

WHEREAS, the Winston-Salem Transit Authority Board of Directors recognize that the current transit system demands are depleting the Mass Transit Fund.

WHEREAS, The Winston-Salem Transit Authority Board of Directors has deemed it in the best interest of the Authority to have a stabilized Mass Transit Fund.

NOW, THEREFORE BE IT RESOLVED, that the Winston-Salem Transit Authority Board of Directors recommends that the Winston-Salem City Council consider actions necessary to enhance revenues and stabilize the fund.

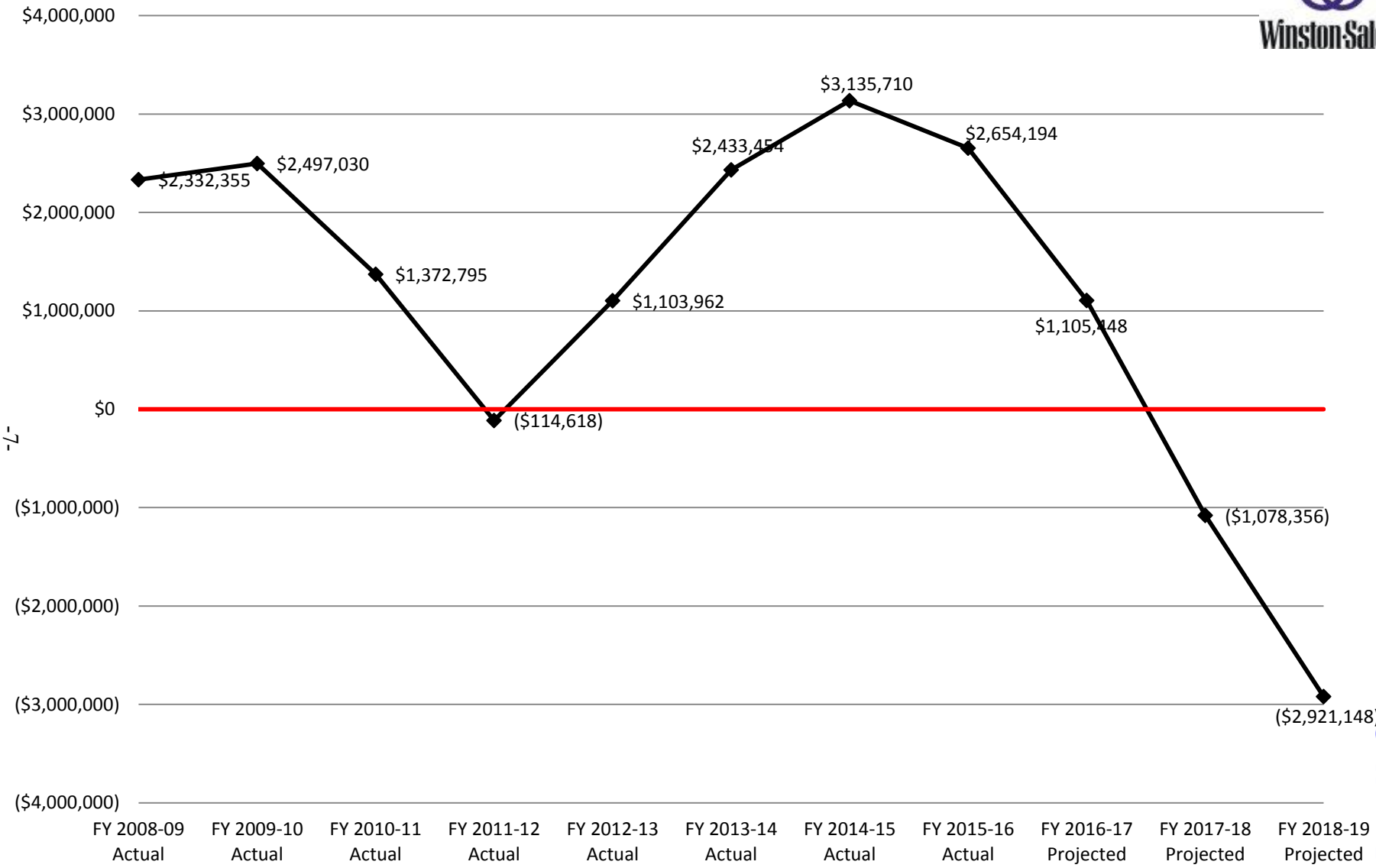
Winston-Salem Transit Authority (WSTA) Fund Financial Outlook

Winston-Salem Transit Authority (WSTA) Fund

G-1. DRAFT

- Current projection of reserves
- Current fund drivers
- Changes to WSTA Fund since FY 2012-13
- Fixed route ridership and farebox revenue
- Available revenue enhancement options
- Comparisons with other North Carolina cities
  - Trans-Aid fares
  - Fixed Route fares
  - Motor Vehicle Privilege Tax

Winston-Salem Transit Authority Fund Reserves



Note: Actual reserves as of June 30, 2016 were $0 and there was a borrowing of $3.4 million from the general fund due to the delayed receipt of revenues from the Federal Transit Administration (FTA).

G-1.

DRAFT

Winston-Salem Transit Authority Fund Drivers

G-1. DRAFT

- Revenues
  - Property tax growth of approximately 1.0% through FY 2018-19
  - Farebox revenue growth of 2.33% (5-year average)
  - Sharing of FTA 5307 grant funds with PART and Davidson County beginning in FY 2016-17 (-$488K)
  - No assumed growth in FTA 5307 grant funds or State Maintenance Assistance Program (SMAP) funds
- Expenditures
  - Trans-Aid and Fixed Route growth of 2.5%
  - Fuel growth of 5.0% in FY 2016-17, 2.5% in outlying years
- Capital
  - No state matches assumed for bus replacement grants
  - Replacement of 5 hybrid buses and 6 hybrid Trans-Aid vans in FY 2017-18

Changes to WSTA Fund Since FY 2012-13

Winston-Salem

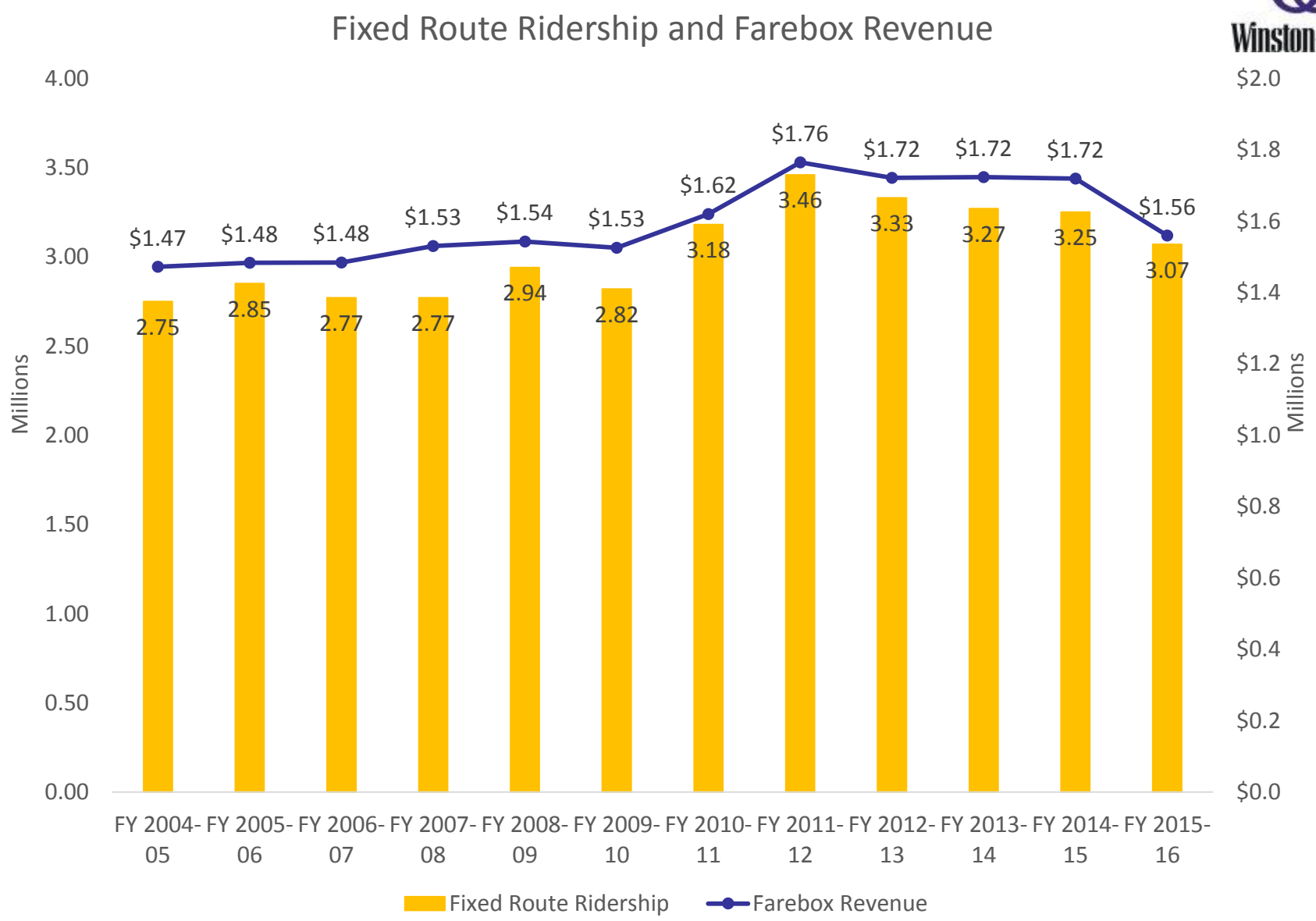
- Property Tax Rate
  - Increased from 1.58 cents to 3.08 cents as part of the FY 2012-13 approved budget
  - Increased from 3.08 cents to 3.62 cents as part of the FY 2013-14 approved budget (revenue neutral rate plus re-allocation of tax rate from general and debt service funds)
- Trans-Aid
  - Large growth in Trans-Aid ridership
  - Expenditures (minus fuel) +35.1% since FY 2012-13
  - Increased ADA calls, less revenue generating, Medicaid calls (-56% Medicaid revenue since FY 2012-13)
  - Additional Trans-Aid positions needed to meet current demand (approximately $325K budgeted in FY 2016-17)

G-1. DRAFT

Changes to WSTA Fund Since FY 2012-13

G-1. DRAFT

- Fixed Route
  - Sunday Service bus routes began operation November 2013
  - Additional funds for updated fixed route system (approximately $500K) beginning in January 2017
  - Expenditures (minus fuel) +21.5% since FY 2012-13
  - -9.4% decrease in farebox revenue
- Capital
  - Change in State process for awarding grant matches
  - State matches no longer assumed for bus replacement grants


Fixed Route Ridership and Farebox Revenue
Millions
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
$2.0
$1.8
$1.6
$1.4
$1.2
$1.0
$0.8
$0.6
$0.4
$0.2
$0.0
$1.47
$1.48
$1.48
$1.53
$1.54
$1.53
$1.62
$1.76
$1.72
$1.72
$1.72
$1.56
2.75
2.85
2.77
2.77
2.94
2.82
3.18
3.46
3.33
3.27
3.25
3.07
FY 2004-05
FY 2005-06
FY 2006-07
FY 2007-08
FY 2008-09
FY 2009-10
FY 2010-11
FY 2011-12
FY 2012-13
FY 2013-14
FY 2014-15
FY 2015-16
Fixed Route Ridership
Farebox Revenue

G-1. DRAFT

Potential Revenue Enhancement Options

G-1.

DRAFT

- Property Tax
  - Currently 3.62 cents per $100 valuation
  - 1 cent = $2 M
- Motor Vehicle Privilege Tax
  - Currently 1/3 of $5 ($15 total) = $300K
  - Restrictions on how much for public transit
- Trans-Aid
  - Fare exemption rescission (50 cent fare) = $71K
  - 50 cent fare increase = $24K
- Fixed Route
  - 30 cent fare increase = $310K

Fixed Route Fare Increase of 30¢

	Current	Adjusted
Full Fare	$1.00	$1.30
Half Fare	$0.50	$0.65
Transfers	Free	Free
Full Monthly Pass	$30.00	$39.00
Half Monthly Pass	$15.00	$19.50
Full 10-Ride Pass	$10.00	$13.00
Half 10-Ride Pass	$5.00	$6.50

G-1. DRAFT

Fare and Fee Comparisons

City	Trans-Aid Fare	Fixed Route Fare	Motor Vehicle Privilege Tax
Charlotte	$3.50	$2.20	$30
Durham	$2.00	$1.00	$15
Greensboro	$1.50	$1.50	$30
Raleigh	$2.50	$1.25	$30
Winston-Salem	$0.50	$1.00	$15

Winston-Salem

Questions?

City Council – Action Request Form

Date:	January 10, 2017
To:	The City Manager
From:	Gregory M. Turner, Assistant City Manager

Council Action Requested:

Approval of an Ordinance Amending Sections 75-42 and 75-44(b) of the City Code, Relating to Stormwater Management System User Fees.

Summary of Information:

At its April 12th meeting, the Public Works Committee requested that staff investigate implementing a stormwater fee credit policy that could be used to incentivize non-residential property owners to install stormwater management devices on properties that currently have no stormwater controls. The attached is a draft ordinance to implement such a policy.

Committee Action:

Committee		**Action**	
For		**Against**	

Remarks:

ORDINANCE AMENDING SECTIONS 75-42 AND 75-44(b) OF THE CITY CODE RELATING TO STORMWATER MANAGEMENT SYSTEM USER FEES

BE IT ORDAINED, by the City Council of the City of Winston-Salem as follows:

SECTION I. Sections 75-42 and 75-44(b) of the City Code, relating to stormwater management system user fees, are amended by adding the underlined language below:

Sec. 75-42. - Definitions.

For purposes of this article, the following terms shall mean:

…

Non-residential property: All developed parcels zoned or used for non-single-family residential, commercial, industrial, retail, governmental or institutional uses. This includes apartments, condominiums, timeshares, hotels and motels for purposes of computing. For purposes of user fee computation all such properties shall be considered and nonresidential property.

Sec. 75-44. - Stormwater management system user fees.

(b) The stormwater management system user fee charged to non-residential users shall be $831.00 per impervious acre annually, but in no event no less than $55.00 annually. Notwithstanding the foregoing, if a non-residential user, not already subject to the requirements of the post-construction ordinance of the City Code, has built and satisfactorily maintains a well-designed structural stormwater best management practice ("BMP") on non-residential property, and that BMP reduces the volume of stormwater run-off from the non-residential property, in accordance with requirements outlined in section 75-303 of the City Code, the non-residential user will be eligible for a credit of up to twenty-five percent (25%) of the stormwater management user fee chargeable to the property. Similarly, if a non-residential user, not already subject to the requirements of the post-construction ordinance of the City Code, has built and satisfactorily maintains a well-designed structural stormwater best management practice ("BMP") on non-residential property, and that BMP enhances/improves the quality of the stormwater run-off from the non-residential property, in accordance with section 75-302(b) of the City Code, then, the non-residential user will be eligible for a credit of up to twenty-five percent (25%) of the stormwater management user fee chargeable to the property. The two fee credits are cumulative; a non-residential user may receive credit for both a reduction in the volume of stormwater run-off and an improvement in the quality of stormwater run-off. However, the fee credit will be applied on a per-acres basis. For example, if the pond or BMP reduces the impact of stormwater run-off from two (2) acres of non-residential property, then, the non-residential user will be eligible for a credit on those two (2) acres of property, only. The total fee credit for which a non-residential user may be eligible for both volume reduction and quality

improvement will not exceed fifty percent (50%) of the total stormwater management user fee chargeable to the property. The City's assistant city manager for public works and the City's stormwater director shall have the authority to decide: (i) if the BMP has been sufficiently well designed, constructed, and maintained in accordance with sections 75-303 and 75-302(b) and other applicable provisions of the post-construction ordinance of the City Code , (ii) whether stormwater run-off volume is reduced or quality enhanced, thereby, and (iii) how much fee credit to apply to a given non-residential user's stormwater management user fee.

SECTION II. This Ordinance shall take effect on July 1, 2017.

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SUMMARY OF MINUTES

PUBLIC WORKS COMMITTEE

6:14 p.m., Tuesday, December 13, 2016

COMMITTEE ROOM

Room 239, City Hall

MEMBERS PRESENT: *Council Member Dan Besse, Chair*
Council Member John C. Larson, Vice Chair
Council Member Derwin L. Montgomery
Council Member James Taylor, Jr.

Chair Besse called the meeting to order and stated that without objection, the Committee would first consider the Consent Agenda. Council Member Montgomery pulled Item C-2(a). Council Member Taylor made a motion to approve the balance of the Consent Agenda and the motion was duly seconded by Council Member Montgomery and carried unanimously.

CONSENT AGENDA

C-1. RESOLUTION APPROVING AN INTERLOCAL AGREEMENT WITH THE TOWN OF KERNERSVILLE FOR THE USE OF $80,000 IN SURFACE TRANSPORTATION FEDERAL FUNDS ALLOCATED TO THE WINSTON-SALEM URBANIZED AREA.

C-2. CONSIDERATION OF RESOLUTIONS FOR REMOVAL OF SIDEWALK PROJECTS FROM THE CITY COUNCIL APPROVED BOND SIDEWALK LIST:

b. RESOLUTION AUTHORIZING THE REMOVAL OF THE KINARD DRIVE SIDEWALK PROJECT FROM THE CITY COUNCIL APPROVED BOND SIDEWALK LIST.

c. RESOLUTION AUTHORIZING THE REMOVAL OF THE GOOD HOPE ROAD SIDEWALK PROJECT FROM THE CITY COUNCIL APPROVED BOND SIDEWALK LIST.

C-3. APPROVAL OF PUBLIC WORKS COMMITTEE SUMMARY OF MINUTES – *November 10, 2016.*

C-2. CONSIDERATION OF RESOLUTIONS FOR REMOVAL OF SIDEWALK PROJECTS FROM THE CITY COUNCIL APPROVED BOND SIDEWALK LIST:

a. RESOLUTION AUTHORIZING THE REMOVAL OF THE KINARD DRIVE SIDEWALK PROJECT FROM THE CITY COUNCIL APPROVED BOND SIDEWALK LIST.

Council Member Montgomery requested information concerning the Kinard Drive community, in that desires have come forth to get some stormwater issues resolved. The sidewalks are important however the stormwater issue is more of a priority at this moment. He questioned if there was any flexibility to allocate the funding towards those stormwater concerns.

Mr. Gregory Turner, Assistant City Manager, stated the bond funds categories are specific as to how they are allocated. These projects were approved under transportation. Staff would confer with the attorney's office to get more information.

In response to Council Member Montgomery, Mr. Turner stated once the project is removed the allocated funds will return back to the area from which they were originally allocated.

Council Member Montgomery made a motion to approve this item. The motion was duly seconded by Council Member Taylor and carried unanimously.

GENERAL AGENDA

G-1. CONSIDERATION OF A RESOLUTION APPROVING A REVISED TRAFFIC CALMING POLICY FOR THE USE OF VERTICAL DISPLACEMENT DEVICES.

Chair Besse gave a summary of the topic.

Council Member Montgomery suggested that staff report back to the Committee on what neighborhoods are using any of these traffic calming measures and how it has impacted the neighbors and the community where Public Safety issues may be the concern.

Council Member Taylor stated the discussion on traffic calming measures is important and government is all about the safety of the neighborhoods and communities. The key factor is to establish a compromise from the Public Safety side in lieu of emergency responders and the communities' side in terms of what is needed in the communities.

In response to Council Member Larson, Ms. Toneq' McCullough, Transportation Director, stated there are quite a few traffic calming measures on Oakridge Road and a map can be prepared to get information on other roads that may have six or more.

In response to Council Member Larson, Ms. McCullough stated there are currently three communities that are in the process of voting on whether or not traffic calming measures are needed in their neighborhood. Some neighborhoods may request to have six or more traffic calming devices depending on the roadway conditions.

In response to Council Member Taylor, Ms. McCullough stated in the event the communities do not need six traffic calming measures of the same device there is the flexibility that other types of traffic devices may be considered. It depends strictly on the roadway conditions and how the policy applies to each situation.

Council Member Montgomery and Taylor indicated support for resolution with a provision grandfathering projects that are already underway.

Council Member Taylor requested clarification on what projects underway meant. The consensus was that it meant projects that already had the initial neighborhood meeting.

Council Member Montgomery made a motion to approve this item in the caveat that it only apply to projects where the members of the neighborhoods have not held their initial community to consider traffic calming. The motion was duly seconded by Council Member Taylor and carried unanimously.

ADJOURNMENT: 6:52 p.m.