

2013
Winston-Salem Urban Area
Metropolitan Planning Organization (MPO)
Self-Certification Process

Introduction

CFR 450.334 requires the North Carolina Department of Transportation (NCDOT) and the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their planning processes are addressing the major issues facing the urban area and are being conducted in accordance with all applicable requirements of:

- Section 134 of Title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607); and
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240) regarding the involvement of disadvantaged business enterprises (DBE) in the FHWA and FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-136) 104 Stat. 327, as amended and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the Winston-Salem Urban Area MPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including: CFR – Code of Federal Regulations; U.S.C. – United States Code; LRTP - Long Range Transportation Plan; CMP – Congestion Management Process/Plan; TIP – Transportation Improvement Program; TMA – Transportation Management Area; and, EO – Executive Order.

The MPO’s responses are in **bold**.

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Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

Response: Yes.

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U. S. C. 5303 (c) 23 CFR 450.306 (i)]

Response: Yes, the Winston-Salem Urban Area Transportation Advisory Committee (TAC) (MPO policy board) is primarily comprised of elected officials. However, we have been advised through our recent federal certification review that we must include our transit providers and representatives of major modes of transportation in our community like the railroads, trucking companies, commercial intercity bus companies, etc. in the TAC's decision making activities.

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the next 20 year forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

Response: Yes, the Winston-Salem Urban Area MPO has recently expanded its MPO boundary to encompass a portion of the recently defined urbanized area (UZA) boundary, as designated by the 2010 United States Census. The MPO has expanded farther north into Stokes County, further west into Davie County, further east into Guilford County, and further south and west into Davidson County.

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. In 2012, the Winston-Salem, High Point and Cabarrus-Rowan MPOs developed and informally agreed on a new Metropolitan Area Boundary (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 and west 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.

In separate TAC approved actions in February 2013, a Memorandum of Agreement (MOA) has been completed that transfers the authority and responsibility of conducting transportation planning in those Winston-Salem urbanized areas located in Guilford County and Davidson County to the High Point Urban Area and Greensboro Urban Area MPOs, respectively.

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314 **Response: Yes.**
- a. Is there an adopted prospectus? **Response: Yes.**
 - b. Are tasks and products clearly outlined? **Response: Yes.**
 - c. Is the U/PWP consistent with the LRTP? **Response: Yes, in that work tasks in the UPWP are completed that will aid the development and maintenance of the LRTP.**
 - d. Is the work identified in the U/PWP completed in a timely fashion? **Response: Yes.**
5. Does the urban area have a valid transportation planning process? 23 CFR 450.322
Response: Yes. The recent federal certification review indicated that result.
- a. Is the transportation planning process continuous, cooperative, and comprehensive? **Response: Yes.**
 - b. Is there a valid LRTP? **Response: Yes.**
 - c. Did the LRTP have at least a 20 year horizon at the time of its adoption? **Response: Yes.**
 - d. Does it address the 8 planning factors? **Response: Yes.**
 - e. Does it cover all modes of applicable to the area? **Response: Yes.**
 - f. Is it financially constrained? **Response: Yes, in our viewpoint. However, the FHWA indicated during the federal certification review that this was a corrective action that the MPO must demonstrate fiscal constraint of the TIP. The MPO is working to resolve this issue with NCDOT and FHWA.**
 - g. Does it include funding for the maintenance and operation of the system? **Response: Yes.**
 - h. Does it conform to the State Implementation Plan (SIP) if applicable? **Response: Yes.**
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)? **Response: Yes. It was updated recently and approved by the TAC in January, 2013.**
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332 **Response: Yes.**
- a. Is it consistent with the LRTP? **Response: Yes.**
 - b. Is it fiscally constrained? **Response: Yes, see 5f above.**
 - c. Is it developed cooperatively with the state and local transit operators? **Response: Yes.**
 - d. Is it updated at least every 4 years and adopted by the MPO and Governor? **Response: Yes, see 5i above.**

7. Does the urban area have a Congestion Management Process (CMP)? (TMA only)
23 CFR 450.320 **Response: Yes.**
- Is it consistent with the LRTP? **Response: Yes.**
 - Was it used for the development of the TIP? **Response: Yes.**
 - Is it monitored and reevaluated to meet the needs of the area? **Response: Yes.**
8. Does the urban area have a process for including environmental mitigation discussions in the planning process? **Response: Yes.**
- How? **Response: Yes, in consultation with NCDOT.**
 - Why not? **Response: N/A.**
9. Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898? **Response: Yes.**
- Title VI
Are there procedures in place to address Title VI complaints and does it comply with federal regulations? [23 CFR 200.9 (b) (3)]
Response: Yes, a Policy Statement and procedures were adopted in February, 2012 by the TAC.
 - Environmental Justice
Has the MPO identified low-income and minority populations within the planning area and considered the effects of the planning process?
Response: Yes. Staff has identified and mapped all of the qualified MLI populations in the MPO.
 - ADA
Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulations? [49 CFR 27.13]
Response: Yes, through the City of Winston-Salem.
 - DBE
Does the MPO have a DBE policy statement that expresses commitment to the DBE program?
Response: No, but the MPO uses the City's DBE policy statement as its own.
10. Does the urban area have an adopted Public Involvement Plan (PIP)/Public Participation Plan? **Response: Yes.**
- Did the public participate in the development of the PIP? **Response: Yes.**
 - Was the PIP made available for public review for at least 45-days prior to adoption?
Response: Yes.
 - Is adequate notice provided for public meetings? **Response: Yes.**
 - Are meetings held at convenient times and at accessible locations?
Response: Yes.
 - Is the public given an opportunity to provide oral and/or written comments on the planning process? **Response: Yes.**

- f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
Response: Yes, it will be updated in 2012.
 - g. Are plans/program documents available in an electronic format , i.e. MPO website?
Response: Yes.
11. Does the urban area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? (MAP-21) **Response: Yes.**
- a. How? **Response: The Technical Coordinating Committee (TCC) has many of these agencies on the committee and participating in the planning process.**
 - b. Why not? **Response: N/A.**