

**MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
MAY 19, 2022
4:15 P.M
FIFTH FLOOR, PUBLIC MEETING ROOM,
BRYCE A. STUART MUNICIPAL BUILDING**

MEMBERS PRESENT:

Allen Joines, Mayor, City of Winston Salem
Denise Adams, Mayor Pro Temp, City of Winston-Salem
Robert Clark, Council Member, City of Winston Salem,
Fleming El-Amin, Commissioner, Forsyth County
Rick Cross, Mayor, Town of Bermuda Run
Brent Rockett, Mayor, Town of Bethania
Michael Lane, Council Member, Town of King
Mike Combest, Council Member, Village of Clemmons
Bill Apple, Mayor Pro Temp, Town of Kernersville
Myron Marion, Mayor, Tobaccoville
John Byrum, Mayor, Town of Midway
Willie Clark, Member, WSTA Board of Directors
Wesley Hutchins, Council Member, Town of Walkertown
James Shores, Commissioner, Davidson County
Andrew Perkins, Vice Chairman, NCDOT Board of Transportation

PRESIDING: Mike Horn, Mayor, Town of Lewisville, Chairman

STAFF PRESENT:

Pat Ivey, NCDOT
Andy Bailey, NCDOT
Toneq' McCullough, WSDOT
Donna Woodson, WSTA
Byron Brown, WSDOT
Matthew Burczyk, WSDOT
Kelly Garvin, WSDOT
Brenda King, WSDOT
Matthew Duchan, WSDOT
Hunter Staszak, WSDOT
Phillip Craver, NCDOT
Andy Bailey, NCDOT
Alex Rotenberry, NCDOT
Cary Gentry, FCAQ
Mark Kirstner, PART
Richard Jones, Davidson County

RECORDING SECRETARY: Laura Nixon, WSDOT

OTHERS

Larry Bell, TV13,

Chairman Horn stated that due to the pandemic, members of the Winston-Salem Urban Area Transportation Advisory Committee (TAC) are participating virtually. All members will vote by roll call. A member will be recognized, at which time, the member will state his or her vote. Chairman Horn then requested that Kelly Garvin, TAC Secretary, take roll call.

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

1. Public Comments.

Action Items

2. Consideration of the March 17, 2022, TAC Meeting Minutes.

Presented by Chairman Mike Horn.

MOTION: Bill Apple

SECOND: Denise Adams

VOTE:

FOR: Unanimous

AGAINST: None

3. Review of Surface Transportation Block Grant - Direct Attributable (STBG-DA) and Transportation Alternatives – Direct Attributable (TAP-DA) Funding for Recommended Projects through the 2022 Call for Projects.

Presented by Matthew Burczyk

- The United States Census defines urbanized areas with a population over 200,000 as Transportation Management Areas (TMAs) and the Winston-Salem Urban Area was designated as a TMA after the 2000 U.S. Census. As a TMA, the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) has the authority to program available Surface Transportation Block Grant – Direct Attributable (STBG-DA) and Transportation Alternatives – Direct Attributable (TAP-DA) funds for transportation planning, bicycle, greenway, sidewalk, street and highway, transit, and other projects in the urban area.
- On January 4, 2022 WSUAMPO staff announced a call for projects to begin the process of programming \$16,874,635 in STBG-DA and TAP-DA funds.

- In February 2022, MPO communities submitted 11 sidewalk projects, 3 greenway projects, 2 intersection projects, 1 small roadway project, and 1 transit project for funding consideration through the WSUAMPO 2022 Call for Projects. The total amount of federal funds requested was \$27,913,814.
- The projects were reviewed and evaluated by a committee that included the MPO's Planning Development Coordinator and Bicycle & Pedestrian Coordinator, City of Winston-Salem Engineering staff, Town of Walkertown staff, NCDOT's Division 9 Proposals Engineer and Project Development Engineer, and a member of the public.
- The review committee agreed on a recommendation to fund 11 projects across 5 agencies and organizations. The review committee also agreed to set aside the funds originally reserved for Davidson County Transit (DCT) as a planning fund reserve since DCT declined the funds.
- The attached tables contain the lists of ranked projects and the proposed funding strategy. The next steps include review and approval by the Transportation Advisory Committee (TAC), which will program and amend the 2020-2029 Metropolitan Transportation Improvement Program (MTIP) accordingly.

MOTION: Denise Adams

SECOND: Allen Joines

VOTE: FOR: 14

AGAINST: None

OBSTAINED: Andrew Perkins (due to he would vote during the NCDOT-BOT meeting)

4. Consideration of a Request to Support the North Carolina Clean Energy Center's Effort to Create a Fourth Clean Cities Coalition in North Carolina to Represent the Winston-Salem Urban Area and Other Underrepresented Regions of the State.

Presented by Matthew Burczyk

- The North Carolina Clean Energy Technology Center (NCCETC) is located on North Carolina State University's (NCSU) campus in the College of Engineering and has a mission to advance a sustainable energy economy by educating, demonstrating, and providing support for clean energy technologies, practices, and policies. The NCCETC currently collaborates with the three Clean Cities Coalitions in the state, which cover the Charlotte, Raleigh-Durham, and Asheville metropolitan areas. Clean Cities Coalitions were originally created by the U.S. Department of Energy to help reduce reliance on petroleum products and improve air quality by convening partnerships of public and private stakeholders to share information and resources regarding alternative fuels and advanced vehicle technologies.
- Currently, only 44% of the state's population is covered by the three existing coalitions. The fourth Clean Cities Coalition would cover an additional 45% of North Carolina's population and the NCCETC is seeking partners to help form it to provide alternative fuel initiatives to rural and underserved communities in the Eastern, Northeastern, and Central regions of the state.
- The NCCETC has asked that the Winston-Salem Urban Area Metropolitan Planning

Organization (WSUAMPO) support the formation of this new Clean Cities Coalition to expand opportunities for clean fleets, alternative fuels, and sustainable transportation across North Carolina. There is no financial commitment required of the WSUAMPO and member jurisdictions will have access to resources providing guidance on methods to improve the efficiency and sustainability of fleet vehicles. NCCETC staff can also provide assistance by providing advice on available technologies and available grant funds to help offset the costs of installing new technologies. There will also be quarterly stakeholder meetings during which participants will learn more about these technologies and can network with others in the region who are working to improve the sustainability of their vehicle fleets.

MOTION: Fleming El-Amin

SECOND: Robert Clark

FOR: Unanimous

AGAINST: None

Information Items for Future Action

5. Review of the Fiscal Year 2020-2029 Metropolitan Transportation Improvement Program (MTIP) Amendments and Modifications for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).

Presented by Byron Brown

- The Fiscal Year (FY) 2020-2029 Metropolitan Transportation Improvement Program (MTIP) is a comprehensive list of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2045 Metropolitan Transportation Plan (MTP) and match Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) projects in the FY 2020-2029 State Transportation Improvement Program (STIP). The 2045 MTP and the Air Quality Conformity Determination Report (AQCDR) were adopted by the TAC on September 17, 2015.
- The North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects. 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. STIP amendments for regionally significant projects that have significant project revisions or cross the Federal Highway Administration (FHWA) 4-year funding period or modeling horizon years require an AQCDR. Modifications to the STIP do not require adoption but are provided for information.
- The attached document describes the additions, deletions, amendments and modifications to the Winston-Salem Urban Area FY 2020 – 2029 MTIP.
- As required by the WSUAMPO's Public Participation Policy, the amendments and modifications to the FY 2020 – 2029 MTIP were made available for public review and

comment for at least thirty (30) days from April 11th, 2022, through May 12, 2022. No comments were received.

- Byron Brown stated that project BL-0020 Depot Street sidewalk construction has been delayed to allow additional time for planning and design.
 - Project U-6154 construction of a single lane roundabout in Lewisville-Vienna Road has been delayed to allow for additional planning and design.
- 6. Review of a request to reallocate funds for Fiscal Years 2017, 2018, and 2019 Job Access and Reverse Commute projects and Fiscal Years 2013, 2014, 2017, 2018, and 2019 Section 5310 projects.**

Presented by Matthew Duchan

- The Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) staff is requesting the reallocation of funding for several awards across FTA Section 5310 and 5307 – JARC. Subrecipients utilize 5310 and 5307 – JARC funding to provide transportation access for the elderly and for individuals with disabilities, and for individuals requiring transportation to access jobs where they would otherwise not have access. Redistributing these funds to subrecipients we are certain will be able to use those funds to support community needs is one of the primary goals in transit management so that prior year funding grants can be closed. This will also allow for easier transition processes in future fiscal years.
- For FY19 Section 5310, the Town of Kernersville will relinquish \$45,000 which will be redistributed to three other subrecipients, because they have outstanding reimbursement balances for previous years. For Fiscal Years 2017 and 2018 Section 5310, Wake Forest Baptist Health Campus will relinquish \$8,905 from both years because use of this funding was not pursued by their agency.
- For FY20 JARC, Horizons Residential Care, for FY2019 JARC, Community Transportation Program (CTP), and for FY2018 JARC, Winston-Salem Urban League will relinquish reimbursement awards to be redistributed to subrecipients in need of further funding. Horizons could not meet the intended uses of the funding, while CTP and the Urban League were affected by COVID-19.
- The attached tables reference what subrecipients are having their funds redistributed, as well as which subrecipients will be receiving further funds for future reimbursement. This item is being brought to TAC as a group so many reallocations can take place at one time and make way for further and more efficient reallocations as needed.
- Matt Duchan clarified that will not be a MITP amendment needed due to the scope of work and funding amount has not changed.
- Toneq McCullough mentioned that there had been a correction on the on-line attachments to ensure the TAC members were aware of.

7. Review of the Federal Transit Administration (FTA) Formula Program Section 5307 Funding Allocations for Winston-Salem Urban Area for Fiscal Year 2022 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP)

Presented by Matthew Duchan

- Transit systems located in urbanized areas of more than 200,000 in population are eligible to use Federal Transit Administration (FTA) Sections 5307 funds for operating and capital assistance. FTA announced an allocation of \$6,703,372 for Fiscal Year 2022.
- There currently are three (3) transit agencies in the MPO eligible to receive 5307 funding based upon data reported to the National Transit Database (NTD): Davidson County Transportation, Piedmont Authority for Regional Transportation (PART), and Winston-Salem Transit Authority (WSTA). The number of eligible agencies may increase in future years. Additionally, activities traditionally eligible under the Job Access Reverse Commute (JARC) program, which provides for job access for low-income individuals, continue to be an eligible activity for these funds.
- Based upon policies adopted by the Winston-Salem Urban Area MPO in 2017, funding will be distributed in accordance with the percentages developed by FTA as shown in the attached table. Based upon percentages in that table it is recommended that Davidson County Transportation (DCTS) receive \$240,738, Piedmont Authority for Regional Transportation (PART) receive \$746,080, Winston-Salem Transit Authority (WSTA) receive \$5,661,554, and \$55,000 be used for traditional JARC programs.
- Each year, MPO staff shall coordinate a joint allocation meeting with eligible agencies to confirm that the funding identified can be used by the agency and staff will use that information for recommendation to the TAC for final approval and distribution. MPO staff coordinated a meeting with the three transit agencies and all three agreed with the funding recommendations provided. Staff will also recommend approval of an amendment to the Metropolitan Transportation Improvement Program (MTIP).

8. Review of the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Grant Program Funding Allocation for the Winston-Salem Urban Area for Fiscal Year 2022 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP)

Presented by Matthew Duchan

- The Federal Transit Administration Section 5339 program is a formula-based grant program to replace, rehabilitate and purchase buses and bus facilities. The program provides available federal resources to eligible direct recipients that operate fixed route bus services or that allocate funding to fixed route bus operators. The program originated through the Moving Ahead for Progress in the 21st Century Act (MAP-21) which changed the program from discretionary to formula based. Funding is now designated to states and designated recipients in urbanized areas (200,000 people or more). The Winston Salem Urban Area is eligible to receive \$556,276 in FY 2022.
- The Winston-Salem Transit Authority (WSTA) is requesting to use the available funds

to purchase three (3) TransAid Vans to replace aging fleet and the remaining funds for transit facility rehabilitation projects and capital maintenance.

- In accordance with federal standards, the Program of Projects (POP) outlines how WSTA will use these funds and public participation requirements. The public participation period will be held for 30 days between May 23 and June 23, 2022. The Public Hearing is scheduled to occur at the Transportation Advisory Committee (TAC) meeting on July 21, 2022, to provide maximum opportunities for public engagement and feedback.
- In order for WSTA to have these funds available, the following steps must be followed to include approval by the Transportation Advisory Committee (TAC), programming and amending of the Metropolitan Transportation Improvement Program (MTIP) and the 2020-2029 State Transportation Improvement Program (STIP), and submission to FTA.

9. Review of an amendment to the Winston-Salem Urban Area Fiscal Year 2020-2029 Metropolitan Transportation Improvement Program (MTIP) to Adjust Surface Transportation Block Grant - Direct Attributable (STBG-DA) Funding for Projects in the Village of Clemmons.

Presented by Matthew Burczyk

- The Village of Clemmons is requesting additional funding for two sidewalk projects along Harper Road: EB-5960 and EB-6040. The scope of these projects includes the design and construction of sidewalk from Frank Morgan Elementary School to the Jerry Long YMCA and from Village point Drive to East of the I-40 interchange, respectively. Both projects were evaluated, recommended, and approved for STBG-DA funding in previous years by the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) Transportation Advisory Committee (TAC).
- The Village of Clemmons wishes to transfer all Surface Transportation Block Grant - Direct Attributable (STBG-DA) funding from Project U-4741PE (Highway 158 Sidewalk and Yadkin River Greenway, Phase I) to the above-mentioned projects. The Village of Clemmons would like to transfer \$738,640 in federal funds from U-4741PE to EB-6040 and \$1,371,760 in federal funds from U-4741PE to EB-5960. The proposed total federal funding amounts for EB-6040 and EB-5960 are \$1,269,840 and \$2,371,760, respectively.
- The Village of Clemmons has provided the following reasons for canceling U-4741PE:
 - Periods of inactivity due to funding uncertainty,
 - Significant increases to the cost of the project, and
 - Potential for road expansion by NCDOT.
- The Village of Clemmons will repay the already-expended STBG-DA amount of \$181,121.38 incurred under U-4741PE. Also, the Village of Clemmons is prepared to contribute \$527,600 to the projects to account for the twenty percent local match required for the federal funding portion of \$2,110,400.
- Attached are memos from the Village of Clemmons detailing the request to transfer the funds along with maps of the affected projects.

10. Review of the draft 2024-2033 State Transportation Improvement Program (STIP)

Presented by Kelly Garvin and Pat Ivy

- The North Carolina Department of Transportation (NCDOT) Released the Draft 2024-2033 State Transportation Improvement Program (STIP). The STIP identifies the construction funding for and scheduling of transportation projects at the state level over a 10-year period. The N.C. Department of Transportation (NCDOT) proactively updates the STIP every two years to ensure it accurately reflects the state's current financial situation.
- The Strategic Transportation Investments (STI) law mandates ongoing evaluation and improvement of the STIP to ensure that the process continues to be responsive to North Carolina's diverse needs. This is accomplished through what is known as the strategic prioritization process. The strategic prioritization process 6.0 began in fall 2019 when NCDOT and local planning organizations asked for public feedback on and later submitted projects to be evaluated for the 2024-2033. STIP. In August of 2021 the Board of Transportation concurred with the recommendation to halt P6.0 due to the rising cost of transportation projects throughout the state.
- Instead, the Prioritization Workgroup, which is made up of MPOs, Divisions staff and Strategic Prioritization Office of Transportation staff, worked on refining the current STIP to make it more fiscally constrained. The new STIP therefore does not contain any new projects but rather reprioritizes existing ones based on their current schedule, the cycle that the project was committed in, and updated cost estimates.
- Metropolitan Plan Organizations (MPOs) and Divisions now can review this draft STIP and swap projects in, that they feel should remain funded, for projects that no longer have local interest or support based on NCDOT guidelines. Both the MPO and the Division must agree for any swapping to occur.
- Pat Ivy gave a presentation on the new prioritization process and new dates. Discussed the 2024 – 2033 STIP framework. Pat detailed the stipulations on projects that would qualify for the SWAP process.
- Kelly Garvin stated that she would send out Pat Ivy's presentation to the TAC members for their use. Kelly asked that all jurisdictions to review the 2024-2033 Draft STIP and submit to her any projects that they would like to enter into the SWAP process by May 31, 2022.
- Deadline to NCDOT is September 2022.
- Robert Clark asked about the funding for the beltway, Pat Ivy replied that only the western side of this project will have to go back through the P7.0 2026-2035 TIP. That all eastern portions of the beltway are under construction.
- Andy Perkins reminded TAC member to be conscious of construction cost increase when entering projects into the swap process.
- Kelly stressed to members that any projects that they would like to swap requires action, which in turn means they must be submitted through two meetings, one for information

- and one for action. So please get these in as soon as possible.
- Mike Horn asked if we could push due date back to first week in June due to the holiday weekend coming up.
 - Kelly replied that first of June would be fine.

Information Items

11. Review of a staff presentation on Infrastructure Investment and Jobs Act (IIJA) Funding Opportunities and Relevance to the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).

Presented by Hunter Staszak

- The Infrastructure Investment and Jobs Act (IIJA), otherwise known as the Bipartisan Infrastructure Law (BIL), provides significant funding for major planning and construction projects. By total dollar amount, funding for transportation programs is the largest component of this legislation.
- MPO Staff will provide a presentation for the Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) focused on funding for transportation programs contained in the IIJA. The presentation will review the basics of the Infrastructure Investment and Jobs Act and provide a list of informative resources for implementation at the local level.
- Staff provided a high-level overview of newly established and continued formula funded programs. The presentation will examine select competitive funding opportunities for the MPO's local communities while demonstrating the linkage between select programs and key Metropolitan Transportation Plan (MTP) themes.
- Hunter Staszak gave a detailed presentation on the Infrastructure Investment and Jobs Act (IIJA) to TAC members.
- Pat Ivy added that if jurisdictions wanted to swap projects to remember that the 20% local match – if it was state funds, must go through the STI before they could submit the project.
- Kelly Garvin addressed the question of the TAC meetings remaining virtual or returning back to in person meetings. She expressed that the City Council has allowed TAC to vote on this matter. The recommendation is that we meet in person to vote on this action. They did advise that we should meet in person on certain items such as when we are voting in new members and for the public to present at the TAC meetings to make this easier for them.
- Mike Horn ask members if they wanted to remain virtual or if they would prefer to return to in-person meetings. There was a divided mix of the options.
- Mike Horn advised that July's meeting would be in person at Lowery Street and that he, Kelly and Toneq and staff would come up with an action item to vote on this matter.
- Hike Horn asked if there were any objections with this option. There were no objections from members or staff.

Staff Reports

7. MPO Staff Reports

a. NCDOT Division 9 Transportation Projects Update

No questions for staff.

b. WSUAMPO Transportation Project Update

No questions for staff.

c. NCDOT Transportation Planning Update

No questions for staff.

d. NCDOT Integrated Mobility Division

No questions for staff.

e. FHWA Update

No questions for staff.

f. Piedmont Triad Regional Council of Governments Update

No questions for staff.

g. Forsyth County OEAP Air Quality Update

No questions for staff.

h. Bicycle and Pedestrian Facilities Projects Update

No questions for staff.

i. Winston-Salem Transit Authority (WSTA) Update

No questions for staff.

j. Piedmont Authority for Regional Transportation (PART) Update

No questions for staff.

k. Davidson County Transportation (DCT)

No questions for staff.

l. Title VI Compliance Update

No questions for staff.

m. MPO Calendar of Activities

No questions for staff.

n. Ethics Liaison

No questions for staff.

8. Next Meeting/Adjourn Meeting

- Next TAC meeting will be July 21, 2022.

ADJOURNMENT: 5:31 pm

DRAFT