

**MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
JULY 21, 2022
4:15 P.M
VIRTUAL MEETING**

MEMBERS PRESENT:

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
Mike Combest, Council Member, Village of Clemmons
Bill Apple, Mayor Pro Temp, Town of Kernersville
Myron Marion, Mayor, Village of Tobaccoville
John Byrum, Mayor, Town of Midway
Willie Clark, Member, WSTA Board of Directors
Wesley Hutchins, Council Member, Town of Walkertown
Rick Morris, Commissioner, Stokes County
Benita Finney, Commissioner, Davie County

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

STAFF PRESENT:

Pat Ivey, NCDOT
Pam Cook, NCDOT
Toneq' McCullough, WSDOT
Donna Woodson, WSTA
Matthew Burczyk, WSDOT
Kelly Garvin, WSDOT
Brenda King, WSDOT
Matthew Duchan, WSDOT
Hunter Staszak, WSDOT
Marlene Davis, WSDOT
Phillip Craver, NCDOT
Alex Rotenberry, NCDOT
Cary Gentry, FCOEAP
Scott Rhine, PART
Suzette Morales, FHWA
Richard Jones, Davidson County

RECORDING SECRETARY: Laura Nixon, WSDOT

OTHERS

Larry Bell, TV13, Patrick McDonough, HDR

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.

- No one present

Action Items

2. Consideration of the May 19, 2022, TAC Meeting Minutes.

Presented by Chairman Mike Horn.

MOTION: Mike Combest

SECOND: Rick Cross

VOTE:

FOR: Unanimous

AGAINST: None

3. Consideration of an Item to Allow Remote Participation in Meetings for the Winston-Salem Urban Metropolitan Planning Organization (WSUAMPO)

- This item was moved to the Informational Items due to the meeting being held virtually and item must be voted on “In-Person”.

4. Consideration 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 Hunter Staszak

- 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.
- Mr. Clark asked if there were any budget constraints.
- Kelly Garvin replied that these are state funded projects.

MOTION: Robert Clark

SECOND: Bill Apple

FOR: Unanimous

AGAINST: None

5. Consideration of a Resolution to Re-allocate funds for Fiscal Years 2017, 2018 and 2019 Section 5307-Job Access and Reverse Commute projects and Fiscal Years 2013, 2014, 2017, 2018, and 2019 Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities 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 seniors and for individuals with disabilities, and for low-income 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 Section 5307-JARC, Horizons Residential Care, for FY2019 Section 5307-JARC, Community Transportation Program (CTP), and for FY2018 Section 5307-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.
- Rick Cross asked how long are these funds available?
- Matt Duchan answered that they are available for 2 years, including the year awarded, but due to the pandemic and other circumstances, the FTA has been lenient.

MOTION: Robert Clark

SECOND: Fleming El-Amin

FOR: Unanimous

AGAINST: None

6. Consideration 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 Fiscal Year 2021-2030 Metropolitan Transportation Improvement Program (MTIP) for Operating and Capital Assistance

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 Table 3A. 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 5307-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).
- Robert Clark asked how the \$6.7 million compared to previous years.
- Matt Duchan replied that it was more, and he would send him the previous year's amounts.
- John Byrum asked how the percentage is determined? Is it population, utilization?
- Matt Duchan replied that it was dictated by population, utilization of services and that this information was put into a National Data Base formula program to determine the percentage that we are awarded. He will send this formula information to him.
- Scott Rhine added that this is the largest national FTA funding and it consist of 3 tiers.
- First tier is urban areas 50k to 200k population, population density
- Second tier is 200k to 1 million population, population density and operating data usage. This is the tier that Winston Salem is in.
- Third tier is 1 million plus, population, population density, operating data usage.
- The FTA will enter this data into the National Data Base formula program and the monies are disbursed out towards these 3 tiers of urbanized areas.
- John Byrum asked if the FTA was utilizing the current census data to determine these percentages?
- Scott Rhine replied that the census is not included in the formula.

MOTION: Robert Clark

SECOND: Bill Apple

FOR: Unanimous

AGAINST: None

7. Consideration of the FY 2022 Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Grant Program Funding Allocation for the Winston-Salem Urban Area and Amending 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 though 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.
- The public participation period will be held for 30 days between May 23 and June 23, 2022. There were no comments received.
- In order for WSTA to have these funds available, the steps to follow 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.

MOTION: Robert Clark

SECOND: Rick Cross

FOR: Unanimous

AGAINST: None

8. 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.
- Brent Rockett asked if there are 2 sections of the Yadkin River Greenway?
- Matthew Burczyk replied, yes there are 2 sections. One that runs right along the river and the other is in the park.
- Mike Horn added that this was a project study that was done by Lewisville and Clemmons a few years ago. This was a project to potentially connect the two communities. There was a resistance from the property owners that didn't want sidewalks going thru their back yards and significant cost once we started putting dollars to it.

MOTION: Rick Cross

SECOND: Fleming El-Amin

FOR: Unanimous

AGAINST: None

Information Items for Future Action

9. Consideration of an Item to Allow Remote Participation in Meetings for the Winston-Salem Urban Metropolitan Planning Organization (WSUAMPO)

Presented by Kelly Garvin

- The current remote participation resolution approved on April 23, 2020 by the Transportation Advisory Committee on behalf of the Winston-Salem Urban Area Metropolitan Planning Organization allows the Transportation Advisory Committee and Transportation Coordinating Committee, as a body, to participate remotely/virtually in committee meetings during the State of Emergency (SOE).
- On June 21, 2022, the Winston-Salem City Council voted to allow boards and commissions to continue to meet remotely even after the SOE has been rescinded or expires upon a majority vote of the membership, provided the public is afforded access to the meeting in the same manner as that previously afforded under G.S. 166A-19.24, and all notice procedures set forth in G.S. 143-318.12 are adhered to. Consistent with the ordinance adopted by the Winston-Salem City Council, this revised draft resolution: (a) extends the bases for individual members to participate remotely to "other scheduling conflicts that make in-person attendance impracticable, and (b) allows, upon majority vote, the TAC to continue to meet remotely, as a committee, until further notice.
- Additionally, although the TAC is exempt from the requirement by City Council to meet in person for public hearings, this policy recommends that the committees adopt this requirement as part of its remote meeting participation policy. Staff also recommends that the committees meet in person for the election of officers.

- The approved ordinance amendment attached establishes the procedures which must be met in order for members to participate in meetings remotely.
- This item was moved to Information Items due to the meeting being held virtually and this item must be voted on “In-Person”.
- Mike Horn summarized the item as follows: this was an item mentioned in the May meeting as we have the availability of voting to remain meeting virtually or go back to meeting in-person.
- Bill Apple asked if this meeting went virtual due to meeting quorum and low attendance rate.
- Kelly Garvin replied, yes that was the reason for today’s virtual meeting.
- Robert Clark stated that historically they have had a hard time achieving quorum with in-person meetings and that he would prefer to remain virtual except for when it was necessary to vote in-person.
- Mike Combest asked if the quality of the decisions made by the committee during the virtual meetings had a negative impact one way or another?
- Kelly Garvin replied she did not think that it had a negative impact.
- Mike Combest replied that if it has not had a negative impact and that we have increased participation, that he feels that we need to continue with virtual meetings.
- Fleming El-Amin added that with a slight up-tick in COVID cases, he too would like to continue virtual meetings.
- Rick Morris agreed to remain virtual.
- Myron Marion stated that as long as the public continued to be able to attend our meetings, he was also in agreement to remain virtual.
- Rick Cross asked for verification of the wording of the item.
- Kelly Garvin replied that it would be revised for the next meeting in September. The meetings would be remote except in January, when we had to vote on officers or when we have a public hearing. This offers the public opportunity to be involved for those who may not have access to join virtually.
- Mike Combest asked that on the occasions that we meet physically, will the public have the ability to join the meeting as well?
- Kelly Garvin responded, no sir. The meeting would be advertised as an in-person meeting.
- Mike Combest voiced concern and stated that staff may reconsider as it may make it more difficult for the public to be involved.
- Mike Horn asked if there were a reason like legislation that we were required to have public hearing in person?
- Kelly Garvin replied, no sir, historically this has been an in-person meeting and we felt that is would be easier for the public to participate. There are issues with getting access to the virtual meetings and people talking over others at times. This was just a recommendation, so if the board wants to have the public hearings virtually as well, we can add that to the item for action.
- Mike Combest wanted to know why does it have to be either or? If the public wanted to come down to the city office and join online, why couldn’t they use the city’s facilities?
- Kelly Garvin replied, that was considered, but there is not a room with that type of

capability.

- Toneq' McCullough added that when we meet in person from now on it will be located at the Joycelyn V. Johnson Municipal Services Center on Lowery Street and not at Bryce A. Stuart Building.
- Bill Apple added that in the experience of the Town of Kernersville that there is not a significant amount of additional participation in virtual meetings.
- Mike Horn asked the members their thoughts of a hybrid meeting and wasn't sure if the additional challenges were worth the return on investment. So, he led out with the options, all meeting to be virtual including the public hearings and only have the one in-person meeting to vote on officers. He asked Kelly if that meeting had to be in-person.
- Kelly Garvin replied, no, that was not a requirement.
- Robert Clark asked that we verify that and make sure that was not a requirement.
- Toneq' McCullough stated that Kelly was correct that it was not a requirement to meet in-person for public hearings.
- Mike Horn stated that we would have all meetings virtually for all situations. But reminded all members that we had to meet in-person to vote on this item.

10. 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 Hunter Staszak

- 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 June 12th, 2022, through July 14, 2022. No comments were received

11. Review of the Program Management Plan Update for Reporting, Managing and Overseeing FTA Section 5310 and 5307-JARC Grant Funds in the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).

Presented by Matthew Duchan and Patrick McDonough

- This Program Management Plan (PMP) is the document that describes the Winston-Salem Urban Area Metropolitan Planning Organization’s (WSUAMPO) policies and procedures for administering the Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310). FTA has defined the goal of the Seniors and Individuals with Disabilities Program in FTA Circular C 9070.1G, “to improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding the transportation mobility options available.” Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.
- The WSUAMPO also utilizes the Program Management Plan to manage Section 5307-JARC (Job Access and Reverse Commute) funds similarly to that of 5310. JARC funds enable low-income communities to access employment and educational opportunities via human services coordinated transit.
- The Program Management plan was developed through consulting with HDR which included assessing and analyzing the grant management and oversight processes, along with the overall functions of 5310 and 5307-JARC programs within the greater transit contexts in the urban area.

12. Review of the Coordinated Public Transportation-Human Services Transportation Coordination Plan Update for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).

Presented by Matthew Duchan and Patrick McDonough

- Federal transportation law requires that the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) develop a locally Coordinated Public Transportation-Human Services Transportation Plan (CPT-HSTP). The purpose of a CPT-HSTP is to improve transportation services for persons with disabilities, older adults, and low-income individuals through a better coordinated transportation system. CPT-HSTPs coordinate public transit, paratransit, and transit services provided by local agencies and non-profits.
- Federal law also requires that the plan be developed locally “through a process that includes representatives of public, private, and non-profit transportation and human

services providers and participation by the public.” Plan updates are mandatory every five years to identify needs of the transportation disadvantaged. Additionally, the CPT-HSTP will help guide decision making and the selection of transit projects supported by FTA funds.

- The CPT-HSTP update was developed through consulting with HDR which included an intensive public outreach process, extensive existing conditions and mapping analyses, and identification of major goals for human services transportation in WSUAMPO.
- Patrick McDonough with HDR gave a in depth presentation on the PMP, HSTP and the CPT.
- Bill Apple asked if any other municipalities in this region were implementing micro transit?
- Patrick McDonough said that the Raleigh/Durham area was piloting a program with geofencing and Uber and Lift with a 10-dollar coupon in a limited area. They saw a 75% increase so there is a need. There is a drawback that these vehicles are not ADA accessible. Go Durham is piloting a program with an ADA accessible van now.
- Bill Apple asked if Patrick could send him this presentation.
- Kelly Garvin will forward this presentation to all members.

13. Review of an Amendment the Fiscal Year 2022-2023 Unified Planning Work Program (UPWP) for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).

Presented by Kelly Garvin

- All Metropolitan Planning Organizations (MPOs) that have been designated as Transportation Management Areas (TMAs) with an urbanized population of over 200,000 are required to develop an annual Unified Planning Work Program (UPWP) in coordination with the Federal Transit Administration (FTA).
- Each year the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) is required to develop and approve a Unified Planning Work Program (UPWP) for transportation and transit planning. The UPWP identifies what transportation and transit planning projects and work tasks will be completed during the fiscal year and the estimated amount of Federal and State highway and transit planning funds that will be used to complete the work, plus the required local funding matches.
- On March 17, 2022 the Transportation Advisory Committee (TAC) adopted the FY 2022-2023 UPWP. Per our Federally Funded Projects Methodology 5% of the total available Direct Attributable (DA) funds, (or \$843,731 for this call), is allocated to planning studies. These funds were included in the DA call for projects the TAC approved for the allocation of additional planning reserve funds in the UPWP at the May 19, 2022 meeting.
- Staff is recommending that \$52,000 of these funds be used for the Davidson County Transportation’s (DCT) Community Transportation Service Plan Update. DCT would be responsible for the match of \$13,000 making the project total of \$65,000.
- Staff also recommends that the Village of Clemmons’ Pedestrian Plan be moved from

FY 2021-2022 to FY 2022-2023 since the project has been delayed.

Staff Reports

7. MPO Staff Reports

a. NCDOT Division 9 Transportation Projects Update

Pay Ivey – Additional funding to this year’s budget was received from the sales and use tax transfers. This will help with the STIP and the draft. We are waiting on revised revenue forecast. Will have more information coming soon.

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

Brent Rockett asked about an explanation of the X-axis units on the air quality report. He would also like to see the pm 2.5 and the ozone standards be listed on the report.

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

- Mike Horn reminded members that the next meeting in September would be an “in-person” meeting and it will be held at the Joycelyn V. Johnson Municipal Services Center.
- Next TAC meeting will be September 15, 2022.

ADJOURNMENT: 5:39 pm