

**Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request**

Meeting Date: March 15, 2018 **Agenda Item Number:** 9

Action Requested: Review of WSMPO 2040 Metropolitan Transportation Plan amendment appendix to achieve federal compliance under the joint FHWA/FTA final rule: “Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning”.

SUMMARY OF INFORMATION: **Attachments:** Yes X No

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations for transportation and transit planning within an urbanized area were updated in 2015 by Public Law 114-94: “Fixing America’s Surface Transportation” (FAST) Act. Those requirements are found in Title 23 of the Code of Federal Regulations from Section 450.306 through Section 450.326.

On May 27, 2016 the FHWA and FTA jointly issued a final rule entitled, “Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning”. The purpose of this joint rule is to update, among others, how Metropolitan Transportation Plans (MTP) are developed. The changes reflected in the rule stem from the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the FAST Act.

In order for the WSMPO to stay federally compliant with the above FHWA/FTA final rule, an additional appendix must be inserted into the Winston-Salem Urban Area Metropolitan Planning Organization’s (WSMPO) MTP with amendments that correspond to 23 CFR 450.306-326. This appendix as per our Public Participation Policy will be on display and available for public review and comment for thirty (30) days. All comments and feedback from the public review period will be presented at the May 17, 2018 Transportation Advisory Committee meeting.

The attached appendix item reflects the applicable amendments for the WSMPO 2040 MTP. These amendments include transportation planning policy with regards to: managing transportation system resilience and reliability; enhancing access for travel and tourism; the adoption of current and future performance measures and targets for both streets/highway and transit; updates to the public participation policy; agency coordination regarding travel/tourism and natural disaster risk reduction; updates to the Congestion Management Plan; the consideration of intercity bus service; the process of reporting and evaluating performance measures and targets; the process of scenario planning; and the anticipated effect of the TIP on achieving performance measures and targets.

These amendments to the WSMPO 2040 MTP will be expanded upon and fully integrated into the next update of the MTP, which has an expected date of completion in 2019.

Appendix I: FHWA/FTA Final Rule: “Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning” Compliance Amendments to the Winston-Salem Urban Area Metropolitan Planning Organization 2040 Metropolitan Transportation Plan

Introduction:

On May 27, 2016 the Federal Highway Administration and Federal Transit Administration jointly issued a final rule entitled, “Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning”. The purpose of this joint rule is to update, among others, how Metropolitan Transportation Plans are developed. The changes reflected in the rule stem from the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act. The following appendix items reflect the needed amendments for the Winston-Salem Urban Area Metropolitan Planning Organization (WSMPO) 2040 Metropolitan Transportation Plan (MTP) to stay compliant with federal regulation.

FAST Act WSMPO MTP Amendment Item #1: 23 CFR 450.306(b)(9)(10)

- (9) The WSMPO transportation system includes approximately 41.5 square miles of impervious surface or 7.2% of all area within the Metropolitan Planning Organization boundary. The intensity and frequency of heavy rain events has increased and is projected to continue to increase into the foreseeable future. Stormwater runoff from the transportation system, especially during heavy rain events, can carry a variety of debris and pollutants, damaging both our riparian buffers and water quality in the ground water. Therefore, as part of continually increasing the transportation system’s resiliency and reliability, it is important for the WSMPO to consider the adverse effects of stormwater runoff when prioritizing projects. As part of that effort, WSMPO staff coordinate with staff from other city departments and pertinent jurisdictional offices including the City of Winston-Salem Department of Stormwater and Erosion Control and the Piedmont Triad Regional Council’s (PTRC) Department of Regional Planning’s Division of Water Resources.

Through this coordination process staff collects and analysis the necessary information that leads to mitigation practices and recommendations. These mitigation practices will be implemented by considering both traditional and green infrastructure projects functioning to mitigate runoff and increase stormwater retention and groundwater recharge. In the event of an extreme weather event, the WSMPO staff coordinate with agencies handling emergency response, like Winston-Salem Emergency Management, the Addressing Technical Committee (ATC), and the Forsyth County Office of Environmental Assistance and Protection (FCOEAP). More information on environmental impact mitigation can be found in Section 7.2.2 of the 2040 Metropolitan Transportation Plan.

- (10) Travel and tourism is one of the WSMPO major economic drivers. Both domestic and international visitors flock to Winston-Salem to enjoy amongst other amenities, our incredible historic resources like Old Salem and Bethabara Park, our established art community, and our strategic location adjacent to the Yadkin River Valley and the foothills of the Appalachian Mountains. WSMPO staff works across city departments using the site plan review process to determine how economic development projects interact with the transportation network. Departments like City-County Planning and Development and the Piedmont Authority for Regional Transportation give their perspective and expertise in working with important community stakeholders including but not limited to the Downtown Winston-Salem

Partnership, the Goler Community Development Corporation, the Creative Corridors Coalition, and the National Cycling Center. All of this work is completed to ensure that the time our visitors spend traveling near and around our MPO is as enjoyable as their time partaking in our many amenities.

FAST Act WSMPO MTP Amendment Item #2: 23 CFR 450.306(d)(3)

The driving force behind the new planning rule is a focus on a data driven approach to transportation planning. As such, federal regulations require state departments of transportation and metropolitan planning organizations (MPO) to set annual performance measures and targets in vehicle and non-motorized safety, the condition of pavement and bridges, system performance, congestion mitigation and air quality (CMAQ), and national freight movement.

On August 31, 2017 in line with the federal requirements, the North Carolina Department of Transportation (NCDOT) adopted its safety performance measures and targets. The measures are based upon the federal regulations found in 23 CFR 490.207. NCDOT will set measures and targets for the conditions of bridges and pavement, CMAQ, and freight movement by May 2018. Federal policy mandates that the MPO either adopt the state’s measures and targets or create its own by 180 days following the state’s adoption of policy.

On February 15, 2018 the Winston Salem Urban Area Metropolitan Planning Organization (WSMPO) adopted the state’s safety performance measures and targets for 2018. These measures and targets, which can be found in Table 1.

Table 1: 2018 Safety Performance Measures and Targets

PERFORMANCE SAFETY MEASURES	2018 NCDOT SAFETY TARGETS	WSMPO 2012 - 2016 AVG	WSMPO 2014-2018 AVG TARGETS
TOTAL NUMBER OF AUTO FATALITIES	REDUCTION OF 5.1% PER YEAR	41.6	36.9
RATE OF AUTO FATALITIES (PER 100 MILLION VMT)	REDUCTION OF 4.75% PER YEAR	0.857	0.764
TOTAL NUMBER OF AUTO SERIOUS INJURIES	REDUCTION OF 5.1% PER YEAR	88.0	77.7
RATE OF AUTO SERIOUS INJURIES (PER 100 MILLION VMT)	REDUCTION OF 4.75% PER YEAR	1.815	1.610
TOTAL NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	REDUCTION OF 5.3% PER YEAR	13.4	12.1

Future performance measures and targets which support greater state efforts will be implemented appropriately within the WSMPO’s MTP. These performance measures will include but are not limited

to: pavement condition; bridge condition; system performance; congestion management and air quality performance; and freight movement performance.

FAST Act WSMPO MTP Amendment Item #3: 23 CFR 450.314(h)

WSMPO staff is supporting our local transit providers in the development of performance measures and targets that focus on improving quality of transit service and decreasing the overall transportation system's environmental impact. These three primary transit partners are: the Winston-Salem Transit Authority (WSTA) and their FTA subrecipients; the Piedmont Authority for Regional Transportation (PART); and Davidson County Transportation. To receive funding from the Federal Transit Administration (FTA), the above transit providers must operate and report according to the regulations and performance measures required in U.S. Code Title 49 Sections 5307¹ and 5339². These performance measures, in addition to those applicable within Title 23 of the Code of Federal Regulations Section 450.306(d)(4) will become the basis for the WSMPO transit performance measures and targets upon receiving federal guidance on FTA's Transit Asset Management/State of Good Repair (TAM/SGR).

As opposed to adopting one set of MPO-wide performance targets, the WSMPO will adopt three separate sets of targets; one for each FTA funded transit provider in our transportation management area. WSTA and PART will adopt their own targets based on FTA measures, while Davidson County Transportation will adopt the targets coordinated by the North Carolina Department of Transportation (NCDOT) Transit Asset Management (TAM) Plan. In addition to assisting in the NTD reporting of these sets of targets, much of WSMPO staff support will include updating the WSMPO Public Transportation-Human Services Coordination Plan and providing continual planning expertise primarily through the MPO's transit planning liaison position. More information on the MPO's connection to transit can be found in Section 4.1 of the 2040 Metropolitan Transportation Plan.

FAST Act WSMPO MTP Amendment Item #4: 23 CFR 450.316(a)

Community participation is the cornerstone of the WSMPO transportation planning process, which is reflected in the MPO's Public Participation Policy (P3). Through this engagement process, we work with the region's transit providers to ensure that their customers have the opportunity to take an active role in transportation planning. Programs applicable to transit include but are not limited to: private providers of intercity bus programs and employer based commuting programs, i.e. vanpool programs, transit benefit programs, parking cash-out programs, and shuttle or telework programs. WSUSMPO staff work with the Winston-Salem Transit Authority (WSTA), Davidson County Transportation, and the Piedmont Authority for Regional Transportation's (PART) PARTnership Program to ensure that our multimodal community is actively engaged in our process. Additional information on the Public Participation Policy can be found in Section 7.1.6 of the 2040 Metropolitan Transportation Plan.

FAST Act WSMPO MTP Amendment Item #5: 23 CFR 450.316(b)

¹ Urbanized area formula grants

² Grants for buses and bus facilities

As part of understanding how and why people travel to and through our region, WSMPO staff works closely with multiple city and regional departments like City-County Planning and Development Services department, whom provide their perspective and expertise in working with important community stakeholders including but not limited to the Downtown Winston-Salem Partnership, the Goler Community Development Corporation, the Creative Corridors Coalition, and the National Cycling Center. We also partner with groups like the Piedmont Authority for Regional Transportation whose expertise lay in producing and managing the Piedmont Triad Regional Model (PTRM).

In planning for natural disaster risk reduction, WSMPO staff coordinate with the City of Winston-Salem and Forsyth County Office of Emergency Management and the City of Winston-Salem Public Safety Committee. In September of 2010, the City of Winston-Salem adopted the Forsyth County Multi-Jurisdictional Hazard Mitigation Plan. This plan works to mitigate community exposure to natural disasters while emphasizing the need for a resilient transportation system in times of emergency. This resiliency is paramount to providing access to first responders and the eventual restoration of services to the greater community. In the event of a natural disaster members of the WSMPO staff are trained to staff the Emergency Operations Center, where they work directly with other city and county staff to ensure public safety.

FAST Act WSMPO MTP Amendment Item #6: 23 CFR 450.318(e)

Not Applicable

FAST Act WSMPO MTP Amendment Item #7: 23 CFR 450.322

The current Congestion Management Plan is scheduled to be updated along with the Metropolitan and Comprehensive Transportation Plans and will thus consider the employer-based travel demand reduction strategies described in amendment item number four.

FAST Act WSMPO MTP Amendment Item #8: 23 CFR 450.324(f)(2)

Intercity connectivity is crucial for continued economic development, and is featured specifically in Section 4.2.3 of the 2040 Metropolitan Transportation Plan. Currently Greyhound Lines, Inc. is the only formal intercity transportation provider in Winston-Salem. Regionally, the Piedmont Authority for Regional Transportation (PART) connects our community across the country via Amtrak, Megabus, and regional airports through its varied shuttle, connector, and fixed route services. In addition, both Davidson County Transportation and the Yadkin Valley Economic Development District, Inc. (YVEDDI) play a crucial role in connecting our rural communities to the Winston-Salem urban area.

FAST Act WSMPO MTP Amendment Item #9: 23 CFR 450.324(f)(3)(4)

The combined federal directives resulting from MAP-21 and FAST Act require both state and regional transportation planning agencies to publish a series of performance measures and targets. These performance measures and targets fall under the categories of: safety (PM1); pavement and bridge condition (PM2); system performance, freight performance, and CMAQ performance (PM3); and transit assets. The WSMPO Metropolitan Transportation Plan (MTP) references this subject matter in Section 1.4: Transportation Vision and Objectives, Policies, and Action Agenda. In practice WSMPO staff tracks these measures through regular updates of the Congestion Mitigation Plan and the point allocation system in the state's strategic prioritization process known as SPOT.

As described in Item 2, the WSMPO has already adopted the NCDOT Safety Performance Measures and Targets. At the invitation of NCDOT, WSMPO staff have been attending working group meetings as part of the state's input process in determining specific measures and targets for PM2 and PM3. WSMPO staff plans to adopt those measures and targets at the appropriate time.

FAST Act WSMPO MTP Amendment Item #10: 23 CFR 450.324(f)(4)(ii)

The Piedmont Authority for Regional Transportation (PART) manages the Piedmont Triad Regional Model (PTRM). The scenario planning application, CommunityViz® is attached to the PTRM and allows WSMPO staff to create projection based transportation planning reports.

FAST Act WSMPO MTP Amendment Item #11: 23 CFR 450.326(d)

Transportation Improvement Program (TIP) process and funding will be used to fund projects that contribute to fulfilling the recently adopted safety performance measures and targets and the to-be-adopted performance measures and target for bridges, pavement, system performance, CMAQ, and freight movement herein.

Locational context for each amendment:

The above amendments to the Winston-Salem Urban Area Metropolitan Planning Organization (WSMPO) 2040 Metropolitan Transportation Plan (MTP) are meant to be read in context within their corresponding planning elements. The following table, Table 2: Amendment Location for WSMPO 2040 MTP, gives the amendment item number with its corresponding Code of Federal Regulations section and then shows in which MTP chapter and section the amendment language makes most contextual sense.

Table 2: Amendment Location for WSMPO 2040 MTP

Amendment Item Number	Corresponding Location of Code of Federal Regulations (CFR)	Corresponding Chapter of WSMPO MTP
1	23 CFR 450.306(b)(9)	Chapter 7: Human and Natural Environment – Section 7.2.2: Environmental Analysis and Mitigation Plan
1	23 CFR 450.306(b)(10)	Chapter 2: Piedmont Triad Overview – Section 2.3: Economic Characteristics
2	23 CFR 450.306(d)(3)	Chapter 3: Street and Highway Element – Section 3.6.1: Winston-Salem Urban Area Safety Improvement Program
3	23 CFR 450.314(h)	Chapter 4: Public and Private Transportation Element – Section 4.1: Public Transportation
4	23 CFR 450.316(a)	Chapter 7: Human and Natural Environment – Section 7.1.6: Public Involvement
5 (Paragraph 1)	23 CFR 450.316(b)	Chapter 2: Piedmont Triad Overview – Section 2.1: Geographic Area
5 (Paragraph 2)	23 CFR 450.316(b)	Chapter 3: Street and Highway Element – Section 3.6.2: Safety and Security for the Street and Highway Network
7	23 CFR 450.322	Chapter 3: Street and Highway Element – Section 3.4.3: Congestion Management Plan Elements
8	23 CFR 450.324(f)(2)	Chapter 4: Public and Private Transportation Element – Section 4.2.3: Intercity Bus Transportation
9	23 CFR 450.324(f)(3)(4)	Chapter 3: Street and Highway Element – Section 3.1: Street and Highway Planning
10	23 CFR 450.324(f)(4)(ii)	Chapter 2: Piedmont Triad Overview – Section 2.6: Piedmont Triad Regional Model
11	23 CFR 450.326(d)	Chapter 9: Financial Plan – 9.1: Introduction