

MEMORANDUM

DATE: November 9, 2023

TO: Winston-Salem Urban Area MPO Technical Coordinating Committee (TCC)

FROM: Kelly Garvin, Assistant Director of Transportation
e-mail: kellym@cityofws.org; office phone: (336) 747-6881

SUBJECT: Agenda for the November 16, 2023 TCC Meeting at 2:00 p.m.

PLACE: Bryce A. Stuart Building – 2nd Floor WS/FC Utilities Engineering
Conference Room, 100 E First Street, Winston-Salem, NC 27101

AGENDA

1. Public Comments (Chairman, Jeff Fansler)

Action Items

2. Consideration of the September 21, 2023 TCC Meeting Minutes. (Enclosed) (Chairman, Jeff Fansler)
3. Consideration of the Fiscal Year 2024-2033 Metropolitan Transportation Improvement Program (MTIP) Amendments and Modifications for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) and Amending the 2045 Metropolitan Transportation Plan (MTP). (Enclosed) (John Hanes)
4. Consideration of the “Smoothed” Urbanized Area Boundary Map and Metropolitan Planning Area (MPA) Boundary for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO). (Enclosed) (Hunter Staszak)

Information Items for Future Action

5. Review of the Fiscal Year 2024-2033 Metropolitan Transportation Improvement Program (MTIP) Amendments and Modifications for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) and amending the 2045 Metropolitan Transportation Plan (MTP). (Enclosed) (John Hanes)
6. Review of a resolution approving letters of Support for Davidson County Department of Senior Services, Workshop of Davidson, and Life Center of Davidson County for North Carolina Department of Transportation’s (NCDOT) Federal Transit Administration’s Section 5310 Funding (Enclosed) (John Hanes)
7. Review of the Federal Transit Administration (FTA) Section 5307 Grant Program Funding Allocation for the Winston-Salem Urban Area for Fiscal Year 2024 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP) (Enclosed) (Kelly Garvin)
8. Review of the Federal Transit Administration (FTA) Section 5307 and Section 5339 Bus and Bus Facilities Grant Program Funding Allocation for the Winston-Salem Urban Area for Fiscal Year 2024 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP) (Enclosed) (Kelly Garvin)
9. Review of Amendments to the Fiscal Year 2023-2024 Unified Planning Work Program (UPWP) for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) (Enclosed) (Kelly Garvin) .

10. Review of Staff Recommendation for Future Revisions to the Winston-Salem Urban Area Metropolitan Planning Organization Federal Funding Call for Projects Process. (Enclosed) (Hunter Staszak)

Staff Reports (Presentation by Staff)

11. MPO Staff Reports (Enclosed)
 - a. NCDOT Division 9 Transportation Projects Update (Pat Ivey)
 - b. NCDOT Transportation Planning Update (Pam Cook)
 - c. NCDOT Integrated Mobility Division (Alex Rotenberry)
 - d. FHWA Update (Suzette Morales)
 - e. Piedmont Triad Regional Council of Governments Update (Carter Spradling)
 - f. Forsyth County OEAP Air Quality Update (Cary Gentry)
 - g. Bicycle and Pedestrian Facilities Projects Update (Ben Woeber)
 - h. Winston-Salem Transit Authority (WSTA) Update (Donna Woodson)
 - i. Piedmont Authority for Regional Transportation (PART) Update (Scott Rhine)
 - j. Davidson County Transportation (DCT) (Richard Jones)
 - k. Title VI Compliance Update (Marlene Davis)
 - l. MPO Calendar of Activities (Hunter Staszak)
 - m. Infrastructure Investment and Jobs Act Funding Opportunity Report (Ridwaana Allen)
 - n. Ethics Liaison (Kelly Garvin)
 - o. Moving Times Magazine (Hunter Staszak)
12. Next Meeting/Adjourn Meeting (Chairman, Jeff Fansler)

Next meeting: January 18, 2024

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**MINUTES
WINSTON-SALEM URBAN AREA
TECHNICAL COORDINATING COMMITTEE (TCC)
SEPTEMBER 21ST 2023
2:00 P.M
IN-PERSON MEETING**

Bryce A. Stuart Municipal Building, 2nd Floor Conference Room

MEMBERS PRESENT:

Pam Cook, Transportation Engineer III, Western Piedmont Planning Division, NCDOT
Fred Haith, Division 9, Division Engineer, NCDOT
Amy Crum, Assistant Planning Director, Planning and Development Services
Stacey Tolbert, Assistant City Manager, Town of Lewisville
Chris Jensen, Town Engineer, Town of Kernersville
Jordan Payne, Forsyth County Air Quality
Sarah Coffey, Forsyth County Air Quality
Steve Smotherman, Project Planner, Winston Salem - Forsyth County
Scott Leonard, Director Planning, Davidson County
Mark Kirstner, Direct of Planning, Piedmont Authority for Regional Transportation (PART)
Kelly Garvin, Assistant Planning Director, WSDOT

PRESIDING: Jeff Fansler, Chairman, WSDOT

STAFF PRESENT:

Hunter Staszak, Transportation Planner, WSDOT
Brenda King, Financial Manager, WSDOT
Phillip Craver, Corridor Engineer, NCDOT
Richard Jones, Transportation Manager, Davidson County
Dan Roberts, WS Planning and Development
Ridwaana Allen, WSDOT
Nateja Hale, WSDOT
Aliyah Tomlinson, WSDOT
Janice Hillanbrand, Budget, and Performance Office
Ben Woeber, WSDOT
John Hanes, WSDOT
Bobby Croom, WSDOT
Loretta Barren, NC Division, FHWA

RECORDING SECRETARY: Laura Nixon, WSDOT & Nateja Hale, WSDOT

OTHERS:

Austin Chamberlin, WS STIP Unit
Jason Schronce, NCDOT STIP Manager
David Wasserman, NCDOT STIP Unit

Chairman Fansler welcomed all members and had all present members introduce themselves along with the introduction of new WSDOT staff.

1. Public Comments.

- No One present.
- Election of Officers
 - Chairman Jeff Fansler made note that the election of officers was postponed due to staffing issues.
 - Chairman Fansler made a nomination to election Assistant Director of Transportation Bobby Croom to fill the position of Vice Chairman.

MOTION: Jeff Fansler

SECOND: Fred Haith

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

2. Consideration of the July 20th, 2023, Meeting Minutes

Presented by Chairman Fansler

- Kelly Garvin made note that some changes were made to the notes after the TCC booklets were prepared. Those changes included the change of date regarding consideration of minutes and the inclusion of moving an information item to an action item along with the motion to do so.

MOTION: Stacey Tolbert

SECOND: Chris Jensen

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

Chairman Fansler proposed that Information Item #6 would be moved to Action Item #3.

MOTION: Jeff Fansler

SECOND: Fred Haith

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

Action Items

6. Action Item #3 - Review of an Amendment to the 2045 Metropolitan Transportation Plan (MTP) to Update the List of Programmed Projects for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) for Consistency with the 2024-2033 State and Metropolitan Transportation Improvement Programs

Presented by Hunter Staszak

- The 2045 Metropolitan Transportation Plan is the long range, fiscally constrained document that outlines the multimodal transportation improvements to address existing and projected transportation needs in and around the Winston-Salem Urban Area MPO planning area. Originally adopted on November 19, 2020, the 2045 MTP is periodically amended with the adoption of new targets and other revisions.
- With the approval of the 2024-2033 State Transportation Improvement Program (STIP) and associated pending update of the Metropolitan Transportation Improvement Program (MTIP), staff conducted a review of existing listed projects in the Metropolitan Transportation Plan (MTP) to determine whether the project listing is consistent with the MTIP to be adopted. Adopted MTIPs are required to be a subset of projects listed in the Metropolitan Transportation Plan.
- Following the review, staff are recommending the incorporation of the attached list of 2024-2033 Metropolitan Transportation Improvement Program (MTIP) projects into the Metropolitan Transportation Program (MTP), to be listed as an addendum to Appendix C: Financial Plan and supersede the 2020-2029 STIP listed projects shown on page 46-50 (Figure 13: Projects Committed for Funding in the 2020-2029 STIP and Table 6: Projects Included in the Draft 2020-2029 STIP) and page 65 (Table 13: Bicycle and Pedestrian Projects Included in the 2020-2029 STIP) of the Metropolitan Transportation Plan.
- At the request of Federal Highway Administration (FHWA), staff recommend the approval of the amended Metropolitan Transportation Plan (MTP) prior to the approval of the 2024-2033 Metropolitan Transportation Improvement Program (MTIP).
- As required by the WSUAMPO's Public Participation Policy, this amendment to the Metropolitan Transportation Plan (MTP) was made available for public review between August 14 and September 14, 2023.
- *No Comments*

MOTION: Fred Haith

SECOND: Amy Crum

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

3. Action Item #4 - Public Hearing and Consideration of the Draft Winston-Salem Urban Area Metropolitan Planning Organization's (WSUAMPO) 2024-2033 Metropolitan Transportation Improvement Program (MTIP)

Presented by Hunter Staszak

- The Draft 2024-2033 Metropolitan Transportation Improvement Program (MTIP) identifies state and federally funded transportation investments within the Winston-Salem Urban Area Metropolitan Planning Area. The MTIP is a subset of the adopted FY 2024-2033 State Transportation Improvement Program (STIP) which includes all federal and state funded projects for the State of North Carolina. The Board of Transportation adopted the FY 2024-2033 STIP in June 2023 after a public review period. The MTIP and STIP are collectively referred to as the Transportation Improvement Program (TIP). The TIP includes the Highway Program, the Non-Highway Program (transit, rail, bicycle, and pedestrian, and aviation), and the Statewide Program.
- The MTIP adheres to State law (Strategic Transportation Investments Act) requirements for project identification, prioritization, and selection as well as coverage over a ten-year period. The first six years (2024-2029) are the delivery MTIP, and the remaining four years (2030-2033) are the developmental MTIP. The delivery MTIP is committed while the developmental MTIP is subject to reprioritization. The primary purpose of the delivery MTIP is providing for project delivery. The primary purpose of the developmental MTIP is to provide for the environmental studies and design work needed to prepare projects for implementation in the delivery MTIP in the future.
- The Metropolitan Planning Organization (MPO) develops the MTIP in cooperation with the North Carolina Department of Transportation (NCDOT) and area transit agencies. The Winston-Salem Urban Area MPO Transportation Advisory Committee must adopt the final MTIP, followed by NCDOT's approval. The NCDOT Board of Transportation adopts the STIP. The STIP and MTIP are updated on a two-year cycle. In between updates, NCDOT and the MPO use amendments and administrative modifications to the STIP and MTIP to keep them current and to accommodate project delays, project accelerations, and additions or deletions.
- *No Comments*

MOTION: Stacey Tolbert

SECOND: Fred Haith

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

4. Action Item #5 - Consideration of an Approval for a Memorandum of Agreement (MOA) with the Greensboro MPO for the Continued Transfer of Planning Responsibility and Authority of the Portion of the Winston-Salem Urbanized Area (UZA) located within the Guilford County Limits

Presented by Kelly Garvin

- 23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that, if necessary, the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area (UZA).
- As a result of the 2000 United States Census, portions of the Winston-Salem UZA went into western Guilford County for the first time. The Winston-Salem Urban Area MPO and Greensboro Urban Area MPO met and agreed on a new Metropolitan Area Boundary (MAB) map that kept the entire UZAs within each MPO. There was no transfer of planning responsibilities and no MOA at that time. Simply, the North Carolina Department of Transportation (NCDOT) Transportation Planning Division reviewed the new MAB map and gave their approval.
- With the 2010 United States Census, the Winston-Salem UZA expanded farther into Guilford County taking in very small portions of the Town of Oak Ridge. In 2012, the Winston-Salem Urban Area MPO and Greensboro Urban Area MPO developed and informally agreed on a new MAB map. The 2020 United States Census resulted in a different expansion of the Winston-Salem UZA into Guilford County east of Kernersville. In Spring 2023, the Winston-Salem Urban Area MPO and Greensboro Urban Area MPO again agreed that the Winston-Salem Urban Area MPO would not encroach into Guilford County and remain entirely in Forsyth County. The Greensboro UZA did not expand into Forsyth County and thus was not an issue.
- A MOA is needed between the Winston-Salem MPO and the Greensboro MPO to formally approve of the transfer of planning responsibility and authority of the portion of Winston-Salem Urbanized Area (UZA) located within the Guilford County Limits (see attached).
- *No Comments*

MOTION: Amy Crum

SECOND: Fred Haith

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

5. Action Item #6 – Consideration of an Approval of a Memorandum of Agreement (MOA) with the High Point MPO for the Transfer of Planning Responsibility and Authority of the Portion of the Winston-Salem Urbanized Area (UZA) located within the Davidson County Limits.

Presented by Kelly Garvin

- 23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that, if necessary, the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area (UZA).
- As a result of the 2000 United States Census, portions of the Winston-Salem UZA went into northern Davidson County for the first time. The Winston-Salem Urban Area and High Point

MPOs met and agreed on a new Metropolitan Area Boundary (MAB) map that kept the entire UZAs within each MPO. There was no transfer of planning responsibilities and no MOA at that time. Simply, the North Carolina Department of Transportation (NCDOT) Statewide Planning Branch reviewed the new MAB map and gave their approval.

- With the new 2010 United States Census, 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 Urban Area, High Point and Cabarrus-Rowan MPOs developed and informally agreed on a new 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 Urban Area MPO would only take in some additional area north of Welcome 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.
- With the new 2020 United States Census, the Winston-Salem Urban Area MPO urban area grew into new portions of High Point MPO's Planning Area Boundary including areas southwest of Motsinger Road and NC 109, a portion of area surrounding NC 66 and Squire Davis Road.
- *Mark Kirstner questioned if WSUAMPO or surrounding boundaries would be changed, Kelly Garvin answered saying that the boundaries would remain the same.*

MOTION: Mark Kirstner

SECOND: Scott Leonard

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

Information Items for Future Action

7. 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

- 23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that, if necessary, the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area (UZA).
- As a result of the 2000 United States Census, portions of the Winston-Salem UZA went into northern Davidson County for the first time. The Winston-Salem Urban Area and High Point MPOs met and agreed on a new Metropolitan Area Boundary (MAB) map that kept the entire UZAs within each MPO. There was no transfer of planning responsibilities and no MOA at

that time. Simply, the North Carolina Department of Transportation (NCDOT) Statewide Planning Branch reviewed the new MAB map and gave their approval.

- With the new 2010 United States Census, 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 Urban Area, High Point and Cabarrus-Rowan MPOs developed and informally agreed on a new 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 Urban Area MPO would only take in some additional area north of Welcome 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.
- With the new 2020 United States Census, the Winston-Salem Urban Area MPO urban area grew into new portions of High Point MPO's Planning Area Boundary including areas southwest of Motsinger Road and NC 109, a portion of area surrounding NC 66 and Squire Davis Road.
- *Loretta Barren made a comment that now that the 2024-2033 STIP has been adopted, the consideration of the 2020-2029 will need to be classified as an amendment modification.*
 - *Chairman Fansler agreed and made noted that the 2020-2029 STIP will be referred to as an amendment.*
- *It was also noted that there were no changes to WSUAMPO projects, but some changes were made for the state.*

8. Review of the “Smoothed” Urbanized Area Boundary Map and Metropolitan Planning Area (MPA) Boundary for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).

Presented by Hunter Staszak

- On December 29, 2022, the United States Census Bureau released the Census designations for qualifying “urbanized areas” and “urban clusters.” The Urbanized Area boundary serves as the official map that designates the areas that are considered “urbanized areas” per the 2020 Census definition. This boundary is also utilized to determine eligible funding for the Winston-Salem MPO.
- As a final step in the process of establishing the urbanized area, the Federal Highway Administration (FHWA) requires the establishment of a “Smoothed” Urbanized Area Boundary map. The purpose of the “smoothed” boundary is to eliminate irregularities in the boundary map (such as holes and jagged edges which result in streets crossing between urban and rural designations repeatedly), and to maintain logical control points. The enclosed proposed “smoothed” boundary is highly similar to the smoothed boundary adopted in 2013, with slight modifications based on the new urbanized area presented by the Census. The “smoothed” boundary map includes all areas designated in the urbanized area by the Census.
- The “smoothed” Urbanized Area Boundary map for the Winston-Salem Urban Area has been developed in coordination with the North Carolina Department of Transportation (NCDOT) Transportation Planning Division and the neighboring High Point MPO and Greensboro Urban Area MPO. The official map must be approved by the Winston-Salem Urban Area

Transportation Advisory Committee (TAC) before the December 29, 2023, deadline. Upon approval, the smoothed boundary will be presented to NCDOT and FHWA in KML, shapefile, and PDF formats.

- At the same time, the Winston-Salem Urban Area MPO is also recertifying its current metropolitan planning area (MPA) boundary, also referred to as the Metropolitan Area Boundary (MAB). In meetings with High Point MPO, Greensboro Urban Area MPO, and the North Carolina Department of Transportation's Transportation Planning Division in 2023, it was agreed that the MPOs Metropolitan Planning Area boundaries agreed to and adopted in 2012 following the 2010 Census would be maintained.
- *Chairman Fansler mentioned that the boundaries must be adopted before the end of the calendar year and proposed that the committee meets again to vote if any changes are made.*

9. Review of the Fiscal Year 2024-2033 Metropolitan Transportation Improvement Program (MTIP) Amendments and Modifications for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) and Amending the 2045 Metropolitan Transportation Plan (MTP).

Presented by Hunter Staszak

- The Fiscal Year (FY) 2024-2033 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 2024-2033 State Transportation Improvement Program (STIP). The 2045 MTP Update was adopted by the TAC on November 19, 2020.
- 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. 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 2024 – 2033 MTIP.
- As required by the WSUAMPO's Public Participation Policy, the amendments, and modifications to the FY 2024-2033 MTIP will be made available for public review for a thirty (30) day period prior to the date of adoption.
- Adoption of this resolution approves the additions, deletions, and modifications to the 2024-2033 MTIP and amends the 2045 Winston-Salem Urban Area Metropolitan Transportation Plan (MTP) to ensure continued consistency between the two documents.
- *No Comments*

10. Review of a Presentation on Extending Program Windows for Federal Calls for Projects for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).

Presented by Jason Schronce and David Wasserman

- In late August 2023, Winston-Salem Urban Area MPO Staff met with representatives from the North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program (STIP) Unit to discuss available funding through the Surface Transportation Block Grant – Direct Attributable (STBG-DA) Program and Transportation Alternatives Program (TAP, TA, or TAP-DA) for the MPO’s upcoming call for projects in Winter 2024. This call for projects, sometimes referred to as the Biennial Federal Funding Call for Projects, combines STBG-DA and TAP. Historically, the call for projects has combined the next two available fiscal years for each source.
- Separately, and on an annual basis, WSUAMPO programs projects for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRP) through a different call for projects, typically occurring in the Fall following the receipt of allocation memos from the NCDOT Transportation Planning Division (TPD).
- During the meeting, NCDOT’s STIP Unit Staff recommended programming funding out over a longer five-year period for STBG-DA and TAP. This corresponds to a call for projects that would program funding for projects from FY 2024 – FY 2028 instead of a typical biennial call for WSUAMPO that might program STBG-DA and TAP funds for FY 2024 and FY 2025. For the newly authorized Carbon Reduction Program (CRP), NCDOT recommended programming funds out through FY 2026 in case the program is not continued in subsequent federal transportation authorizations. This approach is anticipated to maximize funding and reduce potential issues with swapping or fund lapses.
- It was also suggested that some North Carolina MPOs such as Raleigh’s Capital Area Metropolitan Planning Organization (CAMPO) and Charlotte Regional Transportation Planning Organization (CRTPO) have adopted an annual call for projects that combines all funding sources and takes a similar approach of programming out several fiscal years.
- At this time, the Winston-Salem Urban Area MPO staff are recommending continuing to hold two separate calls: (A) STBG-DA & TAP (biennial) and (B) CMAQ & CRP (annual). In its first round under the new window, Call A would program out five years (FY 24 – FY 28). Call B would program out through FY 26.
- *Steve Smotherman questioned what would happen with funds. If they are not used, who do they go to?*
 - *Jason responded saying that if funds are not used then they are no longer able to use after proposed deadline. If a rescission or a lapse occurs, then the money is lost.*
- *Chairman Fansler questioned if a reduction of how much funding is having to be swapped because of the extended calls.*
 - *David Wasserman responded saying that yes there is a reduction swapped funding however, there is an understanding that things happen. They proposed keeping projects in rotation so that the flow of funding continues for the area in question.*
 - *David Wasserman in response to giving examples of MPOs that are successful using longer periods for STBG-DA and TAP, also commented that State Trust Funds could also be used and noted the advantages.*
 - *The advantages are WSUAMPO would not have to pay the 20% match and the state funds could be used on any project on the state highway system.*
- *Kelly Garvin questioned asked if the WSUAMPO agreed to use the five-year plan period for funding, could we program funds to exceed the expectation for one project.*

- *David Wasserman responded, yes. Funds would be spread out and if funding for a particular year have been all spent and the MPO would still like to complete a service/project they would allow funding from the succeeding year as a “loan” that could be repaid.*

Information Only

11. Review of a Presentation on Rail Safety and Risks in the Winston-Salem Urban Area: A Preliminary Investigation of the Data

Presented by Hunter Staszak

- In light of high-profile train derailments across the United States, there has been increased interest in railroad safety among staff and officials alike. Staff have prepared the following presentation looking at the history of derailments, safety incidents, and trespassing in the Winston-Salem region. The presentation focuses on data provided by the Federal Railroad Administration (FRA) and is intended to provide a preliminary look at safety data available to the public. The presentation will also provide information on programs and efforts to improve rail safety across the country. The enclosed presentation was reviewed for accuracy by staff at the NCDOT Rail Division.
- *No Comments*

Staff Reports

12. MPO Staff Reports

a. NCDOT Division 9 Transportation Projects Update

Fred haith emphasized that members should continue to build relationships with other members. Phillip Craver noted that project submissions deadline has been extended to October 27, 2023.

b. NCDOT Transportation Planning Update

Pam Cook guided members through the NCDOT TPD Newsletter.

c. NCDOT Integrated Mobility Division

No member present. No comments.

d. FHWA Update

No update. No questions for staff

e. Piedmont Triad Regional Council of Governments Update

No update. No questions for staff

f. Forsyth County OEAP Air Quality Update

Introduction of new staff and mention of Air Quality Awareness Program.

g. Bicycle and Pedestrian Facilities Projects Update

CRP and CMAQ call for projects are upcoming and there is a new scoring criterion for those projects.

h. Winston-Salem Transit Authority (WSTA) Update

WSTA held resources fair that was successful, with plans to have more.

i. Piedmont Authority for Regional Transportation (PART) Update

Mark Kirstner informed members that PART reinstated services to piedmont Triad International Airport. He also noted that the MTP process is upcoming and in the process of being updated. Mr. Kirstner suggested that TCC members read online literature to keep up with airport services.

j. Davidson County Transportation (DCT)

No update. No questions for staff

k. Title VI Compliance Update

No update. No questions for staff

l. MPO Calendar of Activities

Prepared to launch CRP and CMAQ call for projects with tentative plans to end the process ending November 10th.

m. Infrastructure Investment and Jobs Act Funding Opportunity Report

No update. No questions for staff

n. Ethics Liaison

No update. No questions for staff

o. Moving Times Magazine

No moving times.

13. Next Meeting/Adjourn Meeting

- Next TCC meeting will be **November 16th, 2023**

ADJOURNMENT: 3:22 pm