

**MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
MAY 20, 2021
4:15 P.M
FIFTH FLOOR, PUBLIC MEETING ROOM,
BRYCE A. STUART MUNICIPAL BUILDING**

MEMBERS PRESENT:

Jeff MacIntosh, Council Member, City of Winston-Salem
Denise Adams, Council Member, City of Winston-Salem
Allen Joines, Mayor, City of Winston-Salem
Dr. Ken Sadler, Council Member, Town of Lewisville, Alternate
Jacqueline Edwards,
John McDermon, Council Member, Town of Rural Hall, Alternate
Brent Rocket, Mayor, Town of Bethania
Rick Cross, Mayor, Town of Bermuda Run
Myron Marion, Council Member, Village of Tobaccoville, Alternate
Robert Clark, Council Member, City of Winston-Salem, Alternate
Benita Finney, Commissioner, Davie County

John Wait, Mayor, Village of Clemmons
Willie Clark, Member, WSTA Board of Directors

PRESIDING: Fleming El-Amin, Commissioner, Forsyth County, Vice Chairman

STAFF PRESENT:

Pat Ivey, NCDOT
Fredrick Haith, NCDOT
Phillip Craver, NCDOT
Daryl Vreeland, NCDOT
Toneq' McCullough, WSDOT
Donna Goodson, WSTA
Kirk Ericson, CCPB
Jeff Fansler, WSDOT
Byron Brown, WSDOT
Matthew Burczyk, WSDOT
Kelly Garvin, WSDOT
Marlene Davis, WSDOT
Brenda King, WSDOT

RECORDING SECRETARY: Laura Whitaker, WSDOT

OTHERS

Larry Bell, TV13

Toneq' McCullough stated that due to the Safe at Home Order issued by Governor Cooper, 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. Ms. McCullough then requested that Kirk Ericson, TAC Secretary, take roll call.

Toneq' McCullough read the Ethics Awareness and Conflict of Interest Statement.

1. Public Comments

No one present.

Action Items

2. Consideration of the April 15, 2021 TAC Meeting Minutes

Presented by Chairman, Mike Horn.

MOTION: Allen Joines moved approval of the minutes.

SECOND: Rick Cross.

VOTE:

FOR: Unanimous

AGAINST: None

3. 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 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.
- 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 30 days from April 12, 2021 through May 13, 2021.

MOTION: Denise Adams moved approval.

SECOND: Robert Clark.

VOTE:

FOR: Unanimous

AGAINST: None

Information Items for Future Action

4. Review of a resolution endorsing applications to NCDOT for pedestrian and bicycle planning grants for WSUAMPO communities.

Presented by Matthew Burczyk.

- No communities in the Winston-Salem Urban Area Metropolitan Planning Organization have expressed an interest in pursuing grants to create pedestrian and bicycle plans to expand sidewalk, bicycle lane and greenway networks, so this item can be removed from the agenda.

5. Review of a resolution endorsing the City of Winston-Salem's application to USDOT for a RAISE Grant to fund the Long Branch Trail Extension project.

Presented by Matthew Burczyk.

- The United States Department of Transportation has made available funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program to assist communities with transportation projects that also create high-quality jobs, improve safety, protect the environment and generate equitable economic opportunity for all Americans.
- The program, formerly known as Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER), will provide grants on a competitive basis, based on criteria including safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation and partnership.

- RAISE grants for infrastructure projects will range in size from \$5,000,000 to \$25,000,000, while smaller awards will also be made for planning studies.
- All awards require a 20% local match and no more than \$100,000,000 will be awarded to a single state.
- The City of Winston-Salem has expressed an interest in pursuing a RAISE grant to fund the construction of the Long Branch Trail from Martin Luther King, Jr. Drive to 25th Street and to design and construct a connection between the Long Branch Trail and the funded Salem Parkway Multi-Use Path.
- The existing Long Branch Trail extends through the Innovation Quarter and connects with the Salem Creek Greenway, providing a multimodal transportation option that is part of a 25-mile network of trails.
- The Long Branch Trail Extension project would expand access to this trail network into neighborhoods with a high percentage of minority and low-income residents.
- The project would also include a direct connection between the Long Branch Trail and the Salem Parkway Multi-Use Path, further expanding the urban trail network and providing residents and visitors safe and convenient bicycling and walking transportation options to numerous key destinations.
- While there is no financial commitment required of the Winston-Salem Urban Area Metropolitan Planning Organization, the City of Winston-Salem's RAISE grant application will benefit from the support of the regional transportation planning agency.

Allen Joines expressed his support of this item.

Matthew Burczyk requested the item be made an action item instead of an information item due to application deadlines.

Rick Cross made a motion for information item 5 be made an action item. The motion was duly seconded by Robert Clark and unanimously carried.

MOTION: Allen Joines moved approval.

SECOND: Rick Cross.

VOTE:

FOR: Unanimous

AGAINST: None

6. Review of an amendment to Fiscal Year 2021-2022 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 18, 2021 WSUAMPO adopted the Fiscal Year 2021-2022 UPWP.
 - The town of Kernersville is requesting that their Old Salem Road and Teague Lane intersection feasibility study be moved from FY 2020-2021 (current year) to FY 2021-2022.
 - Due to some administrative delay they will be unable to begin the project before the end of the current fiscal year.
 - Per the WSUAMPO's Public Participation Policy, the amended UPWP will be made available for public comment for 30-days from May 10, 2021 to June 9, 2021.
- 7. 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.
- As required by the WSUAMPO's Public Participation Policy, the amendments and modifications to the FY 2020 – 2029 MTIP will be made available for public review and comment for at least 30 days from May 10, 2021 through June 9, 2021.

8. Review of the Winston-Salem Urban Area MPO Prioritization 6.0 Local Input Point Methodology.

Presented by Kelly Garvin.

- The State Transportation Improvement Program (STIP) identifies the construction funding for and scheduling of transportation projects at the state level over a 10-year period.
- The North Carolina 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 law mandates ongoing evaluation and improvement to ensure 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.
- NCDOT will release the preliminary scores for projects it evaluated for the 2024-2033 STIP Projects that are evaluated and will receive a preliminary score include:
 - Projects in the last four years of the 2020-2029 STIP (the current STIP) – these projects are in the developmental stages. (Projects in the first five years of the STIP are committed for funding and are not subject to being reprioritized.)
 - Projects submitted as part of the development of the 2020-2029 STIP but were not funded.
 - New projects that local planning organizations and NCDOT division submitted in fall 2019.
- Projects that do not score high enough to be funded in the statewide category can be considered and potentially funded at the regional category.
- Projects that do not score high enough to be funded in the regional category can be considered and potentially funded at the division category.
- Projects in these categories are scored and ranked based on data as well as local input.
- From September 1, 2021 to November 30, 2021, NCDOT's 14 divisions – as well as metropolitan and regional planning organizations will rank local priorities, which involves assigning what are called "local input points."

Each group has established clear methodologies in determining how to assign local input points as required by law

9. Review of a Federal Transit Administration (FTA) Formula Program American Rescue Plan Act (ARPA) Allocations for Winston-Salem Urban Area for Fiscal Year 2021 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP).

Presented by Toneq' McCullough.

- The American Rescue Plan Act of 2021 (ARP), which President Biden signed on March 11, 2021 includes \$30.5 billion in federal funding to support the nation’s public transportation systems as they continue to respond to the COVID-19 pandemic and support the President’s call to vaccinate the US population.
- For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. The Winston-Salem Urban Area has \$11,269,168 in Section 5307 and \$63,477 in Section 5310 funds available.
- Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.
- In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.
- Based upon policies adopted by the Winston-Salem Urban Area MPO in 2017, Section 5307 funding will be distributed in accordance with the percentages developed by FTA (FY 2019 percentages were used) and a portion will be allocated for agencies providing JARC services.
- Approximately 1.02% or \$115,076 will be used for allocation to JARC agencies.
- The balance will be allocated to the three transit agencies in the WSUAMPO eligible to receive ARP 5307 funding based upon data reported to the National Transit Database (NTD): Davidson County Transportation, Piedmont Authority for Regional Transportation and Winston-Salem Transit Authority.
- Funds are recommended to be distributed as shown on the table below:

Agency	Total Funds minus JARC allocation	Percent	Recommended Allocation
Winston-Salem Transit Authority	\$11,154,092	0.81	\$ 9,034,815
Davidson County	\$11,154,092	0.07	\$ 780,786
Piedmont Authority for Regional Transportation	\$11,154,092	0.12	\$ 1,338,491
Job Access Reverse Commute (JARC)	\$115,076		\$115,076

- 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.
- Section 5310 funding will be distributed in accordance with the competitive processes established for those funds.

Staff Reports

10. 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. Piedmont Triad Regional Council of Governments Update

No questions for staff.

e. Forsyth County OEAP Air Quality Update

No questions for staff.

f. Bicycle and Pedestrian Facilities Projects Update

No questions for staff.

g. Winston-Salem Transit Authority (WSTA) Update

No questions for staff.

h. Piedmont Authority for Regional Transportation (PART) Update

No questions for staff.

i. Davidson County Transportation (DCT)

No questions for staff.

j. Title VI Compliance Update

No questions for staff.

k. MPO Calendar of Activities

No questions for staff.

l. Ethics Liaison

Presented by Kirk Ericson.

- All ethics requirements have been met for 2021.

11. Next Meeting/Adjourn Meeting

- Next TAC meeting will be July 15, 2021

ADJOURNMENT 4:52 pm