

**T**ransportation  
**A**dvisory  
**C**ommittee

March 16, 2017

Bethania  
Bermuda Run  
Clemmons  
Davidson County  
Davie County  
Forsyth County  
Kernersville  
King  
Lewisville  
Rural Hall  
Stokes County  
Tobaccoville  
Walkertown  
Wallburg  
Winston-Salem  
NC Board of  
Transportation  
Winston-Salem  
Transit Authority  
**Non-Voting  
Advisory Members**

James H. Trogdon, III, Secretary  
North Carolina Department of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699-1501

Dear Secretary Tennyson:

**SUBJECT: Resolution Adopted in March 2017 by the  
Winston-Salem Urban Area MPO TAC**

Please find enclosed signed copies of a resolution approved by the Transportation Advisory Committee of the Winston-Salem Urban Area MPO in March 2017 as follows:

- Approving the Fiscal Year 2017-2018 Unified Planning Work Program (UPWP)
- Approving the Self-Certification of the MPO's Transportation Planning Process for the Winston-Salem Urban Area MPO

Please contact Margaret Bessette, TAC Secretary, at 336.747-7058 or [margb@citytofws.org](mailto:margb@citytofws.org) if you have questions.

Sincerely,



Larry T. Williams, Chairman  
Transportation Advisory Committee

City-County  
Planning Board  
Federal Highway  
Administration  
Forsyth County  
Airport Commission

Enclosures

cc: James Upchurch, NCDOT Statewide Planning Branch  
Mike Stanley, PE, NCDOT TIP Development Unit  
Tamara Shaw, NCDOT Division of Public Transportation  
Ed Johnson, NCDOT Division of Bicycle and Pedestrian Transportation  
Marta Matthews, NCDOT Transportation Program Management  
S. Pat Ivey, PE, and Brett Abernathy, PE, NCDOT Division 9  
dc: Joe Geigle, FHWA, NC Division  
Scott Rhine, Director, PART  
Diane Hampton, PE, NCDOT Division 9



**RESOLUTION  
TO APPROVE THE FISCAL YEAR  
2017-2018 UNIFIED PLANNING WORK PROGRAM (UPWP)  
FOR THE  
WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

A motion was made by TAC member Allen Joines and seconded by TAC member Denise Adams for the adoption of the following resolution, and upon being put to a vote was duly adopted.

**WHEREAS**, 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); and

**WHEREAS**, the annual UPWP identifies what transportation planning projects and work tasks will be completed during the fiscal year, the proposed funding sources, and the amounts of federal, State and local highway and transit planning funds that will be allocated by work task to complete the work; and

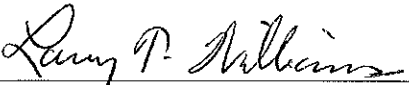
**WHEREAS**, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for the transportation projects are effectively allocated to the Winston-Salem Urban Area; and


**WHEREAS**, the City of Winston-Salem Department of Transportation (WSDOT) has been designated as the recipient of FTA Section 5303 Metropolitan Planning Program funds; and

**WHEREAS**, members of the Winston-Salem Urban Area Transportation Advisory Committee agree that the Fiscal Year 2017-2018 UPWP and the Five Year Planning Calendar will effectively advance transportation planning for the urban area.

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Transportation Organization approves the Fiscal Year 2017-2018 UPWP and Five Year Planning Calendar for the Winston-Salem Urban Area Metropolitan Planning Organization.

Adopted on this the 16th day of March, 2017.

  
\_\_\_\_\_  
Larry T. Williams, Chairman  
Transportation Advisory Committee

  
\_\_\_\_\_  
Margaret C. Bessette, Secretary  
Transportation Advisory Committee



**RESOLUTION  
CERTIFYING THE WINSTON-SALEM URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION (MPO)  
TRANSPORTATION PLANNING PROCESS  
FOR FISCAL YEAR 2017-2018**

A motion was made by TAC Member Mike Horn and seconded by TAC member Regina Streed for the adoption of the following resolution, and upon being put to a vote was duly adopted.

**WHEREAS**, the Winston-Salem Urban Area Transportation Advisory Committee (TAC) has found that the Metropolitan Planning Organization (MPO) is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

**WHEREAS**, the TAC has found that the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and, with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and

**WHEREAS**, the TAC has considered how the transportation planning process will affect the involvement of the Disadvantaged Business Enterprises (DBE) in the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects (Sec. 105 (f), Public Law 97-424, 96 Stat. 2100, 49 CFR part 23); and

**WHEREAS**, the TAC has considered how the transportation planning process will affect the elderly and the disabled per the provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the USDOT implementing regulations; and


**WHEREAS**, the Winston-Salem Urban Area 2040 Metropolitan Transportation Plan meets all the requirements for an adequate transportation plan; and

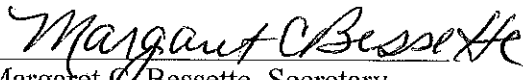
**WHEREAS**, the Winston-Salem Urban Area Metropolitan Transportation Improvement Program (MTIP) for Fiscal Years 2016-2025 is a subset of the currently conforming Winston-Salem Urban Area 2040 Metropolitan Transportation Plan; and

**WHEREAS**, the federal certification review conducted by FHWA and FTA in the fall of 2012 determined that the MPO's transportation planning process is being carried out in substantial compliance with applicable provisions of 23 U.S.C. 134 and 49 U.S.C. 5304.

**NOW, THEREFORE, BE IT RESOLVED** that the Winston-Salem Urban Area Metropolitan Planning Organization's (MPO) transportation planning process is addressing the major issues of the urban area and is being conducted in accordance with all applicable provisions of federal law.

Adopted on this the 16th day of March, 2017.

  
Larry T. Williams, Chairman  
Transportation Advisory Committee

  
Margaret C. Bessette, Secretary  
Transportation Advisory Committee



**2017**  
**Winston-Salem Urban Area**  
**Metropolitan Planning Organization (MPO)**  
**Self-Certification Process**

**Introduction**

CFR 450.334 requires the North Carolina Department of Transportation (NCDOT) and the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their planning processes are addressing the major issues facing the urban area and is being conducted in accordance with all applicable requirements of:

- Section 134 of Title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607); and
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240) regarding the involvement of disadvantaged business enterprises (DBE) in the FHWA and FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-136) 104 Stat. 327, as amended and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the Winston-Salem Urban Area MPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including: CFR – Code of Federal Regulations; U.S.C. – United States Code; MTP – Metropolitan Transportation Plan; CMP – Congestion Management Process/Plan; TIP – Transportation Improvement Program; TMA – Transportation Management Area; and, EO – Executive Order.

The MPO’s responses are in **bold**.

**2017**  
**Winston-Salem Urban Area**  
**Metropolitan Planning Organization (MPO)**  
**Self-Certification Process**

**Checklist**

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

**Response: Yes.**

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U. S. C. 5303 (c) 23 CFR 450.306 (i)]

**Response: Yes, the Winston-Salem Urban Area Transportation Advisory Committee (TAC) (MPO policy board) is primarily comprised of elected officials. However, the TAC amended the Memorandum of Understanding (MOU) to include the Winston-Salem Transit Authority (WSTA) as a formal member of the TAC. The WSTA member is not an elected official.**

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the next 20 year forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

**Response: Yes, the Winston-Salem Urban Area MPO has recently expanded its MPO boundary to encompass a portion of the recently defined urbanized area (UZA) boundary, as designated by the 2010 United States Census. The MPO has expanded farther north into Stokes County, further west into Davie County, further east into Guilford County, and further south and west into Davidson County.**

**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, High Point and Cabarrus-Rowan MPOs developed and informally agreed on a new Metropolitan Area Boundary (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 MPO would only take in some additional area north of Welcome and west 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.**



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**In separate TAC approved actions in February 2013, a Memorandum of Agreement (MOA) was completed that transfers the authority and responsibility of conducting transportation planning in those Winston-Salem urbanized areas located in Guilford County and Davidson County to the High Point Urban Area and Greensboro Urban Area MPOs, respectively.**

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314      **Response:    Yes.**
- a. Is there an adopted prospectus?                      **Response:    Yes.**
- b. Are tasks and products clearly outlined?           **Response:    Yes.**
- c. Is the U/PWP consistent with the MTP/LRTP?      **Response:    Yes, in that work tasks in the UPWP are completed that will aid the development and maintenance of the MTP.**
- d. Is the work identified in the U/PWP completed in a timely fashion?  
**Response:        Yes.**
5. Does the urban area have a valid transportation planning process? 23 CFR 450.322  
**Response:    Yes. The recent federal certification review indicated that result.**
- a. Is the transportation planning process continuous, cooperative, and comprehensive?  
**Response:        Yes.**
- b. Is there a valid MTP?                      **Response:    Yes.**
- c. Did the MTP have at least a 20 year horizon at the time of its adoption?  
**Response:        Yes.**
- d. Does it address the 8 planning factors?           **Response:    Yes.**
- e. Does it cover all modes of applicable to the area?      **Response:    Yes.**
- f. Is it financially constrained?              **Response:    Yes, in response to the FHWA and a corrective action noted in the federal certification review in 2012, the MPO needed to demonstrate fiscal constraint of the TIP. The MPO completed this work in 2015 and submitted these materials to the FHWA.**
- g. Does it include funding for the maintenance and operation of the system?  
**Response:        Yes.**
- h. Does it conform to the State Implementation Plan (SIP) if applicable?  
**Response:        Yes.**
- i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?  
**Response:        Yes. It was updated and approved by the TAC in September 2015.**

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6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332      **Response: Yes.**
- a. Is it consistent with the MTP?      **Response: Yes.**
  - b. Is it fiscally constrained?      **Response: Yes, see 5f above.**
  - c. Is it developed cooperatively with the state and local transit operators?  
    **Response: Yes.**
  - d. Is it updated at least every 4 years and adopted by the MPO and Governor?  
    **Response: Yes.**
7. Does the urban area have a Congestion Management Process (CMP)? (TMA only)  
23 CFR 450.320      **Response: Yes.**
- a. Is it consistent with the MTP?      **Response: Yes.**
  - b. Was it used for the development of the TIP?      **Response: Yes.**
  - c. Is it monitored and reevaluated to meet the needs of the area?      **Response: Yes.**
8. Does the urban area have a process for including environmental mitigation discussions in the planning process?      **Response: Yes.**
- a. How?      **Response: Yes, in consultation with NCDOT.**
  - b. Why not?      **Response: N/A.**
9. Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898?      **Response: Yes.**
- a. Title VI  
    Are there procedures in place to address Title VI complaints and does it comply with federal regulations? [23 CFR 200.9 (b) (3)]  
    **Response: Yes**
  - b. Environmental Justice  
    Has the MPO identified low-income and minority populations within the planning area and considered the effects of the planning process?  
    **Response: Yes.**
  - c. ADA  
    Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulations? [49 CFR 27.13]  
    **Response: Yes, through the City of Winston-Salem.**

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- d. DBE  
Does the MPO have a DBE policy statement that expresses commitment to the DBE program?  
**Response: No, but the MPO uses the City's DBE policy statement as its own.**
10. Does the urban area have an adopted Public Involvement Plan (PIP)/Public Participation Plan? **Response: Yes.**
- a. Did the public participate in the development of the PIP? **Response: Yes.**
- b. Was the PIP made available for public review for at least 45-days prior to adoption?  
**Response: Yes.**
- c. Is adequate notice provided for public meetings? **Response: Yes.**
- d. Are meetings held at convenient times and at accessible locations?  
**Response: Yes.**
- e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Response: Yes.**
- f. Is the PIP periodically reviewed and updated to ensure its effectiveness?  
**Response: Yes, it was updated in 2014.**
- g. Are plans/program documents available in an electronic format, i.e. MPO website?  
**Response: Yes.**
11. Does the urban area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? (MAP-21) **Response: Yes.**
- a. How? **Response: The Technical Coordinating Committee (TCC) has many of these agencies on the committee and participating in the planning process.**
- b. Why not? **Response: N/A.**