

**WINSTON-SALEM URBAN AREA
METROPOLITAN PLANNING ORGANIZATION (MPO)**

Review of MPO Boundaries, Structure, and Governance

**HB 1288 (MPO Bill)
Section 5. Article 16 of Chapter 136-200.2**

Prepared by the:

North Carolina Department of Transportation (NCDOT), Transportation Planning Branch

In Cooperation with:

City of Winston-Salem Department of Transportation (WSDOT);

Winston-Salem Urban Area Technical Coordinating Committee (TCC), and
Transportation Advisory Committee (TAC);

Federal Highway Administration (FHWA); and

United States Department of Transportation (USDOT)

Updated on February 11, 2013

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Factors for Evaluation

1. Existing and projected future commuting and travel patterns and urban growth projections.

The North Carolina Department of Transportation (NCDOT) has completed the 2011 Average Annual Daily Traffic (AADT) counts for the Winston-Salem urban area and is currently completing the 2013 counts. NCDOT continues to use the TransCad travel demand model to develop projected future commuting and travel patterns for the Winston-Salem urban area through 2035. Urban growth projections for population, housing and employment through 2035 were developed by the Piedmont Authority for Regional Transportation (PART). The NCDOT and the City-County Planning Board (CCPB) assisted in the projections. The most recent projections and were include in the recently updated 2035 Transportation Plan, adopted by the Transportation Advisory Committee (TAC) on January 17, 2013.

2. Integration of planning with existing regional transportation facilities, such as airports, seaports, and major interstate and intrastate road and rail facilities.

The NCDOT, in cooperation with PART, is responsible for the integration of planning with existing regional transportation facilities such the Piedmont Triad International Airport, Interstates 40, 73, 74 and 85, intrastate highways US 29, 52, US 158, US 220, US 311 and US 421, freight and passenger rail transportation and commuter bus transportation.

The Winston-Salem Urban Area Metropolitan Planning Organization (MPO) is responsible for the integration of planning with these existing regional transportation facilities within the urban area.

3. Conformity with and support for existing or proposed regional transit and mass transportation programs and initiatives.

The Winston-Salem Urban Area MPO is in conformity with and in support of existing or proposed regional transit and mass transportation programs and initiatives within the urban area. PART is an integral piece to the coordination and implementation of these regional initiatives.

4. Boundaries of existing or proposed federally designated air quality non-attainment areas or air-quality management regions.

The Forsyth County Office of Environmental Assistance and Protection (FCOEAP) has indicated that the Metropolitan Area Boundary (MAB) is compatible with the existing and proposed federally designated air quality non-attainment area for the Piedmont Triad region.

5. Metropolitan Statistical Area boundaries.

The Winston-Salem urban area is within the Greensboro/Winston-Salem/High Point Metropolitan Statistical Area (MSA) boundary.

6. Existing or proposed cooperative regional planning structures.

PART has been set up by the North Carolina State legislature to provide regional transportation planning for the Piedmont Triad area. On July 1st, 2011, the Northwest Piedmont Council of Governments (NWPCOG) and the Piedmont Triad Council of Governments (PTCOG) merged to become the Piedmont Triad Regional Council (PTRC). The PTRC has also been set up to provide regional transportation planning services, particularly for those rural counties adjoining the Piedmont Triad's MPOs. Those COGs are set up and operate the Rural Planning Organizations (RPOs) to serve those rural counties in a comprehensive way, similar to MPOs.

7. Administrative efficiency, availability of resources, and complexity of management.

The Winston-Salem Urban Area MPO operates under the cooperative relationship between the lead planning agency, City of Winston-Salem Department of Transportation (WSDOT) and the City-County Planning Board, all MPO member cities and towns within the metropolitan planning area, various State and Federal transportation agencies, and major transportation service providers. The MPO dedicates adequate resources to successfully complete any long range transportation planning, air quality conformity, multi-modal, and regional transportation initiatives along with its partner, NCDOT. Resources and funding is provided in the annual Unified Planning Work Program (UPWP). The MPO's governance and management is efficient, democratic, and adheres to the rules established under its Memorandum of Understanding (MOU).

8. Feasibility of the creation of interstate metropolitan planning organizations.

Not Applicable.

9. Governance structures, as provided in subsection (c) of this section.

See below.

Metropolitan Planning Organization Structures

1. Expansion of existing metropolitan planning organization boundaries to include areas specified in 23 U.S.C. 134 (c).

The Winston-Salem Urban Area Transportation Advisory Committee (TAC) approved the expansion of the Metropolitan Area Boundary (MAB) map on September 20, 2012 to include additional portions of Davie, Davidson, and Stokes Counties to reflect the expansion of the United States Census urbanized area for Winston-Salem. The High Point MPO continues to remain into the southeast corner of Forsyth County also. Since the last update of this report in 2005, the Town of Midway became incorporated and was added to the Winston-Salem Urban Area MPO on March 20, 2008.

- 2. Consolidation of existing contiguous metropolitan planning organizations in accordance with the re-designation procedure specified in 23 U.S.C. (b).**

This option is not being considered at this time by all of the MPOs in the Piedmont Triad.

- 3. Creation of metropolitan planning organizations subcommittees with responsibility for matters that affect a limited number of constituent jurisdictions, as specified in a memorandum of understanding re-designating a metropolitan planning organization in accordance with the provisions of 23 U.S.C. 134.**

This option is not being considered at this time by all of the MPOs in the Piedmont Triad.

- 4. Formation of joint committees or working groups among the contiguous non-consolidated metropolitan planning organizations, with such powers and responsibilities as may be delegated to such joint committees pursuant to their respective memoranda of understanding.**

This option is not being considered at this time by all of the MPOs in the Piedmont Triad.

- 5. Creation of interstate compacts pursuant to 23 U.S.C. 134 (d) to address coordination of planning among metropolitan planning organizations located in this State and contiguous metropolitan planning organizations located in adjoining states.**

Not Applicable.

- 6. Delegation by the governing board of metropolitan planning organization of part or all of its responsibilities to a regional transportation authority created under article 27 of Chapter 160A of the General Statutes, if the regional transportation authority is eligible to exercise that authority under 23 U.S.C. 134.**

In March, 2004, the Winston-Salem Urban Area MPO signed a Memorandum of Understanding (MOU) with the Piedmont Authority for Regional Transportation (PART) that designate the planning of tasks of regional significance to PART.

Optional Governance Provisions

- 1. Distribution of voting power among the constituent counties, municipal corporations, and other participating organizations on a basis or bases other than population.**

With the expansion of the urban area MAB, and the inclusion of new municipalities and counties within the expanded MAB, the Winston-Salem Urban Area TAC looked at several options for possibly changing the voting structure for the MPO. A weighted voting system based on population was adopted and is currently being used by the MPO. With the changes in population with the 2010 United States Census, there will likely be changes in the voting structure in the coming months ahead. Revisions to the MOU and by-laws for the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) will be needed.

2. Membership and representation of regional transit or transportation authorities or other regional organizations in addition to membership of counties and municipal corporations.

PART does not yet have representation on the Winston-Salem Urban Area TAC but is a member with the Technical Coordinating Committee (TCC). The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that PART and other transportation providers to become members of the TAC. The Winston-Salem Transit Authority (WSTA) is a member of both the TCC and the TAC, however, they are a non-voting member of the TAC. The PTRC is a member of the TCC but is not a member of the TAC.

All of the municipalities and counties within the Winston-Salem Urban Area MPO boundary are represented on the MPO.

3. Requirements for weighted voting or supermajority voting on some or all issues.

The Chairman and any member may call for a vote on any issue, provided that the motion is seconded and within the purposes set forth in Article II, and provided the issue is on the agenda as outlined in Section 5 of this article. A majority vote of the voting members shall be sufficient for approval of matters coming before the TAC with the exception that a TAC member may invoke the weighted voting schedule on any matter. If the weighted voting schedule is invoked, an item coming before the TAC that receives a majority of the number of eligible votes for the item shall be deemed approved. The Chairman is permitted to vote, but advisory members are not. Abstentions shall be considered affirmative votes. In the absence of any direction from the By-Laws, procedures governing voting shall be decided by the Chairman.

As outlined in the Memorandum of Understanding, a weighted voting schedule is established as part of these By-laws to include 100 (one hundred) total votes to be apportioned based on the population of each jurisdiction as of the most recent decennial census with a minimum of one (1) vote per voting member. Votes for the North Carolina Board of Transportation Representative will be allocated by the TAC from the total votes or from the apportioned votes of the most populous jurisdiction. The following weighted vote schedule is established:

JURISDICTION	VOTES
City of Winston-Salem	
Mayor	26
Council Member	10
Council Member	10
Forsyth County	
Commissioner	10
Commissioner	10
Town of Bermuda Run	1
Town of Bethania	1
Village of Clemmons	4

Town of Kernersville	5
City of King	2
Town of Lewisville	3
Town of Midway	1
Town of Rural Hall	1
Village of Tobaccoville	1
Town of Walkertown	1
Town of Wallburg	1
Davidson County	4
Davie County	2
Stokes County	2
North Carolina Board of Transportation Member	5

4. Provisions authorizing or requiring the delegation of certain decisions or approvals to less than the full-voting membership of the metropolitan planning organization in matters that affect only a limited number of constituent jurisdictions.

As mentioned above, under the MAP-21 act, MPOs will need to reexamine their membership and their voting procedures to ensure compliance with the law. The MOU and the by-laws of the TCC and TAC will be reviewed later this year.

5. Requirements for rotation and sharing of officer positions and committee chair positions in order to protect against concentration of authority within the metropolitan planning organization.

There is no requirement for this in the current MOU. It has not been discussed as an issue so far by the TAC.

6. Any other provision agreed to by the requisite majority of jurisdictions constituting the metropolitan planning organization.

The Winston-Salem Urban Area TAC has looked at all of the other provisions in the MOU, found no particular problems with them, and has elected to keep the MOU the same.