Regularly Scheduled Meeting
Thursday, May 17, 2018
MEMORANDUM

DATE: May 7, 2018
TO: Winston-Salem Urban Area MPO Transportation Advisory Committee (TAC)
FROM: Margaret C. Bessette, Assistant Planning Director and TAC Secretary
e-mail: margb@cityofws.org; office phone: (336) 747-7058
SUBJECT: Agenda for the May 17, 2018 TAC Meeting at 4:15 p.m.
PLACE: Stuart Municipal Building, 5th Floor Public Meeting Room

AGENDA

- Ethics Awareness and Conflict of Interest Statement (Chairman Larry Williams)
  1. Citizen Comments (Chairman Larry Williams)

Action Items

2. Consideration of the March 15, 2018 TAC Meeting Minutes (Enclosed) (Chairman Larry Williams)

3. Consideration of the Fiscal Year 2019 Federal Congestion Mitigation and Air Quality (CMAQ) Projects for the Winston-Salem Urban Area (Enclosed) (Kelly Garvin)

4. Consideration of the 2018 Surface Transportation Direct Attributable (STP-DA) Call for Projects (Enclosed) (Kelly Garvin)

5. Review and Consideration of the WSMPO Prioritization 5.0 Regional Highway and Public Transit Local Point Assignments (Enclosed) (Kelly Garvin)

6. Consideration of an Appendix of Amendments to the 2040 Metropolitan Transportation Plan (Enclosed) (Evan Koff)

7. Review and Consideration of Amendments and Modifications to the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP) (Enclosed) (Byron Brown)

Information for Future Action Items

8. Review of Federal Transit Administration (FTA) Formula Program Section 5307 Funding Allocations for Winston Salem Urban Area (FY 2018) and Amending the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP) for Operating and Capital Assistance (Enclosed) (Morgan Simmons)
9. Review of the Request for Projects (RFP) Process, under the Job Access Reverse Commute (JARC, Section 5307) Grant Program, the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Grant Program and Amending the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) (Enclosed) (Morgan Simmons)

10. Review of the Federal Transit Administration (FTA) Bus and Bus Facilities Grant Program, Section 5339 for the Winston Salem Urban Area and Amending the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP) for Bus and Bus Facilities Rehabilitation Assistance (Enclosed) (Morgan Simmons)

**Staff Reports (Presentation by Staff at Request of TAC Only)**

11. MPO Staff Reports (Enclosed)
   a. NCDOT Division 9 Transportation Projects Update (Pat Ivey)
   b. NCDOT Transportation Planning Update (James Upchurch)
   c. Forsyth County OEAP Air Quality Update (Cary Gentry)
   d. Bicycle and Pedestrian Facilities Projects Update (Matthew Burczyk)
   e. Winston-Salem Transit Authority (WSTA) Update (Morgan Simmons)
   f. Piedmont Authority for Regional Transportation (PART) Update (Scott Rhine)
   g. Title VI Compliance Update (Kelly Garvin)
   h. MPO Calendar of Activities (Byron Brown)
   i. Legislative Update (Evan Koff)
   j. Ethics Liaison (Margaret Bessette)

12. Next Meeting/Adjourn Meeting (Chairman Larry Williams)
Winston-Salem Urban Area MPO TAC
Ethical Requirements*

TAC members must avoid a conflict of interest. No member or their alternate may participate in any action as a TAC member if the action may result in a reasonably foreseeable financial benefit to the member, the member’s extended family, or any business with which the member is associated.

A TAC member or their alternate may participate in an action of the MPO or RPO if the action is ministerial only and does not require the exercise of discretion.

TAC members must disclose a conflict of interest in writing. TAC members and their alternates have a duty to promptly disclose in writing to the TAC any actual or potential conflicts of interest, using the Abstention Form provided by the TAC Secretary.

These disclosures are a public record and must be attached to the minutes of the meeting in which any discussion or vote was taken by the TAC related to that conflicts disclosure.

TAC members must not use or disclose confidential information. TAC members and their alternates shall not use or disclose any nonpublic information gained as a member in a way that would affect a personal financial interest of the member, the member’s extended family or a business with which the member is associated.

*Based on the requirements of SENATE BILL 411 (SL 2013-156), signed into law by NC Governor on June 19, 2013. The Act is entitled “AN ACT TO PROVIDE THAT THE TRANSPORTATION ADVISORY COMMITTEES OF METROPOLITAN PLANNING ORGANIZATIONS AND RURAL TRANSPORTATION PLANNING ORGANIZATIONS ARE SUBJECT TO STANDARD ETHICS PROVISIONS”.
The undersigned TAC Member abstains from voting on the following Agenda items and requests that the official record of the Meeting shows that he or she did not vote on the motion:

Item ____________________ ______________________
Reason for Abstention: _________________________________________
_________________________________________

Item ___________________________________________________________________________
Reason for Abstention: _________________________________________
_________________________________________

Item ___________________________________________________________________________
Reason for Abstention: _________________________________________
_________________________________________

Signature: _____________________________
Date: _________________________________

The TAC Member should review the agenda prior to the meeting, list the agenda items or other matters for which he or she desires to abstain from voting, sign name, and give request to Margaret Bessette, Secretary to the TAC, prior to the meeting.
ACTION ITEM #2
MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
MARCH 15, 2018
4:15 P.M.
FIFTH FLOOR, PUBLIC MEETING ROOM,
BRYCE A. STUART MUNICIPAL BUILDING

MEMBERS PRESENT:
Dan Besse, Council Member, City of Winston-Salem, Vice Chairman
Allen Joines, Mayor, City of Winston-Salem
Denise Adams, Council Member, City of Winston-Salem
Brent Rockett, Commissioner, Town of Bethania
John Byrum, Mayor, Town of Midway
Regina “Nora” Streed, Board Member, WSTA
Mark Baker, Mayor, Village of Tobaccoville
Jenny Fulton, Alderman, Town of Kernersville
Fleming El-Amin, Commissioner, Forsyth County
John Wait, Mayor, Village of Clemmons
Ed Smith, Council Member, Town of Lewisville, Alternate
Mike Wells, Member, NC Board of Transportation

PRESIDING: Mayor Larry Williams, Town of Rural Hall, Chairman

STAFF PRESENT:
Jeff Hatling, Town of Kernersville
Joe Geigle, FHWA
Pat Ivey, NCDOT
Scott Rhine, PART
Margaret Bessette, CCPB
Toneq’ McCullough, WSDOT
Fred Haith, WSDOT
Brenda King, WSDOT
Byron Brown, WSDOT
Matthew Burczyk, WSDOT
Morgan Simmons, WSDOT
Kelly Garvin, WSDOT
Evan Koff, WSDOT
Zina Johnson, City of Winston-Salem

RECORDING SECRETARY: Laura Whitaker, WSDOT
OTHERS:

Phillip Summers

Mayor Williams read the Ethics Awareness and Conflict of Interest Statement.

1. Citizen Comments

Phillip Summers, 2422 Peachtree Street, Winston-Salem, NC expressed his support for public transportation. He stated he would like to see the bus routes on Google Maps for transit planning and ridership.

A discussion ensued regarding various mapping applications for buses, in the City of Winston-Salem and other cities.

Action Items

2. Consideration of the February 15, 2018 TAC Meeting Minutes

Presented by Chairman Larry Williams.

MOTION: Denise Adams moved approval of the minutes.
SECOND: Regina Streed.
VOTE:
  FOR: Unanimous
  AGAINST: None

3. Consideration of the Fiscal Year 2019 Federal Congestion Mitigation and Air Quality (CMAQ) Call for Projects

Presented by Kelly Garvin.

- Kelly distributed updated Winston-Salem Urban Area Metropolitan Planning Organization Congestion Mitigation Air Quality (CMAQ) Program project tables.
- Congestion Mitigation and Air Quality is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants.
- In North Carolina, the North Carolina Department of Transportation (NCDOT) serves as the administrator for this program.
- Funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of air quality problem.
- The NCDOT announced the release of federal CMAQ funds for the Winston-Salem Urban Area MPO for Fiscal Years 2019.
- The funds are eligible to be programmed for projects in Fiscal Year 2019, which runs from October 1, 2018 through September 30, 2019.
• The NCDOT allocated $1,980,058 to the Winston-Salem Metropolitan Planning Organization (WSMPO) for Fiscal Year 2019.

• Four candidate projects were submitted for funding consideration:
  o Davidson County requested $118,037 for two new Bi-Fuel Propane Busses.
  o The Town of Lewisville requested $987,529 for the construction of a Multi-Use-Path along Lewisville Vienna Road from Riverwood Drive to Robinhood Road.
  o The City of Winston-Salem requested $810,030 for Winston-Salem Transit Authority (WSTA) Night, Saturday and Sunday Service. As well as $64,462 for a Transit Accessibility Improvement Analysis.

• The Forsyth County Office of Environmental Assistance & Protection (FCOEAP) evaluated each project to determine the annual pollutant reduction in kilograms.

• The FCOEAP series of computer models that estimate the average emissions for different types of highway vehicles.

• The vehicle emission factors, projected number of vehicles a project will remove from the network, and dynamics are used to determine the annual emissions reduction.

• The projects are projected to yield an annual reduction in pollution ranging from 1,839.98 to 10,725.5 kilograms.

• The WSTA removed their application for their Transit Analysis freeing up $64,462.

• Therefore, MPO staff recommends completing the funding of WSTA’s Night, Saturday and Sunday services at $58,000 and PART’s Winston-Salem Express Saturday at $6,462 service requested during FY 2018 CMAQ Call.

• This amount would completely fund the WSTA project and provide PART with a portion of the amount originally deducted to allow the complete funding of sidewalk projects.

At the TCC meeting it was determined PART would not be able to use the $6,462 in funding, so the table will be revised and staff will re-evaluate other options for those funds.

MOTION: Dan Besse moved approval.
SECOND: Denise Adams.
VOTE:
  FOR: Unanimous
  AGAINST: None

4. Consideration of the WSMPO Prioritization 5.0 Local Point Assignment Methodology and Schedule

Presented by Kelly Garvin.

• Kelly distributed a revised resolution.

• 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 5.0 began in summer 2017 when NCDOT and local planning organizations asked for public feedback on and later submitted projects to be evaluated for the 2020-2029 STIP.
• P5.0 involves three evaluation processes:
  1) a data driven, quantitatively scored estimate of project need provided by the NCDOT Strategic Prioritization Division,
  2) the MPO priority score, and
  3) the NCDOT Division priority score.
• Further, the MPO priority score must meet the requirements of Session Law 2012-84 (Senate Bill 890) that states “The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization.”
• The Prioritization 5.0 Evaluation Criteria and Point Assignment Process for the Winston-Salem Urban Area MPO Process uses many of the quantitative criteria established in 1996 for the MPO’s Needs process along with qualitative criteria to provide flexibility for MPO local ranking based on community goals and public input.
• The MPO draft Prioritization 5.0 Evaluation Criteria and Point Assignment Process was submitted to the NCDOT Strategic Prioritization Division for review.
• The NCDOT will release the preliminary scores for projects it evaluated for the 2020-2029 STIP.
• Projects that are evaluated and will receive a preliminary score include:
  o Projects in the last five years of the 2018-2027.
  o Projects submitted as part of the development of the 2018-2027 STIP but were not funded.
  o New projects that local planning organizations and NCDOT division submitted in summer 2017.

A discussion ensued regarding the local point assignment.

MOTION: Denise Adams moved approval.
SECOND: Regina Streed.
VOTE:
  FOR: Unanimous
  AGAINST: None

5. Consideration of Amendments and Modifications to the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

Presented by Byron Brown.

• Bryon distributed a revised page 1 of the proposed Metropolitan Transportation Improvement Program (MTIP) Amendments and Modifications to the committee.
• The Fiscal Year 2018-2027 MTIP is a comprehensive listing of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2040 Metropolitan Transportation Plan Update (MTP) and match the 2018-2027 State Transportation Improvement Program (STIP).
• The FY 2018-2027 MTIP was adopted by the TAC on November 16, 2017.
• 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 MPO triggers the amendment of the MTIP.
• Modifications to the STIP do not require adoption but are provided for information.
• As required by the MPO’s Public Participation Policy, the amendments and modifications to the FY 2018-2027 MTIP were available for public review and comment for at least 30 days from January 1 through February 1, 2018.
• No comments were received during the public input period.

Byron noted that Hillsdale had been removed from the map per request from the committee.

MOTION: Fleming El-Amin moved approval.
SECOND: Denise Adams.
VOTE:
   FOR: Unanimous
   AGAINST: None

6. Consideration of the Self-Certification of the MPO’s Transportation Planning Process for the Winston-Salem Urban Area MPO

Presented by Fredrick Haith.

• The federal Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the North Carolina Department of Transportation (NCDOT) and all Metropolitan Planning Organizations (MPOs) in the state to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their transportation planning processes are addressing the major issues of the urban area and are being conducted in accordance with all applicable provisions of federal law.
• To guide this self-certification process, NCDOT has provided a checklist.
• Staff has reviewed the checklist and provided a response to each of the items.
• Staff believes the Winston-Salem Urban Area MPO transportation planning process is adequately addressing the major issues of the urban area and is being conducted in accordance with all applicable provisions of federal law governing transportation planning.
• Also, in the fall of 2016, the FHWA and FTA conducted a formal review of the Winston-Salem Urban Area MPO’s transportation planning process, and found that the process is being carried out in substantial compliance.

MOTION: Denise Adams moved approval.
SECOND: Regina Streed.
VOTE:
  FOR: Unanimous
  AGAINST: None


Presented by Fredrick Haith.

- Each year the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) is required to develop and approve a Unified Planning Work Program (UPWP) for transportation planning.
- The UPWP identifies what transportation 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 matches.
- The UPWP consists of three major parts:
  1. Table 1, a Funding Sources Table;
  2. Table 2, a Narrative Task Table; and
  3. Table 6 a Five Year Planning Calendar for the MPO.
- Tables 3, 4 and 5 contain supplemental funding information as required by the North Carolina Department of Transportation (NCDOT) Public Transportation Division (PTD) for the use of Federal Transit Administration (FTA) Section 5303 transit planning funds.
- The draft UPWP was submitted to NCDOT.
- No comments have been received.

A discussion ensued regarding Transit System Data.

MOTION: Allen Joines moved approval.
SECOND: Denise Adams.
VOTE:
  FOR: Unanimous
  AGAINST: None

**Information for Future Action Items**

8. **Review of the 2018 Surface Transportation Direct Attributable (STP-DA) Call for Projects**

Presented by Kelly Garvin.

- Kelly distributed a handout for the pedestrian improvement projects recommended and not recommended for funding, a handout for the public transit, intersection improvements, small roadways and studies recommended and not recommended for funding and a recommendation by ranking map.
The United States Census defines urbanized areas with a population over 200,000 as Transportation Management Areas (TMAs).

The Winston-Salem Urban Area was designated as a TMA after the 2000 U.S. Census. As a TMA, the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) has the authority to program available STP-DA and TAP-DA funds (Federal Funding) for transportation planning, bicycle, greenway, sidewalk, street and highway, transit and other projects in the urban area.

On February 15, 2018, the Winston-Salem Urban Area MPO staff recommended $4,000,000 in federal funds for bicycle & pedestrian projects, $2,000,000 in federal funds for greenways, $1,000,000 in federal funds for Intersection Improvements, $1,000,000 in federal funds for Small Roadway projects, $800,000 in federal funds for the Winston-Salem Transit Authority (WSTA), $200,000 in federal funds for the Piedmont Authority for Regional Transportation (PART), $700,000 in federal funds for planning studies and $1,000,000 in federal funds for reserve.

The total amount of federal funds available was $10,800,000.

In January 2018, MPO communities submitted 19 bicycle & pedestrian projects, 4 greenway projects, 3 transit projects, 2 intersection improvement and 1 small roadway project, as well as 6 studies to be considered for funding.

The total amount of federal funds requested is $28,675,418.

The projects were reviewed and evaluated by committees that included representatives from MPO communities, NCDOT, and other community organizations.

Alderman Jenny Fulton, representative from Kernersville, asked that Kernersville Community Development Director Jeff Hatling be allowed to read a statement on the South Main Street/Old Winston Road Improvements Project. Mr. Hatling read the following statement:

"Winston-Salem Urban Area MPO, NCDOT, and Town of Kernersville have been working on addressing the safety and congestion issues on South Main Street and Old Winston Road since 2007. South Main Street serves as the regional commercial center for eastern Forsyth County, serving residents of Winston-Salem, Walkertown, Kernersville, and the unincorporated areas of Forsyth County. It has over 32,000 trips per day of traffic and is one of the highest traffic accident areas in Forsyth County.

In 2012, the MPO approved $2,000,000 of STP-DA funds to the Town for South Main Street and Old Winston Road improvements. After completion of a detailed traffic study in 2013, NCDOT requested that they undertake the project with an additional contribution of $2,500,000 of NCDOT traffic safety funds. Based on NCDOT cost estimates, the MPO awarded $3,832,943 of STP-DA funds in 2014, with a Town match of $958,236.

At the time of NCDOT awarding the contract, NCDOT determined that their original cost estimates were low. In early 2017, staff from the MPO, NCDOT, and Town of Kernersville met to review the new cost estimates. MPO staff encouraged the Town to submit for additional STP-DA funds in the 2018 call for projects."
The Town of Kernersville submitted an STP-DA application requesting $515,210 of additional funds. The submitted application for the South Main Street/ Old Winston Road improvements was the only STP-DA Small Roadways project submitted.

MPO staff informed Town of Kernersville staff this week that the MPO STP-DA committee is not recommending the project be awarded since the project has already started. The Town of Kernersville feels it would be a damaging public policy if the MPO, after 11 years of being a partner with NCDOT and Town of Kernersville decides to pull out of the partnership with NCDOT and Town of Kernersville.

The Town feels confident the other MPO jurisdictions would also object if the MPO took a policy stance of not continuing a partnership in road improvement projects when difficulties arise.

- STP-DA funds are about funding transportation projects, and encouraging local governments to also financial contribute funds.
- Since 2000, Kernersville has undertaken over $20,000,000 of NCDOT road improvements in eastern Forsyth County.
- If the MPO undertook the policy not to continue a partnership through the completion of a project, it would discourage local governments from future involvement with improving the NCDOT road network.

A lengthy discussion ensued regarding the history of the Kernersville project. It was noted that the project was the only project submitted in the small roadways category. The project is also needed due to safety issues.

A lengthy discussion ensued regarding changing the MPO’s policy that project cost overages are the jurisdiction’s responsibility.

Denise Adams requested information on the criteria used to complete scoring of projects. A list of the members on the evaluation panel was also requested.

The committee requested staff bring the item back with options for funding the Kernersville project (including what projects would have to be unfunded).

9. **Review of the 2040 Metropolitan Transportation Plan Federal Compliance Amendment**

Presented by Evan Koff.

- 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.
- 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) Metropolitan Transportation Plan (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 days.
- All comments and feedback from the public review period will be presented at the May 17, 2018 Transportation Advisory Committee meeting.
- The 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 Transportation Improvement Program (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.

Information Items

Staff Reports (Presentation by Staff at Request of TAC Only)

10. MPO Staff Reports
   
a. NCDOT Division 9 Transportation Projects Update

   No questions for staff.

b. NCDOT Transportation Planning Update

   No questions for staff.

c. Forsyth County OEAP Air Quality Update

   No questions for staff.

d. Bicycle and Pedestrian Facilities Projects Update

   No questions for staff.

e. Winston-Salem Transit Authority (WSTA) Update
No questions for staff.

  f. Piedmont Authority for Regional Transportation (PART) Update

No questions for staff.

  g. Title VI Compliance Update

No questions for staff.

  h. MPO Calendar of Activities

No questions for staff.

  i. Legislative Update

No questions for staff.

  j. Ethics Liaison

• April 16 is the submittal deadline for required State Ethics forms.

11. Next Meeting/Adjourn Meeting

• The next TAC meeting will be May 17, 2018.

ADJOURNMENT 5:41 pm.
ACTION ITEM #3
Winston-Salem Urban Area Metropolitan Planning Organization  
Transportation Advisory Committee  
Action Request

Meeting Date:  May 17, 2018  
Agenda Item Number:  3

Action Requested:  Consideration of Fiscal Year 2019 Federal Congestion Mitigation and Air Quality (CMAQ) Projects for the Winston-Salem Urban Area MPO.

SUMMARY OF INFORMATION:  
Attachments:  Yes  

Congestion Mitigation & Air Quality (CMAQ) is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants. In North Carolina, NCDOT serves as the administrator for this program. Funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of air quality problems.

The North Carolina Department of Transportation (NCDOT) announced the release of federal CMAQ funds for the Winston-Salem Urban Area MPO for Fiscal Year 2019. The funds are eligible to be programmed for projects in Fiscal Year 2019, which runs from October 1, 2018 through September 30, 2019. NCDOT allocated $1,980,058 to the Winston-Salem Metropolitan Planning Organization (WSMPO) for Fiscal Year 2019.

On March 15, 2018 the Transportation Advisory Committee (TAC) approved funding for four (4) projects for the total amount of $1,973,596

- WSTA Night, Saturday and Sunday Service (FY 2019) $810,030
- Davison County New Vehicles Purchase $118,036
- Lewisville Vienna Road Sidewalk Extension $987,529
- WSTA Night, Saturday and Sunday Service (FY 2018) $58,000

The MPO staff recommends the total award to the Davison County New Vehicle Purchase to be adjusted from $118,036 to a new total of $124,499. This change is shown in the attached table which represents the total amount of FY 2019 CMAQ funds recommended for each project.
RESOLUTION
APPROVING THE PROGRAMMING OF AVAILABLE
FISCAL YEARS 2018 AND 2019
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS FOR
CANDIDATE PROJECTS IN THE WINSTON-SALEM URBAN AREA

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

WHEREAS, Congestion Mitigation & Air Quality (CMAQ) is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) allocated $1,980,058 to the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) for FY 2019 and the funds are eligible to be programmed for projects in FY 2019, which runs from October 1, 2018 through September 30, 2019; and

WHEREAS, the following four (4) projects were approved for funding at the March 15, 2018 meeting of the Transportation Advisory Committee:

- the City of Winston-Salem $810,030 for Winston-Salem Transit Authority (WSTA) Night, Saturday & Sunday service for Fiscal Year 2019;
- Davidson County $118,036 for new vehicles to serve the Lexington area;
- the Town of Lewisville $987,529 for the extension of the Lewisville Vienna Road sidewalk; and
- the City of Winston-Salem $58,000 for Winston-Salem Transit Authority (WSTA) Night, Saturday & Sunday service for Fiscal Year 2018; and

WHEREAS, the MPO staff recommends distributing the remaining $6,462 in funds to Davidson County to supplement their bus purchase making the total $124,499.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization has reviewed and approves $124,499 funds for the Davidson County CMAQ project as per the attached table for Fiscal Year 2019 for the Winston-Salem Urban Area.

Adopted on this the 17th day of May, 2018.

____________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

____________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
Winston-Salem Urban Area Metropolitan Planning Organization
Congestion Mitigation and Air Quality Program (CMAQ)
Projects for Fiscal Year 2018-2019 Funding in the
Fiscal Year 2018-2027 State Transportation Improvement Program (STIP)
Funding Recommendations
May 17, 2018

<table>
<thead>
<tr>
<th></th>
<th>Organization</th>
<th>Project Description</th>
<th>Recommended Fiscal Year 2019 CMAQ Funds</th>
<th>20% Local Match</th>
<th>Grand Total</th>
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<td>Winston-Salem</td>
<td>WSTA Night, Saturday and Sunday Service</td>
<td>$810,030</td>
<td>$202,508</td>
<td>$1,012,538</td>
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<td>Davidson</td>
<td>New Vehicles</td>
<td><strong>$124,499</strong></td>
<td>$31,125</td>
<td>$155,624</td>
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<td>Lewisville</td>
<td>Lewisville Vienna Road Sidewalk Extension</td>
<td>$987,529</td>
<td>$246,882</td>
<td>$1,234,411</td>
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<td>Winston-Salem FY 2018 Call</td>
<td>WSTA Night, Saturday and Sunday Service</td>
<td>$58,000</td>
<td>$14,500</td>
<td>$72,500</td>
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</table>

**Total Recommended** $1,980,058

**MPO 2019 Annual Allocation** $1,980,058

*Revised Amount in RED*
Winston-Salem Urban Area Metropolitan Planning Organization
Congestion Mitigation and Air Quality Program (CMAQ)
Projects for Fiscal Year 2018 and 2019 Funding Recommendations

Fiscal Year 2019 Total Allocation (CMAQ): $1,980,058

**Winston-Salem Transit Authority (WSTA)**
WSTA Night, Saturday and Sunday Service
CMAQ Request (FY19): $810,030
CMAQ Request (FY18): $58,000

**Davidson County Transit**
Davidson County New Vehicles Purchase
CMAQ Request (FY19): $124,499 [revised total]
*Previously approved funding amount: $118,036

**Town of Lewisville**
Lewisville - Vienna Road Multi Use Path
(Riverwood Drive to Robinhood Road)
CMAQ Request: $987,529

See Map Below
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: May 17, 2018
Agenda Item Number: 4

Action Requested: Consideration of the 2018 Surface Transportation Program - Direct Attributable (STP-DA) and Transportation Alternatives Program – Direct Attributable (TAP-DA) Call for Projects.

SUMMARY OF INFORMATION: Attachments: Yes X No _____

The United States Census defines urbanized areas with a population over 200,000 as Transportation Management Areas (TMAs). The Winston-Salem Urban Area was designated as a TMA after the 2000 U.S. Census. As a TMA, the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) has the authority to program available STP-DA and TAP-DA funds (Federal Funding) for transportation planning, bicycle, greenway, sidewalk, street and highway, transit and other projects in the urban area.

On February 15, 2018, the Winston-Salem Urban Area MPO staff announced that the total amount of federal funds available was $10,800,000.

In January 2018, MPO communities submitted 19 bicycle & pedestrian projects, 4 greenway projects, 3 transit projects, 2 intersection improvement, 1 small roadway projects, as well as 7 studies to be considered for funding through the WSMPO 2018 Call for projects. The total amount of federal funds requested was $28,675,418.

Additionally, the City of Winston-Salem cancelled their University Parkway and Petree Road projects approved by the TAC for the 2016 call. The projects accounted for $1,138,166 in federal funds. MPO staff recommends that the $1,138,166 in federal funds be used to strengthen the 2018 Call for Projects.

The projects were reviewed and evaluated by committees that included the MPO’s Planning Development Coordinator, the MPO’s Transportation Engineer, The City of Winston-Salem’s Design Manager, NCDOT’s Division 9 Proposal Engineer, and NCDOT’s Division 9 Traffic Engineer, as well as staff from the Health Department.

The attached tables contain the list of ranked projects and a proposed funding strategy.
RESOLUTION
ADOPTING THE PRIORITIZED LISTS OF TRANSPORTATION PROJECTS SUBMITTED DURING THE 2018 CALL FOR PROJECTS FOR FUNDING THROUGH THE SURFACE TRANSPORTATION PROGRAM - DIRECT ATTRIBUTABLE (STP-DA) AND TRANSPORTATION ALTERNATIVES PROGRAM - DIRECT ATTRIBUTABLE (TAP-DA) PROGRAMS

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

WHEREAS, the Winston-Salem Urban Area, an urbanized area with a population over 200,000, may program federal STP-DA and TAP-DA funds for high priority projects within the urban area; and

WHEREAS, on February 15, 2018, Winston-Salem Urban Area Metropolitan Planning Organization (MPO) staff announced the total amount of federal funds available was $10,800,000; and

WHEREAS, in January 2018, MPO communities submitted 19 bicycle & pedestrian projects, 4 greenway projects, 3 transit projects, 2 intersection improvement, 1 small roadway projects, as well as 7 studies to be considered for funding, totaling $28,675,418 in requested federal funds; and

WHEREAS, the City of Winston-Salem cancelled their University Parkway and Petree Road projects approved by the Transportation Advisory Committee in 2016 which accounted for $1,138,166 in federal funds that can be used to supplement the 2018 STP-DA Call; and

WHEREAS, the projects were reviewed and evaluated by committees that included the MPO’s Planning Development Coordinator, the MPO’s Transportation Engineer, The City of Winston-Salem’s Design Manager, NCDOT Division 9 Proposal Engineer, and NCDOT Division 9 Traffic Engineer, as well as staff from the Health Department; and

WHEREAS, after review, the MPO staff recommends funding 8 bicycle & pedestrian projects, 2 greenway projects, 3 transit projects, 1 intersection improvement project, 1 small roadway project, and 7 studies as outlined in the attached table.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization approves the projects indicated on the attached lists of transportation projects submitted during the 2018 call for projects for funding through the STP-DA and TAP-DA programs.

Adopted on this the 17th day of May, 2018.

__________________________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

__________________________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
## Pedestrian Improvements

<table>
<thead>
<tr>
<th>Rank</th>
<th>Jurisdiction</th>
<th>Route</th>
<th>From / Cross Street</th>
<th>To / Cross Street</th>
<th>Description</th>
<th>Phase</th>
<th>NCDOT Admin Cost</th>
<th>Total Cost</th>
<th>80% Fed</th>
<th>20% Match</th>
<th>Score (100)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Clemmons</td>
<td>Harper Road</td>
<td>Frank Morgan Elementary School</td>
<td>Jerry Long YMCA</td>
<td>5000 LF of sidewalk from the Morgan Elementary School north to the YMCA entrance on Peace Haven Road</td>
<td>CON, ROW, PE</td>
<td>$113,750</td>
<td>$1,251,250</td>
<td>$1,001,000</td>
<td>$250,250</td>
<td>70</td>
</tr>
<tr>
<td>2</td>
<td>Winston-Salem</td>
<td>Coliseum and University Parkway Pedestrian Safety Improvements</td>
<td>N/A</td>
<td>N/A</td>
<td>Curb lines changes to reduce pedestrian crossing distances and slow South Bound right turn traffic, adding pedestrian heads, upgrading crosswalks to high visibility markings</td>
<td>The City of Winston-Salem is requesting half of a $250,000 project to be managed by NCDOT Div. 9</td>
<td>$0</td>
<td>$156,250</td>
<td>$125,000</td>
<td>$31,250</td>
<td>70</td>
</tr>
<tr>
<td>3</td>
<td>Winston-Salem</td>
<td>Silas Creek Parkway</td>
<td>Bolton Street</td>
<td>Lockland Avenue</td>
<td>Requesting funds for R/W and additional Engineering</td>
<td>ROW, PE</td>
<td>$126,000</td>
<td>$1,408,000</td>
<td>$1,126,400</td>
<td>$281,600</td>
<td>66</td>
</tr>
<tr>
<td>4</td>
<td>Winston-Salem</td>
<td>Silas Creek Parkway</td>
<td>Fairlawn</td>
<td>Bethabara</td>
<td>Construct 3,000 LF of sidewalk</td>
<td>CON, ROW, PE</td>
<td>$150,000</td>
<td>$1,650,000</td>
<td>$1,320,000</td>
<td>$330,000</td>
<td>65</td>
</tr>
<tr>
<td>5</td>
<td>Clemmons</td>
<td>Idols Road</td>
<td>Middlebrook Drive</td>
<td>Tanglewood (Back entrance)</td>
<td>4800 LF of sidewalk providing over 1200 roof tops pedestrian access to the back entrance to Tanglewood Park to facilitate recreational opportunities</td>
<td>CON, ROW, PE</td>
<td>$100,250</td>
<td>$1,102,750</td>
<td>$882,200</td>
<td>$220,550</td>
<td>62</td>
</tr>
<tr>
<td>6</td>
<td>Walkertown</td>
<td>Sullivantown Road</td>
<td>4926 Sullivantown Road</td>
<td>Walkertown High/Middle School</td>
<td>1,400 LF of MUP Pedestrian Bicycle and Sidewalk</td>
<td>CON, ROW, PE</td>
<td>$102,000</td>
<td>$630,000</td>
<td>$504,000</td>
<td>$126,000</td>
<td>56</td>
</tr>
<tr>
<td>7</td>
<td>Kernersville</td>
<td>Old Winston Road</td>
<td>Hopkins Road</td>
<td>Existing Sidewalk</td>
<td>Construction of 528 LF</td>
<td>CON, ROW, PE</td>
<td>$53,563</td>
<td>$304,313</td>
<td>$243,450</td>
<td>$60,863</td>
<td>55</td>
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<tr>
<td>8</td>
<td>Kernersville</td>
<td>Century Place Boulevard and South Main Street</td>
<td>Harris Teeter Rear Entrance</td>
<td>Bus. 40 WB exit Ramp</td>
<td>Century Place Blvd. from Harris Teeter rear entrance to S. Main St. and South Main St. from Century Place Blvd. to Bus 40 WB exit ramp 2640 LF</td>
<td>CON, ROW, PE</td>
<td>$144,331</td>
<td>$744,553</td>
<td>$595,642</td>
<td>$148,911</td>
<td>55</td>
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<tr>
<td>9</td>
<td>Winston-Salem</td>
<td>Brewer Road</td>
<td>Buchanan Street</td>
<td>Clemmonsville Road</td>
<td>Construct 4,100 LF of sidewalk</td>
<td>CON, ROW, PE</td>
<td>$205,000</td>
<td>$2,255,000</td>
<td>$1,804,000</td>
<td>$451,000</td>
<td>55</td>
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<tr>
<td>10</td>
<td>Winston-Salem</td>
<td>Fairlawn Drive</td>
<td>Silas Creek Parkway</td>
<td>Reynoldsville Road</td>
<td>Construct 1900 LF of sidewalk</td>
<td>CON, ROW, PE</td>
<td>$98,800</td>
<td>$1,086,800</td>
<td>$869,440</td>
<td>$217,360</td>
<td>53</td>
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<tr>
<td>11</td>
<td>Winston-Salem</td>
<td>Lansing Drive</td>
<td>Conrad Street</td>
<td>Carver School Road</td>
<td>Construct 2,900 LF of sidewalk</td>
<td>CON, ROW, PE</td>
<td>$145,000</td>
<td>$1,595,000</td>
<td>$1,276,000</td>
<td>$319,000</td>
<td>52</td>
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<tr>
<td>12</td>
<td>Winston-Salem</td>
<td>Ransom Road</td>
<td>Polo Road</td>
<td>Panola Rd</td>
<td>Construct 7,500 LF of sidewalk</td>
<td>CON, ROW, PE</td>
<td>$375,000</td>
<td>$4,125,000</td>
<td>$3,300,000</td>
<td>$825,000</td>
<td>43</td>
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<tr>
<td>13</td>
<td>Winston-Salem</td>
<td>Williamson Street</td>
<td>Timic Ave</td>
<td>MLK Jr. Drive</td>
<td>Construct 2,100 LF of sidewalk</td>
<td>CON, ROW, PE</td>
<td>$109,200</td>
<td>$1,201,200</td>
<td>$960,960</td>
<td>$240,240</td>
<td>38</td>
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<tr>
<td>14</td>
<td>Winston-Salem</td>
<td>Fairlawn Drive</td>
<td>Reynoldsville Road</td>
<td>Reynoldsville Road</td>
<td>Construct 2850 LF of sidewalk</td>
<td>CON, ROW, PE</td>
<td>$148,200</td>
<td>$1,630,200</td>
<td>$1,304,160</td>
<td>$326,040</td>
<td>38</td>
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<tr>
<td>15</td>
<td>Winston-Salem</td>
<td>W Sedgefield Drive</td>
<td>Pleasant Street</td>
<td>Pleasant Street</td>
<td>Construct 3,200 LF of sidewalk</td>
<td>CON, ROW, PE</td>
<td>$96,000</td>
<td>$1,056,000</td>
<td>$844,800</td>
<td>$211,200</td>
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<td>16</td>
<td>Winston-Salem</td>
<td>Westview Drive</td>
<td>Country Club Road</td>
<td>Bus. 40 Bridge</td>
<td>Construct 3,500 LF of sidewalk</td>
<td>CON, ROW, PE</td>
<td>$175,000</td>
<td>$1,925,000</td>
<td>$1,540,000</td>
<td>$385,000</td>
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<tr>
<td>17</td>
<td>Winston-Salem</td>
<td>Barbara Jane</td>
<td>Old Greensboro Road</td>
<td>Woodrow Powell</td>
<td>Requesting funds for PE</td>
<td>PE</td>
<td>$6,000</td>
<td>$66,000</td>
<td>$52,800</td>
<td>$13,200</td>
<td>29</td>
</tr>
<tr>
<td>Rank</td>
<td>Jurisdiction</td>
<td>Route Description</td>
<td>From / Cross Street</td>
<td>To / Cross Street</td>
<td>Description</td>
<td>Phase</td>
<td>NCDOT Admin Cost</td>
<td>Total Cost</td>
<td>80% Fed</td>
<td>20% Match</td>
<td>Score (/100)</td>
</tr>
<tr>
<td>------</td>
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</tr>
<tr>
<td>1</td>
<td>Winston-Salem</td>
<td>Brushy Fork Greenway Phase IV&lt;br&gt;Lowery Street&lt;br&gt;Reynolds Park Road</td>
<td>Additional funds need for complete project</td>
<td>CON</td>
<td>$0</td>
<td>$908,000</td>
<td>$726,400</td>
<td>$181,600</td>
<td>87</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Winston-Salem</td>
<td>Little Creek Greenway Phase III&lt;br&gt;Atwood Road&lt;br&gt;Somerset Drive</td>
<td>Construct approximately 3,535 linear feet of ten (10') foot wide greenway connecting the end of a proposed and funded greenway to Somerset Drive</td>
<td>CON,ROW,PE</td>
<td>$112,500</td>
<td>$1,237,500</td>
<td>$990,000</td>
<td>$247,500</td>
<td>58</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Bermuda Run</td>
<td>Blue Heron Trail&lt;br&gt;Twins way West</td>
<td>Pedestrian Tunnel under I-40&lt;br&gt;A trail Parallel to US 158 within a 50ft dedicated easement (5,000 linear feet)</td>
<td>CON, PE</td>
<td>$272,373</td>
<td>$2,088,194</td>
<td>$1,670,555</td>
<td>$417,639</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Winston-Salem</td>
<td>Muddy Creek Greenway Phase II&lt;br&gt;Jefferson School Lane&lt;br&gt;Yadkinville Road</td>
<td>Construct approximately 8,810 linear feet of ten (10') foot wide greenway connecting the existing Muddy Creek Greenway to Yadkinville Road</td>
<td>CON,ROW,PE</td>
<td>$171,100</td>
<td>$1,882,100</td>
<td>$1,505,680</td>
<td>$376,420</td>
<td>45</td>
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</tbody>
</table>

Total Requested: $4,892,635<br>Total Recommended: $2,396,955<br>Proposed Allocation: $2,000,000<br>Recommended for Funding: $-396,955<br>Available Funds: $396,955
### Public Transit

<table>
<thead>
<tr>
<th>Rank</th>
<th>Jurisdiction</th>
<th>Route</th>
<th>From / Cross Street</th>
<th>To / Cross Street</th>
<th>Description</th>
<th>Phase</th>
<th>NCDOT Admin Cost</th>
<th>Total Cost</th>
<th>80% Fed</th>
<th>20% Match</th>
<th>Raw Scores (1/100)</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Winston-Salem</td>
<td>Fixed Route Bus</td>
<td>N/A</td>
<td>N/A</td>
<td>Replacement of 2 buses</td>
<td>N/A</td>
<td>N/A</td>
<td>$1,335,000</td>
<td>$1,068,000</td>
<td>$267,000</td>
<td>N/A</td>
<td>Per proposed funding allocation $800,000</td>
</tr>
<tr>
<td>N/A</td>
<td>PART</td>
<td>2 Buses</td>
<td>N/A</td>
<td>N/A</td>
<td>Replacement</td>
<td>N/A</td>
<td>N/A</td>
<td>$1,000,000</td>
<td>$800,000</td>
<td>$200,000</td>
<td>N/A</td>
<td>Per proposed funding allocation $200,000</td>
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<tr>
<td>N/A</td>
<td>PART</td>
<td>Vanpool Fleet Vehicles</td>
<td>N/A</td>
<td>N/A</td>
<td>Replacement</td>
<td>N/A</td>
<td>N/A</td>
<td>$350,000</td>
<td>$280,000</td>
<td>$70,000</td>
<td>N/A</td>
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</tbody>
</table>

Total Requested: $2,148,000

Total Recommended: $1,016,000

Proposed Allocation: $1,000,000

Available Funds: $16,000

### Intersection Improvements

<table>
<thead>
<tr>
<th>Rank</th>
<th>Jurisdiction</th>
<th>Route</th>
<th>From / Cross Street</th>
<th>To / Cross Street</th>
<th>Description</th>
<th>Phase</th>
<th>NCDOT Admin Cost</th>
<th>Total Cost</th>
<th>80% Fed</th>
<th>20% Match</th>
<th>Raw Scores (1/100)</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lewisville</td>
<td>Lewisville Vienna Rd @ Yadkinville Road</td>
<td>N/A</td>
<td>N/A</td>
<td>Improving the horizontal skew of the intersection and converting the existing unsignalized T-intersection to a single lane roundabout with slip lanes</td>
<td>CON,ROW,PE</td>
<td>$85,000</td>
<td>$1,045,000</td>
<td>$836,000</td>
<td>$209,000</td>
<td>59.59</td>
<td>Per committee review further study is needed to determine the feasibility of a roundabout at this location.</td>
</tr>
<tr>
<td>2</td>
<td>Lewisville</td>
<td>Lewisville Vienna Rd @ Robinhood Rd</td>
<td>N/A</td>
<td>N/A</td>
<td>Converting the existing signalized intersection to a single lane roundabout at Lewisville Vienna Rd and Robinhood Rd</td>
<td>CON,ROW,PE</td>
<td>$90,000</td>
<td>$1,270,000</td>
<td>$1,016,000</td>
<td>$254,000</td>
<td>46.91</td>
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</tr>
</tbody>
</table>

Total Requested: $1,852,000

Total Recommended: $1,016,000

Proposed Allocation: $1,000,000

Available Funds: $16,000

### Small Roadways

<table>
<thead>
<tr>
<th>Rank</th>
<th>Jurisdiction</th>
<th>Route</th>
<th>From / Cross Street</th>
<th>To / Cross Street</th>
<th>Description</th>
<th>Phase</th>
<th>NCDOT Admin Cost</th>
<th>Total Cost</th>
<th>80% Fed</th>
<th>20% Match</th>
<th>Raw Scores (1/100)</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kernersville</td>
<td>South Main Street/Old Winston Road (W-5510)</td>
<td>N/A</td>
<td>N/A</td>
<td>SR 4315 (South Main Street), Business 40 / US 421 / NC 150 TO North of SR 4278 (South Cherry Street), and SR 2648 (Old Winston Road), West of South Cherry Street to South Main Street Kernersville, Safety Improvements, Including Raised Medians, Turn Lanes, Additional Lane, Roundabout, and Intersection Relocation</td>
<td>ROW</td>
<td>$0</td>
<td>$644,012</td>
<td>$515,210</td>
<td>$128,802</td>
<td>65.25</td>
<td>Upon Review by committee this project should not be funded since a contract has already been signed between the municipality and NCDOT stipulating that any overage would be the responsibility of the Local Government</td>
</tr>
</tbody>
</table>

Total Requested: $515,210

Total Recommended: $515,210

Proposed Allocation: $515,210

Available Funds: $584,790

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**Recommended for Funding**

**Not Recommended**
### Winston-Salem MPO 2018 STPDA Funding Recommendations

#### Item #8

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Route</th>
<th>From / Cross Street</th>
<th>To / Cross Street</th>
<th>Description</th>
<th>Phase</th>
<th>NCDOT Admin Cost</th>
<th>Total Cost</th>
<th>80% Fed</th>
<th>20% Match</th>
<th>Rank</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Clemmons</td>
<td>Lewisville-Clemmons Road Interchange/Kinnam on Bridge</td>
<td>N/A</td>
<td>N/A</td>
<td>The purpose of the Lewisville-Clemmons Road/Kinnam Road Bridge study is to review bridge/interchange improvements to help with capacity and congestion on Lewisville-Clemmons Road</td>
<td>N/A</td>
<td>N/A</td>
<td>$100,000</td>
<td>$80,000</td>
<td>$20,000</td>
<td>N/A</td>
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</tr>
<tr>
<td>2 Rural Hall</td>
<td>Montroyal Road</td>
<td>N/A</td>
<td>N/A</td>
<td>Reconnect Montroyal Road</td>
<td>N/A</td>
<td>N/A</td>
<td>$100,000</td>
<td>$80,000</td>
<td>$20,000</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>3 Rural Hall</td>
<td>Northridge Business Park Connector</td>
<td>N/A</td>
<td>N/A</td>
<td>Connector from Northridge Park Drive to Langenthal Drive</td>
<td>N/A</td>
<td>N/A</td>
<td>$100,000</td>
<td>$80,000</td>
<td>$20,000</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>4 Walkertown</td>
<td>Main Street</td>
<td>N/A</td>
<td>N/A</td>
<td>Main Street Transportation Study</td>
<td>N/A</td>
<td>N/A</td>
<td>$100,000</td>
<td>$80,000</td>
<td>$20,000</td>
<td>N/A</td>
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<tr>
<td>5 Winston-Salem</td>
<td>Main Street</td>
<td>N/A</td>
<td>N/A</td>
<td>MPO Freight Study</td>
<td>N/A</td>
<td>N/A</td>
<td>$75,000</td>
<td>$60,000</td>
<td>$15,000</td>
<td>N/A</td>
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<tr>
<td>6 Winston-Salem</td>
<td>Burke Mill Road</td>
<td>N/A</td>
<td>N/A</td>
<td>PMP and Human Services Plan</td>
<td>N/A</td>
<td>N/A</td>
<td>$100,000</td>
<td>$80,000</td>
<td>$20,000</td>
<td>N/A</td>
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<td>7 Winston-Salem</td>
<td>Burke Mill Road</td>
<td>N/A</td>
<td>N/A</td>
<td>Burke Mill Road Improvement Study</td>
<td>N/A</td>
<td>N/A</td>
<td>$100,000</td>
<td>$80,000</td>
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<table>
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<tr>
<th>Studies</th>
<th>Jurisdiction</th>
<th>Route</th>
<th>From / Cross Street</th>
<th>To / Cross Street</th>
<th>Description</th>
<th>Phase</th>
<th>NCDOT Admin Cost</th>
<th>Total Cost</th>
<th>80% Fed</th>
<th>20% Match</th>
<th>Rank</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Clemmons</td>
<td>Lewisville-Clemmons Road Interchange/Kinnam on Bridge</td>
<td>N/A</td>
<td>N/A</td>
<td>The purpose of the Lewisville-Clemmons Road/Kinnam Road Bridge study is to review bridge/interchange improvements to help with capacity and congestion on Lewisville-Clemmons Road</td>
<td>N/A</td>
<td>N/A</td>
<td>$100,000</td>
<td>$80,000</td>
<td>$20,000</td>
<td>N/A</td>
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<td>2</td>
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<td>$20,000</td>
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<td>N/A</td>
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<td>$80,000</td>
<td>$20,000</td>
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<td>6</td>
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<td>PMP and Human Services Plan</td>
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**Total Requested** $540,000

**Recommended Proposed Allocation** $700,000

**Recommended for Funding** $160,000

**Not Recommended**
Item #4: WSMPO 2018 STP-DA Pedestrian Projects by Ranking

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Legend

- STP-DA Pedestrian Project

Highway Facilities

- Expressway
- Freeway
- Other Major Thoroughfare
- Existing - Streets
- Municipal and County Boundaries
Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Harper Road & Peace Haven Road: Ranking = 1/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Coliseum Drive and University Parkway: Ranking = 2/19

Legend
- STP-DA Pedestrian Project

Highway Facilities
- Expressway
- Freeway
- Other Major Thoroughfare
- Existing - Streets
- Municipal and County Boundaries

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Silas Creek Pkwy: Ranking = 3/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Idols Road: Ranking = 5/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Sullivantown Road: Ranking = 6/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects

Old Winston Road: Ranking = 7/19
Century Place Blvd & South Main St: Ranking = 8/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Brewer Road: Ranking = 9/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Fairlawn Drive: Ranking = 10/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Lansing Dr: Ranking = 11/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Williamson St: Ranking = 13/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
West Wedgefield Drive: Ranking = 15/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Westview Drive: Ranking = 16/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Barbara Jane Ave: Ranking = 17/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Springfield Farms Road: Ranking = 18/19

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Item #4: WSMPO 2018 STP-DA Pedestrian Projects
Hartford Street: Ranking = 19/19

The information contained on this map is provided for informational purposes only, and the City of Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any as to the accuracy of any information contained herein.
Item #4: WSMPO 2018 STP-DA Greenway Projects by Ranking

The information contained on this map is provided for informational purposes only, and the City of Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any as to the accuracy of any information contained herein.
Item #4: WSMPO 2018 STP-DA Greenway Projects
Brushy Fork Greenway Phase IV: Ranking = 1/4

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Item #4: WSMPO 2018 STP-DA Greenway Projects
Little Creek Greenway Phase IIA: Ranking = 2/4

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Item #4: WSMPO 2018 STP-DA Greenway Projects
Blue Heron Trail: Ranking = 3/4

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Item #4: WSMPO 2018 STP-DA Greenway Projects
Muddy Creek Greenway Phase II: Ranking = 4/4

The information contained on this map is provided for informational purposes only, and the City of Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any as to the accuracy of any information contained herein.
Item #4: WSMPO 2018 STP-DA Intersection Improvement Projects by Ranking

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The information contained on this map is provided for informational purposes only, and the City of Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any as to the accuracy of any information contained herein.
## BICYCLE & PEDESTRIAN PROJECT EVALUATION

**Project Name/Route/Title:**

**Project Type:**  
- [ ] Bicycle  
- [ ] Pedestrian

### Access: (Within .5 miles of pedestrian facility / within 1.5 miles of bicycle facility)

- High-Density Residential Areas (at least 12 units/acre)  
  - 4

- Transit Station (Hub or Main Terminal)  
  - 4

- Major Employment Center  
  - (Activity Centers as defined in Legacy 2030 Update)  
  - 4

- School  
  - [ ] K-8  
  - [ ] 9-12  
  - [ ] College/University  
  - 4

- CulturalAttraction (museum, stadium, theater, etc.)  
  - 4

- Park/Playground/Recreation Center  
  - 4

- Shopping/Retail & Services  
  - 4

- Municipal Site (local, county, state, or federal government office or property, not including council or judicial chambers)  
  - 4

**MAXIMUM POINTS – 32**

### Constructability:

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<tr>
<td>25-50%</td>
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<tr>
<td>0-25%</td>
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Has the project been studied through a preliminary engineering process?  
- [ ] Yes  
  - 5
- [ ] No

Is the project included in an adopted plan?  
- [ ] Yes  
  - 5
- [ ] No

**MAXIMUM POINTS – 20**

### Safety:

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<td>4</td>
<td></td>
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<td></td>
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<tr>
<td>25</td>
<td></td>
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</table>

**MAXIMUM POINTS – 30**

### Connections: (Connections to existing or funded Sidewalk/Greenway/Bike/Transit Facilities)

- [ ] 3, or more, connections  
  - 18

- [ ] 2 connections  
  - 12

- [ ] 1 connection  
  - 6

**MAXIMUM POINTS – 18**

### Total:

- [ ] 40
- [ ] 18
- [ ] 16
- [ ] 12
- [ ] 8

**Total:**

- [ ]
With little chance that there will be enough funding to pay for all transportation improvements identified over the next few months, the MPO will evaluate each candidate project for its ability to fulfill goals for livability, sustainability, prosperity, and diversity. The following are the criteria that will be the basis of the analysis.

**Qualitative and Quantitative Criteria for Roadways and Intersection improvement Projects**

**Safety Objective:**
Accident history will be an indicator of a safety deficiency in an existing road and the project evaluation will be based on the crash data obtained from TEAAS (Traffic Engineering Accident Analysis System). The project will receive a maximum of **20** points based on the safety score calculated by the Winston-Salem DOT. Proposed new roads will receive a score based on the accident history and proposed improvement to existing roads in the vicinity.

**Congestion Objective:**
Project intends to relieve congestion.
Existing volume/capacity (V/C) ratios shall be determined by Winston-Salem DOT Transportation Planning Section staff based on data provide by NCDOT’s GIS unit. For new facilities, V/C ratios shall be evaluated on the adjacent facilities which would be impacted by the proposed new facilities.
Maximum score of **20** points

**Freight Objective:**
Improves access to airports, freight distribution facilities, or major commercial/industrial districts.
Improves access and/or enhances freight movement to regional and national economic centers.
Maximum score of **15** points

**Environmental Justice Objective:**
New facilities or facility improvements will be considered a benefit to Minority and Low-Income (MLI) populations by providing greater choice and availability of transportation options, stimulating economic development or redevelopment investments, and/or has little or no impact to existing homes and businesses. Maximum score of **15** points

**Economic Development Objective:**
Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment. Maximum score of **15** points

**Accessibility Objective:**
Project provides access to and/or accommodates various modes of travel: Bicycle & Pedestrian, transit, rail, and air. Provides transit stops with sidewalks within ½ mile radius. Maximum score of **15** points
ACTION ITEM #5
Meeting Date: May 17, 2018  
Agenda Item Number: 5

Action Requested: Review and consideration of the WSMPO’s Prioritization 5.0 Regional Impact Highway and Public Transit Local Point Assignments.

SUMMARY OF INFORMATION:  
Attachments: Yes X No

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 N.C. 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 5.0 began in June 2017 when NCDOT and local planning organizations asked for public feedback and later submitted projects to be evaluated for the 2020-2029 STIP.

NCDOT has released the preliminary scores for projects evaluated for the 2020-2029 STIP. Projects that did not score high enough to be funded in the Statewide category are considered and potentially funded in the Regional Impact category. Projects that do not score high enough to be funded in the Regional Impact category can be considered and potentially funded in the Division Needs category. Projects in these categories are scored and ranked based on data as well as local input.

From April 9 to July 27, NCDOT’s 14 divisions – as well as metropolitan and regional planning organizations will rank Regional Impact category projects, which involves assigning what are called "local input points." NCDOT will then combine the local input points assigned by each group to generate the total score for each project. Total scores for Regional Impact projects are scheduled to be released at the end of August 2018. A similar process will then take place for the Division Needs category projects.

The Winston-Salem Urban Area MPO has a pool of 1800 local input points at the Regional Impact level. The maximum number of points that can be applied to any given project at each level is 100.

MPO staff evaluated the projects in accordance to the TAC approved Qualitative and Quantitative criteria. The highest ranked Regional Impact project in each mode (Highway & Public Transit) received the maximum allowance of Local Input Points (100 points). The MPO staff and the NCDOT Division 9 Office coordinated and strategically assigned the remaining local input points. MPO staff initiated a public review period from April 10, 2018 through May 11, 2018.

All public comments, local point assignments, projects, and evaluations, are published on the MPO’s STI webpage:  http://www.cityofws.org/departments/transportation/planning/sti-spot-prioritization
RESOLUTION
APPROVING THE WINTON-SALEM METROPOLITAN PLANNING ORGANIZATION PRIORITIZATION 5.0 REGIONAL IMPACT HIGHWAY AND PUBLIC TRANSIT LOCAL POINT ASSIGNMENTS

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

WHEREAS, the North Carolina Department of Transportation (NCDOT) created the Strategic Prioritization Process in response to a State mandate to create a professional data-driven approval process for transportation project selection; and

WHEREAS, the Strategic Transportation Investment (STI) legislation requires that Metropolitan Planning Organizations (MPOs) develop a ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry) and prioritize projects ranked by the MPO that fall in the “Regional Impact” and “Division Needs” levels; and

WHEREAS, MPOs were given the opportunity to assign points to projects to be used as part of the equation used by NCDOT’s Strategic Planning Office to develop priorities for projects across the state; and

WHEREAS, the Winston-Salem Urban Area MPO has a pool of 1800 points at the Regional Impact Level, with the maximum number of points that can be applied to any given project limited to 100; and

WHEREAS, MPO staff evaluated all Regional Impact Projects according to the Transportation Advisory Committee approved Qualitative and Quantitative criteria, with the highest ranked Regional project in each mode (Highway and Public Transit) receiving the maximum allowance of Local Input Points (100 points); and

WHEREAS, the MPO staff and the NCDOT Division 9 staff coordinated and strategically assigned the remaining local input points; and

WHEREAS, MPO staff initiated a public review period from April 10, 2018 through May 11, 2018 and all public comments, local point assignments, projects, and evaluations, are published on the MPO’s STI webpage.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization approves the list of Regional Impact Highway and Public Transit projects receiving local input points in conjunction with the NCDOT Strategic Transportation Investment (STI) process.

Adopted on this the 17th day of May, 2018.

______________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

______________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
<p>| SPOT ID | Regional Rank (out of 133) | Draft MPO Rank (out of 26) | TIP | Draft Local Project Assignment | Quantitative Score (out of 40) | Qualitative Score (out of 40) | MPO Rank (out of 100) | Jurisdiction | Route From / Cross Street | To | Description | Cost to NCDOT (in millions of dollars) | Statewide Mobility Impact Score (out of 100) | Regional MPO Impact Score (out of 100) | Funding Region(s) | Division(s) | First MPO/RPO % | Second MPO/RPO % | Third MPO/RPO % | Third MPO/RPO Rank | Submitter |
|---------|--------------------------|---------------------------|-----|--------------------------------|-------------------------------|-------------------------------|------------------------|----------------|--------------------------|----|----------------------|---------------------------------|----------------------------------|----------------------------------|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------|
| H090644 | 63                        | 5                         | U-4674 | 100 | 33 | 60 | 113 | Clemmons, Guilford County | US 158 Lovelace-Clemmons Road | Sustainable Transportation | $ 31,930,000 | 86.16 | 37.44 | D | 09 | Winston-Salem Urban Area MPO | 100 | Division 9 |
| H090070-B | 58                        | 2                         | U-5009B | 100 | 7 | 60 | 87 | Davidson, Meck County | NC 150 SR 1588 (Hickory Tree Road) | Widens to 2 lanes with sidewalks. | $ 36,309,000 | 86.16 | 38.64 | D | 09 | Winston-Salem Urban Area MPO | 100 | Division 9 |
| H090142-B | 23                        | 3                         | R-2577B | 100 | 36 | 40 | 76 | Walkertown, Forsyth County | US 158 SR 1650 (Anthony Road) | Widens to multi-lane. | $ 57,921,500 | 86.63 | 43.79 | D | 06, 07 | Winston-Salem Urban Area MPO | 86 | Greensboro Urban Area MPO | 14 | Division 9 |
| H090674-B | 12                        | 4                         | R-2247B | 100 | 35 | 40 | 75 | Winston-Salem, Forsyth County | South of US 421 | Construct Freeway on new location. | $ 76,126,000 | 86.61 | 48.26 | D | 09 | Winston-Salem Urban Area MPO | 100 | Division 9 |
| H09074-CB | 13                        | 5                         | R-2475B | 100 | 35 | 40 | 75 | Winston-Salem, Forsyth County | South of US 421 | Construct Freeway on new location. | $ 63,753,435 | 86.61 | 48.26 | D | 09 | Winston-Salem Urban Area MPO | 100 | Division 9 |
| H09074-CB | 14                        | 6                         | R-2475A | 100 | 35 | 40 | 75 | Forsyth County | North of US 421 | Construct Freeway on new location. | $ 76,124,000 | 86.61 | 48.26 | D | 09 | Winston-Salem Urban Area MPO | 100 | Division 9 |
| H100784-B | 15                        | 7                         | R-1947B | 100 | 33 | 48 | 70 | Yadkin County | US 158 Rocky Ridge Road | Sidewalks from Baltimore Road to NC 801. | $ 94,353,200 | 86.61 | 48.38 | D | 09 | Winston-Salem Urban Area MPO | 100 | Division 9 |
| H171203 | 20                        | 8                         | U-4674 | 100 | 33 | 48 | 70 | Kernersville, Davie County | NC 66 (Northen Highway) | Upgrades interchange to improve safety and capacity. | $ 20,300,000 | N/A | 64.41 | D | 09 | Winston-Salem Urban Area MPO | 100 | Division 9 |
| H130049 | 34                        | 9                         | U-4674 | 100 | 33 | 48 | 70 | Winston-Salem, Forsyth County | US 421 SR 1132 (Haw River Rd) | Upgrade interchange to improve safety and capacity. | $ 29,502,000 | 71.27 | 63.18 | D | 09 | Winston-Salem Urban Area MPO | 100 | Division 9 |
| H130048 | 114                       | 10                        | U-4674 | 100 | 33 | 48 | 83 | Rural Hall, Davidson County | NC 66 (Hedgcock Rural Main Road) | Sidewalk in Grow lane. | $ 31,500,000 | 86.16 | 37.44 | D | 09 | Winston-Salem Urban Area MPO | 100 | Division 9 |
| H080208-C | 128                       | 11                        | U-4674 | 100 | 33 | 48 | 83 | Winston-Salem, Forsyth County | SR 1000 at Advance | US 158 South of NC 66 | Sidewalk in Grow lane. | $ 62,000,000 | N/A | 37.00 | D | 09 | Winston-Salem Urban Area MPO | 100 | Division 9 |</p>
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<td>63.36</td>
<td>Division 9</td>
<td></td>
<td>99</td>
<td>99</td>
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<td>Division 9</td>
<td>Winston-Salem</td>
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<tr>
<td>H100301</td>
<td>57</td>
<td>15</td>
<td></td>
<td>US 158 Redland Road</td>
<td>Winston-Salem and High Point</td>
<td>US 158 to Redland Road</td>
<td>$225,200,000</td>
<td>71.15</td>
<td></td>
<td></td>
<td>Rebuild Pavement</td>
<td>$77,700,000</td>
<td>63.72</td>
<td>64.42</td>
<td>Division 9</td>
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<td>Winston-Salem</td>
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<tr>
<td>H170706</td>
<td>65</td>
<td>16</td>
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<td>US 421 SR 67</td>
<td>Winston-Salem and High Point</td>
<td>US 421 to SR 67</td>
<td>$77,100,000</td>
<td>63.52</td>
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<td></td>
<td></td>
<td></td>
<td>N/A</td>
<td>N/A</td>
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<td>H100270</td>
<td>45</td>
<td>17</td>
<td></td>
<td>U-12826</td>
<td>100</td>
<td>55</td>
<td>55</td>
<td>Winston-Salem</td>
<td>US 52</td>
<td>South of Clemmons Road</td>
<td>Winston-Salem, North Carolina</td>
<td>Add Additional Lanes.</td>
<td>$113,900,000</td>
<td>69.64</td>
<td>62.62</td>
<td>Division 9</td>
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<td>99</td>
<td>99</td>
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<td>H170705</td>
<td>47</td>
<td>18</td>
<td></td>
<td>100</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>Winston-Salem</td>
<td>US 158 1-43</td>
<td>US 158</td>
<td>Add Lanes to exit ramps to relieve congestion and back-ups on I-40</td>
<td>$18,900,000</td>
<td>62.14</td>
<td>61.06</td>
<td>Division 9</td>
<td></td>
<td>99</td>
<td>99</td>
<td>99</td>
<td>Division 9</td>
<td>Winston-Salem</td>
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<tr>
<td>H170702</td>
<td>109</td>
<td>19</td>
<td></td>
<td>100</td>
<td>32</td>
<td>32</td>
<td>32</td>
<td>Winston-Salem</td>
<td>NC 109 1-43</td>
<td>US 108 (Traffic Road)</td>
<td>NC 108 to a multi-lane divided facility</td>
<td>$129,793,000</td>
<td>71.87</td>
<td>63.27</td>
<td>Division 9</td>
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<td>99</td>
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<td>H100108</td>
<td>77</td>
<td>29</td>
<td></td>
<td>9-20450</td>
<td>31</td>
<td>31</td>
<td>31</td>
<td>Winston-Salem</td>
<td>NC 109 North of SR 1785</td>
<td>US 108 (Greenbrier Rd)</td>
<td>SR 1785 to I-77</td>
<td>$225,200,000</td>
<td>63.21</td>
<td>59.05</td>
<td>Division 9</td>
<td></td>
<td>99</td>
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<td>Winston-Salem</td>
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<td>H100275</td>
<td>40</td>
<td>21</td>
<td></td>
<td>9-20178</td>
<td>100</td>
<td>46</td>
<td>46</td>
<td>Winston-Salem</td>
<td>US 108 1-43</td>
<td>US 108</td>
<td>Construct Freeway on New Location</td>
<td>$52,798,000</td>
<td>66.28</td>
<td>64.28</td>
<td>Division 9</td>
<td></td>
<td>99</td>
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<td>61</td>
<td>22</td>
<td></td>
<td>1-74</td>
<td>100</td>
<td>26</td>
<td>26</td>
<td>Winston-Salem</td>
<td>US 421 1-74</td>
<td>US 421</td>
<td>Upgrade interchange to improve safety and capacity</td>
<td>$181,300,000</td>
<td>59.62</td>
<td>58.36</td>
<td>Division 9</td>
<td></td>
<td>99</td>
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<td>Winston-Salem</td>
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<td>T170801</td>
<td>108</td>
<td>23</td>
<td></td>
<td>100</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>PART</td>
<td>Vangani Road</td>
<td></td>
<td>Improve high speed of Vangani Road and regional transit.</td>
<td>$161,200,000</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
<td>99</td>
<td>99</td>
<td>99</td>
<td>Division 9</td>
<td>Winston-Salem</td>
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<td>T170801</td>
<td>110</td>
<td>24</td>
<td></td>
<td>100</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>PART</td>
<td>HWY 390</td>
<td></td>
<td></td>
<td>$1,173,000</td>
<td>N/A</td>
<td>N/A</td>
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<td></td>
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<td>Division 9</td>
<td>Winston-Salem</td>
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<tr>
<td>SPOT ID</td>
<td>Regional Rank (out of 133)</td>
<td>Draft MPO Rank (out of 26)</td>
<td>TIP</td>
<td>Draft Local Point Assignment</td>
<td>Quantitative Score (out of 60)</td>
<td>Qualitative Score (out of 40)</td>
<td>MPD Score (out of 100)</td>
<td>Jurisdiction</td>
<td>Route</td>
<td>From / Cross Street</td>
<td>To</td>
<td>Description</td>
<td>Cost to NCDOT</td>
<td>Nationwide Mobility Impact Score (Out of 100)</td>
<td>Regional Impact Score (Out of 70)</td>
<td>Funding Region(s)</td>
<td>Division(s)</td>
<td>First MPO/RPO</td>
<td>First MPO/RPO %</td>
<td>Second MPO/RPO</td>
<td>Second MPO/RPO %</td>
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<tr>
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<td>H170720</td>
<td>50</td>
<td>25</td>
<td></td>
<td></td>
<td>15</td>
<td>15</td>
<td></td>
<td>Kernersville</td>
<td>NC 66</td>
<td>SR 1973 (Mountaine Valley)</td>
<td></td>
<td>Improve Intersection</td>
<td>$ 800,000</td>
<td>N/A</td>
<td>49.96</td>
<td>D</td>
<td></td>
<td>99</td>
<td>Winston-Salem Urban Area MPO</td>
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<tr>
<td>H090970-A</td>
<td>82</td>
<td>26</td>
<td>U-902A</td>
<td></td>
<td>11</td>
<td>11</td>
<td></td>
<td>Davidson</td>
<td>NC 150</td>
<td>SR 1493 (Frye Bridge / Welcome Arcadia Road)</td>
<td>US 64</td>
<td>Widen to Multi-lanes.</td>
<td>$ 123,983,100</td>
<td>N/A</td>
<td>32.07</td>
<td>D</td>
<td></td>
<td>99</td>
<td>High Point Urban Area MPO</td>
<td>80</td>
<td>Winston-Salem Urban Area MPO</td>
</tr>
</tbody>
</table>
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects: H090022 - Future I-74

Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects

Highway Projects By Type
- Modernize Roadway
- New Road
- Road Widening
- Upgrade

Map Prepared April 4, 2018 by
Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H090076-A - Northern Beltway Western Section

Map Prepared April 4, 2018 by
Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects

Highway Projects By Type
- Modernize Roadway
- New Road
- Road Widening
- Upgrade

Map Prepared April 4, 2018 by Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H090076-CB - Northern Beltway Western Section

Legend
- Airport
- Streets
- Metropolitan Area Boundary
- Counties
- Corporate Limits
- Greensboro Urban Area MPO
- High Point Urban Area MPO
- Northwest Piedmont RPO

Map Prepared April 4, 2018 by
Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Map Prepared April 4, 2018 by Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.

Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects
- Highway Projects By Type
  - Modernize Roadway
  - New Road
  - Road Widening
  - Upgrade

Map of Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H090076-D - Northern Beltway Western Section

Airport
Streets
Metropolitan Area Boundary
Counties
Corporate Limits
Greensboro Urban Area MPO
High Point Urban Area MPO
Northwest Piedmont RPO

Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects
- Highway Projects By Type
  - Modernize Roadway
  - New Road
  - Road Widening
  - Upgrade

Map Prepared April 4, 2018 by Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H090138-C: NC109 Bypass of Wallburg on New Location

Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects
Highway Projects By Type
- Modernize Roadway
- New Road
- Road Widening
- Upgrade

Map Prepared April 4, 2018 by Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H090248: NC801 Upgrade with Multilane Facility and Multi-Use Path
P5.0 Regional Impact Projects:
H090370: US52 Add Lanes from Northern Beltway to Clemmonsville Road
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H090546: US158 Widen to 3 Lanes with Wide Outside Lanes and Sidewalks

Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects
- Highway Projects By Type
  - Modernize Roadway
  - New Road
  - Road Widening
  - Upgrade

Map Prepared April 4, 2018 by Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H090547: NC801 Widen to Multilanes

Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects

Highway Projects By Type
- Modernize Roadway
- New Road
- Road Widening
- Upgrade

Map Prepared April 4, 2018 by
Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H090970-A: NC150 Widen to Multilanes

Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects
- Highway Projects By Type
  - Modernize Roadway
  - New Road
  - Road Widening
  - Upgrade

Map Prepared April 4, 2018 by Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H090970-B: NC150 Widen to Multilanes

Legend
- Airport
- Streets
- Metropolitan Area Boundary
- Counties
- Corporate Limits
- Greensboro Urban Area MPO
- High Point Urban Area MPO
- Northwest Piedmont RPO

Highway Projects By Type
- Modernize Roadway
- New Road
- Road Widening
- Upgrade

Map Prepared April 4, 2018 by
Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H150247: US421 Upgrade Linville Road Interchange

Map Prepared April 4, 2018 by
Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H150248: Interstate-40 Upgrade US 52 Interchange

Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects
- Modernize Roadway
- New Road
- Road Widening
- Upgrade

Highway Projects By Type

Map Prepared April 4, 2018 by
Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Map Prepared April 4, 2018 by Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.

Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects

Highway Projects By Type
- Modernize Roadway
- New Road
- Road Widening
- Upgrade

Metropolitan Area Boundary
Counties
Corporate Limits
Greensboro Urban Area MPO
High Point Urban Area MPO
Northwest Piedmont RPO

Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H150249: US421 Upgrade Jonestown Road Interchange
Map Prepared April 4, 2018 by Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H170705: Interstate-40 Add Lanes to Exit Ramps at Stratford Road Interchange

Legend
- Transit Projects
- Interchange Improvement Projects
- Intersection Improvement Projects

Highway Projects By Type
- Modernize Roadway
- Road Widening
- Upgrade

Map Prepared April 4, 2018 by Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H170706 - Widen NC109 to 3 Lanes
H170740 - Widen NC109 to Median Divided

Legend
- Airport
- Streets
- Metropolitan Area Boundary
- Counties
- Corporate Limits
- Greensboro Urban Area MPO
- High Point Urban Area MPO
- Northwest Piedmont RPO

Highway Projects By Type
- Modernize Roadway
- New Road
- Road Widening
- Upgrade

Map Prepared April 4, 2018 by
Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H170723: Improve Intersection of NC66 and Mountain View Road

Map Prepared April 4, 2018 by
Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
H171393: NC66 Widen to 2 Lane Divided or 3 Lane Curb and Gutter

Map Prepared April 4, 2018 by Winston-Salem Urban Area Metropolitan Planning Organization
For project information, see accompanying tables.
Winston-Salem Urban Area MPO
P5.0 Regional Impact Projects:
T171851: Expansion of Saturday Service to Winston-Salem
T171861: PART Expansion of Vanpool Fleet
ACTION ITEM #6
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: May 17, 2018; Agenda Item Number: 6

Action Requested: Consideration of an Appendix of Amendments to the Winston-Salem
Urban Area 2040 Metropolitan Transportation Plan (MTP).

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”. One purpose
of this joint rule is to update how Metropolitan Transportation Plans (MTPs) 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 Winston-Salem Urban Area Metropolitan Planning Organization (WSMPO) to
stay federally compliant with the above FHWA/FTA final rule, an additional appendix must be
inserted into the WSMPO’s MTP with amendments that correspond to 23 CFR 450.306-326. As
per our Public Participation Policy, this appendix was available for public review and comment
for at least thirty (30) days from April 10, 2018 through May 11, 2018.

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 Transportation Improvement Program (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.
RESOLUTION
APPROVING AN APPENDIX OF AMENDMENTS TO THE WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION (MPO) 2040 METROPOLITAN TRANSPORTATION PLAN

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

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires all Metropolitan Planning Organizations (MPOs) to develop and maintain a metropolitan transportation plan; and

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act requires the metropolitan transportation plan take a data driven approach to all modes of transportation planning in an urban area, have a horizon year of at least 20 years, and be financially constrained; and

WHEREAS, in order to retain federal compliance, the metropolitan transportation plan must include all applicable requirements from the Federal Highway Administration and Federal Transit Administration joint final rule entitled, “Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning”; and

WHEREAS, “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’ fulfills the requirements of the aforementioned final rule; and

WHEREAS, the aforementioned appendix was reviewed by the general public from April 10, 2018 through May 11, 2018 in accordance to the Metropolitan Planning Organization’s Public Participation Policy for transportation plans adopted in March 2014.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization approves the new appendix to the Winston-Salem Urban Area 2040 Metropolitan Transportation Plan.

Adopted on this the 17th day of May, 2018.

_________________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

_________________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
**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”. One function of this joint rule is to update 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 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 public right-of-way or approximately 7.2% of all area within the Winston-Salem Urban Area Metropolitan Planning Organization (WSMPO) boundary. The intensity and frequency of heavy rain events has increased and is projected to continue to increase. 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. Therefore, in an effort to increase 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 coordinates 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 to ensure stormwater best management practices are incorporated.

Through this coordination process, staff collects and reviews all relevant information to provide recommendations on mitigation best practices. These best practices will consider 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 coordinates with agencies handling emergency response, like Winston-Salem/Forsyth County 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 area’s major economic drivers. Both domestic and international visitors flock to Winston-Salem to enjoy, among 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 with a multidisciplinary approach across varied city departments through the Site Plan Review process to identify and define appropriate transportation projects which will benefit economic development and tourism opportunities within the region. Departments like City-County Planning and Development Services 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 Chambers of Commerce, and the National Cycling Center. All of this work is completed to ensure that the time our visitors spend traveling near and around our region 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 (MPOs) 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.

In accordance with the federal requirements, on August 31, 2017, 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 support the state’s measures and targets or establish its own within 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 from the North Carolina 2018 Highway Safety Improvement Program (HSIP). These measures and targets can be found below in Table 1.

**Table 1: 2018 Safety Performance Measures and Targets**

<table>
<thead>
<tr>
<th>NORTH CAROLINA 2018 HSIP PERFORMANCE MEASURES</th>
<th>NC 2018 HSIP TARGETS</th>
<th>NC 5-YEAR 2016 AVG</th>
<th>NC 5-YEAR 2018 TARGETS</th>
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<tr>
<td>REDUCE TOTAL FATALITIES</td>
<td>5.1% PER YEAR</td>
<td>1340.6</td>
<td>1207.3</td>
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<td>REDUCE THE FATALITY RATE (PER 100 MILLION VMT)</td>
<td>4.75% PER YEAR</td>
<td>1.228</td>
<td>1.114</td>
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<td>REDUCE TOTAL SERIOUS INJURIES</td>
<td>5.1% PER YEAR</td>
<td>2399.8</td>
<td>2161.2</td>
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<td>REDUCE THE SERIOUS INJURY RATE (PER 100 MILLION VMT)</td>
<td>4.75% PER YEAR</td>
<td>2.191</td>
<td>1.988</td>
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<td>REDUCE TOTAL NON-MOTORIZED FATALITIES AND SERIOUS INJURIES</td>
<td>5.3% PER YEAR</td>
<td>438.8</td>
<td>393.5</td>
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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)**

Metropolitan planning organizations (MPOs) around the country are working to establish performance measures specific to highway and transit. Streets and highway performance measures work to make the
transportation system safer and more efficient, while transit performance measures work towards making the transportation system universally accessible regardless of mode. There are three primary, Federal Transit Administration (FTA) funded organizations that provide public transportation services in the Winston-Salem Urban Area: the Winston-Salem Transit Authority (WSTA); the Piedmont Authority for Regional Transportation (PART); and Davidson County Transportation.

North Carolina Department of Transportation (NCDOT), while collecting and distributing transit data, is collaborating with MPOs and transit providers in developing statewide transit performance measures and targets. Winston-Salem Urban Area Metropolitan Planning Organization (WSMPO) staff is updating its Metropolitan Transportation Plan (MTP); and WSTA and PART are currently updating their Transit Asset Management (TAM) Plans. WSMPO staff will coordinate with NCDOT, WSTA, and PART to ensure consistency in transit performance measures and targets as it pertains to the applicable federally required plans, including but not limited to the TAM Plan and the MTP. Davidson County Transportation will gain its guidance directly from the state as it pertains to the NCDOT TAM Group Plan.

Once NCDOT and MPO transit providers report their performance measures and targets, WSMPO staff will have 180 days to accordingly amend its MTP. More information on the WSMPO and transit is located in Section 4.1 of the WSMPO 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 and direct feedback, 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 may 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. WSMPO staff work with the Winston-Salem Transit Authority (WSTA), Davidson County Transportation, and the Piedmont Authority for Regional Transportation’s (PART) 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)**

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 the City-County Planning and Development Services Department, who provide their perspective and expertise in working with important community stakeholders including but not limited to the Downtown Winston-Salem Partnership, the Chambers of Commerce, 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/Forsyth County Office of Emergency Management and other local emergency management/response providers. 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)

Intericity 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. The Winston-Salem Transit Authority (WSTA) offer both fixed route and paratransit services to local residents, providing connections to job and housing opportunities, health services, and other regional and local transportation options Regionally, the Piedmont Authority for Regional Transportation (PART) provides additional transportation access and opportunities to travelers through its various 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)

The 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 2040 Winston-Salem Urban Area Metropolitan Planning Organization (WSMPO) Metropolitan Transportation Plan (MTP) are meant to be read in context within their corresponding planning elements. The following table, Table 2: Amendment Location with 2040 WSMPO 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 with 2040 WSMPO MTP

<table>
<thead>
<tr>
<th>Amendment Item Number</th>
<th>Corresponding Location of Code of Federal Regulations (CFR)</th>
<th>Corresponding Chapter of WSMPO MTP</th>
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<tr>
<td>1</td>
<td>23 CFR 450.306(b)(9)</td>
<td>Chapter 7: Human and Natural Environment – Section 7.2.2: Environmental Analysis and Mitigation Plan</td>
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<td>1</td>
<td>23 CFR 450.306(b)(10)</td>
<td>Chapter 2: Piedmont Triad Overview – Section 2.3: Economic Characteristics</td>
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<td>23 CFR 450.306(d)(3)</td>
<td>Chapter 3: Street and Highway Element – Section 3.6.1: Winston-Salem Urban Area Safety Improvement Program</td>
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<td>3</td>
<td>23 CFR 450.314(h)</td>
<td>Chapter 4: Public and Private Transportation Element – Section 4.1: Public Transportation</td>
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<td>4</td>
<td>23 CFR 450.316(a)</td>
<td>Chapter 7: Human and Natural Environment – Section 7.1.6: Public Involvement</td>
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<td>5 (Paragraph 1)</td>
<td>23 CFR 450.316(b)</td>
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<td>5 (Paragraph 2)</td>
<td>23 CFR 450.316(b)</td>
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<td>7</td>
<td>23 CFR 450.322</td>
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<td>8</td>
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<td>Chapter 4: Public and Private Transportation Element – Section 4.2.3: Intercity Bus Transportation</td>
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<td>10</td>
<td>23 CFR 450.324(f)(4)(ii)</td>
<td>Chapter 2: Piedmont Triad Overview – Section 2.6: Piedmont Triad Regional Model</td>
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| Winston-Salem Urban Area Metropolitan Planning Organization  
| Transportation Advisory Committee  
| Action Request  

| Meeting Date: May 17, 2018 | Agenda Item Number: 7  
| Action Requested: Review and consideration of additions, deletions, amendments and modifications to the Winston-Salem Urban Area Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP) to match the State Transportation Improvement Program (STIP).  

| SUMMARY OF INFORMATION: | Attachments: Yes X No  
| The Fiscal Year 2018-2027 MTIP is a comprehensive listing of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2040 Metropolitan Transportation Plan Update (MTP) and match the 2018-2027 State Transportation Improvement Program (STIP). The 2040 MTP Update, the Air Quality Conformity Determination Report (AQCDR) was adopted by the TAC on September 17, 2015. The FY 2018-2027 MTIP was adopted by the TAC on November 16, 2017.  

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 MPO 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.  

The attached document describes the amendments and modifications to the Winston-Salem Urban Area FY 2018-2027 MTIP.  

As required by the MPO’s Public Participation Policy, the amendments and modifications to the FY 2018-2027 MTIP were available for public review and comment for at least thirty (30) days from April 10, 2018 through May 11, 2018.
RESOLUTION
APPROVING THE FISCAL YEAR 2018-2027
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)
AMENDMENTS AND MODIFICATIONS FOR THE WINSTON-SALEM URBAN AREA
METROPOLITAN PLANNING ORGANIZATION (MPO)

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

WHEREAS, the Metropolitan Transportation Improvement Plan (MTIP) is a comprehensive listing of all transportation projects programmed for the Winston-Salem Urban Area and must match the State Transportation Improvement Program (STIP); and

WHEREAS, the North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects; and

WHEREAS, any STIP amendment for new statewide projects or projects within the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) triggers the amendment of the MTIP; modifications to the STIP do not require adoption but are provided for information; and

WHEREAS, the attached document describes the amendments and modifications to the Winston-Salem Urban Area 2018-2027 MTIP; and

WHEREAS, as required by the MPO’s Public Participation Policy, the amendments and modifications to the MTIP were available for public review and comment for at least thirty (30) days from April 10, 2018 through May 11, 2018.

NOW, THEREFORE BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization adopts the amendments and modifications to the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP) as shown on the attached list.

Adopted on this the 17th day of May, 2018.

____________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

____________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
FY 2018-2027 MTIP Amendments and Modifications

All amendments and modifications to the Winston-Salem Urban Area MPO Metropolitan Transportation Improvement Program from December 2017 to March, 2018

2040 Metropolitan Transportation Plan Federal Compliance Amendments

Amendments and modification to 2040 Metropolitan Transportation Plan Appendices

Prioritization 5.0 Regional Projects List

Public Review and Comments
April 10, 2018 through May 11, 2018
Amendment and Modifications to the Fiscal Years 2018-2027 Winston-Salem Urban Area MTIP

The Fiscal Years 2018 – 2027 Metropolitan Transportation Improvement Program (MTIP) is a comprehensive listing of all the transportation projects programmed for the Winston-Salem Urban Area. The Fiscal Year 2018-2027 State Transportation Improvement Program (STIP) is a comprehensive listing of all the transportation projects programmed for the State of North Carolina.

Both documents are updated regularly to include new projects and modify existing projects. These modifications and amendments are provided here for public review and comment.

For more information about this document or to provide comments/feedback, you may contact Byron Brown of the Winston-Salem DOT at byronb@cityofws.org or (336) 747-6871. Please send any comments in writing via email or to the address below:

City of Winston-Salem, DOT  
Att: Byron Brown  
P.O. Box 2511  
Winston-Salem, NC 27102

2040 Metropolitan Transportation Plan Federal Compliance Amendments

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.

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.
For more information about this documents or to provide comments/feedback, you may contact Byron Brown of the Winston-Salem DOT at byronb@cityofws.org or (336) 747-6871. Please send any comments in writing via email or to the address below:

City of Winston-Salem, DOT
Att: Byron Brown
P.O. Box 2511
Winston-Salem, NC 27102

Prioritization 5.0 Regional Project List

The N.C. Department of Transportation’s (NCDOT) transportation plan – called the State Transportation Improvement Program or STIP – identifies the construction funding and scheduling for transportation projects at the state level over a 10 year period. The State’s transportation department proactively updates the STIP every two years to ensure it accurately reflects the state’s current financial situation.

The NCDOT uses a data-driven process to update the STIP called strategic prioritization. The process is in its 5th iteration. The prioritization process uses three funding categories – Statewide Mobility, Regional Impact and Division. Projects are evaluated based on their merit through an analysis of a number of variables including but not limited to: Congestion, Benefit/Cost, Safety, Accessibility, and Freight.

NCDOT has released the preliminary scores for projects it evaluated for the 2020-2029 STIP.

MPO staff evaluated the projects according to the TAC approved Qualitative and Quantitative criteria. The highest ranked Regional Impact Project in each mode (Highway & Public Transit) will receive the maximum allowance of Local Input Points (100 points). The MPO and the NCDOT Division 9 Office will coordinate and strategically assigned the remaining local input points.

The draft list of ranked Regional Impact Projects is available for public review and comment. Please provide any comments in writing to Kelly Garvin, via email (kellym@cityofws.org) or mail to:

City of Winston-Salem, DOT
Att: Kelly Garvin
P.O. Box 2511
Winston-Salem, NC 27102

For more information about any of these documents, you may ALSO contact Byron Brown of the Winston-Salem DOT at byronb@cityofws.org or (336) 747-6871.

APRIL 2018 DOCUMENTS FOR PUBLIC REVIEW

CONTENTS

- FY2018-2027 MTIP Amendments and Modifications, March 2018
- 2040 Metropolitan Transportation Plan Federal Compliance Amendments
- Prioritization 5.0 Regional Project List
## Amendment/Modifications (2018-2027)

### December 2017

**TQ-6782**  
FTA 5310  
**ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES GRANT PROGRAM**

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**TD-5303**  
FTA 5339  
**BUS AND BUS FACILITIES**

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**TM-5309**  
FTA SECTION 5307 (JARC)  
**JOB ACCESS REVERSE COMMUTE GRANT PROGRAM**

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### Additions (2018-2027)

#### December 2017

**TO-6150**  
PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION (PART)  
**OPERATING ASSISTANCE**

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### Amendments and Modifications to the Winston-Salem Urban Area
#### FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP)
#### March 1, 2018

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### Modification (2018-2027)

#### March 2018

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<th>FY18</th>
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<th>(JARC)</th>
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<td></td>
<td></td>
<td>FY18</td>
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* INDICATES FEDERAL AMENDMENT
### Amendments and Modifications to the Winston-Salem Urban Area FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP)
March 1, 2018

<table>
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<tr>
<th>Amendment Code</th>
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<td>$810,030</td>
<td>$810,030</td>
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<td>WINSTON-SALEM TRANSIT AUTHORITY (WSTA) OPERATING ASSISTANCE</td>
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<td>$339,788</td>
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<td>$297,879</td>
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<td>TG-5214</td>
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<td>$2,500,000</td>
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* INDICATES FEDERAL AMENDMENT
Amendments and Modifications to the Winston-Salem Urban Area
FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP)
March 1, 2018

<p>| | | |</p>
<table>
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<tr>
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<td>FY21</td>
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<td>TOTAL</td>
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* INDICATES FEDERAL AMENDMENT
INFORMATION ITEM #8
### Winston-Salem Urban Area Metropolitan Planning Organization

**Transportation Advisory Committee**

**Action Request**

<table>
<thead>
<tr>
<th>Meeting Date:</th>
<th>May 17, 2018</th>
<th>Agenda Item Number:</th>
<th>8</th>
</tr>
</thead>
</table>

**Action Requested:** Review of a Federal Transit Administration (FTA) Formula Program Section 5307 Funding Allocations for Winston Salem Urban Area (FY 2018), amending the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP) for operating and capital assistance.

**SUMMARY OF INFORMATION:**

<table>
<thead>
<tr>
<th>Attachments:</th>
<th>Yes [X] No [ ]</th>
</tr>
</thead>
</table>

Transit systems located in urbanized areas of more than 200,000 in population are eligible to use Federal Transit Administration (FTA) Sections 5307 funds for operating and capital assistance. The FTA has announced that the Winston-Salem Urban Area is eligible to receive a FY 2018 partial-year apportionment of 6/12th in the amount of **$2,179,894**. The full apportionment anticipated for the urban area is **$4,304,788**.

There are three (3) transit agencies in the MPO eligible to receive 5307 funding based upon data reported to the National Transit Database (NTD): Davidson County Transportation, Piedmont Authority for Regional Transportation (PART), and Winston-Salem Transit Authority (WSTA). The number of eligible agencies may increase in future years. Additionally, activities traditionally eligible under the Job Access Reverse Commute (JARC) program, which provides for job access for low-income individuals, continue to be an eligible activity for these funds.

Based upon policies adopted by the Winston-Salem Urban Area MPO in 2017, funding will be distributed in accordance with the percentages developed by FTA in Table 3A (attached). 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 distribution. Staff coordinated this meeting on Monday, April 30th with all transit systems present.

In order for any of these agencies to receive the Section 5307 funds, the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) must be amended to include operating and capital assistance for each agency funded from 5307 funds totaling **$4,304,788**. The next steps include approval by the Transportation Advisory Committee (TAC), programming and amending of the Metropolitan Transportation Improvement Program (MTIP), amending the 2018-2027 State Transportation Improvement Program (STIP), and submission to FTA.
### Item # 8

Amendment to the Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP) for FY 2018 FTA, Section 5307 Funding

<table>
<thead>
<tr>
<th>Item #</th>
<th>Routine Capital - Bus Stop Shelters, Benches, Shop Equipment, Spare Parts, Engines, Farebox, Service Vehicle, etc.</th>
<th>FY 18</th>
<th>FY 19</th>
<th>FY 20</th>
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<tbody>
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<td>TG - 4805</td>
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<td>FY 18</td>
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<td>$</td>
<td>862,179.54</td>
<td>234,679.54</td>
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<td>TO - 5126</td>
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<td>FY 18</td>
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<td>$15,158,998.00</td>
<td>$15,158,998.00</td>
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RESOLUTION
APPROVING THE FY 2018 FEDERAL TRANSIT ADMINISTRATION (FTA) FORMULA PROGRAM SECTION 5307 FUNDING ALLOCATIONS FOR WINSTON-SALEM URBAN AREA AND AMENDING THE FISCAL YEAR 2018-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR OPERATING AND CAPITAL ASSISTANCE.

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

WHEREAS, transit systems located in urbanized areas of more than 200,000 in population are eligible to use Federal Transit Administration (FTA) Sections 5307 funds for operating and capital assistance (under the Operating Assistance Special Rule); and

WHEREAS, FTA has announced that the Winston-Salem Urban Area is eligible to receive a FY 2018 partial-year apportionment in the amount of $2,179,894, which is a partial-year apportionment of 6/12th. The full apportionment anticipated for the urban area is $4,304,788; and

WHEREAS, there are three (3) transit agencies in the MPO eligible to receive 5307 funding based upon data reported to the National Transit Database (NTD): Davidson County Transportation, Piedmont Authority for Regional Transportation (PART), and Winston-Salem Transit Authority (WSTA); and

WHEREAS, based upon policies adopted by the Winston-Salem Urban Area MPO in 2017, funding will be distributed in accordance with the percentages developed by FTA in Table 3A; and

WHEREAS, MPO staff coordinated a joint allocation meeting on Monday, April 30th, where all eligible agencies confirmed that the funding identified can be used by the agency.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) adopts the FY 2018 5307 funding allocation and distribution for the Winston-Salem Urban Area MPO and amends the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP) for operating and capital assistance.

Adopted on this the 19th day of July, 2018.

___________________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

___________________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
Table 3A: FY 2018 Section 5307 Operating Assistance Special Rule Operator Caps (6/12th)

<table>
<thead>
<tr>
<th>Urbanized Area of Service Provided</th>
<th>Public Transportation System Operator</th>
<th>Vehicles Operated in Peak Fixed Route and Demand Response Service</th>
<th>Apportionment to Urbanized Area</th>
<th>Percent of Apportionment Attributable to Operator based on Vehicle Revenue Hours</th>
<th>Eligible Percent Factor Category</th>
<th>FY 2018 CR Maximum Amount of Section 5307 Operating Assistance Allowed 5307(a)(2)(A)</th>
<th>FY 2018 CR Maximum Amount of Section 5307 Operating Assistance Allowed 5307(a)(2)(B)</th>
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<tbody>
<tr>
<td>Winston-Salem, NC</td>
<td>Davidson County Transportation</td>
<td>3</td>
<td>$2,179,894</td>
<td>4.64%</td>
<td>75%</td>
<td>$75,920.43</td>
<td>$83,512</td>
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<tr>
<td>Winston-Salem, NC</td>
<td>Piedmont Authority for Regional Transportation</td>
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<td>12.51%</td>
<td>75%</td>
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<tr>
<td>Winston-Salem, NC</td>
<td>Winston-Salem Transit Authority - Trans-Aid of Forsyth County</td>
<td>36</td>
<td>$2,179,894</td>
<td>82.85%</td>
<td>75%</td>
<td>$1,354,539.57</td>
<td>$1,489,994</td>
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### Table 3A: Section 5307 Operating Assistance Special Rule Operator Caps (6/12th) - ADJUSTED

**PARTIAL ALLOTMENT** (Adjusted for the full 100% of funding available for each transit system and JARC Deduction)

<table>
<thead>
<tr>
<th>Urbanized Area of Service Provided</th>
<th>Public Transportation System Operator</th>
<th>Vehicles Operated in Peak Fixed Route and Demand Response Service</th>
<th>Apportionment to Urbanized Area</th>
<th>Percent of Apportionment Attributable to Operator based on Vehicle Revenue Hours</th>
<th>Deduction JARC Funding ($55,000)</th>
<th>Apportionment (minus the JARC deduction)</th>
<th>FY 2018 CR Maximum Amount of Section 5307</th>
<th>Corrected Amount for Section 5307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winston-Salem, NC</td>
<td>Davidson County Transportation</td>
<td>3</td>
<td>$2,179,894</td>
<td>4.64%</td>
<td>$55,000</td>
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<td>12.51%</td>
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<td>$2,124,894</td>
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<td>$265,825</td>
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<td>Winston-Salem, NC</td>
<td>Winston-Salem Transit Authority - Trans-Aid of Forsyth County</td>
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<td>$2,179,894</td>
<td>82.85%</td>
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<td>$2,124,894</td>
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<td>$1,760,474</td>
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**ANTICIPATED FULL ALLOTMENT**

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<th>Urbanized Area of Service Provided</th>
<th>Public Transportation System Operator</th>
<th>Vehicles Operated in Peak Fixed Route and Demand Response Service</th>
<th>Apportionment to Urbanized Area</th>
<th>Percent of Apportionment Attributable to Operator based on Vehicle Revenue Hours</th>
<th>Deduction JARC Funding ($55,000)</th>
<th>Apportionment (minus the JARC deduction)</th>
<th>FY 2018 CR Maximum Amount of Section 5307</th>
<th>Corrected Amount for Section 5307</th>
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<tr>
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<td>Davidson County Transportation</td>
<td>3</td>
<td>$4,359,788</td>
<td>4.64%</td>
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<td>Piedmont Authority for Regional Transportation</td>
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<td>12.51%</td>
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<td>$4,304,788</td>
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<td>$538,529</td>
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<tr>
<td>Winston-Salem, NC</td>
<td>Winston-Salem Transit Authority - Trans-Aid of Forsyth County</td>
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<td>$4,359,788</td>
<td>82.85%</td>
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<td>$4,304,788</td>
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<td>$3,566,517</td>
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## Breakdown of Funding for Each Transit System in the Winston-Salem Urban Area

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<thead>
<tr>
<th></th>
<th>Davidson County Transportation</th>
<th>Piedmont Authority for Regional Transportation</th>
<th>Winston-Salem Transit Authority</th>
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<td>6/12th (Partial Allocation)</td>
<td>Full Allocation</td>
<td>6/12th (Partial Allocation)</td>
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<tr>
<td>Preventative Maintenance</td>
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<td>$92,325.00</td>
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<td>(80/20 split)</td>
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<td>Capital</td>
<td>$257,474.00</td>
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<td>(80/20 split)</td>
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</tr>
<tr>
<td>Grand Total (Full Allocation)</td>
<td>$199,742</td>
<td>$538,529.00</td>
<td>$3,566,517</td>
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INFORMATION ITEM #9
### Winston-Salem Urban Area Metropolitan Planning Organization

#### Transportation Advisory Committee

#### Action Request

**Meeting Date:** May 17, 2018  
**Agenda Item Number:** 9

**Action Requested:** Review of the Request for Projects (RFP) process, under the Job Access Reverse Commute (JARC, Section 5307) grant program the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program and amending the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

### SUMMARY OF INFORMATION:  

**Attachments:** Yes __X__ No ______

The Federal Transit Administration has announced that Winston-Salem Urban Area will receive federal transportation funds to assist eligible agencies in meeting the transportation needs of low-income, disabled and elderly populations in the area. Project proposals are being accepted for funding under the Job Access Reverse Commute (JARC, Section 5307) grant program and/or the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program. Applications will be received from Monday, April 30, 2018 to Wednesday, May 30, 2018.

The RFP has been announced through email, the WSDOT webpage, social media as well as local newspapers (to include a Hispanic publication).

All applications must be received by 5:00pm on Wednesday, May 30, 2018. Applications received after this date and time will not be considered. Proposals can be hand-delivered, mailed, or e-mailed to Morgan L. Simmons (morgans@cityofws.org, Suite 307 Bryce A. Stuart Municipal Building)

A public workshop to discuss Federal Transit Administration (FTA) funding programs, application processes and procedures has been scheduled for Monday, May 7, 2018 from 2:30pm to 5:30p.m., located at the City of Winston Salem- Lowery Street Facility, 2000 Lowery Street, Winston-Salem, NC 27101.

Instructions for submitting proposals and complete specifications is available on the Winston Salem Department of Transportation (WSDOT) main webpage (www.dot.cityofws.org).

The next steps will include evaluation of submissions through a competitive selection process and providing a list of eligible sub-recipients for review and approval by the Transportation Advisory Committee (TAC). In order for WSTA to receive the JARC, Section 5307 and Section 5310 funds, the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) must be amended to include a total of $66,350 for JARC, Section 5307 and Section 5310 for a total of $579,843.30.
Request for Projects Process for 2018 Federal Transit Administration (FTA) Funding

Job Access Reverse Commute (JARC, Section 5307) grant program, the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program and Amending the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

<table>
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<tbody>
<tr>
<td>April 23rd to 27th</td>
<td>Legal Notices in Newspaper Advertisement on the Website</td>
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<tr>
<td>April 30th to May 30th</td>
<td>30 Day Call for Projects</td>
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<tr>
<td>May 7th</td>
<td>Community Workshop and Information Session&lt;br&gt;City of Winston-Salem Lowery Street Facility&lt;br&gt;200 Lowery Street, Winston-Salem, NC 27101&lt;br&gt;2:30pm to 5:30pm&lt;br&gt;RSVPs due May 2nd</td>
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<td>June 4th to June 15th</td>
<td>Review by External Sub-Committee</td>
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<td>Approval by the Winston-Salem Urban Area’s Transportation Advisory Committee (TAC)</td>
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<tr>
<td>July to September</td>
<td>FTA Approval Process</td>
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<td>September</td>
<td>Execution of Sub-Recipient Contracts (after approval of FTA application)</td>
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Request for Projects Process for
2018 Federal Transit Administration (FTA) Funding

Funding Available for 2018 Request for Projects
Job Access Reverse Commute (JARC, Section 5307) grant program

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<th></th>
<th>JARC (Section 5307)</th>
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<td></td>
<td>(A) FY 2018</td>
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<tr>
<td>Remaining Partial Allocation</td>
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<td>Remaining Reallocated Funds</td>
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<td>New Allocation</td>
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<td>Total Funding for 2018 RFP</td>
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Request for Projects Process for
2018 Federal Transit Administration (FTA) Funding

Funding Available for 2018 Request for Projects
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program

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<tr>
<th></th>
<th>(Section 5310)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(A) FY 2018*</td>
</tr>
<tr>
<td>Remaining Partial Allocation</td>
<td>$ 154,490.00</td>
</tr>
<tr>
<td>Remaining Reallocated Funds</td>
<td>$ 331,440.30</td>
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<tr>
<td>New Allocation</td>
<td></td>
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<tr>
<td>Funding for 2018 RFP</td>
<td>$ 331,440.30</td>
</tr>
<tr>
<td>Total Funding for 2018 RFP</td>
<td></td>
</tr>
</tbody>
</table>

*NOTE: The funding reflected in FY 2018 represents the full apportionment anticipated to be allotted to the Winston-Salem Urban Area. At this time, the urban area has only been provided a partial apportionment (6/12th). In an effort to streamline processes and for the TAC to not have additional review needed, staff is presenting what is anticipated to be approved for FY 2018.
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: May 17, 2018  Agenda Item Number: 10

Action Requested: Approval of the Federal Transit Administration (FTA) Bus and Bus Facilities Grant Program, Section 5339, for the Winston Salem Urban Area, Amending the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP) for Bus and Bus Facilities Rehabilitation.

SUMMARY OF INFORMATION:  Attachments: Yes X  No 

The Federal Transit Administration Section 5339 program is a formula based grant program to replace, rehabilitate and purchase buses and bus facilities. The program provides available federal resources to eligible direct recipients that operate fixed route bus services or that allocate funding to fixed route bus operators. The program originated though the Moving Ahead for Progress in the 21st Century Act (MAP-21) which changed the program from discretionary to formula based. Funding is now designated to states and designated recipients in urbanized areas (200,000 people or more). The Winston Salem Urban Area is eligible to receive a FY 2018 partial apportionment of $214,500 and an anticipated full apportionment of $429,000.

The Winston-Salem Transit Authority (WSTA) has expressed an interest in using the available funds to purchase four (4) TransAid Vans to replace aging fleet and the remaining funds for transit facility rehabilitation projects.

In order for WSTA to receive the Section 5339 funds, the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) must be amended to include a total of $429,000 in FTA Section 5339 funds and $107,250 in local funds for the required 20% match with a grand total of $536,250 for WSTA to implement transit facility rehabilitation projects.

The next steps include approval by the Transportation Advisory Committee (TAC), programming and amending of the Metropolitan Transportation Improvement Program (MTIP), amending the 2018-2027 State Transportation Improvement Program (STIP), and submission to FTA.
The total available amount for a program is based on funding authorized under The Fixing America's Surface Transportation Act (FAST) and The Further Extension of Continuing Appropriations Act, 2018 (Public Law 115-123).

This table was originally published on 3/19/18 and updated on 3/23/18 to correct an error in the Chicago IL-IN Apportionment.

<table>
<thead>
<tr>
<th>URBANIZED AREA/STATE</th>
<th>APPORTIONMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winston-Salem, NC (6/12th Partial)</td>
<td>214,500</td>
</tr>
<tr>
<td>Winston-Salem, NC (Anticipated Full)</td>
<td>429,000</td>
</tr>
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</table>
**Amendment to the Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP) for FY 2018 FTA, Section 5339 Funding**

<table>
<thead>
<tr>
<th>TD-5303</th>
<th>FTA Section 5339 Bus and Bus Facilities Grant</th>
<th>FY 18*</th>
<th>$1,237,700.00</th>
<th>FTA 5339</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>FY 18*</td>
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<td>309,425.00</td>
<td>Local</td>
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<tr>
<td></td>
<td>FY 19</td>
<td>$</td>
<td>429,000.00</td>
<td>FTA 5339</td>
</tr>
<tr>
<td></td>
<td>FY 19</td>
<td>$</td>
<td>107,250.00</td>
<td>Local</td>
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<td></td>
<td>FY 20</td>
<td>$</td>
<td>429,000.00</td>
<td>FTA 5339</td>
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<tr>
<td></td>
<td>FY 20</td>
<td>$</td>
<td>107,250.00</td>
<td>Local</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$</td>
<td>2,619,625.00</td>
<td></td>
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</tbody>
</table>

*Funding represented in FY 2018 includes Funding from FTA funding from FY 2016, FY 2017 and FY 2018. Funding must be represented in the year the urban area anticipates to spend it.*
RESOLUTION
APPROVING THE FEDERAL TRANSIT ADMINISTRATION (FTA) BUS AND BUS FACILITIES GRANT PROGRAM, SECTION 5339, FOR THE WINSTON-SALEM URBAN AREA AND AMENDING THE WINSTON-SALEM URBAN AREA FISCAL YEAR 2018-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR BUS AND BUS FACILITIES REHABILITATION FOR THE WINSTON-SALEM TRANSIT AUTHORITY (WSTA)

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

WHEREAS, the Federal Transit Administration Section 5339 program is a formula based grant program to replace, rehabilitate and purchase buses and bus facilities; and

WHEREAS, the program provides available federal resources to eligible direct recipients that operate fixed route bus services or that allocate funding to fixed route bus operators; and

WHEREAS, the Winston Salem Urban Area is eligible to receive a FY 2018 partial apportionment of $214,500 and an anticipated full apportionment of $429,000; and

WHEREAS, the Winston-Salem Transit Authority (WSTA) has expressed an interest in using the available funds to purchase four (4) TransAid Vans to replace aging fleet and the remaining funds for transit facility rehabilitation projects; and

WHEREAS, in order to receive and allocate the available Section 5339 funds the 2018-2027 STIP and 2018-2027 Winston-Salem Urban Area Metropolitan Transportation Improvement Program (MTIP) must be amended to include a total of $429,000 in FTA Section 5339 funds and $107,250 in local funds for the required 20% match with a grand total of $536,250 for WSTA to implement transit facility rehabilitation projects.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) adopts the FY 2018 5339 funding allocation for the Winston-Salem Urban Area MPO and amends the Winston-Salem Urban Area Fiscal Year 2018-2027 MTIP to program $536,250 for WSTA to implement transit facility rehabilitation projects.

Adopted on this the 19th day of July, 2018.

Larry T. Williams, Chairman
Transportation Advisory Committee

Margaret C. Bessette, Secretary
Transportation Advisory Committee
INFORMATION ITEM #11
Staff Reports
## Projects Under Construction

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
<th>Description</th>
<th>Let Date</th>
<th>Completion Date</th>
<th>Status</th>
<th>Construction Cost</th>
<th>Contractor</th>
<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017CPT.09.30.10341.1 (DIO0171)</td>
<td>Milling, Resurfacing, Shoulder Reconstruction, and Pavement Markings on 3.48 miles of I-40, between Clemmons Village Rd and the I-40/US 311 Split</td>
<td>Sept. 13, 2017</td>
<td>Aug. 24, 2018</td>
<td>Availability date Oct. 16, 2017</td>
<td>$2,603,174</td>
<td>Sharpe Brothers</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>Contractor elected to delay the start of the project until the Spring of 2018 to allow the adjacent concrete rehabilitation project to be completed. Anticipate start date is May 7, 2018. This project will be all night work.</td>
</tr>
<tr>
<td>2018CPT.09.13.20342 (DIO0187)</td>
<td>Asphalt Surface Treatment (AST) on (35) sections of secondary routes in Forsyth County, totaling 10.58 miles</td>
<td>March 14, 2018</td>
<td>Sept. 28, 2018</td>
<td>Availability date April 16, 2018</td>
<td>$293,212</td>
<td>Whitehurst Paving Co., Inc</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>In the process of scheduling Preconstruction meeting.</td>
</tr>
<tr>
<td>2018CPT.09.01.10291.1 2018CPT.09.02.20291.3 2018CPT.09.05.10341 2018CPT.09.06.20341 (C020410)</td>
<td>Contract resurfacing on (2) sections of NC 65, (1) section each of NC 150, NC 66, and NC 67, and (12) sections in Davidson and Forsyth Counties, totaling 39.46 miles.</td>
<td>March 20, 2018</td>
<td>May 3, 2020</td>
<td>Availability date April 30, 2018</td>
<td>$8,108,554</td>
<td>Sharpe Brothers, Inc</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>Anticipated start date is May 7, 2018.</td>
</tr>
<tr>
<td>1-0911A 34147.3.4 (C023965)</td>
<td>DESIGN BUILD - Grading (Widening), Drainage, Paving and ITS on I-40 from West of NC 801 in Davie Co. to SR 1101 (Harper Rd) in Forsyth Co. (2.514 miles)</td>
<td>July 18, 2017</td>
<td>Dec. 31, 2020 (substantial completion date Nov. 20, 2020)</td>
<td>10.8% Complete Currently in Design and Permitting Phase</td>
<td>$71,962,779</td>
<td>Flatiron Constructors, Inc/Blythe Development Co - JV</td>
<td>Jordan Scott, PE (336)293-8610</td>
<td>DESIGN BUILD - Outside widening began on April 20, 2018. Contractor is planning outside lane closures on the following weekends: May 4-6, June 1-3, June 8-10, and June 15-17. Outside lanes will be closed at 7PM on Fridays, and reopened by noon on Sunday of the above weekends. Work is currently in the westbound lanes, but will progress into the eastbound lanes over the next few work weekends.</td>
</tr>
<tr>
<td>I-5766 53009.3.1 (C023967)</td>
<td>Express Design Build - Pavement Rehabilitation of I-49 from 0.9 mile E of NC 150 (Peters Creek Pkwy) to NC 109 (Thomasville Rd) in Forsyth County</td>
<td>Feb. 21, 2017</td>
<td>June 1, 2018</td>
<td>96.8% Complete</td>
<td>$12,384,965</td>
<td>Lane Construction Corp.</td>
<td>Jordan Scott, PE (336)293-8610</td>
<td>Express Design Build - Lanes and ramp closures are scheduled during the night hours during the week and continuous on the weekends. Multiple ICT restrictions prevent contractor from working during expected high traffic volume periods. Joint installation is underway, with pavement markings to follow. Work should be complete in the next 2-3 weeks.</td>
</tr>
<tr>
<td>R-2247CD 34409.3.23 R-2247EC 34409.3.24 (C023840)</td>
<td>DESIGN BUILD - W-S Northern Beltway - Western Section - US 421 Interchange with SR 1891 / Peace haven Rd and Approaches AND US 52/Future I-74 Interchange with NC 65. Reconstruct Interchange.</td>
<td>Nov. 15, 2016</td>
<td>Sept. 5, 2019</td>
<td>28.4% Complete</td>
<td>$43,900,000</td>
<td>Blythe Construction, Inc</td>
<td>Jordan Scott, PE (336)293-8610</td>
<td>Design Build Project ROW acquisitions are progressing. Phase permit secured 1/24/18. All noise walls for both PeaceHaven and Rural Hall sites passed and will be built. Bridge construction and grading operations on both, Peace Haven and Rural Hall locations, continues. Night traffic on US 421 North will encounter a detour utilizing the off and on ramps in order for the Contractor to set bridge girders over the northbound lanes during the week of April 23, 2018.</td>
</tr>
<tr>
<td>R-5789B/C 44919.3.34 (DIO0175)</td>
<td>Install ADA Ramps, curb &amp; gutter and sidewalks at various locations in Davie and Forsyth Counties</td>
<td>Oct. 25, 2017</td>
<td>May 18, 2018</td>
<td>Availability date Jan. 8, 2018</td>
<td>$90,631</td>
<td>Eastern Earthscapes &amp; Construction, LLC</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>Contractor plans to begin April 30th, 2018. US 158 (Main St) in Mocksville in Davie Co.; NC 66 (Broad St) at NC 65, NC 66 (Broad St) at SR 1651 (Court St), NC 66 (Broad St) at SR 1905 (Lindley St) in Rural Hall; NC 67 (Reynolds Rd) at Fern Cliff Dr; NC 67 (Reynolds Rd) at Bonbrook Dr, SR 1763 (Indiana Ave) at Perimeter Point Blvd, SR 1763 (Indiana Ave) at Parkwood Ave, SR 1763 (Indiana Ave) at Motor Rd, US 311 (New Walkertown Rd) at Gerald St, US 311 (New Walkertown Rd) at Dellabrook Rd, US 158 (Stratford Rd) at Olive St, SR 3153 (Hanes Mall Blvd) at Westgate Center Dr in Winston-Salem in Forsyth Co.</td>
</tr>
</tbody>
</table>
**Winston-Salem MPO Transportation Update**

**Thursday, May 17, 2018**

**Projects Under Construction**

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
<th>Description</th>
<th>Let Date</th>
<th>Completion Date</th>
<th>Status</th>
<th>Construction Cost</th>
<th>Contractor</th>
<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>U-2579B 34839.3.GVS4 (C203484)</td>
<td>W-S Northern Beltway – Eastern Section (Future I-74), from US 421/I-40B to US 158</td>
<td>Oct. 21, 2014</td>
<td>April 1, 2019</td>
<td>54% Complete</td>
<td>$153,999,950</td>
<td>Dragados USA, Inc.</td>
<td>Marcus Kiser, PE (336)747-7950</td>
<td>Old Belkew Creek Rd and Morris Rd have been permanently closed. Four culverts have been completed. The Contractor is working on several bridges throughout the project, along with grading, asphalt paving, concrete paving and drainage pipe installation. Traffic is in a two lane pattern on -Y1-(US 158).</td>
</tr>
<tr>
<td>U-2579C 34839.3.GV6 (C203979)</td>
<td>W-S Northern Beltway, Eastern Section (Future I-74), from W. of US 158 (Reidsville Rd) to W. of US 311 (New Walkertown Rd) near Walkertown, 1.99 mi.</td>
<td>Nov. 21, 2017</td>
<td>June 1, 2021 (perm. veg. by Nov. 28, 2021)</td>
<td>7% Complete</td>
<td>$33,213,319</td>
<td>E.S. Wagner Co., LLC of South Carolina</td>
<td>Marcus Kiser, PE (336)747-7950</td>
<td>Contractor has 75% of the project cleared with associated erosion control devices in place. Contractor has started the first of two box culverts. Bottom drainage pipes are being installed. Contractor hopes to complete project in Dec., 2020, barring any unforeseen events. No adjacent road impacts at this time.</td>
</tr>
<tr>
<td>U-2579D,E,F 34839.3.7 (C204088)</td>
<td>W-S Northern Beltway, Eastern Section (Future I-74), from US 311 (New Walkertown Rd) near Walkertown to E. of US 52 (Future I-74) near Rural Hall in Forsyth County</td>
<td>March 20, 2018</td>
<td>ROW Acquisition in progress</td>
<td></td>
<td></td>
<td>Flatiron Constructors Inc/Blythe Development Co - JV</td>
<td>Marcus Kiser, PE (336)747-7950</td>
<td>Date of availability March 30, 2018. Right-of-way acquisition and Design in progress</td>
</tr>
<tr>
<td>U-2707 34845.3.3 (C203725)</td>
<td>SR 3000, Idols Road Extension, from SR 2999 (Hampton Rd) to US 158 (Clemicsn Rd). Two lane shoulder section on new location. Includes Bridge #109 on SR 2999 (Hampton Rd) over NSRR</td>
<td>April 19, 2016</td>
<td>Revised April 30, 2018</td>
<td>86.6% Complete</td>
<td>$11,693,639</td>
<td>Smith-Rowe, LLC</td>
<td>Jordan Scott, PE (336)293-8610</td>
<td>Project completion date extended to April 30, 2018 due to utility delays at Hammond/Idols intersection. Construction of Bridge #656 over Muddy Creek at 95% complete. Stream Mitigation is 100% complete. Work on Bridge #109 over NSRR is on-going. Asphalt pavement is down on the majority of the project and is awaiting the final lift. A section of Hampton Road, between Idols Road and US 158, has been closed during the construction of the new intersection, with a signed detour in place. Local residents still have access to locations on either side of the intersection, up to the closure. The roadway is scheduled to reopen by 8am on Monday, May 14th, weather permitting. This date was delayed from previous expectations due to weather related delays.</td>
</tr>
<tr>
<td>U-2827B 34872.3.4 C-5620A 43740.3.2 (C203862)</td>
<td>DESIGN BUILD - US 421 (I-40 Business) improvements from 4th St to East of Church St. in Winston-Salem and upgrade interchange at NC 150 (Peter's Creek Parkway) and I-40 Bus. To interstate standards; Pavement rehab and replace Bridges 178, 269, 278, 286, 288, 291, 293, 305, 312, 313, 336; Construct I-40 Bus. Multi-use Path</td>
<td>Aug. 30, 2016</td>
<td>Nov. 1, 2020</td>
<td>24% Complete (Mobilization, Utilities, and Design Work)</td>
<td>$99,109,380</td>
<td>Flatiron Constructors Inc / Blythe Development Co Joint Venture</td>
<td>Mezak Tucker, PE (336)249-6255</td>
<td>Design Build Project - (Segment A - Peter's Creek Pkwy. Interchange) - Signed detours in place using Cloverdale Ave., West 1st St., and Peters Creek Pkwy. The West 4th St. bridge will reopen when the new bridge is completed in January 2019. Apple St, just West of Beaumont St is closed, and Gregory St., just North of Wachovia St. is closed and detours are in place. Periodic daytime lane closures along Peter Creek Pkwy. in these areas (during non-peak traffic hours) will continue as needed, for clearing operations to take place. Liberty St. has been reopened to two lanes between I-40 Business and Cemetery St. Waterline installation continues along 1st St., as 1st St. is currently closed between Poplar St and Brookstown Ave. Full closure of I-40 Business between NC 150/Peters Creek Pkwy. and US-52 is scheduled to begin in November 2018; Segment C between Main St. and US-52 to reopen in September 2019, for access to downtown; Completion date for Segment B (from Peter's Creek Interchange to Main St) and reopening of I-40 Business in its entirety by July 31, 2020 (21 month closure); Final Completion date is November 1, 2020.</td>
</tr>
<tr>
<td>W-5510 50080.3.FD1 (C203899)</td>
<td>Safety improvements including raised medians, turn lanes, roundabout and intersection relocation, signals, etc. - SR 4315 (S. Main St) from US 421/I-40 Bus/NC 150 ramp to SR 4278 (S. Cherry St) and SR 2648 (Old Winston Rd) in Kernersville</td>
<td>July 19, 2016</td>
<td>July 1, 2018 (perm. veg. established Dec. 28, 2018)</td>
<td>72% Complete</td>
<td>$4,040,543</td>
<td>Yates Construction Co., Inc</td>
<td>Marcus Kiser, PE (336)747-7950</td>
<td>Storm drain almost completed along Main St. Remaining portion of this work should be completed by end of this week May 4, 2018. One water line bore remains to be completed before waterline work will continue on Main Street. Grade crews and concrete crew working on completing the widening of Old Winston and S. Main. Project is still on track to be done by the end of July.</td>
</tr>
<tr>
<td>TIP / WBS No.</td>
<td>Description</td>
<td>Let Date</td>
<td>Completion Date</td>
<td>Status</td>
<td>Construction Cost</td>
<td>Contractor</td>
<td>Project Administrator</td>
<td>Comments</td>
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<tr>
<td>B-5004</td>
<td>Replace Bridge #86 over Salem Creek and Bridge #87 over Brushy Fork Creek on Reynolds Park Rd in Winston-Salem</td>
<td>Aug. 15, 2016</td>
<td>April 1, 2016</td>
<td>84% Complete</td>
<td>$3,300,000</td>
<td>Smith-Rowe, LLC</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Municipal Bridge Project (Non-DOT let) - City of Winston-Salem (FB1700). Eastern bridge complete, western bridge under construction. Poured bridge deck on 2nd bridge and starting approach slabs. Completion date mid-June</td>
</tr>
<tr>
<td>B-5148</td>
<td>Replace Bridge #276 on SR 1001 (Country Club Rd) over NC 67 (Sillas Creek Pkwy) in Winston-Salem</td>
<td>Jan. 21, 2020</td>
<td>TBD</td>
<td>ROW Acquisition Jan. 18, 2019</td>
<td>$4,375,000</td>
<td>Kevin Fischer, PE (919) 707-6514</td>
<td></td>
<td>Schedule subject to Approved 2018-2027 STIP</td>
</tr>
<tr>
<td>B-5770</td>
<td>Replace Bridge #243 on Salisbury Ridge Rd over NC 150 in Winston-Salem</td>
<td>Jan. 21, 2020</td>
<td>TBD</td>
<td>ROW Acquisition Jan. 18, 2019</td>
<td>$4,317,000</td>
<td>Kevin Fischer, PE (919) 707-6514</td>
<td></td>
<td>*Schedule subject to Approved 2018-2027 STIP - Project delayed to avoid impacts during Business 40 project (U-2827B)</td>
</tr>
<tr>
<td>B-5771</td>
<td>Replace Bridge #16 on SR 1611 (Main St) over Muddy Creek in Bethania</td>
<td>May 23, 2018</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$1,350,000</td>
<td>Matt Jones, PE (336)747-7800</td>
<td></td>
<td>Schedule subject to Approved 2018-2027 STIP. Currently finalizing plans and working with utilities to relocate their facilities prior to construction.</td>
</tr>
<tr>
<td>B-5775</td>
<td>Replace Bridge #275 on Robinhood Rd over NC 67 (Sillas Creek Pkwy) in Winston-Salem</td>
<td>Dec. 21, 2021</td>
<td>TBD</td>
<td>ROW Acquisition Dec. 18, 2020</td>
<td>$4,950,000</td>
<td>Kevin Fischer, PE (919) 707-6514</td>
<td></td>
<td>Schedule subject to Approved 2018-2027 STIP - project accelerated due to additional revenue (HB 97)</td>
</tr>
<tr>
<td>B-5948</td>
<td>Replace Bridge #211 over Norfolk Southern Railroad on SR 2377 (Old Greensboro Rd NE) in Winston-Salem</td>
<td>Aug. 25, 2027</td>
<td>TBD</td>
<td>ROW Acquisition Aug. 30, 2025</td>
<td>$2,723,000</td>
<td>Matt Jones, PE (336)747-7800</td>
<td></td>
<td>*Schedule subject to Approved 2018-2027 STIP. This project being combined under U-6059. Planning and Environmental work has begun</td>
</tr>
<tr>
<td>B-5950</td>
<td>Replace Bridge #7 on NC 67 (Silas Creek Parkway, WB lane) over Salem Creek in Winston-Salem</td>
<td>Jan. 19, 2027</td>
<td>TBD</td>
<td>ROW Acquisition Jan. 16, 2026</td>
<td>$4,323,000</td>
<td>Kevin Fischer, PE (919) 707-6514</td>
<td></td>
<td>*Schedule subject to Approved 2018-2027 STIP - Raleigh Let</td>
</tr>
<tr>
<td>I-5795</td>
<td>Pavement Rehabilitation on I-40 from 1.8 miles E. of SR 1003 (High Point Rd) to 0.4 mile E. of SR 2632 (Old Salem Rd)</td>
<td>July 21, 2020</td>
<td>TBD</td>
<td>Planning/ Design in progress</td>
<td>$22,500,000</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td></td>
<td>*Schedule subject to Revised 2018-2027 STIP - Division Design Raleigh Let (DDRL)</td>
</tr>
<tr>
<td>I-5814</td>
<td>Pavement Rehabilitation of I-40 from 0.4 mile E. of SR 2632 (Old Salem Rd) in Forsyth Co to 0.3 mile W of SR 1860 (Macy Grove Rd) in Guilford Co.</td>
<td>July 21, 2020</td>
<td>TBD</td>
<td>Planning/ Design in progress</td>
<td>$3,226,000</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td></td>
<td>*Schedule subject to Revised 2018-2027 STIP - Division Design Raleigh Let (DDRL)</td>
</tr>
<tr>
<td>I-5857</td>
<td>Pavement Rehabilitation of I-40 from 0.3 mile E of SR 3153 (Hanes Mall Blvd) to 1.8 miles E of SR 1003 (High Point Rd)</td>
<td>July 21, 2020</td>
<td>TBD</td>
<td>Planning/ Design in progress</td>
<td>$10,288,000</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td></td>
<td>*Schedule subject to Revised 2018-2027 STIP - Division Design Raleigh Let (DDRL)</td>
</tr>
<tr>
<td>I-5880</td>
<td>Pavement Rehabilitation of I-40 from SR 1101 (Harper Rd) in Clemmons to East of US 421-40 Business in Winston-Salem</td>
<td>Nov. 20, 2018</td>
<td>TBD</td>
<td>ROW Acquisition Aug. 20, 2018</td>
<td>$8,892,000</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td></td>
<td>*Schedule subject to Approved 2018-2027 STIP - Division Purchase Order Contract (DPOC) - Planning has begun</td>
</tr>
</tbody>
</table>
### Projects Under Development

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>I-5981A 47527.3.2</td>
<td>Widen I-40 to 6 lanes from I-74/US 311 to SR 2643 (Union Cross Rd)</td>
<td>Jan. 20, 2026</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 19, 2024</td>
<td>$35,324,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
</tr>
<tr>
<td>I-5981B 47527.3.3</td>
<td>Widen I-40 to 6 lanes from SR 2643 (Union Cross Rd) to NC 66</td>
<td>Jan. 20, 2026</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 19, 2024</td>
<td>$52,056,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
</tr>
<tr>
<td>I-5981C 47527.3.4</td>
<td>Widen I-40 to 6 lanes from NC 66 in Forsyth Co to US 421/40 Business in Guilford Co</td>
<td>TBD</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>TBD</td>
<td>$52,056,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>I-5988 47534.3.1</td>
<td>Upgrade interchange - I-40 at US 52/311/NC 8 in Winston-Salem</td>
<td>Jan. 20, 2026</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 19, 2024</td>
<td>$80,088,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
</tr>
<tr>
<td>R-2247A 34409.3.12</td>
<td>DESIGN BUILD - W-S Northern Beltway - Western Section - from US 158 (S. Stratford Rd) to South of I-40</td>
<td>Jan. 1, 2030</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 1, 2030</td>
<td>$58,123,000</td>
<td>TBD</td>
<td>Teresa Bruton, PE (919)707-6610</td>
</tr>
<tr>
<td>R-2247B 34409.3.13</td>
<td>DESIGN BUILD - W-S Northern Beltway - Western Section - from South of I-40 to South of US 421 Interchange</td>
<td>Oct. 20, 2026</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Oct. 20, 2026</td>
<td>$68,500,000</td>
<td>TBD</td>
<td>Tata White, PE (919)707-67342</td>
</tr>
<tr>
<td>R-2247CA 34409.3.14</td>
<td>DESIGN BUILD - W-S Northern Beltway, Western Section - Interchange with US 421 and Interchange with SR 1140 (Peace Haven Rd)</td>
<td>Oct. 20, 2026</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Oct. 20, 2026</td>
<td>$55,200,000</td>
<td>TBD</td>
<td>Tata White, PE (919)707-67342</td>
</tr>
<tr>
<td>R-2247CB 34409.3.15</td>
<td>DESIGN BUILD - W-S Northern Beltway - N. of US 421 to SR 1348 (Robinsonhood Rd)</td>
<td>Oct. 15, 2024</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Oct. 15, 2024</td>
<td>$54,000,000</td>
<td>TBD</td>
<td>Tata White, PE (919)707-67342</td>
</tr>
<tr>
<td>R-2247CD 34409.3.21</td>
<td>DESIGN BUILD - W-S Northern Beltway - (SR 1314) Robinsonhood Rd/Meadowlark Dr. to NC 67 (Reynolda Rd)</td>
<td>Oct. 18, 2022</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Oct. 18, 2022</td>
<td>$46,400,000</td>
<td>TBD</td>
<td>Tata White, PE (919)707-67342</td>
</tr>
<tr>
<td>R-2247EA 34409.3.16</td>
<td>DESIGN BUILD - W-S Northern Beltway - NC 67 (Reynolda Rd) to South of US 52</td>
<td>Jan. 19, 2021</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 19, 2021</td>
<td>$34,900,000</td>
<td>TBD</td>
<td>Tata White, PE (919)707-67342</td>
</tr>
<tr>
<td>R-2247EB 34409.3.17</td>
<td>DESIGN BUILD - W-S Northern Beltway - Western Section - Interchange at US 52</td>
<td>July 17, 2018</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>July 17, 2018</td>
<td>$113,000,000</td>
<td>TBD</td>
<td>Tata White, PE (919)707-67342</td>
</tr>
<tr>
<td>R-2247F 34409.3.18</td>
<td>DESIGN BUILD - W-S Northern Beltway - Western Section - ITS Deployment for Sections R-2247BA, R-2247BB, R-2247CA, R-2247D, R-2247EA, &amp; R-2247EB</td>
<td>Jan. 1, 2030</td>
<td>TBD</td>
<td></td>
<td></td>
<td>$8,750,000</td>
<td>TBD</td>
<td>Teresa Bruton, PE (919)707-6610</td>
</tr>
<tr>
<td>R-2577A 37405.3.1</td>
<td>US 158, Widen to Multi-lanes North of I-40 to SR 1965 (Betews Creek Rd), in Forsyth County</td>
<td>Oct. 19, 2021</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Mar. 20, 2020</td>
<td>$35,500,000</td>
<td>TBD</td>
<td>Brett Abernath, PE (336)747-7800</td>
</tr>
<tr>
<td>R-2577B 37405.3.3</td>
<td>US 158, Widen to Multi-lanes from SR 1965 (Betews Creek Rd) in Forsyth Co. to SR 2034 (Anthony Rd) in Guilford Co</td>
<td>Jan. 20, 2026</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 19, 2024</td>
<td>$49,400,000</td>
<td>TBD</td>
<td>Brett Abernath, PE (336)747-7800</td>
</tr>
<tr>
<td>U-2579AA 34839.3.GV3</td>
<td>W-S Northern Beltway, Eastern Section (Future I-74) – I-74 / US 311 to I-40</td>
<td>Oct. 20, 2020</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Aug., 2018</td>
<td>$63,700,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
</tr>
<tr>
<td>U-2579AB 34839.3.GV5</td>
<td>W-S Northern Beltway, Eastern Section (Future I-74) – I-40 to US 421 /NC 150 / I-40 Business</td>
<td>Sept. 18, 2020</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>June 15, 2018</td>
<td>$149,000,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
</tr>
<tr>
<td>U-2729 34853.3.3</td>
<td>Widens SR 1672 (Hanes Mill Rd) to Multi-lanes, from Museum Dr. to SR 4000 (University Pkwy) in Winston-Salem</td>
<td>June 15, 2021</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>June 21, 2019</td>
<td>$8,950,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-2826 34871.3.1</td>
<td>Add lanes of travel to US 52 from South of SR 2747 ( Clemmons Rd) to Future I-74 (W-S Northern Beltway) (Coordinate with I-5988)</td>
<td>Jan. 1, 2030</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 1, 2025</td>
<td>$415,034,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
</tr>
<tr>
<td>U-4734 36600.3.1</td>
<td>SR 2601 (Mac Grove Rd) Extension from SR 1005 (E. Mtn. St) to NC 150 (N Main St) in Kernersville. Four lane Divided Facility on New Location.</td>
<td>June 19, 2018</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td></td>
<td>$13,500,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
</tbody>
</table>
### Winston-Salem MPO Update

**Thursday, May 17, 2018**

#### Projects Under Development

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</tr>
</thead>
<tbody>
<tr>
<td>U-5536 44108.3.1</td>
<td>Construct a new route, Great Wagon Rd, from SR 1001 (Shal受欢迎worth Rd) to SR 1308 (Lewisville-Vienna Rd) in Lewisville</td>
<td>July 30, 2023</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>July 30, 2021</td>
<td>$8,080,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-5760 46381.3.1</td>
<td>Kernersville Southern Loop (Phase I) - Widen Big Mill Farm Rd and SR 2649 (Hopkins Rd) to multilanes with sidewalk and bike lanes from south of I-40 Bus/US 421 to NC 66 (West Mountain St) and Construct interchange at US 421-40 Bus.</td>
<td>April 19, 2022</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>April 17, 2020</td>
<td>$19,810,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-5786 44358.3.1</td>
<td>Widen SR 1508 (Hickory Tree Rd) from US 52/NC 8/Future I-285 to NC 150</td>
<td>Feb. 21, 2023</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td></td>
<td>$21,889,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-5820A 44395.3.0</td>
<td>Construct a new multi-lane roadway in new location from SR 2576 (Bendix Dr) to SR 1006 (Faith Rd) in Salisbury</td>
<td>April 25, 2018</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td></td>
<td>$1,900,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-5824 44395.3.1</td>
<td>Widen NC 66 (Old Hollow Rd) to Multi-lanes, from Harley Dr to Bellaire Cr/Whitehall Village Ln in Walkertown</td>
<td>Feb. 15, 2022</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Feb. 21, 2020</td>
<td>$15,300,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-5899 44689.3.1</td>
<td>Construct new 2-lane roadway on new location - Forum Parkway Connector, SR 3955 (Forum Parkway) to NC 66 (University Pkwy) in Rural Hall.</td>
<td>June 15, 2021</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>June 21, 2019</td>
<td>$3,192,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-5902A 44725.3.3</td>
<td>Widen NC 150 to multilanes from US 64 to SR 1493 (Frye Bridge Rd)</td>
<td>Jan. 1, 2030</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 30, 2027</td>
<td>$55,485,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6003 47138.3.1</td>
<td>Construct new 2-lane divided facility with bicycle / pedestrian accommodation on new route, from SR 1969 (Pinney Grove Rd) to NC 150 (N. Main St) in Kernersville.</td>
<td>June 21, 2022</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>June 30, 2021</td>
<td>$12,524,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6004 47139.3.1</td>
<td>Convert SR 1103 (Lewisville-Clemmons Rd) to a 4-lane median divided facility, from I-40 to US 158 in Clemmons</td>
<td>June 17, 2025</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>June 30, 2023</td>
<td>$4,290,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6005 47140.3.1</td>
<td>Widen NC 65 (Bethania-Rural Hall Rd) to multi-lanes, from N. of US 52 to SR 3963 (Northridge Dr) in Rural Hall</td>
<td>June 20, 2023</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>June 30, 2021</td>
<td>$16,128,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6059 47483.3.1</td>
<td>Upgrade interchange at US 421/NC 150 (Salent Parkway) and SR 2662 (Linville Rd) in Winston-Salem</td>
<td>June 17, 2025</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>June 30, 2021</td>
<td>$28,860,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6063 47487.3.1</td>
<td>Construct new route in new location from Peters Creek Parkway to 4th St in Winston-Salem</td>
<td>June 17, 2026</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>June 28, 2024</td>
<td>$2,125,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6068 47493.3.1</td>
<td>Widen US 421/NC 150 (Salent Parkway) to 6 lanes from Future I-74 in Kernersville to I-40 in Guilford Co</td>
<td>Jan. 19, 2027</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 17, 2025</td>
<td>$94,971,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
</tr>
<tr>
<td>U-6074 47498.3.1</td>
<td>Upgrade interchange at US 421 and SR 1122 (Jonestown Rd) in Winston-Salem</td>
<td>Jan. 20, 2026</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 19, 2024</td>
<td>$74,100,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
</tr>
<tr>
<td>U-6076 47519.3.1</td>
<td>Widen US 158 to 3-lane section from SR 1630 (Baltimore Rd) in Davie Co to SR 1103 (Lewisville-Clemmons Rd) in Forsyth Co</td>
<td>Jan. 1, 2030</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 23, 2026</td>
<td>$30,102,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6077 47524.3.1</td>
<td>Widen SR 4317 (Kernersville Rd) to multi-lanes from SR 2632 (Sedge Garden Rd) in Winston-Salem to Harmon Creek Rd in Kernersville</td>
<td>June 16, 2026</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>June 28, 2024</td>
<td>$18,380,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6079 47526.3.1</td>
<td>Extension of SR 2578 (MLK Jr Blvd.), from Northwest Blvd to SR 1770 (N. Marshall St) in Winston-Salem - consists of construction of 2-lane median divided facility on new location.</td>
<td>June 15, 2027</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>June 30, 2025</td>
<td>$6,169,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
</tbody>
</table>
### Winston-Salem MPO Transportation Update

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<tr>
<td>Y-4809K 40325.3.F5</td>
<td>SR 2349 (Hammock Farm Rd) NSRR Rail Crossing (#470 211S) Closure in Forsyth Co</td>
<td>Sept. 3, 2019</td>
<td>TBD</td>
<td>ROW Acquisition Complete</td>
<td>$70,750</td>
<td>TBD</td>
<td>Kumar Trivedi, PE (919)707-4109</td>
<td>Coordinating schedule with U-2579C project. Raleigh working with Rail people to include improvements to rail crossing. Non-DOT let - Rail Division.</td>
</tr>
<tr>
<td>43654 43670</td>
<td>Architectural bridge enhancements on the new US 52 bridges and aesthetic enhancements associated with Salem Creek Connector (U-2925)</td>
<td>TBD</td>
<td>TBD</td>
<td>Planning and Development</td>
<td>$1,600,000 and $1,590,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Variety of funding sources – Creative Corridors Coalition, MPO STP/DA, City of W-S, and State Small Construction and Contingency funds. Should know more this Fall, 2016.</td>
</tr>
<tr>
<td>B-2882 38329.3.1</td>
<td>Replace Bridge #387 Over Peter's Creek on Glade St. in Winston-Salem</td>
<td>Sept. 21, 2020</td>
<td>TBD</td>
<td>ROW Acquisition Sept. 18, 2019</td>
<td>$462,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP - Municipal Bridge Project - (Non-DOT let) City of Winston-Salem - Planning/Design/Right-of-way/Construction by City of W-S.</td>
</tr>
<tr>
<td>B-5007 41111.3.1</td>
<td>Replace Bridge #296 over NSRR on West First St. in Winston-Salem</td>
<td>Sept. 30, 2021</td>
<td>TBD</td>
<td>ROW Acquisition Sept. 30, 2019</td>
<td>$770,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP - Municipal Bridge Project (Non-DOT let) City of Winston-Salem.</td>
</tr>
<tr>
<td>EB-4020C 33974.1.FD3</td>
<td>Brushy Fork Greenway from Lowery St. to Reynolds Park Rd in Winston-Salem</td>
<td>Feb. 1, 2019</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$1,175,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>(City of Winston-Salem).</td>
</tr>
<tr>
<td>EB-5722 50418.3.1</td>
<td>Construct sidewalk on north side of NC 67 (Silas Creek Parkway) to connect existing sections from Bolton St. to Lockland Avenue in Winston-Salem</td>
<td>March 1, 2019</td>
<td>TBD</td>
<td></td>
<td>$225,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>(City of Winston-Salem).</td>
</tr>
<tr>
<td>EB-5810 44662.3.1</td>
<td>Construct sidewalks at various locations - Barbara Jane Ave., Byerly Rd, and Barry St. in Winston-Salem</td>
<td>April 10, 2018</td>
<td>TBD</td>
<td>Engineering 2016</td>
<td>$220,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>New project due to additional revenue (HB 97). Funding contingent on receipt of local match commitment from municipality (City of Winston-Salem).</td>
</tr>
<tr>
<td>EB-5811 44663.3.1</td>
<td>New Multiuse path, construct pedestrian bridge over the Salem Creek Connector in Winston-Salem</td>
<td>May 1, 2019</td>
<td>TBD</td>
<td>Engineering 2016</td>
<td>$2,640,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>New project due to additional revenue (HB 97). Funding contingent on receipt of local match commitment from municipality (City of Winston-Salem).</td>
</tr>
<tr>
<td>EB-5812 44664.3.1</td>
<td>Construct new Salem Creek Greenway, Forsyth Technical Community College to existing greenway at Marketplace Mall in Winston-Salem.</td>
<td>June 1, 2018</td>
<td>TBD</td>
<td>Engineering 2016</td>
<td>$1,500,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>New project due to additional revenue (HB 97). Funding contingent on receipt of local match commitment from municipality (City of Winston-Salem).</td>
</tr>
<tr>
<td>U-5539A 50099.3.2</td>
<td>Streetscape Improvement project on Martin Luther King Jr., Drive in Winston-Salem</td>
<td>Dec. 31, 2019</td>
<td>TBD</td>
<td>ROW Acquisition Dec. 31, 2018</td>
<td>$2,740,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP - Non-DOT let - City of Winston-Salem.</td>
</tr>
<tr>
<td>U-5617 47082.3.1</td>
<td>Improve roundabouts East and West of bridge over US 421 on SR 1173 (Williams Rd), Widen to multilanes from roundabout East of Bridge to West of roundabout at SR 1001 (Shallowford Rd) with sidewalks on both sides.</td>
<td>July 7, 2020</td>
<td>TBD</td>
<td>ROW Acquisition Dec. 30, 2018</td>
<td>$1,160,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>* Schedule subject to Approved 2018-2027 STIP - Non-DOT let - Planning / Design / ROW / Construction by Town of Lewisville.</td>
</tr>
</tbody>
</table>
**Winston-Salem MPO Transportation Update**  
**Thursday, May 17, 2018**

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
<th>Description</th>
<th>Let Date</th>
<th>Completion Date</th>
<th>Status</th>
<th>Construction Cost</th>
<th>Contractor</th>
<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>17BP.9.R.43</td>
<td>Replace Bridge #261 over Muddy Creek on SR 1525 (Yadkinville Rd) in Forsyth Co.</td>
<td>Oct. 28, 2020</td>
<td>TBD</td>
<td>100% Complete</td>
<td>$1,800,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td></td>
</tr>
<tr>
<td>17BP.9.R.95</td>
<td>Replace Bridge #241 over South Fork of Muddy Creek on SR 3011 (Old Salisbury Rd) in Forsyth Co.</td>
<td>Aug. 25, 2021</td>
<td>TBD</td>
<td>100% Complete</td>
<td>$2,000,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td></td>
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<tr>
<td>17BP.9.R.99</td>
<td>Replace Bridge #95 over Blanket Creek on SR 1100 (Lasater Rd) in Forsyth Co.</td>
<td>June 27, 2018</td>
<td>TBD</td>
<td>Right of way acquisition is complete</td>
<td>$2,600,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Right of way acquisition is in progress. Utility coordination and design is being reviewed. Final plans are being developed. Let date is being delayed until June to allow time to design complex bridge removal plan.</td>
</tr>
<tr>
<td>17BP.9.R.102</td>
<td>Replace Bridge #210 over Salem Creek on SR 2377 (W. Mountain St) in Kernersville</td>
<td>July 27, 2022</td>
<td>TBD</td>
<td>100% Complete</td>
<td>$1,400,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td></td>
</tr>
<tr>
<td>17BP.9.R.103</td>
<td>Replace Bridge #110 over US 421 on SR 1301 (Scott Rd) in Forsyth Co</td>
<td>Sept. 8, 2021</td>
<td>TBD</td>
<td>100% Complete</td>
<td>$2,500,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td></td>
</tr>
</tbody>
</table>

**Completed Projects**

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
<th>Description</th>
<th>Let Date</th>
<th>Completion Date</th>
<th>Status</th>
<th>Construction Cost</th>
<th>Contractor</th>
<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>17BP.9.R.65</td>
<td>Replace Bridge #73 on SR 2624 (Watkins Ford Rd) over Abbott's Creek</td>
<td>Feb. 22, 2017</td>
<td>Aug. 25, 2017 (observation period for vegetation until March 17, 2018)</td>
<td>100% Complete</td>
<td>$870,690</td>
<td>Smith-Rowe, LLC</td>
<td>Jordan Scott, PE (336)747-7800</td>
<td>Project has been accepted. Vegetation has been established and project is complete.</td>
</tr>
<tr>
<td>U-2925</td>
<td>DESIGN BUILD - Salem Creek Connector from SR 2516 (MLK Jr Dr) to SR 4326 (Rams Dr) in Forsyth County</td>
<td>Dec. 18, 2012</td>
<td>April 20, 2018</td>
<td>100% Complete</td>
<td>$68,925,000</td>
<td>Blythe Construction</td>
<td>Jeremy Guy, PE (336)747-7800</td>
<td>Project Accepted April 20, 2018</td>
</tr>
<tr>
<td>W-5709A</td>
<td>Overhead Sign Installation on I-40EB approaching US 52 Interchange at Exit 193 in Winston-Salem</td>
<td>May 24, 2017</td>
<td>April 22, 2018</td>
<td>100% Complete</td>
<td>$72,829</td>
<td>Traffic Control Devices, Inc</td>
<td>Jordan Scott, PE (336)293-9610</td>
<td>Work start date November 1, 2017. Project accepted Sunday April 22, 2018</td>
</tr>
</tbody>
</table>
Air Quality Notes:

- CMAQ - Emission Reductions Calculator
  - FHWA is continuing to develop a series of tools to provide technical support for CMAQ Program.
  - The CMAQ Emission Reductions Calculator is offered as an additional resource to assist DOTs, MPOs, and project sponsors in the project justification process.
  - **Agencies using an existing methodology to generate emissions benefits can continue their current practice.**
  - Other modules planned for release in 2018 include Transit Bus Service/Fleet Expansion, Diesel Idle Reduction Technologies, and Bicycle/Pedestrian Improvements.
  - All modules are available on the FHWA CMAQ Emissions Calculator Toolkit webpage. [https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/index.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/index.cfm)
  - For more information, please contact Mark Glaze at Mark.Glaze@dot.gov or (202) 366-4053

Air Quality Report:

![Air Quality 2018 (Mar - May 2nd) chart]

1st code ORANGE Day
Greenway Projects

**Long Branch Trail:** The Long Branch Trail opened on April 11th with a celebration on the trail near its intersection with Fogle Street. The Long Branch Trail provides a seamless, fully-separated urban bicycle and pedestrian path, connecting downtown Winston-Salem, specifically, the Wake Forest Innovation Quarter, to the Salem Creek Greenway and all points along that path. With the completion of the Long Branch Trail, users can now access approximately 24 miles of separated trails, including the Salem Creek Greenway, Salem Lake Trail, Waughtown Greenway, and the Strollway, which, in turn, provide access to numerous parks, universities and colleges, and commercial areas. Funding for the trail amounting to $5,500,000 was programmed through a variety of sources, including the Surface Transportation Program, state funds, local funds via the City of Winston-Salem, and private funds via Wake Forest Innovation Quarter.

**Lantern Ridge Greenway:** Grading and trail bed preparation work continues on the Lantern Ridge Greenway connection to the Muddy Creek Greenway. The estimated completion date is June 15. The Lantern Ridge Greenway will provide a direct connection to the Muddy Creek Greenway via Lantern Ridge Drive, allowing nearby residents to access the Muddy Creek Greenway directly, providing access to a city park, two elementary schools, and a middle school. Funding for the trail amounting to $462,500 was programmed through a combination of Surface Transportation Program and local funds via the City of Winston-Salem.

**Walk & Roll Winston-Salem**
The City of Winston-Salem will again partner with the Winston-Salem Cycling Classic, Wake Forest Innovation Quarter, Safe Kids Northwest Piedmont, Active Routes to School, and the Forsyth County Department of Public Health to host Walk & Roll Winston-Salem on Memorial Day, Monday, May 28th, 1-4pm, at Bailey Park. Walk & Roll Winston-Salem is an open streets event, allowing walkers, cyclists, and skaters an opportunity to play in the streets in a car-free environment. Numerous downtown streets will be closed for the Winston-Salem Cycling Classic and some portion of those streets will be dedicated to Walk & Roll Winston-Salem. In addition to open streets, Walk & Roll Winston-Salem will offer bike helmet fittings and distribution, a bike rodeo, and access to local vendors. By combining efforts with the Winston-Salem Cycling Classic, Walk & Roll participants will have access to food trucks, live entertainment, and bicycle racing. For more information, visit [http://www.cityofws.org/Departments/Transportation/Biking/Walk-and-Roll](http://www.cityofws.org/Departments/Transportation/Biking/Walk-and-Roll).
MEMORIAL DAY
MAY 28, 1-4 P.M.
Winston-Salem
Innovation Quarter
in conjunction with the
Winston-Salem Cycling Classic

Bike, walk or skate without traffic on Fifth Street in Wake Forest Innovation Quarter. Enjoy all the family-friendly fun of Walk & Roll with all the excitement of professional bike racing before, during and after!

- Bike, walk or skate on a loop set up on Fifth Street between Patterson Avenue and Research Parkway
- Live music
- Activities and exhibitors
- Food trucks along Patterson between 4th and 5th
- Bike Rodeo
- Shade tents

Race Schedule
Women’s Road Race: 10:15 a.m.-1:30 p.m.
Men’s Road Race: 2:15-7 p.m.
For more race info:
WinstonSalemCycling.com
MEMORIAL DAY
28 DE MAYO, 1-4 P.M.
Wake Forest Innovation Quarter
¡Conjuntamente con el Clásico de Ciclismo de Winston-Salem!

Pasee en bicicleta, camine o patine sin tráfico en la Fifth Street (Quinta Calle) en Wake Forest Innovation Quarter. Disfrute de toda la diversión familiar de Walk & Roll con toda la emoción de las carreras de bicicletas profesionales antes, durante y después!

- Monte su bicicleta, camine o patine en la Fifth Street entre la avenida Patterson y Research Parkway
- Música en vivo
- Actividades y expositores
- Camiones de comida
- Rodeo de Bicicletas
- Tiendas de campaña para sombra

Horario de Carrera
Carrera por carretera femenina: 10:15 a.m.-1:30 p.m.
Carrera por carretera masculina: 2:15-7 p.m.
Para más información sobre la carrera: WinstonSalemCycling.com
BUSINESS 40 MITIGATION UPDATES
In November 2017, the City of Winston-Salem and the Winston-Salem Transit Authority (WSTA), along with the Piedmont Authority for Regional Transportation (PART) submitted a proposal for mitigation strategies to aid the transit system during the Business 40 Closure (starting in November 2018). In this proposal, the City and WSTA identified several routes that would be directly impacted by the closure and proposed recommendations to mitigate these impacts. The recommendations included congestion management options, incentives and marketing & communication strategies to be implemented prior to and during the closure time frame.

Focal Points for Mitigation Plan (Urban/Regional Focus)

CONGESTION MANAGEMENT
Services to maintain and/or enhance the current level of service for the transit system

Urban Focus
• Increased Frequency
• Park & Ride Locations
• Vehicle Rehabilitation
• Vehicle Leasing

Regional Focus
• Expanded Transit Services
• Park & Ride Locations
• Incident Management

INCENTIVE
Services to encourage new transit ridership and remove vehicles off the roads

Urban Focus
• Guaranteed Ride Home Program

Regional Focus
• Guaranteed Ride Home Program
• Mobile Ticketing Software and Support
• Express Pass/Vanpool

MARKETING & COMMUNICATION
Services that encourage and educate about mitigation strategies

Urban Focus
• Marketing Campaign
• Travel Training/Information Sessions
• Temporary Call Center Staffing

Regional Focus
• Marketing Campaign
• Regional Ridesharing Campaign

Next Steps
To date, staff has continued working with North Carolina Department of Transportation on the development and execution of the contract.

FHWA Approval of the Revised Proposal
February/March 2018

Development and Execution of Contracts
(March to May 2018)

Execution of Strategies/Preparation for Closure (Will Start Once Contracts are Executed)

Business 40 Closure

On-Going Coordination with Triad Mitigation Partners and Review of Performance Measures (Weekly/Monthly/Quarterly)
PROGRAM UPDATES

Community Outreach
WSTA has and will participate in a variety of community outreach events during the months of April, May and June. At these events, WSTA sponsors a table and distributes information, providing education on transit services.

Earth Day April 21st
The Piedmont Environmental Alliance organizes this free event to promote protecting and restoring the environment.

Salvation Army Community Day May 19th
The Salvation Army sponsors this annual family event with activities, community information and resources.

Goodwill Project Reentry Community Resources Fair April 26th
Project Re-entry assists former offenders returning to the community after serving prison sentences in avoiding the potential pitfalls associated with life after incarceration. The mission of the program is to improve the reintegration of ex-offenders, reduce criminal justice cost, and increase public safety.

For Questions or Comments:
Website: wstransit.com
Phone: 336-727-2000
Email: custserv@wstransit.com

WSTA will be hosting its 14th Annual Accessible Festival, a fun event for individuals with disabilities and their families. The festival is on Friday July 13th, located in the Education Building at the Winston-Salem Fairgrounds. This year’s theme is ‘70s Disco’.

WSTA is also soliciting for new members of its Transit Riders Advisory Committee (TRAC), a volunteer committee of fixed and paratransit passengers. The committee meets monthly to share concerns and insight on WSTA routes and policy matters while engaging with WSTA management. For more information or for an application, please contact Tina L. Carson-Wilkins, Marketing and Community Relations (tcarson-wilkins@wstransit.com).
PART Express Updates

**National Transit Driver Appreciation Day was on March 16th!** National Express and PART staff celebrated with a cookout.

**Route 4 Alamance Burlington** will be adjusted April 30th to include more runs to help with increased demand for service.

**PART Express Saturday Service ridership** is averaging 454 passenger trips per weekend.

![SATURDAY RIDERSHIP](image)

Stay Connected with PART on Social Media!

PART provided the shuttle service for the PTIA 5K on the Runway

The Run on the Runway at PTIA is an annual event organized by the Airport Authority. It is anticipated that this year’s event will generate over $100,000 to feed the hungry in the Piedmont Triad.

NCDOT Public Transportation Summit

On March 21 several PART Staff and Board of Trustees members, along with other Piedmont Triad transportation professionals, traveled to the Strategic Plan Summit in Raleigh on a PART Express vehicle.
Regional Planning

- The Remix Regional Workshop was held at PART on March 7th
- Piedmont Triad Regional Modeling Program
  - Community Viz – Land Use and GIS subcommittees met and are working on finalizing place types and creating a how-to guide for tagging parcels.
- Participating in the RCATS Transit Plan as a stakeholder and provider.
- Prepared scenarios for additional service on Route 4.
- Finalized RFP for mobile/digital faring for the region.

Commuter Resources / Transportation Demand Management

- Met with Conduit Global located in McLeansville to discuss transportation options for employees. Planning to work with the Greensboro Chamber to hold a lunch and learn for several companies located in this area to begin forming vanpools.
- Met with WSSU to discuss a Share the Ride NC platform for the University.
- PART Commuter Resources received a NCDOT funding grant utilizing CMAQ funds for the Vanpool Telematics Project. With these funds PART will be conducting a Before and After Study that analyzes the benefits of installing the telematics devices on PART Vanpool vehicles to improve air quality.

Regional Marketing

- Website Redesign Contract Awarded for PART Website - Over the next several months PART Marketing staff will be working on designing a new website to unveil in Fall 2018. CivicPlus was awarded the contract for this project. The new site will be more user friendly and will include an updated mobile responsive page.
- Annual Customer Satisfaction Survey will take place Apr 13-May 4
- Route 10 Randolph County Marketing Billboard & Promotions underway
- A Cost Savings Commercial is being produced to air on Facebook Advertisements

Piedmont Transit Resources Call Center

- In February the Call Center had 9,893 presented calls with average call duration of 1:19
- 33% of the calls were PART, 40% High Point Transit, 26% Davidson County Transit System, and 1% Other
- Calls answered rate was 96.5%
PART Express Updates

- **Route 4 Alamance Burlington Express** was updated on April 30th to include more service including stops at the Coble Transportation Center.
- **PART Express ridership** totaled to 37,979 for the month of March.
- **PART Express Saturday Service** totaled to 2,061 for the month of March.

**Saturday Service Promotions**

Coasters and coffee sleeves promoting Saturday service are being distributed to downtown restaurants and coffee shops in Winston-Salem, Greensboro and High Point.

**Bus Wrap Project Underway**

PART Express vehicles are being re-decaled with partial and full wraps to match the new design of the PART Express fleet.
Regional Planning

- Piedmont Triad Regional Modeling Program
  - Parcel tagging and data input has begun.
  - PTRM Executive Committee approved FY19 budget and work plan
- Participating in the RCATS Transit Plan as a stakeholder and provider.
- Continued analysis of Greensboro/Guilford County service including Route 2 Greensboro and Route 10 Randolph County.
- Analysis of Route 9 Davidson County in partnership with Davidson County Transportation has begun.
- RFP for mobile/digital faring is out for bid, this is a joint project with High Point Transit System and Greensboro Transit Authority.
- PART and several transit partners attended the NCDOT Transit Summit in Raleigh in March. Mark Kirstner assisted as a group facilitator.

Commuter Resources / Transportation Demand Management

- Planning in process for a Breakfast & Learn cohosted with the Greensboro Chamber of Commerce to educate employers in McLeansville area on transportation options.
- Met High Point University Concierge Team and Forsyth Tech IT and Student Services member to discuss create subsites for Share the Ride NC.
- Continuing work with Wake Forest University to promote vanpooling as an alternative to address congestion issues during the Business 40 Construction project.

Regional Marketing

- Airport Area Shuttle Outreach continues along each of the five routes. Visits are being made to employment locations to provide PART Express Shuttle info.
- Annual Customer Satisfaction Survey is underway. 171 responses have been collected so far. The survey will close on May 4th.
- Orion PART Express vehicles are being rewrapped with updated design to match New Flyers. Bus wrap project should be completed over the next several weeks by The Decal Source.
- Brooke Kochanski, PART Manager of Marketing and Communications presented two sessions on social media at the 2018 NCPTA conference alongside a representative from Greenway Public Transportation which serves the Western Piedmont area of the state.

Piedmont Transit Resources Call Center

- In March the Call Center had 10,310 presented calls with average call duration of 1:07
- 31% of the calls were PART, 38% High Point Transit, 30% Davidson County Transit System, and 1% Other
- Average speed of answer was 0:06
April 30, 2018 – May 30, 2018
JARC Section 5307 and Section 5310 Call for Projects Period

May 7, 2018
JARC Section 5307 Community Workshop and Information Session (2000 Lowery St, Winston-Salem NC 27101; 2:30 PM to 5:30 PM)

May 17, 2018
Regular meeting of the TAC and TCC
TAC Approval of P5.0 Regional Local Point Assignments

May 28, 2018
Walk & Roll Winston-Salem (1 PM to 4 PM) – Bailey Park

June 4, 2018
Division 9 Public Meeting for Regional and Divisional Point Assignment (Division 9 Office, 4 PM to 6 PM)

July 13, 2018
WSTA’s 14th Annual Accessible Festival (Winston-Salem Fairgrounds)

July 19, 2018
Regular meeting of the TAC and TCC

End of August 2018
P5.0 Draft list of Programmed Regional Impact Projects Released

August 30, 2018
Division Point Assignment List emailed to TAC/TCC members

September 1, 2018 - September 30, 2018
Division Local Point Assignment Public Review Period

September 01, 2018 - October 31, 2018
Division Needs Local Input Point Window

September 20, 2018
Regular meeting of the TAC and TCC: May be cancelled due to October Special Meeting
TAC Review of P5.0 Divisional Local Point Assignments

October 18, 2018
**Special TAC Meeting**
TAC Approval of P5.0 Divisional Local Point Assignments

November 15, 2018
Regular meeting of the TAC and TCC

Beginning of January 2019
2020-2029 Draft STIP Released
# North Carolina General Assembly

## Bills Currently In Senate and House Standing Committees on Transportation

May 17, 2018

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<th>BILL NUMBER</th>
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<tr>
<td>2</td>
<td>H168</td>
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<td>9</td>
<td>H553</td>
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<td>H606, S640</td>
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<td>S381</td>
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<td>21</td>
<td>S533</td>
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For information on legislative activity regarding transportation see the following committees:

1. SELECT COMMITTEE ON STRATEGIC TRANSPORTATION PLANNING AND LONG TERM FUNDING SOLUTIONS (Chair: Rep. John A. Torbett)

**HOUSE COMMITTEE** | **SENATE COMMITTEE**

**Note:** a bill listed on this website is not law until passed by the House and the Senate, ratified, and, if required, signed by the Governor.

[http://ncleg.net/](http://ncleg.net/)

Use this website as a tool to track bills, find and communicate with your State House and Senate representatives; and to follow chamber activity, meetings and issues before the General Assembly.
## Transportation Acronyms/Abbreviations

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Corresponding Term</th>
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</thead>
<tbody>
<tr>
<td>AA</td>
<td>Alternatives Analysis</td>
</tr>
<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic</td>
</tr>
<tr>
<td>AASHTO</td>
<td>American Association of State and Highway Transportation Officials</td>
</tr>
<tr>
<td>ACTT</td>
<td>Accelerated Construction Technology Transfer</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
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<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
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<tr>
<td>AFV</td>
<td>Alternative Fuel Vehicle</td>
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<tr>
<td>AICP</td>
<td>American Institute of Certified Planners</td>
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<td>AMPO</td>
<td>Association of Metropolitan Planning Organizations</td>
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<tr>
<td>APTA</td>
<td>American Public Transportation Association</td>
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<tr>
<td>AQCDR</td>
<td>Air Quality Conformity Determination Report</td>
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<tr>
<td>AQI</td>
<td>Air Quality Index</td>
</tr>
<tr>
<td>ARID</td>
<td>Attribute Road Inventory Database</td>
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<tr>
<td>ASLA</td>
<td>American Society of Landscape Architects</td>
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<tr>
<td>AVL</td>
<td>Automatic Vehicle Locator</td>
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<tr>
<td>B/C</td>
<td>Benefit/Cost Ratio</td>
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<td>BGMOPO</td>
<td>Burlington-Graham Metropolitan Planning Organization</td>
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<tr>
<td>BMP</td>
<td>Best Management Practices</td>
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<tr>
<td>CAA/CAA</td>
<td>Clean Air Act/Clean Air Act Amendments of 1990</td>
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<tr>
<td>CAD</td>
<td>Computer Assisted Design</td>
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<tr>
<td>CBD</td>
<td>Central Business District</td>
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<td>C^3</td>
<td>Creative Corridors Coalition</td>
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<td>CCPB</td>
<td>City-County Planning Board</td>
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<td>CDP</td>
<td>Census Designated Place</td>
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<td>CE</td>
<td>Categorical Exclusion</td>
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<td>CEI</td>
<td>Construction Engineering and Inspection Services</td>
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<tr>
<td>CERCLA</td>
<td>Comprehensive Environmental Response, Compensation &amp; Liability Act</td>
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<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
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<tr>
<td>CIA</td>
<td>Community Impact Assessment</td>
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<tr>
<td>CIP</td>
<td>Capital Improvements Program</td>
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<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality Program</td>
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<tr>
<td>CMP/CMS</td>
<td>Congestion Management Processes/System</td>
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<tr>
<td>CO</td>
<td>Carbon Monoxide</td>
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<td>CSS/CSD</td>
<td>Context Sensitive Solutions/Context Sensitive Design</td>
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<td>CTP</td>
<td>Comprehensive Transportation Plan</td>
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<td>CTPP</td>
<td>Census Transportation Planning Package</td>
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<td>DAQ/NCDAQ</td>
<td>(North Carolina) Division of Air Quality (Division of NCDENR)</td>
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<tr>
<td>DEIS</td>
<td>Draft Environmental Impact Statement</td>
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<tr>
<td>DENR/NCDENR</td>
<td>(North Carolina) Department of Environment &amp; Natural Resources</td>
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<td>DBE</td>
<td>Disadvantaged Business Enterprise</td>
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<td>DHV</td>
<td>Design Hour Volume</td>
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<td>DMU</td>
<td>Diesel Multiple Unit</td>
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<td>EAC</td>
<td>Early Action Compact</td>
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<td>EIS/EA</td>
<td>Environmental Impact Statement/Environmental Assessment</td>
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<td>EJ</td>
<td>Environmental Justice</td>
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<td>EPA/USEPA</td>
<td>(United States) Environmental Protection Agency</td>
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<td>EO</td>
<td>Executive Order</td>
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<td>FAA</td>
<td>Federal Aviation Administration</td>
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<tr>
<td>FAST Act</td>
<td>Fixing America’s Surface Transportation Act (of 2015)</td>
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<tr>
<td>FAQs</td>
<td>Frequently Asked Questions</td>
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<td>FCAC</td>
<td>Forsyth County Airport Commission</td>
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<td>FCOEAP</td>
<td>Forsyth County Office Environmental Assistance and Protection</td>
</tr>
<tr>
<td>Acronym</td>
<td>Definition</td>
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<tr>
<td>FFC</td>
<td>Federal Functional Class</td>
</tr>
<tr>
<td>FFY</td>
<td>Federal Fiscal Year (Oct. 1 – Sept. 30)</td>
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<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
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<tr>
<td>FY</td>
<td>Fiscal Year (July 1 – June 30) (State/Local)</td>
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<tr>
<td>FONSI</td>
<td>Finding of No Significant Impact</td>
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<tr>
<td>FRA</td>
<td>Federal Railroad Administration</td>
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<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
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<tr>
<td>GIS</td>
<td>Geographic Information System</td>
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<tr>
<td>GPS</td>
<td>Global Positioning System</td>
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<tr>
<td>GUAMPO</td>
<td>Greensboro Urban Area Metropolitan Planning Organization</td>
</tr>
<tr>
<td>HCM</td>
<td>Highway Capacity Manual</td>
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<tr>
<td>HOT</td>
<td>Heart of the Triad</td>
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<tr>
<td>HOT Lanes</td>
<td>High Occupancy Toll Lanes</td>
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<tr>
<td>HOV</td>
<td>High Occupancy Vehicle</td>
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<tr>
<td>HPMPPO</td>
<td>High Point Metropolitan Planning Organization</td>
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<tr>
<td>HPMS</td>
<td>Highway Performance Monitoring System</td>
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<tr>
<td>I/M</td>
<td>Inspection/Maintenance Program</td>
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<tr>
<td>ISTEA</td>
<td>Intermodal Surface Transportation Efficiency Act</td>
</tr>
<tr>
<td>ITE</td>
<td>Institute of Transportation Engineers</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
</tr>
<tr>
<td>IVHS</td>
<td>Intelligent Vehicle Highway Systems</td>
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<tr>
<td>JARC</td>
<td>Job Access and Reverse Commute Program</td>
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<tr>
<td>LEDPA</td>
<td>Least Environmentally Damaging Preferred Alternative</td>
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<tr>
<td>LEED</td>
<td>Leadership in Energy and Environmental Design</td>
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<tr>
<td>LEP</td>
<td>Limited English Proficiency</td>
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<tr>
<td>LGE</td>
<td>Local Government Entity</td>
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<tr>
<td>LPM</td>
<td>Local Program Manager or Management</td>
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<td>LPMO</td>
<td>Local Program Management Office</td>
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<td>LOS</td>
<td>Level of Service</td>
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<td>LPA</td>
<td>Lead Planning Agency</td>
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<td>LRT</td>
<td>Light-Rail Transit</td>
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<td>LRTP</td>
<td>Long Range Transportation Plan</td>
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<tr>
<td>MAB</td>
<td>Metropolitan Area Boundary</td>
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<tr>
<td>MAC</td>
<td>Metro Activity Center</td>
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<tr>
<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21\textsuperscript{st} Century</td>
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<tr>
<td>MIS</td>
<td>Major Investment Study</td>
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<tr>
<td>MLI</td>
<td>Minority and Low Income (Populations)</td>
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<tr>
<td>MOA</td>
<td>Memorandum of Agreement</td>
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<tr>
<td>MOU</td>
<td>Memorandum of Understanding</td>
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<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>MSA</td>
<td>Metropolitan Statistical Area</td>
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<tr>
<td>MTIP</td>
<td>Metropolitan Transportation Improvement Program</td>
</tr>
<tr>
<td>MTP</td>
<td>Metropolitan Transportation Plan</td>
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<tr>
<td>MUTCD</td>
<td>Manual on Uniform Traffic Control Devices</td>
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<td>MVEB</td>
<td>Motor Vehicle Emission Budget</td>
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<tr>
<td>NAAQS</td>
<td>National Ambient Air Quality Standards</td>
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<tr>
<td>NCAMPO</td>
<td>North Carolina Association of Metropolitan Planning Organizations</td>
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<tr>
<td>NCPA</td>
<td>North Carolina Chapter of the American Planning Association</td>
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<td>NCBOT</td>
<td>North Carolina Board of Transportation</td>
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<tr>
<td>NCDAQ</td>
<td>North Carolina Division of Air Quality</td>
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<tr>
<td>NCDENR</td>
<td>North Carolina Dept. of Environment &amp; Natural Resources</td>
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<tr>
<td>NCDOT</td>
<td>North Carolina Department of Transportation</td>
</tr>
<tr>
<td>NCSITE</td>
<td>North Carolina Section of the Institute of Transportation Engineers</td>
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<tr>
<td>NEI</td>
<td>National Emission Inventory</td>
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<tr>
<td>NEPA</td>
<td>National Environmental Protection Act</td>
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</tbody>
</table>
NHS  National Highway System
NLEB  Northern Long-Eared Bat
NOx  Nitrogen Oxide
NTD  National Transit Database
OCT  Overall Contract Time
O/D  Origin/Destination
PART  Piedmont Authority for Regional Transportation
PDB  Program Development Branch (of NCDOT)
PDS  Planning and Development Services (City-County Planning & Inspections)
PE  Professional Engineer or Preliminary Engineering
PEDA  Project Development and Environmental Analysis Branch (of NCDOT)
PEF  Private or Professional Engineering Firm
PIDS  Project Information Data Sheet
PL Funds  Funds for transportation planning designed under Public Law 93-87, the Federal Highway Act of 1973
PM  Project Manager
PM 2.5  Particulate Matter 2.5 Microns in Size
PMP  Program Management Plan
PPP or P³  Public Participation Policy
PS&E  Plans, Specifications & Engineering or Estimates
PTD  Public Transportation Division (of NCDOT)
PTRC  Piedmont Triad Regional Council
PTRM  Piedmont Triad Regional Model
RED  Real Estate Disclosure form
RFP/RFQ  Request for Proposals/Request for Qualifications
ROD  Record of Decision
ROW  Right of Way
RPO  Rural Planning Organization
SA  Supplemental Agreement
SAFETEA-LU  Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEI  Statement of Economic Interest
SGR  State of Good Repair
SIP  State Implementation Plan
SHPO  State Historic Preservation Office
SHRP  Strategic Highway Research Program
SMF  Strategic Mobility Formula
SOV  Single Occupant/Occupancy Vehicle
SPOT  Strategic Planning Office of Transportation (of NCDOT)
SPR  Statewide Planning and Research
SRTS  Safe Routes to School
STI  Strategic Transportation Investments
STIP  State Transportation Improvement Program
STP-DA  Surface Transportation Program – Direct Attributable
STP-EB  Surface Transportation Program – Enhancements
TAC  Transportation Advisory Committee
TAM  Transit Asset Management
TAP  Transportation Alternatives Program
TAZ  Traffic Analysis Zone
TEA  Transportation Equity Act
TCC  Technical Coordinating Committee
TCM  Transportation Control Measure
TDM  Transportation Demand Management
TDP  Transportation Development Plan
TSM  Transportation System Management
TEA-21  Transportation Equity Act for the 21st Century
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>TIGER (line data)</td>
<td>Topologically Integrated Geographic Encoding and Referencing</td>
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<tr>
<td>TIGER</td>
<td>Transportation Investment Generating Economic Recovery</td>
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<td>TIP</td>
<td>Transportation Improvement Program</td>
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<td>Transportation Impact Study</td>
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<td>TMA</td>
<td>Transportation Management Area</td>
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<td>TPB</td>
<td>Transportation Planning Branch (of NCDOT)</td>
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<td>TRANSCAD</td>
<td>Transportation Computer Assisted Design</td>
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<td>UAB</td>
<td>Urbanized Area Boundary</td>
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<tr>
<td>UA</td>
<td>Urbanized Area or Urban Area</td>
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<tr>
<td>UC</td>
<td>Urban Cluster</td>
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<td>UDO</td>
<td>Unified Development Ordinances</td>
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<td>UPWP</td>
<td>Unified Planning Work Program</td>
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<td>USC</td>
<td>United States Code</td>
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<td>USDOT</td>
<td>United States Department of Transportation</td>
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<td>USEPA/EPA</td>
<td>(United States) Environmental Protection Agency</td>
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<td>UZA</td>
<td>Urbanized Area</td>
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<tr>
<td>V/C Ratio</td>
<td>Volume/Capacity Ratio</td>
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<tr>
<td>VHP</td>
<td>Vehicles Per Hour</td>
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<td>VHT</td>
<td>Vehicle Hour Traveled</td>
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<td>VMS</td>
<td>Variable Message Sign</td>
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<td>VMT</td>
<td>Vehicle Miles Traveled</td>
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<td>VOC</td>
<td>Volatile Organic Compound</td>
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<td>VOR</td>
<td>Vehicle Occupancy Rate</td>
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<td>WFIQ</td>
<td>Wake Forest Innovation Quarter</td>
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