Regular Scheduled Meeting
Thursday, November 15, 2018
MEMORANDUM

DATE: November 6, 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 November 15, 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 October 18, 2018 TAC Meeting Minutes (Enclosed) (Chairman Larry Williams)

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

4. Consideration of Endorsement of Targets for Performance Measures for Asset Conditions (PM2) and System Reliability (PM3) established by North Carolina Department of Transportation and (NCDOT) and Amendment to the 2040 Metropolitan Transportation Plan (Enclosed) (Evan Koff)

Information Items for Future Action

5. Review of the Call for Projects for Prior Year Federal Congestion Mitigation and Air Quality (CMAQ) Funds for the Winston-Salem Urban Area Metropolitan Planning Organization (Enclosed) (Kelly Garvin)

6. Review of a Federal Transit Administration (FTA) Formula Program Section 5307 Funding Allocations for Winston Salem Urban Area for Fiscal Year 2019 and Plans to Amend the Metropolitan Transportation Improvement Program (Enclosed) (Toneq’ McCullough)

7. Review of the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program and Plans to Amend the Metropolitan Transportation Improvement Program for Fiscal Year 2019 (Enclosed) (Toneq’ McCullough)

8. Review of the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Grant Program Funding Allocation for the Winston Salem Urban Area for Fiscal Year 2019 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP) (Enclosed) (Toneq’ McCullough)
Information Items

9. Review of the Winston-Salem Urban Area Metropolitan Planning Organization’s Comprehensive Transportation Plan (CTP) and 2040 Metropolitan Transportation Plan (MTP) Update Process (Enclosed) (Byron Brown)

10. Review of the Winston-Salem Urban Area Metropolitan Planning Organization’s Title VI/Nondiscrimination Program and Resources (Enclosed) (Kelly Garvin)

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. Piedmont Triad Regional Council of Governments Update (Lawrence Holdsworth)
   d. Forsyth County OAP Air Quality Update (Cary Gentry)
   e. Bicycle and Pedestrian Facilities Projects Update (Matthew Burczyk)
   f. Winston-Salem Transit Authority (WSTA) Update (Donna Woodson)
   g. Piedmont Authority for Regional Transportation (PART) Update (Scott Rhine)
   h. Davidson County Transportation (Richard Jones)
   i. Title VI Compliance Update (Kelly Garvin)
   j. MPO Calendar of Activities (Byron Brown)
   k. Legislative Update (Evan Koff)
   l. Ethics Liaison (Margaret Bessette)

12. Next Meeting/Adjourn Meeting (Chairman Larry Williams)

   Next meeting: January 17, 2019

This agenda is available in alternative media forms for people with disabilities. Individuals with disabilities who require assistance or special arrangements to participate in programs and activities of the Transportation Advisory Committee (TAC) of the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) are encouraged to contact the Winston-Salem Department of Transportation at least 72 hours in advance so that proper accommodations can be arranged. For information, call 336-727-8000 (727-8319 TTY).
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”.
ABSTENTION FROM VOTING

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.
MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
OCTOBER 18, 2018
4:15 P.M.
FIFTH FLOOR, PUBLIC MEETING ROOM,
BRYCE A. STUART MUNICIPAL BUILDING

MEMBERS PRESENT:

John Ferguson, Vice Chairman, Board of Commissioners, Davie County
Denise D. Adams, Council Member, City of Winston-Salem
Allen Joines, Mayor, City of Winston-Salem
Dan Besse, Council Member, City of Winston-Salem, Vice Chairman
John Wait, Mayor, Village of Clemmons
Fleming El-Amin, Commissioner, Forsyth County
Mark Baker, Mayor, Village of Tobaccoville
Mike Horn, Mayor, Town of Lewisville
Jenny Fulton, Alderman, Town of Kernersville
Allen Todd, Mayor, Town of Wallburg
John Byrum, Mayor, Town of Midway
Randy Mendenhall, Mayor Pro-Tem, Town of Walkertown
Mike Wells, Member, NC Board of Transportation

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

STAFF PRESENT:

Margaret Bessette, CCPB
Donna Woodson, WSTA
Toneq’ McCullough, WSDOT
Pat Ivey, NCDOT
Aaron King, City-County Planning
Hank Graham, WSDOT
Byron Brown, WSDOT
Kelly Garvin, WSDOT
Fred Haith, NCDOT
Matthew Burczyk, WSDOT
Cary Gentry, FCOEAP
Jordan Payne, FCOEAP
Tom Hillis, FCOEAP
Jeff Hatling, Town of Kernersville

RECORDING SECRETARY: Evan Koff, WSDOT
OTHERS: Phillip Summers, Wake Forest School of Medicine

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

- Mayor Williams recognized Transportation Planner Evan Koff as the alternate recording secretary.
- Toneq’ McCullough introduce Donna Woodson, the incoming Winston-Salem Transit Authority (WSTA) General Manager. Donna Woodson has been in transportation since 1997, including serving as the operations director for Greensboro Transit Authority.
- Margaret Bessette introduced Aaron King, the new City-County Planning Director. Aaron is a native of Winston-Salem and is excited about the challenges and opportunities of the future.

1. Citizen Comments

- Phillip Summers: Thanked the WSDOT staff for getting the WSTA bus route information onto Google Transit. Using this data, Mr. Summers conducted an analysis showing transit travel times to two high use health locations in Winston-Salem from a variety of locations throughout the city. Mr. Summers advocated for increased accessibility and reduced travel time to these kinds of institutions.

Action Items

2. Consideration of the July 19, 2018 TAC Meeting Minutes

Presented by Chairman Larry Williams.

MOTION: Allen Todd moved approval of the minutes.
SECOND: Denise D. Adams
VOTE:
   FOR: Unanimous
   AGAINST: None

3. Consideration of the Winston-Salem Urban Area Metropolitan Planning Organization’s Prioritization 5.0 Division Needs Local Point Assignments

Presented by Kelly Garvin.

- As part of NCDOT’s Strategic Prioritization Process 5.0, the NCDOT has released their preliminary scores for projects evaluated for the 2020-2029 State Transportation Improvement Program (STIP). Projects that were not selected in the Statewide and Regional Impact categories are considered in the Division Needs category. Projects in this category are scored and ranked based on quantitative and qualitative criteria per the Winston-Salem Urban Area MPO (WSUAMPO) adopted methodology.
- The WSUAMPO has a pool of 1800 local input points at the Division Needs category. 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 Division Need project in each mode (Highway, Bicycle and Pedestrian, Public Transit, and Aviation) received 100 points. Each TAC member had the opportunity to assign points. MPO staff and the NCDOT Division 9 Office coordinated and strategically assigned the remaining local input points.

- Staff recommends that points assigned to Bicycle/Pedestrian project (SPOTID B171808) by the Village of Clemmons should be assigned to the WSTA bus shelter project (SPOTID T171873).
- Staff recommends that points assigned to the Bicycle/Pedestrian project (SPOTID B171476) by the Town of Lewisville should be assigned to the Stratford-Ebert Connector project (H170976).

Comment: Lewisville would support reallocating the points from B171476 as long as the project they are assigned to does not negatively impact the likelihood of H170700 receiving funding.

Staff Response: There are no guarantees that the NCDOT SPOT office will or will not support a project.

MOTION: Allen Joines moved approval.
SECOND: Fleming El-Amin
VOTE:
   FOR: Unanimous
   AGAINST: None

4. Consideration of Transit Performance Measures and Targets for Winston-Salem Urban Area Metropolitan Planning Organization to be incorporated into the 2040 Metropolitan Transportation Plan

Presented by Byron Brown.

- MPOs are required to develop and report transit performance targets as per Title 23, Section 134 of the United States Code and the Final Rule on Transit Asset Management (TAM) published by the Federal Transit Administration (FTA) on July 26, 2016.
- MPO staff recommends supporting the TAM targets adopted by each provider agency, which will be incorporated into the WSUAMPO 2040 Metropolitan Transportation Plan (MTP).
- Providers within the WSUAMPO had the opportunity to participate in the state’s TAM Plan; only Davidson County Transportation elected to do so.

MOTION: Fleming El-Amin moved approval.
SECOND: Allen Todd
VOTE:
   FOR: Unanimous
   AGAINST: None

5. Consideration of Letter of Support for Davidson County Transportation (DCT) for North Carolina Department of Transportation’s Federal Transit Administration Section 5310 funding
Presented by Byron Brown.

- NCDOT Public Transportation Division (PTD) administers the application and selection process for the allocation of the FTA 5310 grant, which goes to fund the transportation needs of low-income, disabled, and elderly populations.
- Davidson County Transportation is only eligible for MPO funding for services provided within an urbanized area (UZA) within the WSUAMPO boundary. To fund services in other geographic locations that are 5310 applicable, DCT must apply for funding through the State’s Section 5310 funding program.
- The item is a letter of support acknowledging the WSUAMPO’s support in DCT attempting to secure funding through the State’s Section 5310 funding program for services outside of the MPO’s UZA.

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

**Inserted Action Item - Supporting Davie County’s Application to the NCDOT for a Pedestrian Planning Grant**

Davie County wants to submit an application to NCDOT for a Pedestrian Planning Grant. The application is due November 15, 2018. The application must include a resolution of support from the MPO. A draft resolution was provided to the members at their places. At their meeting earlier in the afternoon, the TCC voted to recommend that the TAC consider and approval the resolution at the TAC meeting today.

MOTION: Dan Besse moved to bring item to floor
SECOND: Allen Todd
VOTE:
   FOR: Unanimous
   AGAINST: None

MOTION: John Wait moved approval of the resolution
SECOND: Allen Todd
VOTE:
   FOR: Unanimous
   AGAINST: None

**Information Items**

6. **Review of Amendments and Modifications to the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP)**
Presented by Byron Brown

- The Fiscal Year (FY) 2018-2027 Metropolitan Transportation Improvement Program (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 (MTP) and match the FY 2018-2027 State Transportation Improvement Program (STIP).
- The amendments were available for public review between September 7, 2018 and October 10, 2018. No public comments were received.

7. **Review of Endorsement of Targets for Performance Measures for Asset Conditions (PM2) and System Reliability (PM3) established by North Carolina Department of Transportation and (NCDOT) and Amendment to the 2040 Metropolitan Transportation Plan**

Presented by Evan Koff.

- Parts of MAP-21 and the FAST Act prioritize efficient investments when applying for and spending federal transportation funds through a data driven approach
- On May 18, 2018 NCDOT established and submitted their performance measures (PM) and targets for asset condition (PM2) and system reliability (PM3), which were established through a series of group meetings, webinars, and email communications between winter 2017 and spring 2018.

**Question 1:** Why were the no comments received?
**Answer 1:** Staff submits paper documents to the local libraries and posts all of the information online, while marketing the documents through print and social media.

**Question 2:** It seems like the State is lowering the standards across the board, why is that?
**Answer 2:** It was explained to staff that the investment at the State level is currently working towards decreasing the sharpness of the downward trend.

Denise Adams commended the State for setting data driven targets, and reminded the rest of the board that the funding for these kinds of projects starts at the national level.

8. **Business 40 Information**

Presented by Toneq’ McCullough.

- PART and WSTA will implement the strategies to reduce congestion, including adding additional buses to existing routes and establishing park and ride lots, along with express bus service.
- Business 40 will have its soft closure on November 11, 2018 and first day of closure will be November 12, 2018.
Question 1: (1) Are the new schedules for WSTA routes up on the website, and (2) can there be a summary news release on the website as well?
Answer 1: Some of the schedules are up, but there are slight modifications to be completed. Those will be completed by the end of next week. A summary on the website can be done.

Comment 1: Commended the citizen engagement part of the Business 40 project and the vote to close the highway completely rather than closing lanes over an extended period.

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

9. MPO Staff Reports
   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)
      Cary Gentry introduced the new air awareness coordinator, Tom Hillis.
   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)
      November 2, 2018 is the full day Winston-Salem Bicycle Summit.
   i. Legislative Update (Evan Koff)
   j. Ethics Liaison (Margaret Bessette)

10. Next Meeting/Adjourn Meeting
   • The next TAC meeting will be November 15, 2018.

ADJOURMENT 4:57 pm
Action Requested: Consideration of the Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (MTIP) Amendments and Modifications for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO)

SUMMARY OF INFORMATION: Attachments: Yes X No .

The Fiscal Year 2018-2027 Metropolitan Transportation Improvement Program (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 (MTP) and match the FY 2018-2027 State Transportation Improvement Program (STIP). The 2040 MTP and the Air Quality Conformity Determination Report (AQCDR) were 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 Metropolitan Planning Organization (WSUAMPO) triggers the amendment of the MTIP. STIP amendments for regionally significant projects that have significant project revisions or cross the Federal Highway Administration (FHWA) 4-year funding period or modeling horizon years require an AQCDR. Modifications to the STIP do not require adoption but are provided for information.

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

As required by the WSUAMPO’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 which occurred from September 7 through October 10, 2018.

Recommendations From:

TAC Vote: Motion by: ___________________ Second by: ___________________

Vote: For _______ Against ________

Motion Description:
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 (WSUAMPO) 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 Fiscal Year 2018-2027 MTIP; and

WHEREAS, as required by the WSUAMPO’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 September 7, 2018 through October 10, 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 15th day of November, 2018.

______________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

______________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
Modifications (2018-2027)

June 2018

*U-2729  
SR 1672 (HANES MILL ROAD), MUSEUM DRIVE TO SR 4000 (UNIVERSITY PARKWAY) IN WINSTON-SALEM. WIDEN TO MULTILANES. COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS

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September 2018

AV-5738  
SMITH REYNOLDS AIRPORT (INT), ACQUIRE LAND AND CLEAR TERRAIN OBSTRUCTIONS EAST OF RUNWAY 1533 TO DRAIN AND GRADE MATERIAL IN PLACE. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY18 TO FY19, AT REQUEST OF AVIATION DIVISION. PROJECT TO BE COMBINED FOR LET WITH AV-5832.

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AV-5832  
SMITH REYNOLDS AIRPORT (INT), CONSTRUCT NEW TAXILINE. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY18 TO FY19, AT REQUEST OF AVIATION DIVISION. PROJECT TO BE COMBINED FOR LET WITH AV-5738.

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*R-5789  
VARIOUS, DIVISION 9 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. ADD CONSTRUCTION IN FY19 NOT PREVIOUSLY PROGRAMMED.

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*U-2729  
SR 1672 (HANES MILL ROAD), MUSEUM DRIVE TO SR 4000 (UNIVERSITY PKWY) IN WINSTON-SALEM. WIDEN TO MULTILANES. PROJECT TO UTILIZE BUILD NC BONDS.
### Amendments and Modifications to the Winston-Salem Urban Area FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP)
August 1, 2018

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* INDICATES FEDERAL AMENDMENT
ACTION ITEM #4
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: November 15, 2018  
Agenda Item Number: 4

Action Requested: Endorsement of Performance Measures and Targets for Asset Condition (PM2) and System Reliability (PM3) Established by the North Carolina Department of Transportation (NCDOT), and Amendment to the WSUAMPO 2040 Metropolitan Transportation Plan (MTP) to Include the Endorsed Performance Measures and Targets

SUMMARY OF INFORMATION:  
Attachments: Yes X No

Parts of MAP-21 and the FAST Act necessitate new performance management requirements administered through the Federal Highway Administration’s (FHWA) Transportation Performance Management (TPM) program. These requirements function to ensure that state departments of transportation and metropolitan planning organizations prioritize efficient investments when applying for and spending federal transportation funds.

The TPM program’s function is to focus attention on the seven “national federal highway performance goals”, increase transparency of the Federal-aid Highway Program by emphasizing a data driven approach, and improve project process efficiency through performance based planning and programming. Based on the function of the TPM, “state departments of transportation will now be required to establish performance targets and assess performance in 12 areas established by MAP-21, and FHWA will assess their progress toward meeting targets in 10 of these areas.” These performance areas fall into the categories of safety, asset condition, and system reliability.

On May 18, 2018 NCDOT established and submitted their performance measures (PM) and targets for asset condition (PM2) and system reliability (PM3) as included in Table 1: North Carolina Transportation Performance Measures in Asset Condition and System Reliability in the attached amendment. These performance measures and targets were established through coordination with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina through a series of work group meetings, webinars, and email communications between the winter of 2017 and spring of 2018.

As with the NCDOT safety performance measures and targets the WSUAMPO supported in February of this year, North Carolina MPOs have until November 16, 2018 to endorse and support the State’s targets or set their own targets. WSUAMPO staff recommends endorsement and support of the State’s asset condition and system reliability performance measures and targets. The 2040 Metropolitan Transportation Plan (MTP) will need to be amended to include the endorsed measures and targets (see attached amendment.) Amendments to the WSUAMPO MTP requires a thirty (30) day public review period, which took place from September 7, 2018 to October 10, 2018.

There are no repercussions for MPOs that support the State’s targets and subsequently do not meet or make significant progress toward meeting those targets.

Recommendations From:

TAC Vote: Motion by:___________________ Second by:___________________

Item 4, page 1
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RESOLUTION
ENDORSing PERFORMANCE MEASURES AND TARGETS FOR ASSET CONDITION (PM2)
AND SYSTEM RELIABILITY (PM3) ESTABLISHED BY NCDOT, AND AMENDING THE
WSUAMPO 2040 METROPOLITAN TRANSPORTATION PLAN (MTP) TO INCLUDE THE
ENDORSED PERFORMANCE MEASURES AND TARGETS

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 Metropolitan Planning Organization (WSUAMPO)
has been designated by the Governor of the State of North Carolina as the Metropolitan Planning
Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and
coopeKative transportation planning process for the MPO’s metropolitan planning area; and

WHEREAS, MAP-21 and the FAST Act necessitate new performance management requirements
which require States to set targets for interstate and non-interstate National Highway System (NHS)
pavement conditions, NHS bridge conditions, travel time reliability, freight reliability, and emissions
reduction; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) developed targets for
these performance measures noted above by coordinating with the nineteen (19) MPOs in North Carolina
through work group meetings, webinars, and email communications between the winter of 2017 and spring
of 2018, and officially established targets and transmitted them to FHWA on May 18, 2018; and

WHEREAS, Federal regulations require MPO’s to establish targets by agreeing to plan and program
projects that contribute toward the accomplishment of the State’s targets for each measure, or establish its
own target within 180 days of the State establishing and reporting its targets to FHWA; and

WHEREAS, as required by the WSUAMPO’s Public Participation Policy, modifications and
amendments to the MTP were available for public review and comment for at least thirty (30) days from
September 7, 2018 through October 10, 2018; and

WHEREAS, the WSUAMPO agrees to plan and program projects that contribute toward the
accomplishment of the State’s targets and performance measures as included in Table 1, North Carolina
Transportation Performance Measures in Asset Condition and System Reliability.

NOW, THEREFORE, BE RESOLVED that the Transportation Advisory Committee of the
Winston-Salem Urban Area Metropolitan Planning Organization endorses NCDOT’s established
performance measures for asset condition and system reliability and amends the 2040 Metropolitan
Transportation Plan, adopted on September 17, 2015, to include the attached amendment.

Adopted on this the 15th day of November, 2018.

_____________________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

_____________________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
Amendment to the WSUAMPO 2040 Metropolitan Transportation Plan

WSUAMPO staff have recommended that the WSUAMPO endorse the state’s performance measures and targets laid out in Table 1: North Carolina Transportation Performance Measures in Asset Condition (PM2) and System Reliability (PM3). This table does not include any CMAQ performance measures and targets because, according to federal regulations, MPOs are only required to set those targets if they are designated by the Environmental Protection Agency (EPA) as nonattainment or maintenance areas. The only MPOs in North Carolina with that designation are in the Charlotte metropolitan area.

The WSUAMPO’s 2040 Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) will reflect the WSUAMPO’s support for investment priorities, by including, to the maximum extent practicable, projects that support the performance measures and targets included below.

Table 1: North Carolina Transportation Performance Measures in Asset Condition (PM2) and System Reliability (PM3)

<table>
<thead>
<tr>
<th>PERFORMANCE MEASURE CATEGORY (PM2 or PM3)</th>
<th>NORTH CAROLINA TPM PERFORMANCE MEASURES</th>
<th>2 YEAR NCDOT TARGET (1/1/2018 – 12/31/2019)</th>
<th>4 YEAR NCDOT TARGET (1/1/2018 – 12/31/2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM2 Asset Condition</td>
<td>INTERSTATE PAVEMENT CONDITION (GOOD)i</td>
<td>37.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>INTERSTATE PAVEMENT CONDITION (POOR)ii</td>
<td>2.2%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NON-INTERSTATE NHS PAVEMENT CONDITION (GOOD)iii</td>
<td>27.0%</td>
<td>21.0%</td>
</tr>
<tr>
<td></td>
<td>NON-INTERSTATE NHS PAVEMENT CONDITION (POOR)iv</td>
<td>4.2%</td>
<td>4.7%</td>
</tr>
<tr>
<td></td>
<td>NHS BRIDGE CONDITION (GOOD)v</td>
<td>33.0%</td>
<td>30.0%</td>
</tr>
<tr>
<td></td>
<td>NHS BRIDGE CONDITION (POOR)vi</td>
<td>8.0%</td>
<td>9.0%</td>
</tr>
<tr>
<td>PM3 System Reliability</td>
<td>INTERSTATE LEVEL OF TRAVEL TIME RELIABILITYvii</td>
<td>80.0%</td>
<td>75.0%</td>
</tr>
<tr>
<td></td>
<td>NON-INTERSTATE NHS LEVEL OF TRAVEL TIME RELIABILITYviii</td>
<td>70.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>INTERSTATE TRUCK TRAVEL TIME RELIABILITYvix</td>
<td>1.65</td>
<td>1.70</td>
</tr>
</tbody>
</table>

i Percentage of Interstate pavement in “Good” condition: Total interstate lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

ii Percentage of Interstate pavement in “Poor” condition: Total interstate lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

iii Percentage of Non-Interstate NHS pavement in “Good” condition: Total non-Interstate NHS lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

iv Percentage of Non-Interstate NHS pavement in “Poor” condition: Total non-Interstate NHS lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

v Percentage of NHS bridges by deck area classified in “Good” condition: Total deck area of NHS bridges and culverts where all components (deck, superstructure, substructure for bridges) are assigned a condition rating of “Good” or better based on annual inspections, compared to total NHS bridge deck area.
vi **Percentage of NHS bridges by deck area classified in “Poor” condition:** Total deck area of NHS bridges and culverts where one component (deck, superstructure, substructure for bridges) is assigned a condition rating of “Poor” based on annual inspections, compared to total NHS bridge deck area.

vii **Interstate LOTTR (Level of Travel Time Reliability):** Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

viii **Non-Interstate NHS LOTTR (Level of Travel Time Reliability):** Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

ix **Interstate TTTR (Truck Travel Time Reliability):** Reliability measure based on the worst 95th percentile truck travel time v. 50th percentile truck travel time, sourced from in-vehicle GPS and fleet date) is averaged across the length of all Interstate segments.
What is Transportation Performance Management (TPM)

A strategic approach that uses system information to make investment and policy decisions to achieve transportation system performance goals.

MAP-21 (2012) established the Federal framework for TPM and the FAST Act (2015) codified the process and requirements for USDOT, State DOTs, transit providers, and MPOs.

- NCDOT has an existing data-driven TPM process that includes Strategic Transportation Investments (STI) and tracking of organization and system performance.

- TPM is intended to create a data-driven process within transportation planning and programming, answering: where do we want to go, how are we going to get there, what will it take, and how did we do?
MAP-21 & FAST Act – TPM Rulemakings

<table>
<thead>
<tr>
<th>TPM-Related Rules</th>
<th>Regulatory Chapter</th>
<th>Establishes goals and TPM framework</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide and Non-Metropolitan Planning; Metropolitan Planning</td>
<td>23 CFR 450 &amp; 771, 49 CFR 613</td>
<td></td>
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<tr>
<td>Safety Performance Measures (PM1)</td>
<td>23 CFR 490</td>
<td>Highway Safety:</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>23 CFR 924</td>
<td>Data collection, reporting,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>target setting and programming</td>
</tr>
<tr>
<td></td>
<td></td>
<td>approach</td>
</tr>
<tr>
<td>Highway Asset Management Plans for NHS</td>
<td>23 CFR 515 &amp; 667</td>
<td>Highway Assets:</td>
</tr>
<tr>
<td>Pavement and Bridge Condition Measures (PM2)</td>
<td>23 CFR 490</td>
<td>Data collection, reporting,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>target setting and programming</td>
</tr>
<tr>
<td></td>
<td></td>
<td>approach</td>
</tr>
<tr>
<td>Performance of the NHS, Freight, and CMAQ Measures (PM3)</td>
<td>23 CFR 490</td>
<td>System Performance:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reporting and target setting</td>
</tr>
<tr>
<td></td>
<td></td>
<td>for highway mobility, freight,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>and emissions</td>
</tr>
<tr>
<td>Transit Asset Management Rule</td>
<td>49 CFR 625, 630</td>
<td>Transit Assets:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Data collection, reporting,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>target setting and programming</td>
</tr>
<tr>
<td></td>
<td></td>
<td>for FTA recipients</td>
</tr>
</tbody>
</table>

TPM Rules for USDOT:
- Establish measures; identify data sources; define metrics
- Report to Congress
- Stewardship and oversight

TPM Rules for States & MPOs:
- Interagency coordination
- Establish targets
- Support national goals and consider measures and targets in long range plans
- Report progress to USDOT (States)
TPM Target Setting Organization

Technical Process

- Establish baseline
- Analyze trends
- Factors and risks
- Target parameters
- Forecast performance

Business Process

- Set roles/responsibilities
- Define target purpose
- Benchmark to peers
- Consider stakeholders

In October 2017, NCDOT Transportation Planning Division (TPD) started to compile data and organize internal and external partners to address the TPM requirements. The process included regular coordination with a Work Group and Subject Matter Experts as well as collaboration with FHWA to confirm requirements and with Metropolitan Planning Organizations to ensure their role within the process. This integrated approach helped develop targets - based on the latest available data and federal guidance - to support a technical and business process. NCDOT leadership provided strategic direction to staff at key milestones.

<table>
<thead>
<tr>
<th>Task</th>
<th>Jan</th>
<th>Feb</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
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</thead>
<tbody>
<tr>
<td>Agency Assessment</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Target Setting Approaches</td>
<td></td>
<td>+</td>
<td></td>
<td></td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Recommended Targets</td>
<td></td>
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<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Documentation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Briefings</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

- Work Group Meeting
- Briefings (External / Exec)
- Briefings (BOT)
- Target submission to FHWA
- NCDOT TPM Process Report
TPM Target Setting Process

Assess...
Baseline NCDOT preparedness, current practice, data and tool gaps

Evaluate Possible Targets...
Performance trends, internal and external factors, analysis tools, future projections, target setting process

Recommend Targets....
2 & 4-year numerical targets, leadership and stakeholder review, refinement and rationale

Document...
Steps, decisions, process evolution/documentation

This process supports a transparent, repeatable, and engagement based approach understood by NCDOT stakeholders, including the MPOs. It enables approach streamlining into the future – as the federal process is continuous, with system performance tracking occurring annually and target setting revisited biannually.
**System Definition**

<table>
<thead>
<tr>
<th>NCDOT maintained system</th>
<th>National Highway System (relevant system for PM2 and PM3 measures and targets)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NC Designation</strong></td>
<td><strong>% NHS Route Miles</strong></td>
</tr>
<tr>
<td>Route Miles</td>
<td>Route Miles</td>
</tr>
<tr>
<td>Primary</td>
<td>13,785</td>
</tr>
<tr>
<td>Secondary</td>
<td>64,831</td>
</tr>
<tr>
<td>Interstate</td>
<td>1,340</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>79,956</strong></td>
</tr>
</tbody>
</table>

*Note: values rounded for approximation*

**7.0%** NHS route mile share of total NCDOT maintained miles
TPM (FHWA & FTA) Measures & Targets

17 total FHWA measures (PM1, 2, 3)
- Describes the applicability of the measures
- Identifies data needed to support measures
- Includes target due dates
- Describes performance period, reporting requirements and timeline
- Defines significant progress determination

### Final Rules
(FHWA – 23 CFR 490)

<table>
<thead>
<tr>
<th>Measures</th>
<th>States Set Targets By</th>
<th>NCDOT Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM1 – Safety (5 measures)</td>
<td>Aug. 31, 2017</td>
<td>Completed – 2018 targets established in Highway Safety Improvement Program (HSIP)</td>
</tr>
<tr>
<td>PM2 – Pavement/Bridge (6 measures)</td>
<td>May 20, 2018</td>
<td>Completed – Pending submission to FHWA, NCDOT set 2-year and/or 4-year targets</td>
</tr>
<tr>
<td>PM3 – System Performance (6 measures)</td>
<td>May 20, 2018</td>
<td>Completed – Pending submission to FHWA, NCDOT set 2-year and/or 4-year targets</td>
</tr>
</tbody>
</table>

#### Performance measure:
an expression based on a metric used to establish targets and to assess progress toward targets

#### Target:
a quantifiable level of performance or condition to be achieved within a time period

### PM1 - Highway Safety Performance Measures

1. Number of fatalities
2. Fatality rate (per 100 million VMT)
3. Number of serious injuries
4. Serious injury rate (per 100 million VMT)
5. Number of non-motorized fatalities and serious injuries

FY2018 targets adopted

#### Targets set annually

### PM2 – Pavement/Bridge Performance Measures

6. % of pavements on the Interstate system in good condition
7. % of pavements on the Interstate system in poor condition
8. % of pavements on the non-Interstate NHS in good condition
9. % of pavements on the non-Interstate NHS in poor condition
10. % of NHS bridges classified as in good condition
11. % of NHS bridges classified as in poor condition

2019 and 2021 statewide targets set

### PM3 - System Performance / Freight / CMAQ Performance Measures

12. % of person miles on the Interstate system that are reliable
13. % of person miles on the non-Interstate NHS that are reliable
14. % of Interstate mileage providing for reliable truck travel times
15. Annual hours of peak-hour excessive delay per capita
16. Percent of non-single occupant vehicle travel
17. Total emissions reduction (CMAQ projects)

2019 and 2021 statewide targets set
Interstate Pavement Condition (Good)

PM2 Measure:
Percentage of Interstate pavement in “Good” condition: Total interstate lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

Performance Trend:
Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review.

4-Year Target
(1/1/2018 – 12/31/2021)
37.0% % of Interstate pavement in Good condition

Approach
• Understand measure definition and underlying data (including data collection methods).
• Evaluate trend, external factors, and internal factors impacting future performance.

Address
• Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
• The first performance period - January 1st, 2018 through December 31st, 2021
• NCDOT transition to full-extent data collection in 2017, enabling improved performance tracking.

Assumptions
• Funding stability
• State-driven targets, not Federal budget allocations
• Overall Interstate VMT growth and truck VMT growth
• Maintain balance, levels of percent good v. fair

Accountable
• Pavement Management Unit, Division of Highways
• Note, the actual 2-year condition (2018 and 2019) will become the baseline condition for the first performance period for this measure.
Interstate Pavement Condition (Poor)

**PM2 Measure:**
Percentage of Interstate pavement in “Poor” condition:
Total interstate lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

**Performance Trend:**
Target set below minimum 5% federal threshold for “poor” condition. Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review.

**4-Year Target (1/1/2018 – 12/31/2021)**
2.2% % of Interstate pavement in Poor condition

**Approach**
- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

**Address**
- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- NCDOT transition to full-extent data collection in 2017, enabling improved performance tracking.

**Assumptions**
- Funding stability
- State-driven targets, not Federal budget allocations
- Overall Interstate VMT growth and truck VMT growth
- Maintain balance, levels of percent good v. poor

**Accountable**
- Pavement Management Unit, Division of Highways
- **Federal threshold (minimum):** If more than 5% of Interstate pavement is rated in Poor condition for any year, the State must obligate NHPP funds and transfer STP funds to improve pavement.
Non-Interstate NHS Pavement Condition (Good)

PM2 Measure:
Percentage of Non-Interstate NHS pavement in “Good” condition: Total non-Interstate NHS lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

Performance Trend:
Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review. Influence of any data “noise” is magnified on Non-Interstate (impacts larger number of miles).

2-Year Target
(1/1/2018 – 12/31/2019)

27.0% % of non-Interstate NHS pavement in Good condition

4-Year Target
(1/1/2018 – 12/31/2021)

21.0% % of non-Interstate NHS pavement in Good condition

Approach
• Understand measure definition and underlying data (including data collection methods).
• Evaluate trend, external factors, and internal factors impacting future performance.

Address
• Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
• The first performance period - January 1st, 2018 through December 31st, 2021
• 8.5% invalid data influence on trend analysis and target setting.

Assumptions
• Interstate system analysis concerns are magnified for the non-Interstate NHS network
• Restrictive use of chip seal treatment
• Difficult to keep good facilities “good” and to accurately track
• Timing and gaps of data collection and reporting

Accountable
• Pavement Management Unit, Division of Highways
• For non-Interstate pavement targets, FHWA will make a determination of significant progress at the midpoint and end of the first performance period.
Non-Interstate NHS Pavement Condition (Poor)

PM2 Measure:

Percentage of Non-Interstate NHS pavement in “Poor” condition:
Total non-Interstate NHS lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

Performance Trend:

Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review. Influence of any data “noise” is magnified on Non-Interstate (impacts larger number of miles).

2-Year Target
(1/1/2018 – 12/31/2019)

4.2% % of non-Interstate NHS pavement in Poor condition

4-Year Target
(1/1/2018 – 12/31/2021)

4.7% % of non-Interstate NHS pavement in Poor condition

Approach

• Understand measure definition and underlying data (including data collection methods).
• Evaluate trend, external factors, and internal factors impacting future performance.

Address

• Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
• The first performance period - January 1st, 2018 through December 31st, 2021
• 8.5% invalid data influence on trend analysis and target setting.

Assumptions

• Interstate system analysis concerns are magnified for the non-Interstate NHS network
• Restrictive use of chip seal treatment
• Timing and gaps of data collection and reporting

Accountable

• Pavement Management Unit, Division of Highways
• No minimum threshold requirement.
• For non-Interstate pavement targets, FHWA will make a determination of significant progress at the midpoint and end of the first performance period.
NHS Bridge Condition (Good)

PM2 Measure:
Percentage of NHS bridges by deck area classified in “Good” condition:

Total deck area of NHS bridges and culverts where all components (deck, superstructure, substructure for bridges) are assigned a condition rating of “Good” or better based on annual inspections, compared to total NHS bridge deck area.

Performance Trend:
Percent of NHS bridge deck area in good condition has steadily decreased since 2013. Federal approach is different and more stringent compared to NCDOT Bridge Health Index, which tracks by structure and average condition (and shows an improving trend since 2013).

2-Year Target
(1/1/2018 – 12/31/2019)
33.0% % of NHS bridges by deck area in Good condition

4-Year Target
(1/1/2018 – 12/31/2021)
30.0% % of NHS bridges by deck area in Good condition

Approach
• Understand measure definition and underlying data, including differences with NCDOT Bridge Health Index (BHI).
• Evaluated trend, external factors, and internal factors impacting future performance.
• Includes all NHS bridges and culverts over 20 ft. in length.

Address
• Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
• The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions
• NCDOT responsible for the collection of all bridge condition data necessary to set targets.
• Targets consistent with findings of Transportation Asset Management Plan (TAMP) analysis and evaluation of bridges consistent with Federal measure.

Accountable
• Structures Management Unit, Division of Highways
• Takes into account the number of NHS bridge replacements expected over next 10 years.
• No minimum threshold requirement.
# NHS Bridge Condition (Poor)

**PM2 Measure:**

Percentage of NHS bridges by deck area classified in “Poor” condition:

Total deck area of NHS bridges and culverts where one component (deck, superstructure, substructure for bridges) is assigned a condition rating of “Poor” based on annual inspections, compared to total NHS bridge deck area.

<table>
<thead>
<tr>
<th>Year</th>
<th>NHS Bridge Condition (Poor)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>8.2%</td>
</tr>
<tr>
<td>2014</td>
<td>8.5%</td>
</tr>
<tr>
<td>2015</td>
<td>8.3%</td>
</tr>
<tr>
<td>2016</td>
<td>6.6%</td>
</tr>
<tr>
<td>2017</td>
<td>7.0%</td>
</tr>
</tbody>
</table>

Percent of NHS bridge deck area in poor condition has decreased since 2013. The Federal approach is comparable to the NCDOT percent Structurally Deficient bridges measure, enabling a comparison in performance trends.

### 2-Year Target (1/1/2018 – 12/31/2019)

- **8.0%**

  % of NHS bridges by deck area in Poor condition

### 4-Year Target (1/1/2018 – 12/31/2021)

- **9.0%**

  % of NHS bridges by deck area in Poor condition

### Approach

- Understand measure definition and underlying data, including alignment with NCDOT % Structurally Deficient Bridges measure.
- Evaluated trend, external factors, and internal factors impacting future performance.
- Includes all NHS bridges and culverts over 20 ft. in length.

### Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

### Assumptions

- NCDOT responsible for the collection of all bridge condition data necessary to set targets.
- Targets consistent with findings TAMP analysis and evaluation of bridges consistent with Federal measure.
- Target influenced by NCDOT 2030 goal and BMIP strategy

### Accountable

- Structures Management Unit, Division of Highways

**Federal threshold (minimum):** If more than 10% of NHS bridge deck area is rated in Poor condition for three consecutive years, the State must obligate NHPP funds for eligible bridge projects on the NHS.
Interstate Travel Time Reliability

**PM3 Measure:**

Interstate LOTTR (Level of Travel Time Reliability):
Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

**Performance Trend:**

- Since 2013, Interstate LOTTR in North Carolina has steadily decreased by 1.0% to 1.5% annually. This trend is primarily impacted by continuing VMT growth and traffic incidents, and can also be impacted by work zones.

**2-Year Target**
(1/1/2018 – 12/31/2019)

80.0%

Interstate percent of person miles traveled that are reliable

**4-Year Target**
(1/1/2018 – 12/31/2021)

75.0%

Interstate percent of person miles traveled that are reliable

**Approach**

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including VMT growth, work zones and current project completions, and potential benefits of incident management / ITS strategies.

**Address**

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

**Assumptions**

- Targets consistent with average annual 5-year trend of 1.5% per year decline through 2019, and steeper decline through 2021.
- Continued VMT growth outpaces other factors that might change trend direction.
- Maintains conservative stance given external and internal factors.

**Accountable**

- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.
Non-Interstate NHS Travel Time Reliability

**PM3 Measure:**

Non-Interstate NHS LOTTR (Level of Travel Time Reliability): Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

**Performance Trend:**

Since 2013, Non-Interstate NHS LOTTR in North Carolina has steadily decreased by 2.9% to 3.9% annually. This trend is primarily impacted by continuing VMT growth and traffic incidents, and can also be impacted by land use decisions and weekend travel.

**4-Year Target**

(1/1/2018 – 12/31/2021)

70.0% Non-Interstate NHS percent of person miles traveled that are reliable

**Approach**

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including VMT growth, work zones and current project completions, and potential benefits of incident management / ITS strategies.

**Address**

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- Note the data vendor, collection, and process shift in 2017.

**Assumptions**

- Targets consistent with maximum past 5-year trend of 3.9% per year decline through 2021.
- Continued VMT growth outpaces other factors that might change trend direction.
- Maintains conservative stance given external and internal factors.

**Accountable**

- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.

*Note: 2016 to 2017 data shift a result of FHWA vendor change and data expansion, not change in performance.*
Truck Travel Time Reliability (Interstate)

PM3 Measure:

**Interstate TTTR (Truck Travel Time Reliability):**
Reliability measure based on the worst 95th percentile truck travel time v. 50th percentile truck travel time, sourced from in-vehicle GPS and fleet data) is averaged across the length of all Interstate segments.

Performance Trend:

Since 2013, Interstate TTTR in North Carolina has steadily increased by 1.7% annually. This trend is primarily impacted by continuing truck VMT growth and traffic incidents, and can also be impacted by work zones. *2016 to 2017 data shift a result of FHWA vendor change.*

<table>
<thead>
<tr>
<th>Year</th>
<th>Interstate Truck Travel Time Reliability</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>1.48</td>
</tr>
<tr>
<td>2014</td>
<td>1.53</td>
</tr>
<tr>
<td>2015</td>
<td>1.54</td>
</tr>
<tr>
<td>2016</td>
<td>1.58</td>
</tr>
<tr>
<td>2017</td>
<td>1.46</td>
</tr>
</tbody>
</table>

2-Year Target  
(1/1/2018 – 12/31/2019)  
1.65 Interstate truck travel time reliability index

4-Year Target  
(1/1/2018 – 12/31/2021)  
1.70 Interstate truck travel time reliability index

**Approach**

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including work zones and project completions, weigh station locations, incident management, and truck volumes.

**Assumptions**

- Targets consistent with maximum past 5-year trend of 3.4% per year increase through 2019 and increasing trend through 2021.
- Related to decrease in LOTTR performance (TTTR focuses on the ratio, not the percent of travel).
- Maintains conservative stance given external and internal factors.

**Address**

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- Increased data coverage in 2017 is primary driver for performance change

**Accountable**

- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.
Congestion Mitigation & Air Quality – Non-SOV

PM3 Measure:
Percent of Non-Single Occupant Vehicle (Non-SOV) travel:
Percent of personal commute trips that occur by non-SOV mode within applicable urbanized areas (UZA). Applicable UZAs are: areas with population > 1 million, areas with NHS mileage, and areas in non-attainment or maintenance for criteria air pollutants.

Performance Trend:
Since 2013, commute trip non-SOV mode share in the Charlotte urbanized area has trended slightly downward, per the U.S. Census 5-year estimates in the American Communities survey.

2-Year Target (1/1/2018 – 12/31/2019)
21.0% Non-SOV travel in the Charlotte urbanized area

4-Year Target (1/1/2018 – 12/31/2021)
21.0% Non-SOV travel in the Charlotte urbanized area

Approach
- Applicable States and MPOs must set single, unified targets for the UZA.
- Considered external and internal factors impacting 2- and 4-year performance including VMT and population growth.
- Trend data sourced from the U.S. Census Bureau, American Communities Survey.

Assumptions
- Rapid population growth of the previous 4-years within the region will continue at a similar pace.
- STIP and TIP projects in the pipeline are unlikely to change the performance trend.
- Impact of managed lanes and transit expansion on SOV travel are uncertain; impacts are unlikely to be significant in the next two or four years.

Address
- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Accountable
- Transportation Planning Division, Chief Deputy of the Secretary’s Office
- FHWA will not make a significant progress determination for CMAQ measures.
PM3 Measure:

**Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita:**
Where excessive delay is the added time spent in congested conditions (20 mph or 60% of posted speed limit) within applicable urbanized areas (UZA). Applicable UZAs are: areas with population > 1 million, areas with NHS mileage, and areas in non-attainment or maintenance for criteria air pollutants.

**Performance Trend:**

From 2014 to 2017, annual PHED per capita in the Charlotte UZA has steadily increased. Data is sourced from sources of in-vehicle GPS and mobile sources through FHWA vendor.

### 4-Year Target

**34.0**

Annual hours of excessive delay per capita in the Charlotte urbanized area

---

**Approach**

- Applicable States and MPOs must set single, unified targets for the UZA.
- Considered external and internal factors impacting 4-year performance including VMT and population growth.
- Applies only to weekday peak periods (selected worst performing 4-hour peak period, 3-7 pm).

**Assumptions**

- Rapid population growth of the previous 4-years within the region will continue at a similar pace.
- STIP and TIP projects in the pipeline are unlikely to change the performance trend.
- Minor benefits from project completions likely offset by new work zone impacts.

**Address**

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

**Accountable**

- Transportation Planning Division, Chief Deputy of the Secretary’s Office
- FHWA will not make a significant progress determination for CMAQ measures.
PM3 Measure:

On-Road Emission Reduction from CMAQ Projects:
Total cumulative average daily emission reduction for applicable criteria pollutants for each MPO within an air quality non-attainment or maintenance area boundary. Individual MPO targets are summed to establish the statewide target.

Performance Trend:

2014-2017 Range (kg/day)

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Low</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO</td>
<td>5.76</td>
<td>17.36</td>
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<tr>
<td>VOC</td>
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<td>2.75</td>
</tr>
<tr>
<td>NOx</td>
<td>1.18</td>
<td>8.20</td>
</tr>
</tbody>
</table>

Emission benefits are highly variable from year to year and are dependent upon the CMAQ projects selected and implemented by local programs.

Source: CMAQ Public Access System - State DOTs enter project information into the system by March 1 for each CMAQ project funded in the previous Federal fiscal year.

Approach:
- Measures cumulative 2-year and 4-year emission reductions for CMAQ funded projects
- Targets are set for the portion of the State and for each MPO within the maintenance area boundary
- Each MPO sets its own target; the State target is the sum of the MPO targets

Address:
- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- CMAQ project schedules and authorization dates are uncertain and may change future targets based on data available at a later time.

Assumptions:
- Yearly emission benefits are highly variable dependent on project type and project delivery
- CMAQ project applications from 2016-2019 show improved emission benefits compared to the 2014-2017 authorized projects that informed target setting.

Accountable:
- Transportation Planning Division, Chief Deputy of the Secretary’s Office
- FHWA will not make a significant progress determination for CMAQ measures.
Ongoing TPM Process and Reporting

The TPM process is continuous, requiring annual data submittals through Federal data systems and bi-annual review of performance and targets, both at the State and MPO level.

The TPM process is integrated with the statewide and metropolitan transportation planning and programming process. MAP-21 and the FAST Act establish planning requirements for State DOTs, MPOs, and transit operators that integrate TPM with the adoption of STIPs/TIPs and Long-Range Transportation Plans (LRTPs) / Metropolitan Transportation Plans (MTP).

For more information, contact:

Daryl Vreeland, Transportation Planning Division
dvreeland@ncdot.gov

Alpesh Patel, Cambridge Systematics
apatel@camsys.com
INFORMATION ITEM #5
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: November 15, 2018
Agenda Item Number: 5

Action Requested: Review of the Call for Projects for Prior Year Federal Congestion Mitigation and Air Quality (CMAQ) Funds for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO)

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 problem.

On July 19, 2018, the Transportation Advisory Committee (TAC) approved the swap of CMAQ funds for Surface Transportation Program – Direct Attributable (STP-DA) funds. As a result, $2,939,082 of CMAQ money was made available to be applied to eligible projects in the Winston-Salem Urban Area Metropolitan Planning area. CMAQ funds represent 80% of a project’s total cost. The remaining 20% is the responsibility of the locality.

Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) staff issued a call for projects on November 6, 2018 which will close December 10, 2018. Because these funds are from FY 2016 and FY 2017, they are subject to rescission in September of 2019 and therefore must be obligated before this date. For this reason projects that are ready for construction as well as transit projects are highly recommended and preferred for this call. The WSUAMPO’s adopted process will be used for evaluating projects.

PRIOR YEAR (2016 and 2017) WSUAMPO CMAQ Call for Projects Schedule

- Project Submittal Window……….. November 6, 2018 – December 10, 2018
- Forsyth County OEAP Review…… December 12, 2018 – January 7, 2019
- Recommendations emailed……….. January 11, 2019
- TCC/TAC Review………………… January 17, 2019
- TCC/TAC Action………………….. February 21, 2019

Recommendations From:

TAC Vote: Motion by: _____________________ Second by: _____________________
Vote: For ________ Against ________

Motion Description:
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 the air quality problem.

On July 19, 2018 the Transportation Advisory Committee (TAC) approved the swap of CMAQ funds for Surface Transportation Program – Direct Attributable (STP-DA) funds. As a result $2,939,082 of CMAQ money was made available to be applied to eligible projects in the Winston-Salem Urban Area Metropolitan Planning area. CMAQ funds represent 80% of a project’s total cost, the remaining 20% is the responsibility of the locality.

These funds are subject to rescission in **September of 2019** and therefore must be obligated by this date. For this reason projects that are ready for construction as well as transit projects are recommended and preferred for this call.

**Funding**
- $2,939,082 in available FY19 CMAQ funds
- $100,000 Minimum Total Project Cost
- Each Project requires a 20% Local Match
- Total Project Cost = CMAQ 80% + Local Match 20%

**Schedule**
- Project Submittal Window………November 6, 2018 – December 10, 2018
- Forsyth County OEAP Review…December 19, 2018 – January 17, 2019
- Recommendations emailed……January 11, 2019
- TCC/TAC Review………………January 17, 2019
- TCC/TAC Action………………February 21, 2019

**Eligible Projects and Programs**
Eligibility information is provided below. Not all possible requests for CMAQ funding qualify—this section provides examples of activities eligible for CMAQ funds.

- Transportation Control Measures (TCMs)
- Alternative Fuels and Vehicles
- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs
- Travel Demand Management
- Public Education and Outreach Activities
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight/Intermodal
- Diesel Engine Retrofits & Other Advanced Truck Technologies
- Idle Reduction
- Training
- Inspection/Maintenance (I/M) Programs
Experimental Pilot Projects

The WSMPO has historically supported the following Projects and Programs:

- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs
- Travel Demand Management

Criteria

The following criteria will be applied to all eligible WSMPO CMAQ projects to determine a prioritized rank. The ranked list is submitted to NCDOT for review and STIP programming.

Project Type

Because these funds must be obligated by September 2019, projects ready for construction and transit projects are recommended and preferred for consideration in this call.

Quantitative Analyses

Pollutant Reduction – How many kilograms of the criteria pollutants or their precursors will be displaced over the lifetime of the proposed project? This is calculated by summing the yearly reductions of CO, NOx, and VOC reductions and multiplying this sum by the number of years in the project lifecycle, as follows:

\[
\text{Pollutant reduction} = (\text{CO Reduction} + \text{NOx Reduction} + \text{VOC Reduction}) \times \text{Project Lifecycle}
\]

Note: Each submitting MPO jurisdiction is responsible for the completion of the official CMAQ project submission form, and providing the necessary data to the Forsyth County Office of Environmental Analysis and Protection (FCOEAP) to conduct the air quality analysis modeling for emissions reductions.

Qualitative Assessment

Although quantitative analysis of air quality impacts is expected for almost all project types, an exception will be made when it is not appropriate to base a decision solely on quantifiable emissions benefits. In these cases, qualitative assessments based on reasoned and logical determinations will be at the discretion of the TAC.

Submission Instructions

Submit one (1) original proposal via email, standard mail, or hand delivery.

All proposals must include the following:

- Cover letter from the principal elected official or chief executive
- Completed Project Application
- Letter of support for 20% match
- An appendix of supporting documents such as a project map, as well as any additional documentation that helps support the project

All proposals must be received by the Winston-Salem Department of Transportation (WSDOT) via email, standard mail or hand-delivery by Monday, December 10, 2018.

Questions

Kelly Garvin
Transportation Engineer
Department of Transportation
City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
(336) 747-6881
kellym@cityofws.org
Action Requested: Review of a Federal Transit Administration (FTA) Formula Program Section 5307 Funding Allocations for Winston Salem Urban Area for Fiscal Year 2019 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP).

SUMMARY OF INFORMATION: Attachments: Yes [ ] No [x]

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 Winston-Salem Urban Area received $4,752,137 in FY 2018. MPO staff anticipated the FY 2019 apportionment to be approximately the same. The FY 2019 Federal Fiscal year began October 1, 2018. Staff is bringing this item for information so that when FTA announces the FY 2019 Section 5307 funding availability, there will not be a delay in allocating these funds to eligible agencies in the MPO therefore expediting the application process through FTA.

There currently 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. Each year, MPO staff shall coordinate a joint allocation meeting with eligible agencies to confirm that the funding identified can be used by the agency and staff will use that information for recommendation to the TAC for final approval and distribution. MPO staff will coordinate this meeting once a funding apportionment is announced. Staff will also recommend approval of an amendment to the Metropolitan Transportation Improvement Program (MTIP).
Winston-Salem Urban Area Metropolitan Planning Organization  
Transportation Advisory Committee  
Action Request

Meeting Date: __November 15, 2018___  
Agenda Item Number: __7___

Action Requested: Review of the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP) for Fiscal Year 2019

SUMMARY OF INFORMATION: 
Attachments: Yes ___ No ___ X___

The Winston-Salem Urban Area will typically receive federal transportation funds to assist eligible agencies in meeting the transportation needs of disabled and elderly populations in the urbanized area under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program. In FY 2018, the Winston-Salem Urban Area MPO (WSUAMPO) received $357,368 in Section 5310 funding apportionment. These funds are allocated to transportation sub-recipients through a competitive process of selection. Project proposals are accepted annually.

Once FTA announces the funding availability for Section 5310 programs, MPO staff will issue a call for projects. Staff will also conduct a public funding workshop to discuss Federal Transit Administration (FTA) funding programs, application processes and procedures. The process of advertisement, selection and recommendation of award to eligible agencies takes approximately 2-3 months. The FY 2019 Federal Fiscal year began October 1, 2018. Staff is bringing this item for information so that when FTA announces the FY 2019 Section 5310 funding availability, there will not be a delay in recommending eligible agencies for award of these funds therefore expediting the application process through FTA. The application process may take another 6-9 months before funds are available for reimbursement to agencies. Staff will also recommend approval of an amendment to the Metropolitan Transportation Improvement Program (MTIP) to reflect the funding recommendations once approved.
Winston-Salem Urban Area Metropolitan Planning Organization  
Transportation Advisory Committee  
Action Request

<table>
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<tr>
<th>Meeting Date:</th>
<th>November 15, 2018</th>
<th>Agenda Item Number:</th>
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**Action Requested:** Review of the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Grant Program Funding Allocation for the Winston Salem Urban Area for Fiscal Year 2019 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP).

**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 received $619,845 in FY 2018. The FY 2019 Federal Fiscal year began October 1, 2018. Staff is bringing this item for information so that when FTA announces the FY 2019 Section 5339 funding availability, there will not be a delay in allocating these funds therefore expediting the application process through FTA.

The Winston-Salem Transit Authority (WSTA) is using the available funds FY 2018 funds to purchase five (5) TransAid Vans to replace aging fleet and the remaining funds for transit facility rehabilitation projects. MPO staff will bring an item for final approval of allocation once a funding apportionment is announced. Staff will also recommend approval of an amendment to the Metropolitan Transportation Improvement Program (MTIP).
Action Requested: Review of Winston-Salem Urban Area Metropolitan Planning Organization’s (WSUAMPO) 2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP) Update Process.

SUMMARY OF INFORMATION: Attachments: Yes No X

Transportation planning and investment in the Winston-Salem Urban Area is guided primarily by two documents: the Comprehensive Transportation Plan (CTP), adopted in 2012, and the 2040 Metropolitan Transportation Plan (MTP), adopted in 2015. Both documents are due to be updated.

The CTP is a state-required planning document which represents a community’s consensus on the future transportation systems needs to support growth and development over a 20 to 25 year timeframe. The MTP is a federally required document which provides a framework for the investment of anticipated federal, state and local funds, based on anticipated needs and regional goals and objectives over the same timeframe. The plan also includes transportation projects, programs, performance measures and policies. Both documents are multimodal and require extensive opportunities for public input.

Over the next year, the WSUAMPO will update both documents concurrently, which has been encouraged by the State to streamline similar processes for long-range planning. The CTP will also utilize new CTP 2.0 mapping standards implemented by the Transportation Planning Division (TPD) of NCDOT. This update process will require coordination amongst and participation from all of our planning partners, agencies, jurisdictions and citizens. MPO staff will lead efforts in creating a Steering Committee to guide the technical aspects and development of this process. Our State and Federal partners will also assist in this process to ensure compliance with their respective standards. MPO staff will be available to present information on the CTP and MTP process.

Recommendations From:

TAC Vote: Motion by: ____________________ Second by: ____________________
Vote: For ________ Against ________
Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO)

Comprehensive Transportation Plan (CTP) and Metropolitan Transportation Plan (MTP) Updates

Comprehensive Transportation Plan - CTP

- State Document
- Multimodal
- No financial constraints
- 20 – 30 year forecast
Metropolitan Transportation Plan - MTP

- Federal Document
- Multimodal
- Financial Plan and Constraints
- Air Quality Conformity Determination
- 20 – 30 year forecast

Similarities

- Long Range Plans
- Multimodal
- Require PTRM
- Public Involvement
- Incorporates existing plans
- Programs, Policies, Projects

Together
Video

- https://www.youtube.com/watch?v=B5uYJmxrnKk&feature=youtu.be

Partners

- Member jurisdictions (staff, departments and Boards)
- NCDOT PTD
- FTA and FHWA
- Aviation – Smith Reynolds Airport
- Rail Authority
- PART, WSTA, DCT – Public Service Providers
Update Process

• Based on PTRM update schedule
• Public Participation Plan Update - Public participation opportunities planned throughout process
• Steering Committee guidance
• Marketing and branding opportunity
• Chapter development and early creation
• Utilizing CTP 2.0 standards
• and other plan update opportunities
INFORMATION ITEM #10
Title VI of the Civil Rights Act of 1964 is a Federal Law which states that:

“No person in the United States shall on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Title VI of the Civil Rights Act of 1964, requires that government, state and local government agencies that are recipients of Federal funds carry out their responsibilities and provide services in a manner that does not discriminate on the basis of race, color, national origin, amongst other protected classes. The WSUAMPO has the responsibility for ensuring that the requirements of Title VI are recognized and enforced locally. It is also the responsibility of the Title VI coordinator to regularly educate the MPO staff and Boards on the program and policies.

The attached presentation includes information on the WSUAMPO’s Title VI program, including:

- History and federal statues
- Available MPO and State resources
- Procedures for complaints submission
- Applicable policies.

Recommendations From:

TAC Vote: Motion by:___________________ Second by:_________________________

Vote: For ________    Against ________

Motion Description:
Title VI Nondiscrimination:
Winston Salem Urban Area Metropolitan Planning Organization

Kelly Garvin, Transportation Engineer, Title VI Coordinator
Winston-Salem DOT
November 15, 2018

Title VI of the Civil Rights Act of 1964 is Federal Law:

“No person in the United States shall on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”
1987 Civil Rights Restoration Act:

- Direct response to Grove City College vs. Bell (465 U.S. 555 (1984))
- Restored the original intent of Title VI to include all programs and activities of Federal-aid recipients and contractors whether federally funded or not.

What is Discrimination?

- Federal Highway Administration (FHWA):
  - That act (action or inaction), whether intentional or unintentional, through which a person in the United States solely because of race, color, national origin, sex, age, or disability is subjected to disparate treatment or impact, in any program or activity receiving Federal financial assistance from FHWA under 23 U.S.C..

- Federal Transit Administration (FTA):
  - Any action or inaction, whether intentional or unintentional, in any program or activity of a Federal aid recipient, subrecipient, or contractor that results in disparate treatment, disparate impact, or perpetuating the effects of prior discrimination based on race, color, national origin, sex, age, creed, or disability. (ADA/Section 504; 49 USC 5332)
What does the 1987 Civil Rights Act mean for WSMPO?

**Case 1:** If the MPO is providing any type of assistance (financial or not) and/or oversight in conjunction with the project, e.g., the project was part of the TIP and/or the MPO helped develop the project in some other way, then the MPO will be required to make sure the member agency is in compliance with Title VI for purposes of the project, as the MPO’s programs and activities are regulated by Title VI.

**Case 2:** If the funding came from an isolated source, but the MPO still has involvement with the project, compliance with Title VI will be necessary and the MPO is required to monitor for it. For example, if the MPO helped with the feasibility study but the project itself is funded with bond from the member agency, then Title VI compliance is still necessary.

**Case 3:** If the MPO has absolutely no involvement with the project, i.e., the funding came from an isolated source, such as a bond, and the MPO did not help develop the project or is not providing oversight, then monitoring under Title VI is not necessary.

In this case although the MPO Title VI coordinator is not required to and will not monitor said project for Title VI compliance, the member agency is still REQUIRED to adhere to Title VI because it is a law!
Executive Orders and Nondiscrimination Statutes

There are two Presidential executive orders that place further emphasis upon Title VI protections of race and national origin:

- Executive Order #12898 ("Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations")
- Executive Order #13166 ("Improving Access To Services For Persons With Limited English Proficiency")

In addition to Title VI and the two executive orders described above, there are other Nondiscrimination statutes that afford legal protection such as:

- 1973 Federal-aid Highway Act (sex)
- 1975 Age Discrimination Act (age)
- Section 504 of the 1973 Rehabilitation Act and Americans with Disabilities Act (ADA) of 1990 (disability)
- Uniform Act of 1970 (persons displaced or property acquired)

Applying Title VI to Transportation Projects: Project A

- **Location! Location! Location!**
  - Limited English Proficiency (LEP) population in the area
  - Minority and Low Income (MLI) Population in the area

- **Feasibility Study to include:**
  - Multiple options
  - LEP and MLI map of the area
  - Note any disproportionately high and adverse impacts on MLI
  - Minimize and or mitigate unavoidable impacts by providing offsetting initiatives and enhancement measures to benefit the affected communities and neighborhoods.
Applying Title VI to Transportation Projects: Project A (Cont...)

- **Hold Public meetings**
  - Provide appropriate and adequate notice to LEP Persons
  - Reach out to community leaders
  - Provide Language assistance during meetings
  - Listen to concerns and where possible find adequate solutions (see above)

- **Open Bid**
  - Include below language in all bid documents and agreement:

  "The Winston-Salem DOT in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

Documents and Dissemination

- Program Documents
  - Title VI Assurances and Policy Statements
  - Nondiscrimination Agreements
  - Title VI Program Plan ("Implementation Plan")
  - Accomplishments Report
  - Complaint Log
  - Brochures, policies, public notices
  - Records of “activities” (e.g., meeting minutes, trainings)
- All documents are public record and can be made available, where necessary and appropriate

Title VI Assurances

- The following statement MUST be inserted in all solicitations for bids and agreements:

“The Winston-Salem DOT in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
Program Monitoring and Reporting

- Internal assessments (evaluations)
  - Decision-making, Public involvement, etc.
  - Ensure Compliance
- Progress Reports
  - Quarterly TPB Reports
- Accomplishments Report
  - Annually to NCDOT External Civil Rights Section (ECR)
    - Program Challenges and Observations
    - Accomplishments
    - Discrimination Complaints Log
    - Program Work Plan (Title VI/Nondiscrimination)

Title VI Coordinator

- Responsibilities Include but are not limited to:
  - Communicating and coordinating with member agencies, the NCDOT and FHWA/FTA on Title VI matters
  - Reviewing and updating program directives to reflect policy or implementation changes, as appropriate
  - Disseminating Title VI information and reports
  - Providing information to NCDOT and FHWA/FTA during investigations or reviews, as necessary
  - Working with member agency officials to correct Title VI issues or discriminatory practices or policies
  - Administer (or have a role in) discrimination complaints process
  - Documenting Title VI-related activities
Discrimination Complaints

- Consult with NCDOT ECR to determine jurisdiction
- Investigate or forward to NCDOT, as directed
- Cannot investigate complaints filed against:
  - The MPO (as a whole)
  - Lead Planning Agency
  - Member Agencies
- NCDOT concurrence on decision
  - Investigative Report
  - Supporting documentation (if needed)
- Complaint basis:
  - Race, color, national origin, income level, LEP, sex, age, disability, (religion, where applicable)

ADA/Section 504

- Discrimination includes denying persons with disabilities the opportunity to participate in or benefit from any program or activity (28 C.F.R. §35.149)
- Any construction or alteration project that provides access to pedestrians must be made accessible to persons with disabilities (28 C.F.R. §§35.150, 35.151)
Limited English Proficiency (LEP)

- The LEP Executive Order (Executive Order 13166) ensures that, consistent with Title VI, persons with Limited English proficiency ("LEP") have meaningful access to federally conducted and federally funded programs and activities.
- Four Factor Analysis (reasonable steps)
  - Number or proportion eligible to be served or likely to be encountered by the program
  - Frequency of contact with the program
  - Nature and importance of the program, activity, or service provided by the program to people’s lives
  - Resources available and costs

Environmental Justice

- Develop procedures to identify and address disproportionately high and adverse effects to minority and low-income groups
- Review MPO policies, plans and studies to determine if anticipated outcomes are disproportionate
- Assist member agencies with identifying EJ communities and impacts
Disproportionately High and Adverse Effect:

- Disproportionately high and adverse effect means an adverse effect that:
  - (1) is predominately borne by a minority population and/or a low-income population, or
  - (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Questions?
WSMPO TITLE VI COORDINATOR

Kelly Garvin
Transportation Engineer
Kellym@cityofws.org
336-747-6881
## Winston-Salem MPO Transportation Update
Thursday, September 20, 2018

### Projects Under Construction

<table>
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</tr>
</thead>
<tbody>
<tr>
<td>2018CPT.09.01.20291.1</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>75% Complete</td>
<td>$8,108,554</td>
<td>Sharpe Brothers, Inc</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>The only two remaining maps to be paved are Reynolda Road and Peters Creek Parkway. Work is expected to be complete in 2015.</td>
</tr>
<tr>
<td>2018CPT.09.13.20342</td>
<td>Asphalt Surface Treatment (AST) on (154 Sections of various Secondary roads (39.19 miles) in Forsyth County</td>
<td>Oct. 10, 2018</td>
<td>Oct. 15, 2019</td>
<td>Availability date April 1, 2019</td>
<td>$1,226,106</td>
<td>Whitehurst Paving Co., Inc</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>Preconstruction meeting to be held in 2019.</td>
</tr>
<tr>
<td>B-474B</td>
<td>Replace Bridge #229 on SR 2264 (Akon Dr) over Norfolk Southern Railroad in Winston-Salem</td>
<td>Oct. 16, 2018</td>
<td>June 1, 2020 (perm. veg. by Nov. 28, 2020)</td>
<td>Availability date March 1, 2019</td>
<td>$5,359,379</td>
<td>Wright Brothers Construction Co., Inc</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>Preconstruction meeting held Oct. 2, 2018. Due to utility issues, the project could be delayed.</td>
</tr>
<tr>
<td>B-117A</td>
<td>Replace Bridge #117 on SR 1171 (Main St) over Muddy Creek in Bethania</td>
<td>May 23, 2018</td>
<td>Nov. 6, 2019</td>
<td>Availability date Oct. 22, 2018</td>
<td>$1,289,558</td>
<td>James R Vannoy &amp; Sons Const. Co, Inc</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td></td>
</tr>
<tr>
<td>I-0911A</td>
<td>DESIGN BUILD - Grading (Widening), Drainage, Paving and I&amp;T on I-40 from West of NC 801 in Davie Co. to SR 1101 (Harper Rd) in Forsyth Co. (2.614 miles)</td>
<td>July 18, 2017</td>
<td>Dec. 31, 2020 (substantial completion date Nov. 20, 2020)</td>
<td>22% Complete</td>
<td>$71,962,779</td>
<td>Flatiron Constructors, Inc/Blythe Development Co - JV</td>
<td>Jordan Scott, PE (336)293-9610</td>
<td></td>
</tr>
<tr>
<td>R-2247EB</td>
<td>DESIGN BUILD - W-S Northern Beltway -Western Section - Interchange at US 52</td>
<td>Aug. 21, 2018</td>
<td>Sept. 1, 2022 (substantial completion date August 3, 2022)</td>
<td>Availability date October 1, 2018; Project in Design/Permitting Phase</td>
<td>$134,150,000</td>
<td>Blythe Construction, Inc</td>
<td>Jordan Scott, PE (336)293-9610</td>
<td></td>
</tr>
</tbody>
</table>

**Design Build Project:** ROW acquisitions are progressing. 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. Shifts to new ramps and loop at Peace Haven location will begin in November. Traffic shift to new Peace Haven bridge Spring 19. Widening on NC 65 and US 52 to be later in October. Traffic Shift to Phase 1 of Rural Hall Bridge first of the year.

**Design Build Project:** Project will widen approximately 3.3 miles of I-40 to a six-lane divided facility from west of NC 801 in Davie County to east of SR 1101 (Harper Road/Tanglewood Park Business Road) in Forsyth County. The project will replace dual bridges on I-40 over the Yadkin River and accommodate a future greenway by replacing the Bert's Way roadway bridge over I-40 with a pedestrian bridge. Public meetings held April 19, 2018 and June 14, 2018 in Bermuda Run regarding the project and Final Noise Report. All noise walls were approved for construction. Pavement widening and phase 1 bridge construction in the WB direction is underway. Expect girder erection mid-Nov. I-40 EB clearing and grubbing not to start till Spring 2019. Traffic shift to Phase 1 of new Yadkin bridge first of the year. Demo of Bert's Way bridge is complete. New Pedestrian bridge to be complete Fall of 2019. The next few weeks expect nightly lane closures with detours to prep next traffic phase.
<table>
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<tbody>
<tr>
<td>U-2579B</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>67.4% Complete</td>
<td>$153,999,950</td>
<td>Dragados USA, Inc.</td>
<td>Marcus Kiser, PE (336)747-7950</td>
<td>Old Belews 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) including Structure # 668 which spans the -L- line. Structures # 682 and 683 on Hastings Hill Road are also now open to traffic.</td>
</tr>
<tr>
<td>U-2579C</td>
<td>W-S Northern Beltway, Eastern Section (Future I-74), from W. of US 158 (Reidsville Rd) to W. of US 511 (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>23.8% 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 100% of the project cleared with associated erosion control devices in place. Contractor has completed both box culverts on the project. Most of the larger bottom drainage pipes have been installed. Bridge on Williston Road is under construction. Bridge on US 311 (new alignment) has started. Drilled Pier work on -L-line bridges over Lowery Mill Creek has started. Contractor hopes to complete project in Dec., 2020, barring any unforeseen events.</td>
</tr>
<tr>
<td>U-2579D,E,F</td>
<td>DESIGN BUILD - 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>Sept. 29, 2021 (proposed Substantial Completion August 28, 2021)</td>
<td>6.8% Complete Right-of-way acquisition and Design in process</td>
<td>$140,778,000</td>
<td>Flatiron Constructors Inc./Blythe Development Co - JV</td>
<td>Marcus Kiser, PE (336)747-7950</td>
<td>Design Build Project: Date of availability March 30, 2018. Right-of-way acquisition, Utilities and Design in progress</td>
</tr>
<tr>
<td>U-2827B</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>39.6% Complete (Mobilization, Utilities, and Design Work)</td>
<td>$99,109,380</td>
<td>Flatiron Constructors Inc./Blythe Development Co - JV</td>
<td>Mezak Tucker, PE (336)249-6255</td>
<td>Design Build Project: (Segment A - Peter's Creek Pkwy. Interchange) - Project work continues to be focused on Peters Creek interchange. 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 road widening to take place. Periodic weekend closures of I-40 Business/US 421 in the area of Peter's Creek Parkway Interchange, with detours, will take place for the safety of the traveling public during construction of interchange for any work over travel lanes of I-40 Business/US 421. Waterline installation has been completed along 1st St. Full closure of I-40 Business between NC 150/Peter's Creek Pkwy. and US-52 is scheduled to begin on November 11, 2018; Segment C between Main St. and US-52 and Main St bridge to reopen in late Spring/Summer 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 late Spring 2020; Final Completion date is November 1, 2020. Church St. Main St. and Liberty St bridges will close on November 11th in conjunction with Business 40 closure.</td>
</tr>
</tbody>
</table>
### Projects Under Construction

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<tr>
<td>U-4734</td>
<td>SR 2601 (Macy 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>July 30, 2020</td>
<td>14.8% Complete</td>
<td>$12,819,746</td>
<td>Jimmy R Lynch &amp; Sons, Inc</td>
<td>Jordan Scott, PE</td>
<td>(336)293-9610 Project consists of extending Macy Grove Road (SR 2601) in new location from East Mountain Street (SR 1005) to North Main Street (NC 150) in Kernersville. It consists of grading, drainage, asphalt paving, concrete box culvert and bridge construction over segments of Reedy Fork Creek, utility relocations, signage, and new traffic signals at East Mountain Street, NC 150, and County Line Road. Clearing and grubbing and utility relocation on project underway. Bridge construction to begin first of the year. Expect periodic lane closures on NC 150 for utility relocates.</td>
</tr>
<tr>
<td>B-5004</td>
<td>Replace Bridge #66 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, 2018</td>
<td>95% Complete</td>
<td>$3,300,000</td>
<td>Smith-Rowe, LLC</td>
<td>Daniel Dagenhart</td>
<td>Municipal Bridge Project (Non-DOT let) - City of Winston-Salem (FB1700). Both Bridges are complete and the final inspection was held June 22, 2018. Coordinating final document review and payment with the City and AMT.</td>
</tr>
</tbody>
</table>

### Locally Administered Projects Under Construction

<table>
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</tr>
</thead>
<tbody>
<tr>
<td>B-5148</td>
<td>Replace Bridge #276 on SR 1001 (County Club Rd) over NC 67 (Silas 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>TBD</td>
<td>Kevin Fischer, PE</td>
<td>(919) 707-6514 Schedule subject to Approved 2018-2027 STIP - Raleigh Let - Right of way Acquisition will be delayed, currently looking at a June 2019 date to begin acquisition. Division will most likely be assuming management of the project over the next month.</td>
</tr>
<tr>
<td>B-5770</td>
<td>Replace Bridge #243 on Salisbury Ridge Rd over NC 150 (Peters Creek Parkway) in Winston-Salem</td>
<td>Feb. 18, 2020</td>
<td>TBD</td>
<td>ROW Acquisition May 15, 2019</td>
<td>$4,317,000</td>
<td>TBD</td>
<td>Kevin Fischer, PE</td>
<td>(919) 707-6514 Schedule subject to Approved 2018-2027 STIP - Raleigh Let - Project delayed to avoid impacts during Business 40 project (U-2827B)</td>
</tr>
<tr>
<td>B-5775</td>
<td>Replace Bridge #275 on Robinhood Rd over NC 67 (Silas Creek Pkwy) in Winston-Salem</td>
<td>Oct. 20, 2020</td>
<td>TBD</td>
<td>ROW Acquisition Oct. 21, 2019</td>
<td>$4,500,000</td>
<td>TBD</td>
<td>Kevin Fischer, PE</td>
<td>(919) 707-6514 Schedule subject to Approved 2018-2027 STIP - Raleigh Let - project accelerated due to additional revenue (HB 97) (Let to be combined with B-5773 in Davidson) Division is in discussion on assuming management of the project over the next month. Will be discussion project schedule with NCDOT Structures Management Unit.</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>TBD</td>
<td>Kevin Fischer, PE</td>
<td>(919) 707-6514 Schedule subject to Approved 2018-2027 STIP - Raleigh Let</td>
</tr>
</tbody>
</table>

### Projects Under Development

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<tbody>
<tr>
<td>I-5795</td>
<td>Pavement Rehabilitation on I-40 from 0.3 miles E. of SR 3153 (Hanes Mall Blvd) to 0.9 mile E. of NC 150 (Peters Creek Parkway) in Winston-Salem</td>
<td>July 21, 2020</td>
<td>TBD</td>
<td>Planning/ Design in progress</td>
<td>$22,500,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE</td>
<td>(336)747-7800 Schedule subject to Revised 2018-2027 STIP - Division Design Raleigh Let (DDRL) - Design and Planning work has stopped until the results of P5.0 are published.</td>
</tr>
<tr>
<td>I-5880</td>
<td>I-40 US 311 at NC 109 (Thomasville Rd) and Clemmons Rd in Winston-Salem. Convert Half Split Diamond Interchange at NC 109 to Full Split Diamond Interchange, and remove Half Split Diamond Interchange and Connector Roads at Clemmons Rd</td>
<td>Nov. 24, 2021</td>
<td>TBD</td>
<td>ROW Acquisition Nov. 20, 2019</td>
<td>$12,300,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE</td>
<td>(336)747-7800 Schedule subject to Approved 2018-2027 STIP-Division Purchase Order Contract (DPOC) - Public Meeting was held on Sept. 25, 2018 at First Waughtown Baptist Church</td>
</tr>
<tr>
<td>I-5887</td>
<td>Convert existing grade separation at US 52/Future I-74 and SR 1102 (Trinity Church Rd) near King to a Full Movement Interchange</td>
<td>Jan. 1, 2025</td>
<td>Fall, 2027</td>
<td>Jan. 31, 2023</td>
<td>$5,980,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE</td>
<td>(336)747-7800 Division Design Raleigh Let (DDRL) - Design and Planning work has stopped until the results of PS 0 are published.</td>
</tr>
<tr>
<td>I-5981A</td>
<td>Widen I-40 to 6-lanes, from I-74/US 311 in Forsyth Co to SR 2635 (Union Cross Rd)</td>
<td>Jan. 20, 2026</td>
<td>TBD</td>
<td>ROW Acquisition Jan. 19, 2024</td>
<td>$35,324,000</td>
<td>TBD</td>
<td>Laura Sutton, PE</td>
<td>(919)707-6030 Schedule based on Approved 2018-2027 STIP - Raleigh Let - Planning/Design in Progress</td>
</tr>
<tr>
<td>I-5981B</td>
<td>Widen I-40 to 6-lanes, from SR 2635 (Union Cross Rd) to NC 66</td>
<td>Jan. 20, 2026</td>
<td>TBD</td>
<td>ROW Acquisition Jan. 19, 2024</td>
<td>$52,026,000</td>
<td>TBD</td>
<td>Laura Sutton, PE</td>
<td>(919)707-6030 Schedule based on Approved 2018-2027 STIP- Raleigh Let - Planning/Design in Progress</td>
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### Projects Under Development

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<tr>
<td>I-5981C-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 TBD</td>
<td>$52,056,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Schedule subject to Approved 2018-2027 STIP - Raleigh Let</td>
</tr>
<tr>
<td>I-5981C-3.4</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 Jan. 19, 2024</td>
<td>$40,088,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td>Schedule subject to Approved 2018-2027 STIP - Raleigh Let</td>
</tr>
<tr>
<td>R-2247A-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 Jan. 1, 2030</td>
<td>$58,123,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td>Schedule subject to Approved 2018-2027 STIP - Design Build Let</td>
</tr>
<tr>
<td>R-2247B-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 Oct. 20, 2026</td>
<td>$68,500,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td>Schedule subject to Approved 2018-2027 STIP - Design Build Let</td>
</tr>
<tr>
<td>R-2247C-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 Oct. 20, 2026</td>
<td>$55,200,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td>Schedule subject to Approved 2018-2027 STIP - Design Build Let</td>
</tr>
<tr>
<td>R-2247C-3.15</td>
<td>DESIGN BUILD - W-S Northern Beltway - N. of US 421 to SR 1314 (Robinhood Rd)</td>
<td>Oct. 15, 2024</td>
<td>TBD</td>
<td>ROW Acquisition Oct. 15, 2024</td>
<td>$54,000,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td>Schedule subject to Approved 2018-2027 STIP - Design Build Let</td>
</tr>
<tr>
<td>R-2247D-3.3</td>
<td>DESIGN BUILD - W-S Northern Beltway - NC 67 (Reynolda Rd) to South of US 52</td>
<td>Oct. 18, 2022</td>
<td>TBD</td>
<td>ROW Acquisition Oct. 18, 2022</td>
<td>$46,400,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td>Schedule subject to Approved 2018-2027 STIP - Design Build Let</td>
</tr>
<tr>
<td>R-2247E-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 Jan. 19, 2021</td>
<td>$34,900,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td>Schedule subject to Approved 2018-2027 STIP - Design Build Let</td>
</tr>
<tr>
<td>R-2247F-3.18</td>
<td>DESIGN BUILD - W-S Northern Beltway - Western Section - ITS Deployment for Sections R-2247BA, R-2247BB, R-2247CA, R-2247DA, &amp; R-2247EB</td>
<td>Jan. 1, 2030</td>
<td>TBD</td>
<td>TBD</td>
<td>$8,750,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td>Schedule subject to Approved 2018-2027 STIP - Design Build Let</td>
</tr>
<tr>
<td>R-2577A-3.1</td>
<td>US 158, Widen to Multi-lanes North of I-40 to SR 1965 (Belews Creek Rd), in Forsyth County</td>
<td>Oct. 19, 2021</td>
<td>TBD</td>
<td>ROW Acquisition Mar. 20, 2020</td>
<td>$45,400,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Schedule subject to Approved 2018-2027 STIP - Division Design Raleigh Let (DDRL) - design underway</td>
</tr>
<tr>
<td>R-2577B-3.2</td>
<td>US 158, Widen to Multi-lanes from SR 1965 (Belews 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 Jan. 19, 2024</td>
<td>$46,400,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Schedule subject to Approved 2018-2027 STIP - Division Design Raleigh Let (DDRL)</td>
</tr>
<tr>
<td>U-2579AA-3.3</td>
<td>W-S Northern Beltway, Eastern Section (Future I-74) - I-74 / US 311 to I-40</td>
<td>Sept. 15, 2020</td>
<td>TBD</td>
<td>ROW in progress</td>
<td>$61,776,000</td>
<td>TBD</td>
<td>Tatia White, PE (919)707-6342</td>
<td>Schedule subject to Approved 2018-2027 STIP - Raleigh Let</td>
</tr>
<tr>
<td>U-2579AB-3.3</td>
<td>W-S Northern Beltway, Eastern Section (Future I-74) - I-40 to US 421 /NC 150 I / I-40 Business</td>
<td>Sept. 15, 2020</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$168,700,000</td>
<td>TBD</td>
<td>Tatia White, PE (919)707-6342</td>
<td>Schedule subject to Approved 2018-2027 STIP - Raleigh Let</td>
</tr>
<tr>
<td>U-2729-3.3</td>
<td>Widen SR 1672 (Hanes Mill Rd) to Multi-lanes with curb &amp; gutter, from Museum Dr. to SR 4000 (University Pkwy) in Winston-Salem</td>
<td>June 15, 2021</td>
<td>TBD</td>
<td>ROW Acquisition June 21, 2019</td>
<td>$11,600,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Schedule subject to Approved 2018-2027 STIP - Division Design Raleigh Let (DDRL) - design underway</td>
</tr>
<tr>
<td>U-2826-3.3</td>
<td>Add lanes of travel to US 52 from South of SR 2747 (Clemmons St 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 Jan. 1, 2025</td>
<td>$415,034,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td>Schedule subject to Approved 2018-2027 STIP - Raleigh Let</td>
</tr>
</tbody>
</table>
# Winston-Salem MPO Transportation Update

**Thursday, November 15, 2018**

## Projects Under Development

<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-5536</td>
<td>Construct a new route, Great Wagon Rd, from SR 1001 (Shallowford Rd) to SR 1308 (Lewisville-Vienna Rd) in Lewisville</td>
<td>June 21, 2022</td>
<td>TBD</td>
<td>ROW Acquisition June 19, 2020</td>
<td>$8,080,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td><strong>Schedule subject to Approved 2018-2027 STIP - Division Design Raleigh Let (DDRL) - Project Transferred from Town of Lewisville to NCDOOT. Public Meeting to be announced - February 2019</strong></td>
</tr>
<tr>
<td>U-5760</td>
<td>Kernersville Southern Loop (Phase I): Widen Big Mill Farm Rd and SR 2649 (Hopkins Rd) to multi-lanes 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/I-40 Bus.</td>
<td>April 19, 2022</td>
<td>TBD</td>
<td>ROW Acquisition April 17, 2020</td>
<td>$19,810,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td><strong>Schedule subject to Approved 2018-2027 STIP - (DDRL) Division Design Raleigh Let - Design in progress</strong></td>
</tr>
<tr>
<td>U-5786</td>
<td>Widen SR 1508 (Hickory Tree Rd) to multi-lanes from US 52/NC 8/Future I-285 to NC 150 (Peters Creek Parkway) in Kernersville</td>
<td>Feb. 21, 2023</td>
<td>TBD</td>
<td>ROW Acquisition Feb. 22, 2021</td>
<td>$21,889,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td><strong>Schedule based on Approved 2018-2027 STIP - Division Design Raleigh Let (DDRL) - Public Meeting was held July 30, 2018. Based on public comments received, we are reviewing the intersection of Old Salisbury and Friedberg Ch. Rd. to determine what improvements can be made.</strong></td>
</tr>
<tr>
<td>U-5824</td>
<td>Widen NC 66 (Old Hollow Rd) to Multi-lanes, from Harley Dr to Belaire Cir/Whitetail Village Ln in Walkertown</td>
<td>Feb. 15, 2023</td>
<td>TBD</td>
<td>ROW Acquisition Feb. 21, 2020</td>
<td>$15,300,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td><strong>Schedule subject to Approved 2018-2027 STIP - Project accelerated due to additional revenue (HB 97) - (DDRL) Division Design Raleigh Let - Public Meeting was held March 22, 2018 in Walkertown.</strong></td>
</tr>
<tr>
<td>U-5899</td>
<td>Construct new 2-lane roadway on new location - Forum Parkway Connector, from existing SR 3955 (Forum Parkway) to NC 66 (University Pkwy) in Rural Hall.</td>
<td>June 15, 2021</td>
<td>TBD</td>
<td>ROW Acquisition June 21, 2019</td>
<td>$10,500,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td><strong>Schedule subject to Approved 2018-2027 STIP - New project due to additional revenue (HB 97) - (DDRL) Division Design Raleigh Let - Public meeting was held on March 27, 2018 in Rural Hall. Design in process.</strong></td>
</tr>
<tr>
<td>U-5902A</td>
<td>Widen NC 150 to multi-lanes from US 64 to SR 1493 (Frye Bridge Rd) in Kernersville</td>
<td>Jan. 1, 2030</td>
<td>TBD</td>
<td>ROW Acquisition Jan. 30, 2027</td>
<td>$55,485,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td><strong>Schedule based on Approved 2018-2027 STIP - Division Design Raleigh Let (DDRL). Design and Planning work has stopped until the results of PS-0 are published.</strong></td>
</tr>
<tr>
<td>U-6003</td>
<td>Construct new 2-lane divided facility with bicycle / pedestrian accommodation on new route, from SR 1969 (Piney Grove Rd) to NC 150 (N. Main St) in Kernersville,</td>
<td>June 21, 2022</td>
<td>TBD</td>
<td><strong>ROW Acquisition June 30, 2021</strong></td>
<td>$8,100,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>**Schedule subject to Approved 2018-2027 STIP - Division Purchase Order Contract Let (DPOC): Public Meeting held February 22, 2018. Design in progress - <strong>acceleration of Right of way Acquisition to Nov. 30, 2018 requested</strong></td>
</tr>
<tr>
<td>U-6004</td>
<td>Convert SR 1103 (Lewisville-Clemmons Rd) to a 4-lane median divided facility, from I-40 to US 158 in Clemmons in Kernersville.</td>
<td>June 17, 2025</td>
<td>TBD</td>
<td>ROW Acquisition June 30, 2023</td>
<td>$4,290,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td><strong>Schedule subject to Approved 2018-2027 STIP - Division Design Raleigh Let (DDRL) - Public meeting was held July 10, 2018 for presentation of alternative for median only between I-40 and Stadium Drive. Village Council approved supporting the project in PS-0. Awaiting draft prioritization results.</strong></td>
</tr>
<tr>
<td>U-6005</td>
<td>Widen NC 65 (Bethania-Rural Hall Rd) to multi-lanes, from N. of US 52 to SR 3983 (Northbridge Dr) in Rural Hall</td>
<td>June 20, 2023</td>
<td>TBD</td>
<td>ROW Acquisition June 30, 2021</td>
<td>$16,128,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td><strong>Schedule subject to Approved 2018-2027 STIP - Division Design Raleigh Let (DDRL) - Planning underway. Met with Rural Hall Town Council on May 7, 2018. Public Meeting was held on Thursday, Oct. 4, 2018 at Rural Hall Town Hall.</strong></td>
</tr>
<tr>
<td>U-6059</td>
<td>Upgrade interchange at US 421/NC 150 (Salem Parkway) and SR 2662 (Lellaneous Rd) in Winston-Salem; Replace Bridge #211 over Norfolk Southern Railroad on SR 2377 (Old Greensboro Rd NE) in Winston-Salem (formerly B-5948)</td>
<td>June 17, 2025</td>
<td>TBD</td>
<td>ROW Acquisition June 30, 2023</td>
<td>$28,860,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td><strong>Schedule subject to Approved 2018-2027 STIP - Division Design Raleigh Let (DDRL) - Planning underway. (Combine with B-5948)</strong></td>
</tr>
<tr>
<td>U-6063</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 June 28, 2024</td>
<td>$2,125,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td><strong>Schedule subject to Approved 2018-2027 STIP - Division Purchase Order Contract Let (DPOC): Planning underway. The project may not move beyond this stage pending the results of PS-0 - Public meeting to be held Spring 2019</strong></td>
</tr>
<tr>
<td>U-6068</td>
<td>Widen US 421/NC 150 (Salem Parkway) to 6 lanes from Future I-74 in Kernersville to I-40 in Guilford County (Combine with B-5948)</td>
<td>Jan. 19, 2027</td>
<td>TBD</td>
<td>ROW Acquisition Jan. 17, 2025</td>
<td>$94,971,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td><strong>Schedule subject to Approved 2018-2027 STIP - Division Design Raleigh Let (DDRL)</strong></td>
</tr>
</tbody>
</table>
## Projects Under Development

<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-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 W-S - 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>
<tr>
<td>W-5709F 44855.3.6</td>
<td>Intersection Improvements at NC 65 and SR 1956 (Pine Hall Rd) and Curve Improvements on SR 1956 (Pine Hall Rd) approaching intersection with NC 65</td>
<td>June 26, 2019</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>Jan. 25, 2019</td>
<td>$500,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>Y-4809K 40325.3.F5</td>
<td>SR 2349 (Hammock Farm Rd) NSRR Rail Crossing (#470 2115) Closure in Forsyth Co</td>
<td>Sept. 3, 2019</td>
<td>TBD</td>
<td>ROW Acquisition Complete</td>
<td></td>
<td>$70,750</td>
<td>TBD</td>
<td>Kumar Trivedi, PE (919)707-4109</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></td>
<td>$1,600,000 and $1,590,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
</tbody>
</table>

## Locally Administered Projects under Development

<p>| B-2882 38329.3.1 | Replace Bridge #387 Over Peter's Creek on Glade St. in Winston-Salem | Sept. 21, 2020 | TBD | ROW Acquisition | Sept. 18, 2019 | $462,000 | TBD | Daniel Dagenhart (336)747-7807 | *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. Based on last email, no work has begun on this project and no one at the City was aware of the project. |
| B-5007 41111.3.1 | Replace Bridge #296 over NSRR on West First St. in Winston-Salem | Sept. 18, 2021 | TBD | ROW Acquisition | Sept. 30, 2019 | $700,000 | TBD | Daniel Dagenhart (336)747-7800 | *Schedule subject to Approved 2018-2027 STIP - Municipal Bridge Project (Non-DOT let) City of Winston-Salem |
| EB-4020C 33974.1.FD3 | Brushy Fork Greenway from Lowery St. to Reynolds Park Rd in Winston-Salem | Feb. 28, 2019 | TBD | ROW Acquisition in progress | | $1,175,000 | TBD | Brett Abernathy, PE (336)747-7800 | (Non-DOT let) City of Winston-Salem |
| EB-5722 50418.3.1 | Construct sidewalk on north side of NC 67 (Silas Creek Parkway) to connect existing sections from Bolton St. to Lockland Avenue in Winston-Salem | June, 2020 | Dec., 2020 | | $1,822,000 | TBD | Brett Abernathy, PE (336)747-7800 | (Non-DOT let) City of Winston-Salem - $45,000 in PE funded through current STIP, $498,000 in PE funded through MPO STBG allocation. $910,000 in ROW funded through MPO STBG allocation. $450,000 in CON funded through current STIP. Additional $1,372,000 in CON needed in TAP funding (Pending State approval) is needed in order to complete the project. |
| EB-5810 44662.3.1 | Construction of 760 Linear Foot of Sidewalk on Barbara Jane Avenue from Old Greensboro Road to Woodrow Powell Drive | April, 2020 | Dec. 2021 | | $220,000 | TBD | Brett Abernathy, PE (336)747-7800 | New project due to additional revenue (HB 97). Funding contingent on receipt of local match commitment from municipality (City of Winston-Salem) - Scope reduction pending State approval of PID. $60,000 in PE funded by MPO STBG allocation. $220,000 funded in current STIF. |
| EB-5811 44663.3.1 | New Multiuse path, construct pedestrian bridge over the Salem Creek Connector in Winston-Salem | TBD | TBD | | $2,400,000 | TBD | Brett Abernathy, PE (336)747-7800 | New project due to additional revenue (HB 97). Funding contingent on receipt of local match commitment from municipality (City of Winston-Salem). Feasibility Study to begin in FFY 19 and conclude in FFY 20. Upon completion city staff will submit an updated PID for State approval. PE and ROW figures TBA. |
| EB-5812 44664.3.1 | Construct new Salem Creek Greenway, Forsyth Technical Community College to existing greenway at Marketplace Mall in Winston-Salem. | TBD | TBD | | $1,650,000 | TBD | Brett Abernathy, PE (336)747-7800 | New project due to additional revenue (HB 97). Funding contingent on receipt of local match commitment from municipality (City of Winston-Salem). Feasibility Study to begin in FFY 19 and conclude in FFY 20. Upon completion city staff will submit an updated PID for State approval. PE and ROW figures TBA. |</p>
<table>
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<th>Contractor</th>
<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>U-559A</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-review of lighting portion of project now occurring</td>
</tr>
<tr>
<td>U-5617</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 30, 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 - Town of Lewisville - Planning / Design / ROW / Construction by Town of Lewisville</td>
</tr>
<tr>
<td></td>
<td>Locally Administered Projects under Development</td>
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<td></td>
<td>Bridge Replacement Projects under Development</td>
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</tr>
<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></td>
<td>$1,800,000</td>
<td>TBD</td>
<td>Daniel Dagenhart</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></td>
<td>$2,000,000</td>
<td>TBD</td>
<td>Daniel Dagenhart</td>
<td></td>
</tr>
<tr>
<td>17BP.9.R.102</td>
<td>Replace Bridge #210 over Salem Creek on SR 2377 (Old Greensboro Rd) in Kernersville</td>
<td>July 27, 2022</td>
<td>TBD</td>
<td></td>
<td>$1,400,000</td>
<td>TBD</td>
<td>Daniel Dagenhart</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></td>
<td>$2,500,000</td>
<td>TBD</td>
<td>Daniel Dagenhart</td>
<td></td>
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<tr>
<td></td>
<td>Completed Projects</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>17BP.9.C.2</td>
<td>Replace Culvert No. 133 on Ellison Creek at SR 1170 (Dull Rd) in Forsyth County</td>
<td>Oct. 25, 2017</td>
<td>March 30, 2018 (observation period for vegetation until March 30, 2018)</td>
<td>100% Complete</td>
<td>$491,367</td>
<td>Smith-Rowe LLC</td>
<td>Jordan Scott, PE (336)293-9610</td>
<td>Project has been accepted. Vegetation has been established and project is complete.</td>
</tr>
<tr>
<td>2017CPT.09.30.10341.1 (DI01071)</td>
<td>Milling, Resurfacing, Shoulder Reconstruction, and Pavement Markings on 3.46 miles of I-40, between Clemmonsville Rd and the I-40 US 311 Split</td>
<td>Sept. 13, 2017</td>
<td>Aug. 24, 2018</td>
<td>98% Complete</td>
<td>$2,603,174</td>
<td>Sharpe Brothers</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>The contractor is working on the punch list for the project. All work is expected to be complete by November 2018.</td>
</tr>
<tr>
<td>2018CPT.09.13.20342 (DI00187)</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. 7, 2018</td>
<td>100% Complete</td>
<td>$293,212</td>
<td>Whitehurst Paving Co., Inc</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>All contract work is complete and accepted.</td>
</tr>
<tr>
<td>I-5766</td>
<td>Express Design Build - Pavement Rehabilitation of I-40 from 0.9 mile E of NC 150 (Peters Creek Pkwy) to NC 109 (Thomassville Rd) in Forsyth County</td>
<td>Feb. 21, 2017</td>
<td>June 1, 2018</td>
<td>100% Complete</td>
<td>$12,384,965</td>
<td>Lane Construction Corp.</td>
<td>Jordan Scott, PE (336)293-9610</td>
<td>Express Design Build - Work complete and project accepted on June 1, 2018.</td>
</tr>
<tr>
<td>U-2707</td>
<td>SR 3000, I-2707 Extension, from SR 2999 (Hampton Rd) to US 158 (Collierville Rd), two lane shoulder on new location. Includes Bridge #109 on SR 2999 (Hampton Rd) over NSRR</td>
<td>April 19, 2016</td>
<td>July 17, 2018 (perm. vegetation established by Oct. 27, 2018)</td>
<td>100% Complete</td>
<td>$11,693,639</td>
<td>Smith-Rowe, LLC</td>
<td>Jordan Scott, PE (336)293-9610</td>
<td>Project accepted on July 17, 2018. Awaiting vegetation establishment.</td>
</tr>
<tr>
<td>W-5510</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 30, 2018 (perm. veg. established Dec. 28, 2018)</td>
<td>99% Complete</td>
<td>$4,040,543</td>
<td>Yates Construction Co., Inc</td>
<td>Marcus Kiser, PE (336)747-7950</td>
<td>Contractor is working on the final punchlist items. Should be finished by the first of November.</td>
</tr>
</tbody>
</table>
Air Quality Notes:

- Proposed Changes to Corporate Average Fuel Economy (CAFE) Standards
  - The proposed rule aims to freeze CAFE standards for model year (MY) 2021-2026 vehicles at the MY 2020 levels based on safety and economic considerations.
  - The preliminary environmental impact statement (EIS) for the SAFE Rule states that while the rule would lead to increased fuel consumption, impacts on pollutant and greenhouse gas emissions would be minimal.
  - The comment period for the rule ends on October 26, 2018.
  - DAQ and DEQ are reviewing the NPRM and supporting documentation and are developing comments for the proposed rule.

Air Quality Report:

<table>
<thead>
<tr>
<th>Year</th>
<th>GREEN</th>
<th>YELLOW</th>
<th>&gt;=ORANGE</th>
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<tbody>
<tr>
<td>2017</td>
<td>74%</td>
<td>26%</td>
<td>0.4%</td>
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<td>2018</td>
<td>70%</td>
<td>30%</td>
<td>1.2%</td>
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Ozone (March - October) Color Code Days

<table>
<thead>
<tr>
<th>Year</th>
<th>Ozone Days</th>
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<tbody>
<tr>
<td>2017</td>
<td>181</td>
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<tr>
<td>2018</td>
<td>170</td>
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</table>

Item 11, Staff Reports, Page 8
PART Express Updates

- PART Express Ridership totaled 33,900 for the month of September.

- PART Express now serving Clemmons with new Route 28 West Forsyth Express. Also the Kernersville Park & Ride Lot has been relocated to Kernersville Town Hall. Enhanced service for Business 40 Closure started Monday, October 29th.

- Two new Startrans shuttles are now rolling and wrapped in the fresh design.

TouchPass Readers have been installed on PART Buses and Shuttles

Passengers can begin using the new technology in early November with the XPass employer discount program. Systemwide mobile ticketing coming soon!

In The Region

- Upcoming WSTA Route Adjustments with Business 40 Closure
- Have Feedback for High Point Transit System, Provide through the new form on their website
- PART Board Member/Guilford County Commissioner Carolyn Q. Coleman honored with the State’s highest Civilian Award - The North Carolina Award

STAY CONNECTED

www.PARTNC.org  336.883.7278
contactus@partnc.org
facebook.com/partnc  @partnc
youtube.com/partnc
Bus Tracking App
Regional Planning

- A Community Viz Steering Committee was held on Oct 25th with 14 partners attending representing cities, counties, and MPO’s.
- The Travel Demand Model 2017 Base Year update on schedule. Centroid adjustments made, transit route and ridership data added. NCDOT and MPO traffic counts underway.
- The Transit Asset Management Plan was approved by the PART Board and uploaded into the National Transit Database.

Commuter Resources/TDM

- An event was held at Forsyth Medical Center to promote incentives for the Business 40 Program.
- Two on site employee information sessions at Wells Fargo in partnership with NCDOT to discuss Business 40 Initiatives.
- Held staff training in coordination with WSTA to inform Call Center on WSTA changes for Business 40.
- Continuing to promote Share the Ride NC with college and university outreach at Forsyth Tech Fall Festival, Guilford College Student Fair, and DCCC Fall Festival.

Regional Marketing

- Promotions for the Business 40 Routes and Resources continue to be released with additional public outreach in the next few weeks with media buys on Digital Billboards, Radio, Social Media, and Press Coverage on Local News Stations.
- PART has attended several events for promotion of PART Service including the NCDOT Public Meetings, DTWS Partnership Luncheon, Forsyth Medical Center Info Session, DCCC Fall Festival, WS Dash Business 40 Closing Party and Truliant Health Fair.

Piedmont Transit Resources Call Center

- In September the Call Center had 8,943 presented calls.
- The majority of the calls were about PART Shuttle, PART Fixed Route Bus, High Point Transit Fixed Route Bus, DCTS Thomasville Rider Info, PART Rider Info.
DCTS MPO Update

Current Projects:

- **Development of a 4th Deviated Fixed Route.** Work continues on the implementation of our 4th Route. 5307 funding through the Winston-Salem MPO enables us to move forward with our plan to begin the new route January 2, 2019.

- **New Operating Hours for Lexington and Connector Deviated Fixed Route.** On October 1st, DCTS began operating both the Lexington and Connector Routes Monday thru Friday, 6:00 AM to 6:00 PM.

- **Replacement Buses.** 2 replacement buses were ordered on 9/24/2018. Delivery anticipated February/March.

**Hurricane Evacuation.** During the recent hurricane, the County EOC dispatched us to assist in evacuating people in South Davidson County that were cut off by flood waters. The photo, on the right, shows the bus being sandwiched by two fire trucks to drive through the flood waters. The local residents decided to stay in their homes and not leave.

<table>
<thead>
<tr>
<th>Thomasville</th>
<th>Deviated Fixed Routes</th>
<th>Riders</th>
<th>Hours</th>
<th>Miles</th>
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<td>July</td>
<td>4,468</td>
<td>300</td>
<td>6,300</td>
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<td>August</td>
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<td>September</td>
<td>3,327</td>
<td>276</td>
<td>5,710</td>
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<table>
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<th>Deviated Fixed Routes</th>
<th>Riders</th>
<th>Hours</th>
<th>Miles</th>
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<td>July</td>
<td>4,278</td>
<td>231</td>
<td>3,907</td>
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<tr>
<td>August</td>
<td>5,362</td>
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<td>September</td>
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<td>209</td>
<td>3,509</td>
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<table>
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<th>Deviated Fixed Routes</th>
<th>Riders</th>
<th>Hours</th>
<th>Miles</th>
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<tr>
<td>July</td>
<td>1,944</td>
<td>168</td>
<td>4,475</td>
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<tr>
<td>August</td>
<td>2,196</td>
<td>184</td>
<td>4,906</td>
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<tr>
<td>September</td>
<td>1,746</td>
<td>152</td>
<td>4,094</td>
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November 2, 2018
Winston-Salem Bike Summit (The Warehouse, 1245 Ivy Avenue, Winston-Salem)

November 6, 2018 – December 10, 2018
Project Submittal Window for CMAQ funding

November 14, 2018
The Many Faces of Gentrification Symposium, sponsored by the City of Winston-Salem Human Relations Department, The Anderson Center, WSSU

November 15, 2018
Regular meeting of the TAC and TCC

Beginning of January 2019
2020-2029 Draft STIP Released

January 17, 2019
Regular meeting of the TAC and TCC

February 21, 2019
Regular meeting of the TAC and TCC

March 21, 2019
Regular meeting of the TAC and TCC

May 16, 2019
Regular meeting of the TAC and TCC

July 18, 2019
Regular meeting of the TAC and TCC

September 19, 2019
Regular meeting of the TAC and TCC

November 21, 2019
Regular meeting of the TAC and TCC
# Transportation Acronyms/Abbreviations

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<th>Corresponding Term</th>
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<td>AA</td>
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<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic</td>
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<td>AASHTO</td>
<td>American Association of State and Highway Transportation Officials</td>
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<td>ACTT</td>
<td>Accelerated Construction Technology Transfer</td>
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<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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<td>AFV</td>
<td>Alternative Fuel Vehicle</td>
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<td>AICP</td>
<td>American Institute of Certified Planners</td>
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<td>Association of Metropolitan Planning Organizations</td>
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<td>APTA</td>
<td>American Public Transportation Association</td>
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<td>AQCDR</td>
<td>Air Quality Conformity Determination Report</td>
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<td>ARID</td>
<td>Attribute Road Inventory Database</td>
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<td>ASLA</td>
<td>American Society of Landscape Architects</td>
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<td>AVL</td>
<td>Automatic Vehicle Locator</td>
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<td>B/C</td>
<td>Benefit/Cost Ratio</td>
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<td>BGMPO</td>
<td>Burlington-Graham Metropolitan Planning Organization</td>
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<td>BMP</td>
<td>Best Management Practices</td>
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<td>CAA/CAAA</td>
<td>Clean Air Act/Clean Air Act Amendments of 1990</td>
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<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>C3</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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<td>CERCLA</td>
<td>Comprehensive Environmental Response, Compensation &amp; Liability Act</td>
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<td>CFR</td>
<td>Code of Federal Regulations</td>
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<td>CIA</td>
<td>Community Impact Assessment</td>
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<td>CIP</td>
<td>Capital Improvements Program</td>
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<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality Program</td>
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<td>CMP/CMS</td>
<td>Congestion Management Processes/System</td>
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<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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<td>DEIS</td>
<td>Draft Environmental Impact Statement</td>
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<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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<td>FAST Act</td>
<td>Fixing America’s Surface Transportation Act (of 2015)</td>
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<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>
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<tr>
<td>Acronym</td>
<td>Definition</td>
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<td>FFC</td>
<td>Federal Functional Class</td>
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<td>FFY</td>
<td>Federal Fiscal Year (Oct. 1 – Sept. 30)</td>
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<td>FHWA</td>
<td>Federal Highway Administration</td>
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<td>FY</td>
<td>Fiscal Year (July 1 – June 30) (State/Local)</td>
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<td>FONSI</td>
<td>Finding of No Significant Impact</td>
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<td>FRA</td>
<td>Federal Railroad Administration</td>
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<td>FTA</td>
<td>Federal Transit Administration</td>
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<td>GIS</td>
<td>Geographic Information System</td>
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<td>GPS</td>
<td>Global Positioning System</td>
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<td>GUAMPO</td>
<td>Greensboro Urban Area Metropolitan Planning Organization</td>
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<td>HCM</td>
<td>Highway Capacity Manual</td>
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<td>HOT</td>
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<td>HOT Lanes</td>
<td>High Occupancy Toll Lanes</td>
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<td>High Occupancy Vehicle</td>
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<td>HPMPO</td>
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<td>HPMS</td>
<td>Highway Performance Monitoring System</td>
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<td>HSIP</td>
<td>Highway Safety Improvement Program</td>
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<td>I/M</td>
<td>Inspection/Maintenance Program</td>
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<td>Intermodal Surface Transportation Efficiency Act</td>
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<td>ITE</td>
<td>Institute of Transportation Engineers</td>
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<td>ITS</td>
<td>Intelligent Transportation Systems</td>
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<tr>
<td>IVHS</td>
<td>Intelligent Vehicle Highway Systems</td>
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<td>JARC</td>
<td>Job Access and Reverse Commute Program</td>
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<td>LEDPA</td>
<td>Least Environmentally Damaging Preferred Alternative</td>
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<td>LEED</td>
<td>Leadership in Energy and Environmental Design</td>
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<td>LEP</td>
<td>Limited English Proficiency</td>
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<td>LGE</td>
<td>Local Government Entity</td>
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<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>Light-Rail Transit</td>
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<td>MAB</td>
<td>Metropolitan Area Boundary</td>
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<td>MAC</td>
<td>Metro Activity Center</td>
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<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century</td>
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<td>MIS</td>
<td>Major Investment Study</td>
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<td>MLI</td>
<td>Minority and Low Income (Populations)</td>
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<td>MOA</td>
<td>Memorandum of Agreement</td>
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<td>MOU</td>
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<td>Metropolitan Statistical Area</td>
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<td>MUTCD</td>
<td>Manual on Uniform Traffic Control Devices</td>
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<td>Description</td>
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<td>Nitrogen Oxide</td>
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<td>Overall Contract Time</td>
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<td>Origin/Destination</td>
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<td>PDS</td>
<td>Planning and Development Services (City-County Planning &amp; Inspections)</td>
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<td>Professional Engineer or Preliminary Engineering</td>
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<td>Project Development and Environmental Analysis Branch (of NCDOT)</td>
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<td>Private or Professional Engineering Firm</td>
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<td>Project Information Data Sheet</td>
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<td>PL Funds</td>
<td>Funds for transportation planning designed under Public Law 93-87, the Federal Highway Act of 1973</td>
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<td>PM 2.5</td>
<td>Particulate Matter 2.5 Microns in Size</td>
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<td>PPP or P³</td>
<td>Public Participation Policy</td>
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<td>Plans, Specifications &amp; Engineering or Estimates</td>
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<td>Request for Proposals/Request for Qualifications</td>
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<td>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users</td>
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<td>State Historic Preservation Office</td>
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<td>SHRDP</td>
<td>Strategic Highway Research Program</td>
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<td>SMF</td>
<td>Strategic Mobility Formula</td>
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<td>Single Occupant/Occupancy Vehicle</td>
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<td>SPOT</td>
<td>Strategic Planning Office of Transportation (of NCDOT)</td>
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<td>Statewide Planning and Research</td>
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<td>Safe Routes to School</td>
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<td>Surface Transportation Block Grant</td>
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<td>STBG-DA</td>
<td>Surface Transportation Block Grant – Direct Attributable</td>
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<td>Strategic Transportation Investments</td>
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<td>Surface Transportation Program – Direct Attributable</td>
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<td>Description</td>
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<tr>
<td>TCC</td>
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<tr>
<td>TCM</td>
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<tr>
<td>TDM</td>
<td>Transportation Demand Management</td>
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<td>TDP</td>
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<td>TSM</td>
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<td>TEA-21</td>
<td>Transportation Equity Act for the 21st Century</td>
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<tr>
<td>TIGER (line data)</td>
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<td>TIP</td>
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<td>TIS</td>
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<td>TMA</td>
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<td>TPB</td>
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<td>Truck Travel Time Reliability</td>
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<tr>
<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>
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<tr>
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<td>V/C Ratio</td>
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<tr>
<td>VMS</td>
<td>Variable Message Sign</td>
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<tr>
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