

## C. FUNDING RESOURCES

### 8.1 LOCAL FUNDING

#### City Budget

Currently, most counties and towns do not have an annual budget line item specifically for bicycle improvements, due to in part the role NCDOT plays on many of the roadways in the region that are in the most need for bicycle-related improvements. Such improvements are typically rolled into overall transportation or public works budgets. Winston-Salem does not currently have a line-item for multi-modal improvements.

#### Capital Improvement Program (CIP) budget/funding:

The city's CIP is a 5-year financial plan for its major infrastructure needs, establishing priorities and potential funding sources. The CIP is approved annually as part of the city's budget and allocates tax revenues to, amongst other things, traffic calming, traffic safety, street resurfacing and greenway projects.

**Bonds:** Municipal bonds are financial bonds issued by the city to fund numerous projects, typically by tax increases outlined in a referendum voted on by residents. For example, Winston-Salem residents approved a \$122M general obligation bond in 2018 which included street resurfacing, 2-way street conversions, streetscape, bike/ped, and greenway projects.

**Municipal Services District:** The Municipal Service District Act allows North Carolina municipalities to establish special taxing districts to fund a variety of services and functions. When a city establishes a special taxing district for the purpose of financing downtown revitalization projects, it is commonly referred to as a Business Improvement District or BID. The downtown Winston-Salem Business Improvement District (DWSBID) comprises a 60-block area in Winston-Salem's core Central Business District and was created for the purpose of financing downtown revitalization projects. While capital projects could fall within the purview of downtown revitalization, it is not currently in the scope of services.

**Developer requirements and exactions:** Local jurisdictions can update the local land use and development ordinances to require that bicycle facilities, sidewalks and greenway segments are built as part of new developments of certain size and type. As a best practice, the requirement for bicycle facilities in the land use and development ordinances is linked to a specific adopted planning document which indicates where bicycle facilities would be required. The requirement for on-road bicycle facilities is frequently linked to specific street types (e.g., bicycle lanes could be required for collector streets but not for alleys).

**Private/public partnerships:** It may be advantageous at times for the city to enter into agreements with developers

to accept payments-in-lieu to help fund larger projects in the future, or to provide developers funding to build more than they are required. These types of case-by-case agreements help complete key connections or incentivize future developments.

**Tax Increment Financing (TIF) District:** TIF districts are established to fund projects within the district and repay those costs through the incremental increase in tax revenues resulting from redevelopment. TIF districts can be formally established by the city or “synthetically” administered by monitoring and accounting for the increases in city financial records. Winston-Salem does not have any existing TIF Districts.

## 8.2 STATE AND FEDERAL FUNDING

The state and federal funding opportunities listed below are subject to changes in administration. It is recommended that the status and availability of any federal funding listed here is confirmed through the provided links<sup>1</sup> or other appropriate channels, particularly:

**NCDOT State Transportation Improvement Program (STIP) funding:** Based on current prioritization formulas, state funding specifically for non-motorized transportation is limited to 4 percent of STIP budget and is a competitive process, 2 percent at the statewide level and 2 percent at local level split between the 14 NCDOT divisions. All projects not funded specifically as roadway or non-motorized also compete for an additional 6 percent of the total budget. While there is stiff competition for ped/bike projects statewide, the city has had success in getting bike/ped projects into the STIP. Bicycle and pedestrian projects require a 20 percent local funding commitment to be submitted into the state’s biennial prioritization process.

**MPO Planning Funds:** These transportation planning funds require a 20 percent local match that are allocated through the Unified Planning Work Program (UPWP). These reimbursable funds cannot be used for full preliminary engineering of infrastructure projects, though can provide for early technical findings as part of a feasibility study.

**Surface Transportation Block Grants (STBG):** STBG grants provides states with flexible funds which may be used for a variety of highway, road, bridge, transit, and non-motorized transportation projects. A wide variety of improvements are eligible, including bicycle projects, multi-use paths, sidewalks, crosswalks, pedestrian signals, and other ancillary facilities. STBG funded facilities may be located on local and collector roads which are not part of the Federal-Aid Highway System.

**Surface Transportation Block Grant - Directly Attributable (STBG-DA) / Transportation Alternatives Program - Directly Attributable (TAP-DA) Funding:** These are formula, urban surface transportation funds that are directly allocated to MPOs through NCDOT per federal transportation legislation. WSUAMPO allocates DA funds for both the highway and non-highway program. The programs provide monetary assistance for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. Other eligible activities include conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users. See the TAP program page for full list of eligible projects. TAP funds are sub-allocated based on population and the remaining funds may be used in any area of the state. In order to allocate available TAP funds, the Federal Highway Administration (FHWA) requires that each MPO adopt a project ranking methodology, specific to TAP, which scores projects based on locally-identified project criteria. This methodology is to be determined by the individual MPO, based on the MPO’s funding and planning priorities, and must be reviewed by FHWA.

The amount of TAP funding available to individual MPOs in each fiscal year is determined by two factors: 50 percent of the funding amount is based on the population of the MPO; the other 50 percent of the funding is based on a general apportionment. Nationwide, TA/TAP bicycle and pedestrian surface transportation projects made up approximately 40 percent of TA/TAP obligated funds in 2018.

The WSUAMPO puts out a call for proposals from local governments seeking funding. These proposals are evaluated, ranked, and submitted to the WSUAMPO Transportation Advisory Committee for final approval. In 2018, the total proposed funding allocation by WSUAMPO for TAP projects was \$10.8 million, with approximately 55 percent allocated to bicycle, pedestrian, and greenway projects.

**Congestion Mitigation/Air Quality Improvement Program (CMAQ):** This funding can be used to build bicycle and pedestrian facilities that reduce travel by automobile. Recreation-only facilities generally are not eligible. NCDOT serves as the administrator for this program. A local match is required at the regional and sub-regional level. Forsyth County is listed as a current air quality maintenance and non-attainment area for fund eligibility. Nationwide,

<sup>1</sup> For a list of eligible Pedestrian and Bicycle Funding Opportunities by funding source from FHWA, see the following quick reference: [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm)

CMAQ bicycle and pedestrian surface transportation projects made up approximately 20 percent of CMAQ obligated funds in 2018. NCDOT allocated \$1,980,058 to the WSUAMPO for Fiscal Year 2019. The Business-40/US 421 Multi-Use Path (U-2827) is a recent example of the use of CMAQ funds for a bike/ped project.

**Highway Safety Improvement Program (HSIP):** Eligible projects for this program include bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for non-motorized users in school zones. Depending on the cost and nature of the countermeasures, the investigations may result in requesting division maintenance forces to make adjustments or repairs, developing Spot Safety projects, developing hazard elimination projects, making adjustments to current TIP project plans or utilizing other funding sources to initiate countermeasures.

**USDOT's BUILD Grants:** This program replaces the former Transportation Investment Generating Economic Recovery Grant Program by USDOT. It provides opportunities for USDOT to invest in roads and other projects that have a significant local or regional impact. For the 2018 round of BUILD Transportation grants, the maximum grant award is \$25 million for a single project, and no more than \$150 million can be awarded to a single state. There is a \$5 million minimum award for projects located in urban areas, and a \$1 million minimum for rural projects.

**Private and Non-Profit Grant Opportunities:** Another method of funding bicycle facilities is to partner with public agencies, private companies and/or non-profit organizations. Most private funding sources offer limited grants and public-private partnerships engender a spirit of cooperation, civic pride and community participation. Details regarding these opportunities may vary and change regularly. People For Bikes has a grant program that typically supports up to \$10,000 for projects and programs in the U.S. BikeWalk NC won the maximum award in 2018 for a campaign to strengthen the State's Complete Streets Policy. Most grants are focused on infrastructure projects. The Z. Smith Reynolds Foundation leverages two grants opportunities for short-term funding: Community Progress Fund (\$20,000-\$30,000 per year for one or two years) and Collaborative Problem Solving (\$50,000 to \$150,000 a year for up to four years). Criteria and focus areas for each grant differ. Other opportunities include the *Blue Cross Blue Shield of North Carolina Foundation, the North Carolina Community Foundation, the Bank of America Charitable Foundation and REI Foundation.*

#### **WSUAMPO Call for Projects Application**

(Please see following pages)

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
2018 CALL FOR PROJECTS  
PROJECT APPLICATION

Date: \_\_\_\_\_

Municipality: \_\_\_\_\_

Submitted by: \_\_\_\_\_

Title: \_\_\_\_\_

- Project Type:
- Sidewalk
  - Greenway
  - Small Roadway Project
  - Streetscape Improvements
  - Intersection Improvement
  - Transit
  - Other (Provide Details)

Location of project: \_\_\_\_\_

Limits of Project: \_\_\_\_\_

Length of project: \_\_\_\_\_

**Description of Need**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Reimbursement**

- Phases of work requested:  Preliminary Engineering
- Right of Way/Utility Relocation
- Construction

Is the municipality prepared to pay the required match on the above phases of work?

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If yes, provide a Letter of Support for the 20% match.

**Cost Estimates**

Provide cost estimates (and source) for each phase of work.

Preliminary Engineering \_\_\_\_\_

Right of Way/Utilities \_\_\_\_\_

Construction \_\_\_\_\_

Were realistic quantities and current bid prices used for the construction estimate? \_\_\_\_\_

Were provisions for construction administration included in the estimate? \_\_\_\_\_

**Schedule**

Preliminary Engineering \_\_\_\_\_

Right of Way/Utilities \_\_\_\_\_

Construction \_\_\_\_\_

Is the proposed completion date realistic and obtainable? \_\_\_\_\_

How was the project schedule determined? \_\_\_\_\_

Has adequate time been allocated for acquiring right of way? \_\_\_\_\_

Has adequate time been allocated for relocating utilities? \_\_\_\_\_

Has adequate time been allocated for the process of soliciting and securing a private engineering firm to assist with design of the project? \_\_\_\_\_

Has adequate time been allocated for the process of soliciting and securing a private engineering firm to assist with the administration and inspection of the project? \_\_\_\_\_

Has adequate time been allocated for application and securing any applicable permits? \_\_\_\_\_

Has adequate time been allocated for NCDOT to review and approve plans and specifications? \_\_\_\_\_

Has adequate time been allocated for review and concurrence of bid award? \_\_\_\_\_

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**Right of Way**

Will proposed project require acquisition of easements and/or right of way?

\_\_\_\_\_

If proposed project makes improvements to an existing facility, is the existing right of way sufficient for improvements? \_\_\_\_\_

Is there sufficient right of way to accommodate relocation of utilities if needed?

\_\_\_\_\_

To what extent has the availability of right of way been investigated?

Explain in detail:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Is the Municipality aware of the requirements for acquiring and certifying right of way using federal funds? \_\_\_\_\_

**Utilities**

What utilities are present on the proposed project site?

- Gas
- Water
- Sewer
- Power (Aerial and/or Underground)
- Communications (Aerial and/or Underground)
- Cable TV
- Other

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List owners and contacts of all utilities:

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Will the proposed project necessitate relocation of any of the above? \_\_\_\_\_

If so, have estimates been secured from the utility owners? \_\_\_\_\_

Is the municipality prepared to pay for the utility re-location? \_\_\_\_\_

Will Public Utility Easements (PUE's) be required? \_\_\_\_\_

If so, is the municipality prepared to acquire these? \_\_\_\_\_

To what extent have the potential utility conflicts been investigated? Explain in detail:

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**Environmental Issues**

Are there potential environmental concerns (including but not limited to: historic properties, wetlands, endangered species, flood studies, air and water quality issues) on or near the project site? \_\_\_\_\_

To what extent have these impacts been investigated? Explain in detail:

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**NCDOT**

If proposed project is on a NCDOT route, has NCDOT reviewed projects? \_\_\_\_\_

If so, provide contact person and information: \_\_\_\_\_

\_\_\_\_\_

Has an NCDOT encroachment agreement been issued? \_\_\_\_\_ Applied for? \_\_\_\_\_



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**BICYCLE & PEDESTRIAN PROJECT EVALUATION**

**Project Name/Route/Title:** \_\_\_\_\_  
**Project Type:**     Bicycle     Pedestrian

<b>Access:</b> <i>(Within .5 miles of pedestrian facility / within 1.5 miles of bicycle facility)</i>		
-High-Density Residential Areas (at least 12 units/acre)	4	_____
-Transit Station (Hub or Main Terminal)	4	_____
- Major Employment Center (Activity Centers as defined in Legacy 2030 Update)	4	_____
-School <input type="checkbox"/> K-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> College/University	4	_____
- Cultural Attraction (museum, stadium, theater, etc.)	4	_____
- Park/Playground/Recreation Center	4	_____
- Shopping/Retail & Services	4	_____
- Municipal Site (local, county, state, or federal government office or property, not including council or judicial chambers)	4	_____
MAXIMUM POINTS – 32		Total _____
<b>Constructability:</b>		
ROW Acquired		
50-100%	10	_____
25-50%	5	_____
0-25%	3	_____
Has the project been studied through a preliminary engineering process?		
<input type="checkbox"/> Yes	5	_____
<input type="checkbox"/> No		
Is the project included in an adopted plan?		
<input type="checkbox"/> Yes	5	_____
<input type="checkbox"/> No		
MAXIMUM POINTS – 20		Total _____
<b>Safety:</b>		
Crashes		
5 or more	15	_____
4	12	_____
3	10	_____
2	7	_____
1	5	_____
Posted Speed Limit		
55 and over	15	_____
40 to 50	12	_____
30 to 40	7	_____
25	5	_____
MAXIMUM POINTS – 30		Total _____
<b>Connections:</b> <i>(Connections to existing or funded Sidewalk/Greenway/Bike/Transit Facilities)</i>		
3, or more, connections	18	_____
2 connections	12	_____
1 connection	6	_____
MAXIMUM POINTS – 18		Total _____
<b>Total:</b>		

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**Additional Information**

Please provide additional information concerning any due diligence the municipality has performed to sustain the viability of the proposed project.

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**Please provide the following documentation with your application if applicable and available:**

- Turning movement counts
- Signal warrant analysis
- Speed or delay studies
- Accident diagrams
- Preliminary/conceptual designs
- Project Map
- Right-of-way identification
- Letter of Support for 20% match
- Cost estimate

*Please submit this form to Kelly Garvin by **January 31, 2018**  
Winston-Salem Department of Transportation P.O. Box 2511 Winston-Salem, NC 27102  
Tel: 336.747.6881 Fax: 336.748.3370 Email: [kellym@cityofws.org](mailto:kellym@cityofws.org)*