February 26, 2021

J. Eric Boyette, Secretary
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501

Dear Secretary Boyette:

SUBJECT: Resolutions Adopted in February 2021 by the Winston-Salem Urban Area MPO TAC

Please find enclosed signed copies of resolutions approved by the Transportation Advisory Committee of the Winston-Salem Urban Area MPO in February 2021 as follows:

- Certification of the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) transportation planning process for Fiscal Year 2021-2022.
- Approval of the Fiscal Year 2020-2029 Metropolitan Transportation Improvement Program (MTIP) amendments and modifications for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).
- Support of the Yadkin Valley Regional Bicycle Plan.

Please contact Kirk Ericson, TAC Secretary, at 336.747-7045 or kirke@cityofwfs.org if you have questions.

Sincerely,

[Signature]
Mike Horn, Chairman
Transportation Advisory Committee

Enclosures
dc: Andy Bailey and Daryl Vreeland, NCDOT Statewide Planning Branch
     Mike Stanley, PE, NCDOT TIP Development Unit
     Heather J. Hildebrandt, Integrated Mobility Division
     Marta Matthews, NCDOT Transportation Program Management
     Pat Ivey, Brett Abernathy, and Fred Haith NCDOT Division 9
     Phillip Vereen and Pam DiGiovanni, NCDOT Division of Public Transportation
     Suzette Morales, FHWA, NC Division
     Scott Rhine, Director, PART
     Tracey Jackson, Assistant to the Secretary, NCDOT
RESOLUTION
CERTIFYING THE WINSTON-SALEM URBAN AREA
METROPOLITAN PLANNING ORGANIZATION (WSUAMPO)
TRANSPORTATION PLANNING PROCESS
FOR FISCAL YEAR 2021-2022

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

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

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

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

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

WHEREAS, the Winston-Salem Urban Area 2045 Metropolitan Transportation Plan meets all the requirements for an adequate transportation plan; and

WHEREAS, the Winston-Salem Urban Area Metropolitan Transportation Improvement Program (MTIP) for Fiscal Year 2020-2029 is a subset of the currently conforming Winston-Salem Urban Area 2045 Metropolitan Transportation Plan; and

WHEREAS, the federal certification review conducted by FHWA and FTA in the fall of 2016 determined that the MPO’s transportation planning process is being carried out in substantial compliance with applicable provisions of 23 U.S.C. 134 and 49 U.S.C. 5304.

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

Adopted on this the 18th day of February, 2021.

[Signature]
Mike Horn, Chairman
Transportation Advisory Committee

[Signature]
Kirk E. Ericson, Secretary
Transportation Advisory Committee
Introduction

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

- Section 134 of Title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607); and
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240) regarding the involvement of disadvantaged business enterprises (DBE) in the FHWA and FTA funded planning projects; and

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

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

   Response: Yes.

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

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

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

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

   The Winston-Salem UZA expanded farther south into Davidson County taking in the community of Welcome and most of the City of Lexington along the US 52 corridor. In 2012, the Winston-Salem, High Point and Cabarrus-Rowan MPOs developed and informally agreed on a new Metropolitan Area Boundary (MAB) map subject to the approval of the City of Lexington, the Davidson County Commission and the NCDOT. Those approvals were received and a new MAB for each MPO has been established.

   The MPOs agreed that the Winston-Salem MPO would only include some additional area north of Welcome and west over to the Yadkin River, while the High Point MPO would expand greatly to include Welcome, the entire City of Lexington, and the entire rest of Davidson County to the west and south, including the small portion of the Cabarrus-Rowan UZA.
In separate TAC approved actions in February 2013, a Memorandum of Agreement (MOA) was completed that transfers the authority and responsibility of conducting transportation planning in those Winston-Salem urbanized areas located in Guilford County and Davidson County to the High Point Urban Area and Greensboro Urban Area MPOs, respectively.

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314  
   Response: Yes.
   a. Is there an adopted prospectus?  
      Response: Yes.
   b. Are tasks and products clearly outlined?  
      Response: Yes.
   c. Is the U/PWP consistent with the MTP?  
      Response: Yes, in that work tasks in the UPWP are completed that will aid the development and maintenance of the MTP.
   d. Is the work identified in the U/PWP completed in a timely fashion?  
      Response: Yes.

5. Does the urban area have a valid transportation planning process? 23 U.S.C. 134; 23 CFR 450  
   Response: Yes. The recent federal certification review indicated that result.
   a. Is the transportation planning process continuous, cooperative, and comprehensive?  
      Response: Yes.
   b. Is there a valid MTP?  
      Response: Yes.
   c. Did the MTP have at least a 20 year horizon at the time of its adoption?  
      Response: Yes.
   d. Does it address the 10 planning factors?  
      Response: Yes.
   e. Does it cover all modes of applicable to the area?  
      Response: Yes.
   f. Is it financially constrained?  
      Response: Yes.
   g. Does it include funding for the maintenance and operation of the system?  
      Response: Yes.
   h. Does it conform to the State Implementation Plan (SIP) if applicable?  
      Response: Yes.
   i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?  
      Response: Yes. It was updated and approved by the TAC in November of 2020.
   a. Is it consistent with the MTP?  Response: Yes.
   b. Is it fiscally constrained?  Response: Yes, see 5f above.
   c. Is it developed cooperatively with the state and local transit operators?  
      Response: Yes.
   d. Is it updated at least every 4 years and adopted by the MPO and Governor?  
      Response: Yes.

7. Does the urban area have a Congestion Management Process (CMP)? (TMA only)  
   23 CFR 450.320  Response: Yes.
   a. Is it consistent with the MTP?  Response: Yes.
   b. Was it used for the development of the TIP?  Response: Yes.
   c. Is it monitored and reevaluated to meet the needs of the area?  Response: Yes.

8. Does the urban area have a process for including environmental mitigation discussions in 
   the planning process (23 CFR 450.324(g)(10))?  Response: Yes.
   b. Why not?  Response: N/A.

9. Does the planning process meet the following requirements:
   b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the
      Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93
      Response: Yes
   c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49
      CFR part 21  Response: Yes
   d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national
      origin, sex, or age in employment or business opportunity  Response: Yes
   e. The appropriate sections of the current federal transportation funding bill regarding
      the involvement of disadvantaged business enterprises in USDOT funded projects
      Response: Yes
   f. 23 CFR part 230, regarding the implementation of an equal employment opportunity
      program on Federal and Federal-aid highway construction contracts;
   g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49
      CFR parts 27, 37, and 38  Response: Yes
   h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination
      on the basis of age in programs or activities receiving Federal financial assistance;
   i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on
      gender  Response: Yes
2021
Winston-Salem Urban Area
Metropolitan Planning Organization (MPO)
Self-Certification Process

j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities **Response: Yes**

k. All other applicable provisions of Federal law. (e.g. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations) **Response: Yes**

10. Does the urban area have an adopted Public Involvement Plan (PIP)/Public Participation Plan? 23 CRR 450.316 (b)(1) **Response: Yes.**

a. Did the public participate in the development of the PIP? **Response: Yes.**
b. Was the PIP made available for public review for at least 45-days prior to adoption? **Response: Yes.**
c. Is adequate notice provided for public meetings? **Response: Yes.**
d. Are meetings held at convenient times and at accessible locations? **Response: Yes.**
e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Response: Yes.**
f. Is the PIP periodically reviewed and updated to ensure its effectiveness? **Response: Yes, it was updated in January 2021.**
g. Are plans/program documents available in an electronic format, i.e. MPO website? **Response: Yes.**

11. Does the area have a process for including environmental, state, other transportation, historic, local land use and economic development agencies in the planning process? (23 CFR 450.324(h))) **Response: Yes.**

a. How? **Response: The Technical Coordinating Committee (TCC) has many of these agencies on the committee and participating in the planning process.**
b. Why not? **Response: N/A.**
RESOLUTION APPROVING THE FISCAL YEAR 2020 – 2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AMENDMENTS AND MODIFICATIONS FOR THE WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION (WSUAMPO).

A motion was made by TAC Member Allen Joines and seconded by TAC Member Fleming El-Amin 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 2020-2029 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 December 21, 2020 through January 21, 2021.

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 2020 – 2029 Metropolitan Transportation Improvement Program (MTIP) as shown on the attached list.

Adopted on this the 18th day of February, 2021.

Mike Horn, Chairman
Transportation Advisory Committee

Kirk E. Ericson, Secretary
Transportation Advisory Committee
### STIP ADDITIONS

<table>
<thead>
<tr>
<th>Proj. Category</th>
<th>Project Description</th>
<th>Engineer. Year</th>
<th>Engineer. Amount</th>
<th>Construction Year</th>
<th>Construction Amount</th>
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<td>* BL-0007A</td>
<td>ECUSTA RAIL-TRAIL, KANUGA ROAD TO 5TH AVENUE WEST</td>
<td>FY 2022 -</td>
<td>$150,000 (BGDA)</td>
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* Indicates Federal Amendment
## STIP ADDITIONS

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<th>PROJ.CATEGORY</th>
<th>STATEWIDE PROJECT</th>
<th>STATEWIDE</th>
<th>DISCRETIONARY GRANT AWARDED BY FTA. THIS WILL ALLOW THE CITY TO EXPAND SERVICE AND HOURS</th>
<th>ADD PROJECT AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</th>
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<td>STATEWIDE PROJECT</td>
<td>AIM GRANT OPPORTUNITY FROM THE FTA. OPERATIONS 2021 $250,000 (5312)</td>
<td>OPERATIONS 2021 $63,000 (L)</td>
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| PROJ.CATEGORY | STATEWIDE PROJECT | STATEWIDE | HUMAN TRAFFICKING AWARENESS AND PUBLIC SAFETY INITIATIVE DISCRETIONARY GRANT AWARDED BY FTA. GRANT WILL ALLOW FOR STATEWIDE TRAINING AND IMPLEMENTATION OF A TRAINING PROGRAM FOR TRANSIT EMPLOYEES ACROSS THE STATE ON HOW TO RECOGNIZE AND RESPOND TO THE SIGNS OF HUMAN TRAFFICKING. THE DEPARTMENT ALSO WILL DEVELOP HUMAN TRAFFICKING AWARENESS EDUCATIONAL MATERIALS TO BE POSTED ON TRANSIT VEHICLES AND STATIONS. ADD PROJECT AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. |
|--------------|-------------------|-----------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| TO-0003      | STATEWIDE PROJECT | ADMINISTRATIVE OPERATIONS 2021 $90,000 (5312) | ADMINISTRATIVE OPERATIONS 2021 $30,000 (5307) | $120,000 |

| PROJ.CATEGORY | STATEWIDE PROJECT | SYSTEM SAFETY OVERSIGHT GRANT FOR NCDOT RAIL DIVISION. OPERATIONS 2021 $88,000 (S) | OPERATIONS 2021 $352,000 (SSO) | $440,000 |
|--------------|-------------------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| TO-0004      | STATEWIDE PROJECT | ADD PROJECT AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT. NEW PROJECT OPERATIONS 2021 $122,000 (5312) | OPERATIONS 2021 $122,000 | |

| PROJ.CATEGORY | STATEWIDE PROJECT | H.O.P.E GRANT OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. PLANNING AND DESIGN IN PREPARATION FOR ELECTRIC VEHICLE DEPLOYMENT. ADD PROJECT AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. |
|--------------|-------------------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| TU-0003      | STATEWIDE PROJECT | PLANNING 2021 $122,000 (5312) | PLANNING 2021 $122,000 | |

* INDICATES FEDERAL AMENDMENT

Thursday, December 3, 2020
### STIP MODIFICATIONS

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Thursday, December 3, 2020
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Thursday, December 3, 2020
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<td>STATEWIDE EXEMPT</td>
<td>VARIOUS, FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP), ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS. FUNDING ADDED TO FY 21, FY 22, AND FY 23 AT THE DIRECTION OF FHWA.</td>
<td>FY 2020 - $2,090,000 (FTTP)</td>
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<td>FY 2022 - $3,540,000 (FTTP)</td>
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<td>VARIOUS, FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP), ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS. FUNDING ADDED TO FY 21, FY 22, AND FY 23 AT THE DIRECTION OF FHWA.</td>
<td>FY 2023 - $2,340,000 (FTTP)</td>
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<td>VARIOUS, FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP), ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS. FUNDING ADDED TO FY 21, FY 22, AND FY 23 AT THE DIRECTION OF FHWA.</td>
<td>FY 2024 - $488,000 (FTTP)</td>
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<th>Category</th>
<th>Description</th>
<th>Implementation/Construction Dates</th>
<th>Total Amounts</th>
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<tr>
<td>TI-6109</td>
<td>STATEWIDE</td>
<td>STATEWIDE, 5311(F) INTERCITY BUS FUNDS FOR FTA GANTS MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON FY 21 GRANTS</td>
<td>FY 2021 - $12,266,000 (5311)</td>
<td>$12,266,000</td>
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* INDICATES FEDERAL AMENDMENT

Thursday, December 3, 2020
## STIP MODIFICATIONS

**U-2729 URBAN AREA**  
- WINSTON-SALEM URBAN AREA  
- METROPOLITAN PLANNING ORGANIZATION  

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

<table>
<thead>
<tr>
<th>Year</th>
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<th>Construction</th>
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<td>FY 2020-</td>
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<td>$7,750,000 (T)</td>
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<td>FY 2021-</td>
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<td>FY 2025-</td>
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<td>POST YR-</td>
<td>$391,000 (T)</td>
<td>$191,000 (T)</td>
<td>$3,952,000</td>
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* INDICATES FEDERAL AMENDMENT
RESOLUTION SUPPORTING THE YADKIN VALLEY REGIONAL BICYCLE PLAN

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

WHEREAS, cities, towns, and regions around the country are increasingly recognizing the benefits that bicycle-friendly communities offer in terms of quality of life to residents and visitors; and

WHEREAS, representatives from counties, municipalities, transportation agencies, planning agencies, bicycling clubs, trail organizations, and multiple NCDOT divisions in the Yadkin Valley region of North Carolina have worked cooperatively for over a year on the Yadkin Valley Regional Bicycle Plan (the Plan) in order to make bicycling a safe and accessible form of transportation and recreation; and

WHEREAS, there were 264 reported bicycle crashes from 2007-2015 that have resulted in five bicyclist fatalities in the region; and

WHEREAS, the Plan will improve the quality and safety of bicycling through new and improved infrastructure, policies and programs, for all types of bicyclists; and

WHEREAS, the Plan will increase transportation choices by improving connectivity of the bicycle network while increasing accessibility to key destinations throughout the region; and

WHEREAS, the Plan will improve health and wellness by increasing access to bikeways, thereby offering more opportunities for recreation, active transportation, and physical activity; and

WHEREAS, the Plan promotes bicycle-related tourism and economic development for communities in Surry, Stokes, Forsyth, Yadkin, Iredell, and Davie counties; and

WHEREAS, this Plan included an open and participatory public input process, with hundreds of mapping comments and comment forms and in-person public outreach opportunities in each county; and

WHEREAS, supporting this resolution does not replace local plans nor dedicate funding, but rather indicates a willingness to support the Plan’s recommended bicycle projects and programs.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston Salem Urban Area Metropolitan Planning Organization supports the recommendations within the Yadkin Valley Regional Bicycle Plan.

Adopted on this the 18th day of February, 2021.

[Signature]
Mike Horn, Chairman
Transportation Advisory Committee
Kirk E. Erieson, Secretary
Transportation Advisory Committee
This plan sets a framework for improving the quality and safety of bicycling through new and improved infrastructure, policies, and programs, for all types of bicyclists. The study area covers Surry, Stokes, Yadkin, Forsyth, and Davie counties as well as part of Iredell County. The year-long planning process included an open and participatory process, guided by a Steering Committee of regional representatives, with in-person public outreach opportunities in each county.

A more bicycle-friendly Yadkin Valley region would offer multiple quality of life benefits to residents and visitors by increasing public safety, supporting health and the environment, expanding choices for mobility, and growing the economy and tourism in local communities throughout the region.

**WHAT WE HEARD**

- **190+** Total survey respondents
- **85%** say it’s very important to create more bikeways and greenways in their community.
- **63%** are uncomfortable bicycling in the street with cars.
- **70-85%** would be very likely to bike more often if there were more greenways, separated bicycle lanes, and shared-use paths.

**OVERVIEW**

This plan identifies opportunities for improving bicycling in the Yadkin Valley region, for safety, health, recreation, transportation, tourism, and economic development.

**WHY IT MATTERS**

Every $1.00 of greenway trail construction supports $1.72 annually from local business revenue, sales tax revenue, and benefits related to health and transportation.

- **264** crashes
- **5** fatalities

There were 264 reported bicycle crashes and 5 bicyclist fatalities in the Yadkin Valley Region, from 2007-2015.

**EXECUTIVE SUMMARY**

This plan identifies opportunities for improving bicycling in the Yadkin Valley region, for safety, health, recreation, transportation, tourism, and economic development.

REGIONAL NETWORK AND PRIORITY PROJECTS

This plan includes long-term visionary projects that will positively impact multiple communities in the region, as well as locally-focused projects that aim to improve safety and connectivity in the short-term.

All 18 priority projects are listed in the plan as projects A-R, each with their own detailed project map and recommendations. They are grouped by county, rather than being listed in a specific priority order. The actual order in which projects are constructed depends on many factors, such as the availability of funding and the opportunity to build facilities in conjunction with other roadway projects.

These top projects meet a variety of important prioritization criteria that are commonly used to rank potential bicycle and greenway projects across the state by NCDOT and other funding agencies. The checklist in chapter three outlines key factors related to connectivity and prioritization for each project, as may be applicable to potential future funding.

Additional maps and project descriptions are included at the end of chapter three, featuring a more comprehensive network of all recommended bicycle facilities in the region, building upon these top projects.
MAP 3.4 - REGIONAL NETWORK BY COUNTY: FORSYTH COUNTY

EXISTING
- Shared Use Path
- Bike Lane
- Hiking/MTB Trail
- Municipal Boundaries
- Protected Lands
- Railroad

PROPOSED
- Bicycle Facility Improvement
- Shared Use Path
- Priority Project

ADDITIONAL CONSIDERATIONS
Greater concern for all ages and abilities of bicyclists, generally due to traffic volumes/speeds, pavement width, truck route, and/or sight lines.

REGIONAL NETWORK | 89
Trails Guide
Includes Info on:

- WS Greenways
- WS Park Trails
- Forsyth County Park Trails
- Individual Municipality Trails
- MTB Trails
Historic Bethania is one of the oldest towns in Forsyth County. This special area is well preserved so that it looks like you’ve stepped into the past. Along with their commitment to historic preservation has been a commitment to conservation. With the help of Piedmont Land Conservancy they have protected their natural areas and made them a haven for hikers. After walking on of their many trails, stop by such and such restaurant or shop to invest in this wonderful area.

Black Walnut Bottoms Trail | Historic Bethania

5393 Ham Horton Ln, Bethania, NC 27010

Black Walnut Bottoms Trail is an easy and peaceful walk over 1.4 miles of low lying forest. The trail follows Muddy Creek for a short time and has short stretches in grassy meadows. Not far outside Winston-Salem, the charming town of Historic Bethania created these trails for hikers just like you to step back into time in this beautifully preserved town. Parking is right at the visitor’s center on 5393 Ham Horton Ln, Bethania, NC 27010.

 Accessibility: This trail is entirely natural surface. It is sandy in some areas near the creek where it occasionally floods, and has a grass surface through the meadows. There are a few narrow bridges. Additionally, there are stairs to get down from the parking lot to the trail. The trail is mostly flat with a few slight hills here and there.