Winston-Salem Urban Area
Transportation Advisory Committee

Location:
Virtual Meeting
(Sign-in Information inside agenda)
www.dot.cityofws.org

Regularly Scheduled Meeting
Thursday, May 19, 2022
MEMORANDUM

DATE: May 12, 2022
TO: Winston-Salem Urban Area MPO Transportation Advisory Committee (TAC)
FROM: Kelly Garvin, Planning Development Coordinator
e-mail: kellym@cityofws.org; office phone: (336) 747-6881
SUBJECT: Agenda for the May 19, 2022 TAC Meeting at 4:15 p.m.
PLACE: This meeting is being held via teleconference with applicable video access to protect our community during the COVID-19 pandemic.

This Meeting can be viewed via video access at the following Weblink:
https://cityofws.webex.com/cityofws/j.php?MTID=m55d1dc25575c6b4ed716e228162225b5
Meeting Number: 2342 846 0662 Password: WSTAC01
+1-408-418-9388 United States Toll
Access code: 2342 846 0662

AGENDA

- Virtual Meeting Statement
- Ethics Awareness and Conflict of Interest Statement (Chairman, Mike Horn)

1. Public Comments (Chairman, Mike Horn)

Action Items

2. Consideration of the March 17, 2022 TAC Meeting Minutes (Enclosed) (Chairman, Mike Horn)

3. Consideration of the 2022 Surface Transportation Block Grant – Direct Attributable (STBG-DA) and Transportation Alternatives – Direct Attributable (TA-DA) Call for Projects (Enclosed) (Matthew Burczyk)

4. Consideration of a request to support the North Carolina Clean Energy Center’s effort to create a fourth Clean Cities Coalition in North Carolina to represent the Winston-Salem Urban Area and other underrepresented regions of the state (Enclosed) (Matthew Burczyk)
Information Items for Future Action

5. Review of the Fiscal Year 2020 – 2029 Metropolitan Transportation Improvement Program (MTIP) Amendments and Modifications for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO). (Enclosed) (Byron Brown)

6. Review of a request to modify the Winston-Salem Urban Area Fiscal Year 2017-2026 Metropolitan Transportation Improvement Program (MTIP) for Fiscal Years 2018 and 2019 Job Access and Reverse Commute projects and Fiscal Years 2017, 2018, and 2019 Section 5310 projects for reallocation. (Enclosed) (Matt Duchan)

7. Review of the Federal Transit Administration (FTA) Formula Program Section 5307 Funding Allocations for Winston-Salem Urban Area for Fiscal Year 2022 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP) (Enclosed) (Matt Duchan)

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 2022 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP) (Enclosed) (Matt Duchan)

9. Review of an amendment to the Winston-Salem Urban Area Fiscal Year 2020-2029 Metropolitan Transportation Improvement Program (MTIP) to Adjust Surface Transportation Block Grant Direct Attributable (STBG-DA) Funding for Three (3) Select Projects in the Village of Clemmons (Enclosed) (Matthew Burczyk)

10. Review of the draft 2024-2033 State Transportation Improvement Program (STIP) (Enclosed) (Kelly Garvin, Pat Ivey)

Information Item

11. Review of a staff presentation on Infrastructure Investment and Jobs Act (IIJA) Funding Opportunities and Relevance to the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO). (Enclosed) (Hunter Staszak)

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

12. MPO Staff Reports (Enclosed)
   a. NCDOT Division 9 Transportation Projects Update (Pat Ivey)
   b. WSUAMPO Transportation Project Update (Kelly Garvin)
   c. NCDOT Transportation Planning Update (Andy Bailey)
   d. NCDOT Integrated Mobility Division (Alex Rotenberry)
13. Next Meeting/Adjourn Meeting (Chairman, Mike Horn)

Next meeting: July 21, 2022

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.
MEMBERS PRESENT:

Denise Adams, Mayor Pro Temp, City of Winston-Salem
John C. Larson, Council Member, City of Winston Salem, Alternate
Fleming El-Amin, Commissioner, Forsyth County
Rick Cross, Mayor, Town of Bermuda Run
Mike Combest, Council Member, Village of Clemmons
Bill Apple, Mayor Pro Temp, Town of Kernersville
Susie Gordon, Councilman, Town of Rural Hall
Myron Marion, Mayor, Tobaccoville
Rick Morris, Commissioner, Stokes County
Willie Clark, Member, WSTA Board of Directors
Wesley Hutchins, Council Member, Town of Walkertown
James Shores, Commissioner, Davidson County
Benita Finney, Commissioner, Davie County
Andrew Perkins, Vice Chairman, NCDOT Board of Transportation

PRESIDING: Mike Horn, Mayor, Town of Lewisville, Chairman

STAFF PRESENT:

Pat Ivey, NCDOT
Fredrick Haith, NCDOT
Suzette Morales, FHWA
Andy Bailey, NCDOT
Toneq’ McCullough, WSDOT
Donna Woodson, WSTA
Jeff Fansler, WSDOT
Byron Brown, WSDOT
Matthew Burczyk, WSDOT
Kelly Garvin, WSDOT
Marlene Davis, WSDOT
Matthew Duchan, WSDOT
Hunter Staszak, WSDOT
Phillip Craver, NCDOT

RECORDING SECRETARY: Laura Nixon, WSDOT
Chairman Horn stated that due to the pandemic, members of the Winston-Salem Urban Area Transportation Advisory Committee (TAC) are participating virtually. All members will vote by roll call. A member will be recognized, at which time, the member will state his or her vote. Chairman Horn then requested that Kelly Garvin, TAC Secretary, take roll call.

Chairman Horn read the Ethics Awareness and Conflict of Interest Statement.

1. **Public Comments.**

   Citizen: Sal Schiappa

   - Mr. Schiappa addressed the TAC members with a concern about his property on West Mountain Street.
   - Chairman Horn ask that the TAC Secretary forward Mr. Schiappa’s complaint along with all supporting documents to Division 9 and to Forsyth County Sheriff’s Office.
   - Mayor Pro Temp Bill Apple of Kernersville offered additional assistance in that he would speak to the Mayor of Kernersville and to the local law enforcement agency on these issues.

2. **Consideration of the February 17, 2022, TAC Meeting Minutes.**

   Presented by Chairman Mike Horn.

   MOTION: Rick Cross
   SECOND: John Larson
   VOTE:
   FOR: Unanimous
   AGAINST: None

3. **Consideration of the Fiscal Year 2020-2029 Metropolitan Transportation Improvement Program (MTIP) Amendments and Modifications for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).**

   Presented by Byron Brown

   - The Fiscal Year (FY) 2020-2029 Metropolitan Transportation Improvement Program (MTIP) is a comprehensive list of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area.
2045 Metropolitan Transportation Plan (MTP) and match Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) projects in the FY 2020-2029 State Transportation Improvement Program (STIP). The 2045 MTP and the Air Quality Conformity Determination Report (AQCDR) were adopted by the TAC on September 17, 2015.

- 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 document describes the additions, deletions, amendments, and modifications to the Winston-Salem Urban Area FY 2020 – 2029 MTIP.
- As required by the WSUAMPO’s Public Participation Policy, the amendments, and modifications to the FY 2020 – 2029 MTIP were made available for public review and comment for at least thirty (30) days from February 5, 2022, through March 9, 2022. No comments were received.

- Mayor Pro Temp Adams asked if the rising cost of construction will affect current projects, and will they have to come back for amendment?
- Andrew Perkins responded that NCDOT is reviewing STIP projects closely and there is an escalation cost increase of 2% overall and they are adding a contingency clause for construction overages.
- Mayor Pro Temp Adams was concerned if the funds were depleted and projects not complete would there be a chance of infrastructure money be used to complete such projects.
- Andrew Perkins stated that they are reviewing the new bill now and are determining what moneys would be available for and for what projects.

MOTION: Denise Adams
SECOND: Rick Cross
VOTE: FOR: Unanimous
AGAINST: None


Presented by Byron Brown

- All Metropolitan Planning Organizations (MPOs) that have been designated as Transportation Management Areas (TMAs) with an urbanized population of over 200,000 are required to develop an annual Unified Planning Work Program (UPWP) in
coordination with the Federal Transit Administration (FTA).

- Each year the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) is required to develop and approve a Unified Planning Work Program (UPWP) for transportation and transit planning. The UPWP identifies what transportation and transit planning projects and work tasks will be completed during the fiscal year and the estimated amount of Federal and State highway and transit planning funds that will be used to complete the work, plus the required local funding matches.
- The draft UPWP for Fiscal Year 2022-2023. The UPWP consists of the following parts:
  - Table 1, a Funding Sources Table;
  - Table 2, a Narrative Task Table;
  - Tables 3, 4 and 5, Federal Transit Administration (FTA) Section 5303 Transit Planning Funding Allocation; and
  - Table 6 a Five Year Planning Calendar for the MPO.
- Per our Federally Funded Projects Methodology $843,731, that is 5% of the total available Direct Attributable (DA) funds, was allocated to planning studies. Provided in the attached UPWP are the studies that are being recommended for funding as part of this yearly exercise.

- John Larson asked what the status of rail service to Winston Salem is.
- Kelly Garvin replied that this issue was still being pursued and that we are determining how to bring a corridor to Winston Salem for a streetcar.
- Denise Adams stressed her concerns in Washington this week to many members of government and advocated the need for rail service in Winston Salem.

MOTION: Denise Adams
SECONED: Fleming El-Amin
VOTE:
   FOR: Unanimous
   AGAINST: None

Information Items for Future Action

5. Review of Surface Transportation Block Grant - Direct Attributable (STBG-DA) and Transportation Alternatives – Direct Attributable (TAP-DA) Funding for Recommended Projects through the 2022 Call for Projects.

Presented by Matthew Burczyk

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

- On January 4, 2022 WSUAMPO staff announced a call for projects to begin the process of programming $16,874,635 in STBG-DA and TAP-DA funds.
- In February 2022, MPO communities submitted 11 sidewalk projects, 3 greenway projects, 2 intersection projects, 1 small roadway project, and 1 transit project for funding consideration through the WSUAMPO 2022 Call for Projects. The total amount of federal funds requested was $27,913,814.
- The projects were reviewed and evaluated by a committee that included the MPO’s Planning Development Coordinator and Bicycle & Pedestrian Coordinator, City of Winston-Salem Engineering staff, Town of Walkertown staff, NCDOT’s Division 9 Proposals Engineer and Project Development Engineer, and a member of the public.
- The review committee agreed on a recommendation to fund 11 projects across 5 agencies and organizations. The attached tables contain the lists of ranked projects and the proposed funding strategy.

6. Review of a request to support the North Carolina Clean Energy Center’s effort to create a fourth Clean Cities Coalition in North Carolina to represent the Winston-Salem Urban Area and other underrepresented regions of the state.

Presented by Matthew Burczyk and Alrik Lunsford (Clean Cities Coalition)

- The NC Clean Energy Technology Center (NCCETC) is located on North Carolina State University’s (NCSU) campus in the College of Engineering and has a mission to advance a sustainable energy economy by educating, demonstrating, and providing support for clean energy technologies, practices, and policies. The NCCETC currently collaborates with the three Clean Cities Coalitions in the state, which cover the Charlotte, Raleigh-Durham, and Asheville metropolitan areas. Clean Cities Coalitions were originally created by the U.S. Department of Energy to help reduce reliance on petroleum products and improve air quality by convening partnerships of public and private stakeholders to share information and resources regarding alternative fuels and advanced vehicle technologies.
- Currently, only 44% of the state’s population is covered by the three existing coalitions. The fourth Clean Cities Coalition would cover an additional 45% of North Carolina’s population and the NCCETC is seeking partners to help form it to provide alternative fuel initiatives to rural and underserved communities in the Eastern, Northeastern, and Central regions of the state.
- The NCCETC has asked that the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) support the formation of this new Clean Cities Coalition to expand opportunities for clean fleets, alternative fuels, and sustainable transportation across North Carolina. There is no financial commitment required of the WSUAMPO and member jurisdictions will have access to resources providing guidance on methods to improve the efficiency and sustainability of fleet vehicles. NCCETC staff can also provide assistance by providing advice on available technologies and available grant
funds to help offset the costs of installing new technologies. There will also be quarterly stakeholder meetings during which participants will learn more about these technologies and network with others in the region who are working to improve the sustainability of their vehicle fleets.

- Alrik Lunsford with Clean Cities Coalition gave presentation to TAC members.
- Mike Horn asked Matthew Burczyk to forward this information to TAC members.

7. **Review of North Carolina Department of Transportation (NCDOT) Complete Streets Implementation Guidance.**

    Presented by Byron Brown and Fred Haith (NCDOT)

    - Complete Streets policies require North Carolina Department of Transportation (NCDOT) planners, project managers, engineers, and designers to consider and incorporate multimodal facilities in the design and improvement of all appropriate transportation projects.
    - NCDOT’s Complete Streets Project Evaluation Methodology has been provided to aid in the evaluation of highway projects with complete streets elements and opportunities. This document provides guidance, resources, and descriptions of elements that should be considered in a Complete Streets evaluation process.
    - Also available is the Complete Streets Dashboard, tools which offers real-time review status of projects submitted to Integrated Mobility Division (IMD) Project Review Submission Portal.
    - These materials as well as Frequently Asked Questions, Evaluation Methodology, Complete Streets Review Assessment form, Project Sheet, Infographics, and Information on upcoming virtual training sessions occurring in March and Implementation Guide have been included in your packet.
    - Fredrick Haith, Transportation Engineer will present this information on behalf of NCDOT.
    - Byron Brown stated that this is an Informational Item only with no future action required.

**Staff Reports**

8. **MPO Staff Reports**

a. **NCDOT Division 9 Transportation Projects Update**

   - Myron Marion voiced his concern over a media cast where a bridge project was in default and asked if this could happen to any current projects.
   - Pat Ivy responded that he did not foresee any issues with any current projects.
• Fleming El-Amin expressed his concern of increased traffic on Oak Summit Road and Germanton Road due to additional housing development. Requested improvements for safety reasons.

b. **WSUAMPO Transportation Project Update**
No questions for staff.

c. **NCDOT Transportation Planning Update**
No questions for staff.

d. **NCDOT Integrated Mobility Division**
No questions for staff.

e. **FHWA Update**
No questions for staff.

f. **Piedmont Triad Regional Council of Governments Update**
No questions for staff.

g. **Forsyth County OEAP Air Quality Update**
No questions for staff.

h. **Bicycle and Pedestrian Facilities Projects Update**
No questions for staff.

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

j. **Piedmont Authority for Regional Transportation (PART) Update**
No questions for staff.

k. **Davidson County Transportation (DCT)**
No questions for staff.

l. **Title VI Compliance Update**
No questions for staff.

m. **MPO Calendar of Activities**
No questions for staff.
n. Ethics Liaison

- Kelly Garvin asked all members to ensure that they complete their ethics form by April 15th, 2022. Please contact her if they have any questions or concerns.
- Mayor Horn asked that Kelly Garvin send out a reminder to all members.
- Kelly replied that she would be making calls next week.

- Mike Horn asked members their preference of continuing virtual meetings or return to in person meetings that we are still waiting on the legal department for guidance.
- Mike Combest, James Shores, Bill Apple and Myron Marion expressed the desire to continue the meetings virtual.
- Mayor Pro Temp Adams suggested that we should check with legal and state to determine if this option is viable.

9. Next Meeting/Adjourn Meeting

- Next TAC meeting will be May 19, 2022.

ADJOURNMENT: 5:33 pm
Action Item #3
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: May 19, 2022  Agenda Item Number: 3

Action Requested: Review of Surface Transportation Block Grant - Direct Attributable (STBG-DA) and Transportation Alternatives – Direct Attributable (TAP-DA) Funding for Recommended Projects through the 2022 Call for Projects.

SUMMARY OF INFORMATION:

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

On January 4, 2022 WSUAMPO staff announced a call for projects to begin the process of programming $16,874,635 in STBG-DA and TAP-DA funds.

In February 2022, MPO communities submitted 11 sidewalk projects, 3 greenway projects, 2 intersection projects, 1 small roadway project, and 1 transit project for funding consideration through the WSUAMPO 2022 Call for Projects. The total amount of federal funds requested was $27,913,814.

The projects were reviewed and evaluated by a committee that included the MPO’s Planning Development Coordinator and Bicycle & Pedestrian Coordinator, City of Winston-Salem Engineering staff, Town of Walkertown staff, NCDOT’s Division 9 Proposals Engineer and Project Development Engineer, and a member of the public.

The review committee agreed on a recommendation to fund 11 projects across 5 agencies and organizations. The review committee also agreed to set aside the funds originally reserved for Davidson County Transit (DCT) as a planning fund reserve since DCT declined the funds.

The attached tables contain the lists of ranked projects and the proposed funding strategy. The next steps include review and approval by the Transportation Advisory Committee (TAC), which will program and amend the 2020-2029 Metropolitan Transportation Improvement Program (MTIP) accordingly.

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

Attachments: Yes [X]  No  

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

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The attached tables contain the lists of ranked projects and the proposed funding strategy. The next steps include review and approval by the Transportation Advisory Committee (TAC), which will program and amend the 2020-2029 Metropolitan Transportation Improvement Program (MTIP) accordingly.

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

Attachments: Yes [X]  No  
RESOLUTION
APPROVING SURFACE TRANSPORTATION BLOCK GRANT – DIRECT ATTRIBUTABLE (STBG-DA) AND TRANSPORTATION ALTERNATIVES – DIRECT ATTRIBUTABLE (TAP-DA) FUNDING FOR RECOMMENDED PROJECTS THROUGH THE 2022 CALL FOR PROJECTS

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 United States Census defines urbanized areas with a population over 200,000 as Transportation Management Areas (TMAs) and the Winston-Salem Urban Area was designated as a TMA after the 2000 U.S. Census; and

WHEREAS, as a TMA, the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) has the authority to program available Surface Transportation Block Grant – Direct Attributable (STBG-DA) and Transportation Alternatives – Direct Attributable (TAP-DA) funds for transportation planning, bicycle, greenway, sidewalk, street and highway, transit, and other projects in the urban area; and

WHEREAS, on January 4, 2022 WSUAMPO staff announced a call for projects to begin the process of programming $16,874,635 in STBG-DA and TAP-DA funds; and

WHEREAS, in February 2022, MPO communities submitted 11 sidewalk projects, 3 greenway projects, 2 intersection projects, 1 small roadway project, and 1 transit project for funding consideration through the WSUAMPO 2022 Call for Projects; and

WHEREAS, the projects were reviewed and evaluated by a committee that included the MPO’s Planning Development Coordinator and Bicycle & Pedestrian Coordinator, City of Winston-Salem Engineering staff, Town of Walkertown staff, NCDOT’s Division 9 Proposals Engineer and Project Development Engineer, and a member of the public; and

WHEREAS, the review committee agreed on a recommendation to fund 11 projects across 5 agencies and organizations and set aside a planning fund reserve.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization approves the projects indicated in the attached lists of transportation projects submitted during the 2022 Call for Projects for funding through the STBG-DA and TAP-DA programs and amends the Winston-Salem Urban Area Fiscal Years 2020-2029 Metropolitan Transportation Improvement Program (MTIP).

Adopted on this the 19th day of May, 2022.

__________________________
Mike Horn, Chairman
Transportation Advisory Committee

__________________________
Kelly Garvin, Secretary
Transportation Advisory Committee
<table>
<thead>
<tr>
<th>Rank</th>
<th>Project</th>
<th>Municipality</th>
<th>Score</th>
<th>Total Funding Request</th>
<th>Federal</th>
<th>Local</th>
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<td>South Cherry Street Sidewalk</td>
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**Total Requested Bicycle & Pedestrian STBG-DA**: $15,934,984
**Total Recommended Bicycle & Pedestrian STBG-DA**: $1,774,024
**Total Budgeted Bicycle & Pedestrian STBG-DA**: $6,749,854
**Bicycle & Pedestrian STBG-DA Balance**: $4,975,830
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<th>Rank</th>
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<th>Score</th>
<th>Total Funding Request</th>
<th>Federal</th>
<th>Local</th>
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<td>3</td>
<td>Salem Creek Greenway Low Water Bridge</td>
<td>Winston-Salem</td>
<td>71</td>
<td>$1,012,000</td>
<td>$809,600</td>
<td>$202,400</td>
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<tr>
<th></th>
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<th>Total Requested</th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Requested Greenway STBG-DA</td>
<td></td>
<td>$2,422,870</td>
<td></td>
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<tr>
<td>Total Recommended Greenway STBG-DA</td>
<td></td>
<td>$2,422,870</td>
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<tr>
<td>Total Budgeted Greenway STBG-DA</td>
<td></td>
<td>$3,374,927</td>
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<tr>
<td>Greenway STBG-DA Balance</td>
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<td>$952,057</td>
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### Project Municipalities Total Funding Request Federal Local

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<tr>
<th>Project</th>
<th>Municipality</th>
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<th>Federal</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Mountain Street Turn Lane and Sidewalk</td>
<td>Kernersville</td>
<td>$3,647,272</td>
<td>$2,917,818</td>
<td>$729,454</td>
</tr>
</tbody>
</table>

- Total Requested Small Roadway STBG-DA: $2,917,818
- Total Recommended Small Roadway STBG-DA: $2,917,818
- Total Budgeted Small Roadway STBG-DA: $843,731
- STBG-DA Transfer from Bicycle & Pedestrian and Greenway: $5,927,887
- Small Roadway STBG-DA Balance: $3,853,801
<table>
<thead>
<tr>
<th>Project</th>
<th>Municipality</th>
<th>Total Funding Request</th>
<th>Federal</th>
<th>Local</th>
<th>Recommended Federal</th>
<th>Revised Match</th>
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</thead>
<tbody>
<tr>
<td>Lewisville-Vienna Road and Robinhood Road</td>
<td>Lewisville</td>
<td>$1,531,485</td>
<td>$1,225,188</td>
<td>$306,297</td>
<td>$1,225,188</td>
<td>$306,297</td>
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<tr>
<td>NC 109 between Wallburg Rd and Ray Lanning Road</td>
<td>Wallburg</td>
<td>$4,235,000</td>
<td>$3,388,000</td>
<td>$847,000</td>
<td>$2,628,613</td>
<td>$657,153</td>
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</table>

Total Requested Intersections STBG-DA: $4,613,188
Total Recommended Intersections STBG-DA: $3,853,801
Total Budgeted Small Roadway STBG-DA: $843,731
STBG-DA Transfer from Bike/Ped, Greenway, and Small Roadway: $3,853,801
Intersections STBG-DA Balance: $0
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<tr>
<th>Project</th>
<th>Agency</th>
<th>Total Funding Request</th>
<th>Federal</th>
<th>Local</th>
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<tbody>
<tr>
<td>Bus Replacement</td>
<td>WSTA</td>
<td>$2,531,194</td>
<td>$2,024,955</td>
<td>$506,239</td>
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<td>N/A</td>
<td>PART</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N/A</td>
<td>DCT</td>
<td>$0</td>
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</tbody>
</table>

Total Requested Transit STBG-DA: $2,024,955
Total Budgeted Transit STBG-DA: $2,531,194
Transit STBG-DA Balance: $506,239
The Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) is seeking proposals from local governments and other eligible project sponsors to implement transportation projects. The 2022 Call for Projects will commit federal funds allocated to the WSUAMPO to implement Bicycle and Pedestrian, Intersection Improvements, Small Roadway, Streetscape, and Transit projects. All proposals seeking funding will be evaluated, ranked, and submitted to the WSMPO Transportation Advisory Committee (TAC) for final approval.

**Proposed Funding Allocation:**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>STBGDA</td>
<td>$13,334,312</td>
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<tr>
<td>STBGDA – COVID Relief – FY 2021</td>
<td>$2,633,103</td>
</tr>
<tr>
<td>TAPDA</td>
<td>$907,220</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$16,874,635</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Funding Distribution</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle and Pedestrian</td>
<td>$6,749,854</td>
</tr>
<tr>
<td>Greenway</td>
<td>$3,374,927</td>
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<tr>
<td>Intersections</td>
<td>$843,731</td>
</tr>
<tr>
<td>Small Roadway</td>
<td>$843,731</td>
</tr>
<tr>
<td>WSTA</td>
<td>$1,181,224</td>
</tr>
<tr>
<td>PART</td>
<td>$843,731</td>
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<tr>
<td>Davidson Transit</td>
<td>$506,239</td>
</tr>
<tr>
<td>Reserve</td>
<td>$1,687,463</td>
</tr>
<tr>
<td>Planning Studies</td>
<td>$843,731</td>
</tr>
</tbody>
</table>

**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
- Completed Bicycle and Pedestrian/Greenway Evaluation Form
- An appendix of supporting documents such as letter of support for 20% match and project map, as well as any additional documentation that helps support the project

**Highway Project Eligibility:**
Highway projects must be federally classified. Federal Aid-While functionally classifying a roadway makes it eligible for Federal Aid funding, functional classification modifications cannot be approved solely for Federal Aid funding eligibility.

**NCDOT Functional Classification Map:**

Federal Functional Classification Map
Schedule:
- Federal Funding Workshop………….. November 16, 2021
- Biennial Call for Projects……………..January 4, 2022
- Project Selection Committees………..February 2022
- TAC Review…………………………March 15, 2022
- TAC Action…………………………….May 17, 2022
- STIP Programming……………………July 2022
- Project Implementation………………August 2022
- Project Agreement Deadline………...March 2023

All proposals must be received by the Winston-Salem Department of Transportation (WSDOT) via email, standard mail or hand-delivery by **Friday, February 4, 2022.**

**Mailing Address:**
Matthew Burczyk, AICP
Bicycle and Pedestrian Coordinator
Department of Transportation
City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
(336) 747-6884
27101-5511
mattbk@cityofws.org

**Delivery Address:**
Matthew Burczyk, AICP
Bicycle and Pedestrian Coordinator
Department of Transportation
City of Winston-Salem
Union Station
300 S. Martin Luther King, Jr. Drive
Winston-Salem, North Carolina
The Surface Transportation Block Grant (STBG) Program is a federal transportation funding program that provides flexible funding to states for highway, bridge, transit capital, intercity mass transportation, bicycle and pedestrian projects, among other project types. The program is authorized by federal transportation bills, the most recent of which was the FAST - Fixing America’s Surface Transportation Act. States are required to make these funds available to Transportation Management Area MPOs (Urbanized areas with a population greater than 200,000). These “direct attributable” (DA) funds are allocated by MPOs to member jurisdictions. The Winston-Salem Urban Area MPO (WSUAMPO) undertakes this process by issuing calls for projects.

On December 4, 2015, President Obama signed the FAST Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant (STBG) Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity

As a Transportation Management Area Urban Area MPO, the WSUAMPO receives a direct sub-allocation of STBG-DA funds each year and an allocation of TA-DA funds each year. The primary requirement for utilizing these funds in our MPO area is: STBG-DA and TA-DA funds must be obligated to eligible projects through a competitive process, in consultation with the State from proposed projects submitted by eligible entities.
Programming STBG-DA and TA-DA Projects

1. The MPO Staff contacts NCDOT’s Division of Planning and Programming (DPP) to determine available STBG-DA and TA-DA funds.
2. MPO staff meets to develop a Draft Fiscal Year Program. MPO staff develops the parameters for the biannual Call for Projects (Minimum and Maximum project costs, Project Submittal Method, Eligibility, Monthly Project Updates sent to: MPO and NCDOT, etc.)
3. MPO staff will hold a biannual Federal Funding Workshop. The workshop will address the call for projects parameters, required documentation, timelines, budget issues, project delivery expectations, etc.
4. The TAC approves the call for projects, parameters, required documentation, criteria, timelines, budget, project delivery expectations, etc.
5. MPO staff initiates the biennial Call for Projects.
6. Jurisdictions submit projects ranked on their preference.
7. A project selection committee is formed to review projects ranked based on the criteria approved by The TAC. The committee will take into consideration, during its review, the jurisdiction preferences to ensure a competitive yet equitable distribution of funds.
8. The TAC takes formal action to program projects with available STBG-DA and TA-DA funding. The TAC must approve the project(s) and its action must state the funding committed based upon the applicable estimated cost of preliminary engineering (PE), right of way (ROW), and construction phase of the project as well as a schedule to accomplish each phase of the project. The MPO shall also document that the scope of work meets the eligibility requirements.
9. The DPP of NCDOT programs the project(s) based upon the information submitted with Board of Transportation concurrence. With concurrence, the DPP of NCDOT assigns individual STIP Project Numbers for each project.
10. The MPO identifies the Local Governmental Entity (LGE) that will administer the project in accordance with the STBG-DA Independent Project Guidelines.
11. The Local Programs Management Office (LPMO) will assign a NCDOT Project Manager (NCDOT PM) to coordinate the project for NCDOT. The NCDOT PM works with the LGE to execute an agreement to define funding and project responsibilities.

Implementing STBG-DA and TA-DA Projects

12. LGE MUST review and familiarize themselves with the Local Programs Management Handbook and updates:
   https://connect.ncdot.gov/municipalities/Funding/Pages/LPM%20Handbook.aspx
13. The LGE will request an agreement through NCDOT’s Project Management Tool (The EBS portal).
14. NCDOT’s Local Projects Management Office (LPMO) will develop a Project Agreement based on the Project Information Data Sheet (PIDS) found on the EBS portal for all phases: Design (if applicable), Right-of-Way (ROW), Construction, etc. The agreement must be
executed, and any required planning documents approved prior to NCDOT authorizing project specific phases: Design, ROW, Construction, etc. The agreement will define the project’s location and whether the proposal is on a state or locally owned facility. The agreement will also specify the maintenance and liability responsibilities for the completed project.

15. The LGE will oversee project implementation once a project agreement is executed. The LGE ensures the terms of the agreement are adhered to for reimbursement.

16. NCDOT Authorizes Preliminary Engineering (If this is a reimbursable phase of work).

17. The LGE will prepare the Request for Letters of Interest (RFLOI) and advertise it after review and approval from LPMO.

18. LMPO will approve the consultant selection as well as review and approve the unexecuted agreement between LGE and the consultant.

19. The LGE will complete the preliminary engineering for the project. For projects requiring a document more comprehensive than a Type I Categorical Exclusion, a file copy of the approved planning environmental document should be forwarded to the NCDOT PM prior to, or with the request for ROW authorization for all projects.

(Note: The LGE is responsible for evaluating the need for the facility (i.e., generators, safety, continuity, integration, existing or projected traffic) and public involvement.

The LGE is responsible for certification to the Department that local governing standards and generally accepted engineering practices have been adhered to and a professional engineer has sealed the plans.)

(Note: The LGE may use a Professional Engineering Firm (PEF) or in-house planning efforts. If a PEF is used, the LGE shall select a consultant in accordance with federal and State guidelines for procurement. The consultant selected to perform engineering services on a state maintained roadway must be pre-approved by NCDOT.)

If PE and/or ROW is/are not a reimbursable phase(s) of work plans must still be approved and ROW certified by NCDOT if any other phase of work receives federal money.

20. The LGE submits invoices to the NCDOT PM, at least once every six (6) months for engineering costs incurred as specified in the agreement. The invoice should note the project number and whether the invoice is a partial or final invoice. Proof of payment and supporting documentation is not necessary if the governmental entity is reporting under the Single Audit Act.

(Note: The STBG-DA and TAP-DA programs are cost reimbursement programs with reimbursement on a quarterly basis. As per the North Carolina Board of Transportation’s (NCBOT) Policy on Federally Funded Projects Selected by Entities Other than the NCBOT, the LGE is responsible for providing at least the 20% project matching funds to the STBG-DA funds authorized and all costs greater than the authorized STBG-DA funding. Additional funding can be authorized with the use of a supplemental agreement pending TAC approval.)

21. Preliminary designs will be submitted by the LGE for review and approval by NCDOT PM. Preliminary design plans are to show design, profiles, typical section, construction limits, drainage, and proposed ROW and/or easements. The project shall be designed in accordance with federal and State regulations as well as AASHTO standards. A plan showing utility conflicts shall also be included with the final plans.

22. NCDOT PM and PDEA approves the planning document.
23. The LGE obtains any required permits for the project and verifies to the NCDOT PM that all such required permits have been obtained and have not expired prior to project construction.

24. NCDOT authorizes ROW funding upon completion of the environmental document and receipt of a request for ROW funding in the listed dollar amount per the attached preliminary plans. The LGE is responsible for the acquisition of ROW or easements and such acquisition must be certified in accordance with the Federal Aid Policy Guide, Part 710. Certification of existing municipally owned ROW shall be in accordance with procedures governing the acquisition of ROW. ROW costs or utility relocation costs incurred prior to NCDOT authorization of ROW funding will not be reimbursed. (Note: It is recommended that the LGE contact the Division ROW Agent prior to initiating any ROW acquisition to review the preliminary ROW plans and the required negotiation and relocation processes that must be followed and to determine if an encroachment agreement is necessary.)

25. The LGE shall accomplish or cause to be accomplished the relocation and/or adjustment of any and all publicly or privately owned utilities in conflict with the project.

26. Prior to the LGE advertising for construction bids, the LGE shall submit final plans, specifications, and contractor’s estimates (PS&E package) for construction funding federal authorization. For projects on the state maintained roadway system, the PS&E package should include 3 sets of final plans/2 copies of contract proposals for NCDOT for review and approval prior to advertisement of the construction project.

27. The LGE shall advertise the project as per the FHWA regulations as contained in the Federal-Aid Policy Guide.

28. The LGE shall submit a bid tabulation with DBE goals stated (along with 2 copies of the construction contract for projects on the state maintained system) to the NCDOT PM prior to award of the construction contract by the LGE. The NCDOT PM will notify the LGE of FHWA and Departmental concurrence, thereby authorizing the LGE to proceed with the awarding of the construction contract.

29. The LGE will oversee and inspect the project construction. The Local DOT Division Office should also be consulted and will be responsible for performing the final project inspection. The LGE submits all paid construction invoices to the NCDOT PM for review and reimbursement subject to all conditions as contained within the project Agreement. The LGE must adhere to cost principles as contained in OMB Circular A-87, Administrative Requirements as contained in 49 CFR 18, and shall arrange for an independent audit in compliance with NCGS 159-34 and in accordance with OMB Circular A-128.
WSMPO Policies

1. The Biannual call for projects will be held after the release of the STIP. This will give an opportunity for projects that were not selected through Prioritization to be considered for STBG-DA and TA-DA funding.

2. Funding may be distributed as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle and Pedestrian</td>
<td>40%</td>
</tr>
<tr>
<td>Greenway</td>
<td>20%</td>
</tr>
<tr>
<td>Intersections</td>
<td>5%</td>
</tr>
<tr>
<td>Small Roadway</td>
<td>5%</td>
</tr>
<tr>
<td>WSTA</td>
<td>7%</td>
</tr>
<tr>
<td>PART</td>
<td>5%</td>
</tr>
<tr>
<td>Davidson Transit</td>
<td>3%</td>
</tr>
<tr>
<td>Reserve</td>
<td>10%</td>
</tr>
<tr>
<td>Planning Studies</td>
<td>5%</td>
</tr>
</tbody>
</table>

This funding distribution is subject to change based on the MPO’s current needs.

3. A Project application form must be COMPLETED and submitted along with other supporting documentation such as studies, traffic counts, crash data, etc. in order for a project to be evaluated (Attached).

(Note: The Application form will assist in identifying potential pitfalls such as utility and ROW conflicts.)

4. Total project cost estimate must include 10% for NCDOT processing cost

5. Programming STBG-DA funds that have yet to be allocated to the MPO is prohibited.

(Note: Estimates of capital cost, ranging from detailed engineer’s estimates to planning-level cost estimates, should be as refined as appropriate for the project’s stage in the project development process. Cost estimates used to program or setting aside future funds will more than likely need to be revised in the future, resulting in the need for additional funds.)

6. Only Safety and STIP projects partially funded by the NCDOT may be brought to the attention of the TAC and considered for funding outside of the scheduled Call for Projects.

(Note: There is a limited amount of funds available for each Call for Projects. Consideration of any project that was not approved by the TAC during the Call for Projects reduces the contingency funds for the approved projects.)

7. During each call for projects 10% of the available STBG-DA funds will serve as a contingency for the cumulative total of project costs approved. The TAC has the authority to grant additional STBG-DA funds for projects upon request under reasonable circumstances.
(Note: Adhering to the budget established for a given Call for Projects ensures that subsequent Calls occur without delay. From 2009 to 2014 the average cost increase approved by the TAC was 73% above the original cost estimate.)

8. An executed Locally Administered Project Agreement with the State must be in place no later than nine (9) months after Programming in the STIP by the NC Board of Transportation. If a project fails to secure an executed agreement funding is revoked and the project must be resubmitted during the next call for projects. 
(Note: Prompt project delivery has significant benefits: Reduces risk of funds subject to lapse; demonstrates that the MPO can spend its yearly allocation of funds; reduces the impact on the MPO subject to federal rescission.)

9. If an approved project is canceled, the associated STBG-DA funds remaining revert back to the MPO’s unobligated balance. If a Municipality decides to cancel a Project without the concurrence of the NCDOT, the Municipality shall reimburse the NCDOT one hundred percent (100%) of all costs expended by the NCDOT associated with the Project.

10. Once a project is approved for funding, scope changes that result in a category shift are prohibited. For example, a sidewalk project’s scope can’t be modified to include a lane widening.
(Note: Project categories are identified prior to each Call for Projects. Typical categories: Intersection Improvements, Small Roadway Improvements, and Bicycle and Pedestrian Improvements. Projects are ranked per category and funding is awarded to select projects in each category. Scope modification often result in the need for additional STBG-DA funds.)

11. Once a project is approved for funding, scope changes that deviate from the location of the approved project are prohibited. For example, an intersection improvement project at location A cannot become an intersection improvement project at location B.
(Note: Each project is evaluated based on the parameters submitted during the Call for Projects. Changing a project’s location introduces new variables that must be evaluated before an award of funding.)
### STP-DA/TAP Programming Schedule

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Available STBG-DA and TA-DA funds Identified</td>
<td>November, 2021</td>
</tr>
<tr>
<td>2</td>
<td>MPO staff develops a Draft Fiscal Year Program</td>
<td>November, 2021</td>
</tr>
<tr>
<td>3</td>
<td>Federal Funding Workshop</td>
<td>November 17, 2021</td>
</tr>
<tr>
<td>4</td>
<td>Biennial Call for Projects</td>
<td>January 4, 2022</td>
</tr>
<tr>
<td>5</td>
<td>Project Selection Committees</td>
<td>February, 2022</td>
</tr>
<tr>
<td>6</td>
<td>TAC Review</td>
<td>March 17, 2022</td>
</tr>
<tr>
<td>7</td>
<td>TAC Action</td>
<td>May 19, 2022</td>
</tr>
<tr>
<td>8</td>
<td>STIP Programing</td>
<td>August, 2022</td>
</tr>
<tr>
<td>9</td>
<td>Project Implementation</td>
<td>September, 2022</td>
</tr>
<tr>
<td>10</td>
<td>Project Agreement Deadline</td>
<td>June, 2022</td>
</tr>
<tr>
<td>11</td>
<td>Available STBG-DA and TA-DA funds Identified</td>
<td>October, 2022</td>
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<tr>
<td>12</td>
<td>MPO staff develops a Draft Fiscal Year Program</td>
<td>October, 2022</td>
</tr>
<tr>
<td>13</td>
<td>Federal Funding Workshop</td>
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</tr>
<tr>
<td>14</td>
<td>Biennial Call for Projects</td>
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<td>15</td>
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<tr>
<td>16</td>
<td>TAC Review</td>
<td>March, 2023</td>
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<td>17</td>
<td>TAC Action</td>
<td>May, 2023</td>
</tr>
<tr>
<td>18</td>
<td>STIP Programing</td>
<td>July, 2023</td>
</tr>
<tr>
<td>19</td>
<td>Project Implementation</td>
<td>August, 2023</td>
</tr>
<tr>
<td>20</td>
<td>Project Agreement Deadline</td>
<td>March, 2023</td>
</tr>
</tbody>
</table>
TAC Meeting Information
The Transportation Advisory Committee (TAC) and Technical Coordinating Committee (TCC) meet bimonthly on the third Thursday or on an as-needed basis. Action items are presented as information prior to taking action, spanning two (2) meetings.

North Carolina Board of Transportation Information
The board meets monthly in Raleigh, typically the first Thursday of each month, with subcommittee meetings held the first Wednesday. Action items are presented as a handout prior to taking action, spanning two (2) meetings.

Comments or Questions
Comments or Questions Please Contact: Kelly Garvin

Kelly Garvin
Planning Development Coordinator
Department of Transportation
City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102-2511
(336) 747-6881
kellym@cityofws.org
STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #1

ROUTE: S. Cherry Street
PROJECT TYPE: Sidewalk
STAFF RECOMMENDATION: YES

The information contained on this map is provided for informational purposes only, and the City of Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any as to the accuracy of any information contained herein.
Silas Creek Parkway Sidewalk (EB 5722)
STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #2

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ROUTE: Silas Creek Parkway
PROJECT TYPE: Sidewalk
STAFF RECOMMENDATION: YES
ROUTE: Broad Street  
PROJECT TYPE: Sidewalk  
STAFF RECOMMENDATION: YES

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Harmon Lane Sidewalk
STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #4

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ROUTE: Harmon Lane
PROJECT TYPE: Sidewalk
STAFF RECOMMENDATION: YES
Westview Drive Sidewalk
STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #5

Legend
- Project Location

Highway Facilities
- CTP Highway Element
  - Freeway
  - Expressway
  - Other Major Thoroughfare
  - Boulevard
  - Minor Thoroughfare
  - Streets
  - Water Bodies
  - Winston-Salem

ROUTE: Westview Drive
PROJECT TYPE: Sidewalk
STAFF RECOMMENDATION: NO

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W. Sedgefield Drive Sidewalk
STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #6

Legend

- Project Location
- Highway Facilities
  - Freeway
  - Expressway
  - Other Major Thoroughfare
  - Boulevard
  - Minor Thoroughfare
  - Streets
  - Water Bodies
  - Winston-Salem

**BUTE: W. Sedgefield Drive**
**PROJECT TYPE:** Sidewalk  
**STAF RECOMMENDATION:** NO

The information contained on this map is provided for informational purposes only, and the City of Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any as to the accuracy of any information contained herein.
ROUTE: Silas Creek Parkway (II)
PROJECT TYPE: Sidewalk
STAFF RECOMMENDATION: NO

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STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #8

ROUTE: Lansing Drive
PROJECT TYPE: Sidewalk
STAFF RECOMMENDATION: NO

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Ransom Road Sidewalk
STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #9

Legend
- Project Location
- Highway Facilities
  - Freeway
  - Expressway
  - Other Major Thoroughfare
  - Boulevard
  - Minor Thoroughfare
- Streets
- Water Bodies
- Winston-Salem

ROUTE: Ransom Road
PROJECT TYPE: Sidewalk
STAFF RECOMMENDATION: NO

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STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #10

ROUTE: Hartford St.
PROJECT TYPE: Sidewalk
STAFF RECOMMENDATION: NO

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Petree Road Sidewalk Phase II
STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #11

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ROUTE: Petree Road (II)
PROJECT TYPE: Sidewalk
STAFF RECOMMENDATION: NO
**Legend**

- **Project Location**
- **Highway Facilities**
  - Freeway
  - Expressway
  - Other Major Thoroughfare
  - Boulevard
  - Minor Thoroughfare
  - Streets
- **Water Bodies**
- **Winston-Salem**

**ROUTE:** Salem Parkway

**PROJECT TYPE:** Greenway

**STAFF RECOMMENDATION:** YES

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The information contained on this map is provided for informational purposes only, and the City of Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any as to the accuracy of any information contained herein.
ROUTE: Salem Creek Greenway (Bridge)
PROJECT TYPE: Greenway
STAFF RECOMMENDATION: YES

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W. Mountain Street Turn Lane and Sidewalk Project
STBG-DA Call for Projects 2022 | Small Roadway Projects | Rank #1

ROUTE: W. Mountain Street
PROJECT TYPE: Small Roadway
STAFF RECOMMENDATION: YES

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The information contained on this map is provided for informational purposes only, and the City of Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any as to the accuracy of any information contained herein.
The information contained on this map is provided for informational purposes only, and the City of Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any as to the accuracy of any information contained herein.
Action Item #4
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: May 19, 2022        Agenda Item Number: 4

Action Requested: Consideration of a Request to Support the North Carolina Clean Energy Center’s Effort to Create a Fourth Clean Cities Coalition in North Carolina to Represent the Winston-Salem Urban Area and Other Underrepresented Regions of the State.

SUMMARY OF INFORMATION: Attachments: Yes  X  No ______

The North Carolina Clean Energy Technology Center (NCCETC) is located on North Carolina State University’s (NCSU) campus in the College of Engineering and has a mission to advance a sustainable energy economy by educating, demonstrating, and providing support for clean energy technologies, practices, and policies. The NCCETC currently collaborates with the three Clean Cities Coalitions in the state, which cover the Charlotte, Raleigh-Durham, and Asheville metropolitan areas. Clean Cities Coalitions were originally created by the U.S. Department of Energy to help reduce reliance on petroleum products and improve air quality by convening partnerships of public and private stakeholders to share information and resources regarding alternative fuels and advanced vehicle technologies.

Currently, only 44% of the state’s population is covered by the three existing coalitions. The fourth Clean Cities Coalition would cover an additional 45% of North Carolina’s population and the NCCETC is seeking partners to help form it to provide alternative fuel initiatives to rural and underserved communities in the Eastern, Northeastern, and Central regions of the state.

The NCCETC has asked that the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) support the formation of this new Clean Cities Coalition to expand opportunities for clean fleets, alternative fuels, and sustainable transportation across North Carolina. There is no financial commitment required of the WSUAMPO and member jurisdictions will have access to resources providing guidance on methods to improve the efficiency and sustainability of fleet vehicles. NCCETC staff can also provide assistance by providing advice on available technologies and available grant funds to help offset the costs of installing new technologies. There will also be quarterly stakeholder meetings during which participants will learn more about these technologies and can network with others in the region who are working to improve the sustainability of their vehicle fleets.

TAC Vote: Motion by:___________________   Second by:_________________________
Vote: For ________    Against ________
RESOLUTION
SUPPORTING THE NORTH CAROLINA CLEAN ENERGY CENTER’S EFFORT TO
CREATE A FOURTH CLEAN CITIES COALITION IN NORTH CAROLINA TO
REPRESENT THE WINSTON-SALEM URBAN AREA AND OTHER
UNDERREPRESENTED REGIONS OF THE STATE

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 NC Clean Energy Technology Center (NCCETC) is located on North
Carolina State University’s (NCSU) campus in the College of Engineering and has a mission to
advance a sustainable energy economy by educating, demonstrating, and providing support for
clean energy technologies, practices, and policies; and

WHEREAS, the NCCETC currently collaborates with the three Clean Cities Coalitions in
the state, which cover the Charlotte, Raleigh-Durham, and Asheville metropolitan areas; and

WHEREAS, Clean Cities Coalitions were originally created by the U.S. Department of
Energy to help reduce reliance on petroleum products and improve air quality; and

WHEREAS, the NCCETC is seeking to create a fourth Clean Cities Coalition to cover an
additional 45% of North Carolina’s population; and

WHEREAS, the NCCETC has asked that the Winston-Salem Urban Area Metropolitan
Planning Organization (WSUAMPO) support the formation of this new Clean Cities Coalition to
expand opportunities for clean fleets, alternative fuels, and sustainable transportation across North
Carolina; and

WHEREAS, there is no financial commitment required of the WSUAMPO and member
jurisdictions will have access to resources providing guidance on methods to improve the
efficiency and sustainability of fleet vehicles and assistance from the NCCETC in applying for
related grants.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee
of the Winston-Salem Urban Area Metropolitan Planning Organization supports the North
Carolina Clean Energy Center’s effort to create a fourth Clean Cities Coalition in North Carolina
to represent the Winston-Salem Urban Area and other underrepresented regions of the state.

Adopted on this the 19th day of May, 2022.

___________________________________
Mike Horn, Chairman
Transportation Advisory Committee

___________________________________
Kelly Garvin, Secretary
Transportation Advisory Committee
Clean Transportation Program

Electric Vehicles and Charging Infrastructure
NGVs, Propane Vehicles and Fueling Infrastructure
Ethanol, Biodiesel and Other Biofuels
Other Emissions Mitigation Technologies and Programs
Clean Transportation Program

• We work to propel the development, awareness and use of alternative fuels and advanced transportation technologies through:
  – technical assistance, including trainings and fleet assessments
  – education and outreach initiatives, including workshops, meetings, conferences and marketing campaigns highlighting the benefits of using clean transportation technologies
  – administering clean transportation technology grants
## Clean Transportation Overview

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Services Provided</th>
<th>Targeted Sectors</th>
<th>Benefits</th>
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</thead>
<tbody>
<tr>
<td>Alternative Fuels (propane, natural gas,</td>
<td>Assessments</td>
<td>Public and private fleets</td>
<td>Fuel savings; emissions reductions; shifting to</td>
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<tr>
<td>biofuels, electric vehicles)</td>
<td>Public education</td>
<td>Transit agencies</td>
<td>domestic fuels</td>
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<tr>
<td></td>
<td>Technical training</td>
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<td></td>
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<tr>
<td>Vehicle utilization, idle</td>
<td>Assessments</td>
<td>Public and private fleets</td>
<td>Fuel savings, maintenance savings, increased</td>
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<tr>
<td>reduction technologies, and telematics</td>
<td>Fleet manager workshops</td>
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<td>safety for drivers, emissions reductions</td>
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<tr>
<td>Research</td>
<td>Policy studies</td>
<td>State or federal agencies, transit</td>
<td>Research studies can be applied to support</td>
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<td>Overviews of different transportation</td>
<td>agencies</td>
<td>various transportation applications that can</td>
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<tr>
<td></td>
<td>technologies</td>
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<td>support policy or technology development or</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>implementation</td>
</tr>
</tbody>
</table>
The CFAT project deploys federal Congestion Mitigation Air Quality (CMAQ) funding received from the N.C. Department of Transportation (DOT).

Those funds provide direct financial assistance to numerous clean transportation projects each year for a variety of public and private entities, all focused on reducing transportation-related air pollution emissions.

The funds focus on 24 CMAQ-eligible counties currently in “maintenance” status under federal air quality rules, though electric charging infrastructure can be funded statewide.

We are awaiting our contract for these funds and hope to put out an RFP in April.
Over past 15 years, we have provided $11.9M in federal funds to help private and public fleets in NC purchase clean transportation technologies to improve NC air quality.

Some projects funded to date:
- 110 Infrastructure projects
- 327 Alternative fuel vehicles
- 39 Hybrid vehicles
- 74 Diesel retrofits
- 128 Propane retrofits
- 51 Idle reduction projects
Clean Transportation: Fleet Education

- The Sustainable Fleet Technology webinars series provides virtual trainings on topics related to electric vehicles, fuel efficiency, and other ways of improving your fleet’s sustainability

- Sustainable Fleet Technology Conference
  - In-person conference August 30-September 1, 2022 at Durham Convention Center
  - www.SustainableFleetExpo.com
Clean Transportation: Public Education

• In Person Public Outreach/Ride and Drive Events
  • We organize electric vehicle displays outside sporting events and other events, such as Earth Day Festivals
  • Exhibitor at the 17th Annual Earth Day Fair held by the Piedmont Environmental Alliance in Winston-Salem on Saturday, April 23, 2022

[Link: https://www.peanc.org/winston-salem-earth-day-fair]

• Student Art Contest
  • In March through April, North Carolina K-12 students can submit artwork that is voted on through Facebook. Winners have their artwork displayed on billboards across the state.
NC DEQ VW Settlement Partner

- Table 3 of the Historically Under-Resourced Counties Outreach Program in Phase 2 of the VW Mitigation Plan lists eligible counties to receive maximum funds for the VW Settlement.
- NCCETC can provide guidance on the application process for Eastern and Central North Carolina Clean Cities stakeholders.
- The following VW RFPs under Phase 2 are currently open: 1) Transit and Shuttle bus Replacements; 2) DC Fast Chargers along Priority Corridors; 3) Level 2 Charging Stations at State Government Sites RFP.
Eastern and Central North Carolina Clean Fuels Coalition

• Created by US Department of Energy to reduce reliance on petroleum products and improve air quality.
• Convene public/private stakeholder partnerships to share alternative fuel and advanced technologies resources and information that reduce fuel use and related air pollution.
• Seeking partners in Central, Eastern and Northeastern NC
• Free of charge
• Benefits include educational opportunities, networking opportunities, and guidance on funding opportunities. We will work with stakeholders on developing workshops and trainings in your regions.
Eligible Stakeholder Groups

- Federal, State and local governments such as City, Town and County Councils, or a government as a whole
- Utilities, Electric Coops, and other alternative fuel providers
- Vehicle dealerships, fuel and recharging equipment suppliers
- Private fleets, taxis, delivery fleets and private refuse haulers
- School districts, Colleges and universities
- Airports, port authorities, and Transit agencies
- Alternative fuel vehicle and engine manufacturers
- Environmental organizations
- Local businesses and other stakeholders
How to Join

• Use your internal processes to decide as an organization whether you wish to join (often a board vote)
• Sign-On as a stakeholder using the Google Form so that we know who the point of contact is and your specific interests.
• In the Google form, you can indicate whether your organization can be listed as a signatory on the public sign-on letter supporting the creation of the coalition. This letter will ultimately be sent to the U.S. Department of Energy.
Contact Information

For all follow-up inquiries, please contact:

Alrik Lunsford
Clean Transportation Extension Specialist
North Carolina Clean Energy Technology Center
North Carolina State University
Office: 919-515-0352
Cell: 919-949-4094
Email: aklunsfo@ncsu.edu
www.cleantransportation.org
www.fuelwhatmatters.org
Advancing Clean Energy for a Sustainable Economy

NC Clean Energy Technology Center is Exploring Creating a Clean Cities Coalition for Unrepresented Regions of North Carolina

What are Clean Cities Coalitions?

The Clean Cities Coalitions were originally created by the U.S. Department of Energy in order to reduce reliance on petroleum products and improve air quality. Clean Cities coalitions do this by convening partnerships of public and private stakeholders to share information and resources regarding alternative fuels and advanced vehicle technologies that reduce fuel use and related air pollution.

Why is there a need for a fourth Clean Cities Coalition in North Carolina?

Large swaths of North Carolina are currently unrepresented by Clean Cities Coalitions. These areas have less access to the support services offered by Clean Cities Coalitions. North Carolina (NC) has three Clean Cities Coalitions, represented by three Regional Councils of Governments, representing 44% of NC’s population, around the Asheville, Charlotte, and Raleigh-Durham metro areas. The North Carolina Clean Energy Technology Center (NCCETC) is seeking partners to form an additional Clean Cities Coalition to provide alternative fuel initiatives to rural and underserved communities in the Eastern, Northeastern, and Central regions and will reach an additional 45% of North Carolina’s population.

Background on the NC Clean Energy Technology Center

The NC Clean Energy Technology Center is located on North Carolina State University’s (NCSU) campus in the College of Engineering, and is one of two land-grant universities in North Carolina. NCSU’s Cooperative Extension offices operate in all 100 counties in North Carolina, providing resources and training to the public on topics such as agriculture and natural resource management. NCCETC’s mission is to advance a sustainable energy economy by educating, demonstrating, and providing support for clean energy technologies, practices, and policies. NCCETC has over 30 years of experience in forming partnerships and providing technical assistance with industries, academia, governments, profit, and nonprofit organizations. NCCETC already manages education and outreach activities related to clean transportation, such as the annual Sustainable Fleet Technology Conference & Expo, alternative fuel vehicle demonstrations and ride and drives, and online webinars on topics related to sustainable fleet management.
How can my organization be involved?

By joining our coalition as a stakeholder, you will be supporting the clean fleets, alternative fuels, and sustainable transportation across North Carolina. As a fleet, you have access to resources that will provide guidance on ways that you can improve the efficiency and sustainability of your vehicles. As a manufacturer or trade organization, you will have access to a network of partners and organizations that are expanding their infrastructure and fleets. Our staff can also provide assistance by providing advice on available technologies and available grant funds that can be applied for to help offset the costs of installing new technologies. There will be quarterly stakeholder meetings that you can attend in person or virtually to learn more about these technologies and network with others in your region who are also working to improve the sustainability of their vehicle fleets.

Eastern and Central Clean Fuels Coalition Coverage Areas

**REGION G**
Alamance, Caswell, Davidson, Guilford, Montgomery, Randolph, Rockingham, Davie, Forsyth, Stokes, Surry and Yadkin

**REGION K**
Franklin, Granville, Person, Vance and Warren

**REGION L**
Edgecombe, Halifax, Nash, Northampton and Wilson

**REGION M**
Cumberland, Harnett and Sampson

**REGION N**
Bladen, Hoke, Richmond, Robeson and Scotland

**REGION O**
Brunswick, Columbus, New Hanover and Pender

**REGION P**
Carteret, Craven, Duplin, Greene, Jones, Lenoir, Onslow, Pamlico and Wayne

**REGION Q**
Beaufort, Bertie, Hertford, Martin and Pitt

**REGION R**
Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell and Washington
Information Item #5
Meeting Date: May 19, 2022  
Agenda Item Number: 5

Action Requested: Review of the Fiscal Year 2020-2029 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 (FY) 2020-2029 Metropolitan Transportation Improvement Program (MTIP) is a comprehensive list of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2045 Metropolitan Transportation Plan (MTP) and match Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) projects in the FY 2020-2029 State Transportation Improvement Program (STIP). The 2045 MTP and the Air Quality Conformity Determination Report (AQCDR) were adopted by the TAC on September 17, 2015.

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 2020 – 2029 MTIP.

As required by the WSUAMPO’s Public Participation Policy, the amendments and modifications to the FY 2020 – 2029 MTIP were made available for public review and comment for at least thirty (30) days from April 11th, 2022, through May 12, 2022. No comments were received.

TAC Vote: Motion by: __________________Second by: __________________

Vote: For _______ Against _______
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 _______ 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 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 April 11th, 2022 through May 12, 2022.

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 21st day of July, 2022.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee
## STIP MODIFICATIONS

**STATEWIDE PROJECT**

<table>
<thead>
<tr>
<th>TC-0020</th>
<th>STATEWIDE PROJ.CATEGORY</th>
<th>PUBLIC TRANS</th>
<th>NCDOT, 5339 SMALL URBAN</th>
<th>PLANNING</th>
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<td>$2,458,000</td>
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* INDICATES FEDERAL AMENDMENT

Thursday, March 10, 2022
### STIP MODIFICATIONS

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<th>Amounts</th>
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<td><strong>RIGHT-OF-WAY</strong></td>
<td>FY 2023: $3,850,000 (BGANY)</td>
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<td>FY 2024: $7,700,000 (BGANY)</td>
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<td>FY 2025: $3,850,000 (BGANY)</td>
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<td><strong>UTILITIES</strong></td>
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<td>FY 2024: $1,300,000 (BGANY)</td>
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<td><strong>CONSTRUCTION</strong></td>
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<td>FY 2026: $8,244,000 (T)</td>
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<td>FY 2027: $8,236,000 (T)</td>
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<td>FY 2028: $5,598,000 (T)</td>
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<td>FY 2024: $1,700,000 (BGANY)</td>
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<tr>
<td>FY 2025: $850,000 (BGANY)</td>
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<td><strong>UTILITIES</strong></td>
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<td>FY 2024: $300,000 (BGANY)</td>
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<td>FY 2025: $6,261,000 (T)</td>
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<td>FY 2026: $11,054,000 (T)</td>
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<td>FY 2027: $7,725,000 (T)</td>
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<td>FY 2028: $3,560,000 (T)</td>
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<td><strong>Total</strong></td>
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<td>$32,300,000</td>
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* INDICATES FEDERAL AMENDMENT
| * TC-003  | - STATEWIDE PROJECT | NCDOT, 5311 ADTAP CAPITAL FUNDING FOR RURAL TRANSIT. | CAPITAL | FY 2023 - $137,000 (S) |
| * TC-006  | - STATEWIDE PROJECT | NCDOT, FEDERAL AMERICAN RESCUE PLAN (ARP) FUNDS FOR CAPITAL | CAPITAL | FY 2023 - $500,000 (ARP) |
| * TM-0002 | - STATEWIDE PROJECT | NCDOT - INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION - FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS.(5311 ADMIN/OPERATING/CAPITAL AND 5311(F)). | ADMINISTRATIVE | FY 2023 - $3,950,000 (5311) |
| * TM-0004 | - STATEWIDE PROJECT | NCDOT - INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION - FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS.(5311 CAPITAL - ADTAP) | ADMINISTRATIVE | FY 2023 - $150,000 (5311) |

* INDICATES FEDERAL AMENDMENT

Wednesday, April 6, 2022
## STIP ADDITIONS

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<tr>
<th>Item</th>
<th>Description</th>
<th>Project Category</th>
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<th>FY 2024</th>
<th>Notes</th>
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<tr>
<td>TM-0023</td>
<td>NCDOT - INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION - FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR ELDERLY AND DISABLED (5310 OPERATING/CAPITAL PURCHASE SERVICE)</td>
<td>STATEWIDE - PUBLIC TRANS</td>
<td>ADMINISTRATIVE</td>
<td>$522,000 (5310)</td>
<td>$522,000</td>
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<tr>
<td>TM-0038</td>
<td>NCDOT-IMD STATE ADMINISTRATION - AMERICAN RESCUE PLAN AND CORONA VIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT FUND TO SUPPORT</td>
<td>STATEWIDE - PUBLIC TRANS</td>
<td>ADMINISTRATIVE</td>
<td>$1,400,000 (FEDT)</td>
<td>$86,000 (S)</td>
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<tr>
<td>TU-0011</td>
<td>NCDOT - INTEGRATED MOBILITY DIVISION STATEWIDE METROPOLITAN PLANNING (SECTION 5304) PROGRAM FUNDS TO SUPPORT THE IMD URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES</td>
<td>STATEWIDE - PUBLIC TRANS</td>
<td>ADMINISTRATIVE</td>
<td>$370,000 (5303)</td>
<td>$370,000</td>
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* INDICATES FEDERAL AMENDMENT

## STIP MODIFICATIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Project Category</th>
<th>FY 2023</th>
<th>FY 2024</th>
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<tr>
<td>TA-6665</td>
<td>STATEWIDE, 5311 CAPITAL PROJECTS FOR RURAL AREAS</td>
<td>STATEWIDE - PUBLIC TRANS</td>
<td>CAPITAL</td>
<td>$2,991,000 (S)</td>
<td>$1,430,000 (L)</td>
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* INDICATES FEDERAL AMENDMENT
<table>
<thead>
<tr>
<th>Project Code</th>
<th>Category</th>
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<tr>
<td>TC-0011</td>
<td>STIP</td>
<td>STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION</td>
<td>CONSTRUCTION</td>
<td>$719,000</td>
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<td>TC-0018</td>
<td>STIP</td>
<td>NCDOT, 5310 CAPITAL PROJECTS FOR RURAL</td>
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<td>$364,000</td>
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<td>TC-0020</td>
<td>STIP</td>
<td>NCDOT, 5339 SMALL URBAN</td>
<td>PLANNING</td>
<td>$273,000</td>
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<td>TC-0021</td>
<td>STIP</td>
<td>NCDOT, 5339 STATEWIDE RURAL</td>
<td>CAPITAL</td>
<td>$567,000</td>
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* INDICATES FEDERAL AMENDMENT

Wednesday, April 6, 2022
### STIP MODIFICATIONS

<table>
<thead>
<tr>
<th>Statewide Project</th>
<th>Project Category</th>
<th>Public Trans</th>
<th>STIP Modifications</th>
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<tr>
<td>TG-0006</td>
<td>STATEWIDE PROJECT</td>
<td>PUBLIC TRANS</td>
<td>STATEWIDE, 5307 CAPITAL FUNDS FOR FTA GRANT. ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</td>
<td>CAPITAL</td>
<td>$52,000</td>
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<td>$207,000</td>
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<td>$259,000</td>
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<td>TM-0020</td>
<td>STATEWIDE PROJECT</td>
<td>PUBLIC TRANS</td>
<td>STATEWIDE, 5307 OPERATING FUNDS ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</td>
<td>OPERATIONS</td>
<td>$1,073,000</td>
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<td></td>
<td>$2,146,000</td>
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<tr>
<td>TM-0027</td>
<td>STATEWIDE PROJECT</td>
<td>PUBLIC TRANS</td>
<td>NCDOT, 5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</td>
<td>ADMINISTRATIVE</td>
<td>$896,000</td>
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<td></td>
<td>$7,680,000</td>
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<td>$14,330,000</td>
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<td></td>
<td></td>
<td>$988,000</td>
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<td>$2,868,000</td>
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<td>$15,428,000</td>
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<td>$42,190,000</td>
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<td>TM-0028</td>
<td>STATEWIDE PROJECT</td>
<td>PUBLIC TRANS</td>
<td>NCDOT, 5311 OPERATING FUNDS FOR FTA GRANTS ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</td>
<td>OPERATIONS</td>
<td>$817,000</td>
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<td>$817,000</td>
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<td>$647,000</td>
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<td>$647,000</td>
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<td>$2,928,000</td>
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* INDICATES FEDERAL AMENDMENT

Wednesday, April 6, 2022
# REVISIONS TO THE 2020-2029 STIP
## HIGHWAY PROGRAM

### STATEWIDE PROJECT STIP MODIFICATIONS

<table>
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<tr>
<th>Item</th>
<th>Project Category</th>
<th>Description</th>
<th>Type</th>
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<th>FY 2023</th>
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<tbody>
<tr>
<td>TM-0031</td>
<td>STATEWIDE</td>
<td>NCDOT, RTAP STATEWIDE FUNDS FOR FTA GRANTS</td>
<td>ADMINISTRATIVE</td>
<td>$280,000 (RTAP)</td>
<td>$698,000 (RTAP)</td>
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<td>TM-0032</td>
<td>STATEWIDE</td>
<td>NCDOT, 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS</td>
<td>OPERATIONS</td>
<td>$4,227,000 (5311)</td>
<td>$12,607,000 (L)</td>
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<td>TO-0004</td>
<td>STATEWIDE</td>
<td>STATEWIDE, SYSTEM SAFETY OVERSIGHT GRANT FOR NCDOT RAIL DIVISION.</td>
<td>CAPITAL</td>
<td>$88,000 (S)</td>
<td>$352,000 (L)</td>
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<tr>
<td>TQ-6954</td>
<td>STATEWIDE</td>
<td>STATEWIDE, 5310 OPERATING PROJECTS FOR RURAL AREAS</td>
<td>OPERATIONS</td>
<td>$2,137,000 (L)</td>
<td>$2,138,000 (5310)</td>
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</table>

* * INDICATES FEDERAL AMENDMENT

Wednesday, April 6, 2022
## STIP MODIFICATIONS

### B-5007
- **WINSTON-SALEM URBAN AREA**
  - NORFOLK SOUTHERN RAILWAY IN WINSTON-SALEM.
  - **DEPOT STREET, US 311 (MAIN STREET) TO SR 1992 (SULLIVANTOWN ROAD)** IN WALKERTOWN.
  - Install bicycle and pedestrian facilities and construct sidewalk.
  - **TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23.**

<table>
<thead>
<tr>
<th>FY 2022</th>
<th>FY 2023</th>
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</thead>
<tbody>
<tr>
<td>$56,000</td>
<td>$72,000</td>
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<tr>
<td>$14,000</td>
<td>$18,000</td>
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</table>

### BL-0020
- **WINSTON-SALEM URBAN AREA**
  - **DEPOT STREET, US 311 (MAIN STREET)**
  - **TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23.**

<table>
<thead>
<tr>
<th>FY 2023</th>
<th></th>
</tr>
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<tbody>
<tr>
<td>$479,000</td>
<td>$560,000</td>
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</table>

### EB-5956
- **WINSTON-SALEM URBAN AREA**
  - **US 311 (MAIN STREET), SR 1977 (PINE HALL ROAD)** IN WALKERTOWN.
  - **TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND CONSTRUCTION FROM FY 22 TO FY 23.**

<table>
<thead>
<tr>
<th>FY 2023</th>
</tr>
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<tbody>
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<td>$605,000</td>
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* INDICATES FEDERAL AMENDMENT

**Wednesday, April 6, 2022**
## STIP MODIFICATIONS

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<thead>
<tr>
<th>Proj. Category</th>
<th>Description</th>
<th>Division</th>
<th>Year</th>
<th>Amount</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 1308 (LEWISVILLE-VIENNA ROAD), SR 1348 (ROBINHOOD ROAD) IN LEWISVILLE. CONVERT EXISTING SIGNALIZED INTERSECTION TO A SINGLE LANE ROUNDABOUT.</td>
<td>WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION</td>
<td>FY 2022</td>
<td>$200,000</td>
<td>(BGANY)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>FORSYTH</td>
<td>FY 2022</td>
<td>$50,000</td>
<td>(L)</td>
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<td></td>
<td></td>
<td>DIVISION</td>
<td>FY 2023</td>
<td>$720,000</td>
<td>(BGDA)</td>
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<td></td>
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<td></td>
<td>FY 2023</td>
<td>$180,000</td>
<td>(L)</td>
</tr>
</tbody>
</table>

* INDICATES FEDERAL AMENDMENT

**CONSTRUCTION**

**RIGHT-OF-WAY**

*TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23.*
Information Item #6
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: __May 19, 2022___  Agenda Item Number: __6__

Action Requested: Review of a request to modify the Winston-Salem Urban Area Fiscal Year 2017-2023 Metropolitan Transportation Improvement Program (MTIP) for Fiscal Years 2018 and 2019 Job Access and Reverse Commute projects and Fiscal Years 2017, 2018, and 2019 Section 5310 projects for reallocation.

SUMMARY OF INFORMATION:  Attachments: Yes __X__ No ____

The Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) staff is requesting the reallocation of funding for several awards across FTA Section 5310 and 5307 – JARC. Subrecipients utilize 5310 and 5307 – JARC funding to provide transportation access for the elderly and for individuals with disabilities, and for individuals requiring transportation to access jobs where they would otherwise not have access. Redistributing these funds to subrecipients we are certain will be able to use those funds to support community needs is one of the primary goals in transit management so that prior year funding grants can be closed. This will also allow for easier transition processes in future fiscal years.

For FY19 Section 5310, the Town of Kernersville will relinquish $45,000 which will be redistributed to three other subrecipients, because they have outstanding reimbursement balances for previous years. For Fiscal Years 2017 and 2018 Section 5310, Wake Forest Baptist Health Campus will relinquish $8,905 from both years because use of this funding was not pursued by their agency.

For FY20 JARC, Horizons Residential Care, for FY2019 JARC, Community Transportation Program (CTP), and for FY2018 JARC, Winston-Salem Urban League will relinquish reimbursement awards to be redistributed to subrecipients in need of further funding. Horizons could not meet the intended uses of the funding, while CTP and the Urban League were affected by COVID-19.

The attached tables reference what subrecipients are having their funds redistributed, as well as which subrecipients will be receiving further funds for future reimbursement. This item is being brought to TAC as a group so many reallocations can take place at one time and make way for further and more efficient reallocations as needed.

TAC Vote: Motion by: __________________ Second by: __________________
Vote: For ________  Against ________
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 Public Transportation-Human Services Coordination Plan for the Winston-Salem Urban Area was adopted by the MPO on March 20, 2008, and provides the framework and guidelines for the competitive selection process for JARC and Section 5310 funds for the MPO; and

**WHEREAS,** the Winston-Salem Urban Area MPO approved the program of projects for the Section 5310 and JARC funding in Fiscal Years 2017 through 2019 after a competitive selection process; and

**WHEREAS,** after awarding the grant funds, three applicants did not undergo contracts for reimbursements and one applicant found they could not manage the level of funding they were awarded and have enough money from previous fiscal years; and

**WHEREAS,** the current project recipients were given the opportunity to receive additional funding allocated proportionally to their original grant award and the remaining funds were distributed proportionally to the current recipients financially capable of managing additional funding; and

**WHEREAS,** the federally approved Program Management Plan (PMP) for the FTA Section 5310 and JARC grants authorizes the reallocation of funds to project subrecipients.

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Advisory Committee approves the reallocation of prior year funding to current project recipients shown on the attached table labeled - *Winston-Salem Urban Area FY 17 Revised Section 5310, FY18 Revised Section 5310, FY19 Revised Section 5310 and JARC Grants - Reallocation Recommendations.*

Adopted on this the 21st day of May, 2022.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee
### Enhanced Mobility of Seniors and Individuals with Disabilities (FTA Section 5310)

<table>
<thead>
<tr>
<th>Program of Projects</th>
<th>2019 Grant Award Amount</th>
<th>2019 Proposed Additional Award Amount</th>
<th>2019 Proposed Total Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shepherd's Center of Winston-Salem</td>
<td>Provides transportation services to medical appointments and grocery shopping assistance for senior adults and individuals with disabilities in the Winston-Salem and Forsyth County areas.</td>
<td>$175,000</td>
<td>$4,425</td>
</tr>
<tr>
<td>The Workshop of Davidson</td>
<td>Provides transportation services for adults with intellectual and developmental disabilities to access the vocational and life skills training programs provided by the agency.</td>
<td>$60,000</td>
<td>$25,629</td>
</tr>
<tr>
<td>Shepherd's Center of Kernersville</td>
<td>Provides transportation services to medical appointments and grocery shopping assistance for seniors and individuals with disabilities.</td>
<td>$26,100</td>
<td>$14,947</td>
</tr>
<tr>
<td>Davidson County Department of Senior Services</td>
<td>Provides transportation services enabling seniors in the northern portion of Davidson County to go to medical appointments, nutrition sites and community social activities.</td>
<td>$35,000</td>
<td>Could not take additional funds</td>
</tr>
<tr>
<td>WSTA</td>
<td>Supplements the transit authority’s Title III paratransit service. These services provide medical and transportation trips for those persons 60 years and older.</td>
<td>$16,380</td>
<td>Could not take additional funds</td>
</tr>
<tr>
<td>Enrichment Center</td>
<td>Provides transportation services for inclusive community outings for seniors and adults with intellectual and developmental disabilities.</td>
<td>$6,250</td>
<td>Could not take additional funds</td>
</tr>
<tr>
<td>Town of Kernersville</td>
<td>Provides safe door to door transportation services twice a week to seniors and disabled individuals for recreational and social activities.</td>
<td>$45,000</td>
<td>Balance reduced due to outstanding balances from previous fiscal years.</td>
</tr>
</tbody>
</table>

**Total Funding** | $363,729 | $363,729 |
Enhanced Mobility of Seniors and Individuals with Disabilities (FTA Section 5310) | Program of Projects | 2018 Grant Award Amount | 2018 Proposed Additional Award Amount | 2018 Proposed Total Award Amount |
---|---|---|---|---|
Shepherd’s Center of Winston-Salem | Provides transportation services to medical appointments and grocery shopping assistance for senior adults and individuals with disabilities in the Winston-Salem and Forsyth County areas. | $155,000 | $8,905 | $163,905 |
WSTA | Supplements the transit authority’s Title III paratransit service. These services provide medical and transportation trips for those persons 60 years and older. | $138,465 | | $138,465 |
Town of Kernersville | Provides safe door to door transportation services twice a week to seniors and disabled individuals for recreational and social activities. | $45,000 | | $45,000 |
Enrichment Center | Provides transportation services for inclusive community outings for seniors and adults with intellectual and developmental disabilities. | $10,000 | | $10,000 |
Wake Forest Baptist Health Downtown Plaza | Provides transportation services to senior citizens and/or disabled patients needing access to clinics. | $8,905 | | |
Total Funding | | $357,370 | | $357,370 |
<table>
<thead>
<tr>
<th>Enhanced Mobility of Seniors and Individuals with Disabilities (FTA Section 5310)</th>
<th>Program of Projects</th>
<th>2017 Grant Award Amount</th>
<th>2017 Proposed Additional Award Amount</th>
<th>2017 Proposed Total Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shepherd's Center of Winston-Salem</td>
<td>Provides transportation services to medical appointments and grocery shopping for senior adults and individuals with disabilities in the Winston-Salem and Forsyth County areas.</td>
<td>$174,000</td>
<td>$6,000</td>
<td>$180,000</td>
</tr>
<tr>
<td>WSTA</td>
<td>Supplements the transit authority’s Title III paratransit service. These services provide medical and transportation trips for those persons 60 years and older.</td>
<td>$94,498</td>
<td>Could not take additional funds</td>
<td>$94,498</td>
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<tr>
<td>Here 2 There</td>
<td>Provides transportation services to senior citizens and the disabled in the Winston-Salem and Forsyth County area.</td>
<td>$75,000</td>
<td>$2,905</td>
<td>$77,905</td>
</tr>
<tr>
<td>Town of Kernersville</td>
<td>Provides safe door to door transportation services twice a week to seniors and disabled individuals for recreational and social activities.</td>
<td>$40,000</td>
<td>Could not take additional funds</td>
<td>$40,000</td>
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<tr>
<td>Enrichment Center</td>
<td>Provides transportation services for inclusive community outings for seniors and adults with intellectual and developmental disabilities.</td>
<td>$30,000</td>
<td>Could not take additional funds</td>
<td>$30,000</td>
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<tr>
<td>Wake Forest Baptist Health Downtown Plaza</td>
<td>Provides transportation services to senior citizens and/or disabled patients needing access to clinics.</td>
<td>$8,905</td>
<td>Balance reduced due to not signing contract to have funds reimbursed.</td>
<td>$0</td>
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<tr>
<td><strong>Total Funding</strong></td>
<td><strong>$422,403</strong></td>
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<td><strong>$422,403</strong></td>
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## Job Access and Reverse Commute (FTA Section 5307)

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<th>Program of Projects</th>
<th>2017 Grant Award Amount</th>
<th>2017 Proposed Additional Award Amount</th>
<th>2017 Proposed Total Award Amount</th>
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<tbody>
<tr>
<td>Support Systems of Forsyth County</td>
<td>$25,000</td>
<td>$6,000</td>
<td>$31,000</td>
</tr>
<tr>
<td>WSTA</td>
<td>$24,000</td>
<td>Could not take additional funds</td>
<td>$24,000</td>
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<tr>
<td>Horizons Residential Care</td>
<td>$6,000</td>
<td>Balance reduced due to not meeting original intended use of funding</td>
<td>$0</td>
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<td><strong>Total Funding</strong></td>
<td><strong>$55,000</strong></td>
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<td><strong>$55,000</strong></td>
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### Job Access and Reverse Commute (FTA Section 5307)

<table>
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<th>Program of Projects</th>
<th>2017 Grant Award Amount</th>
<th>2017 Proposed Additional Award Amount</th>
<th>2017 Proposed Total Award Amount</th>
</tr>
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<tbody>
<tr>
<td>Support Systems of Forsyth County</td>
<td>$16,750</td>
<td>$19,250</td>
<td>$36,000</td>
</tr>
<tr>
<td>Provides employee transportation services from home to work and work to home, especially during times when public transit is not operating or in places that transit cannot reach.</td>
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</tr>
<tr>
<td>WSTA</td>
<td>$19,000</td>
<td>Could not take additional funds</td>
<td>$19,000</td>
</tr>
<tr>
<td>Provides essential transportation services for low-income persons in the Winston-Salem area to employment centers.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Transportation Program</td>
<td>$19,250</td>
<td>Balance reduced due to not signing contract to have funds reimbursed.</td>
<td>$0</td>
</tr>
<tr>
<td>Offers free transportation services to residents in the low-income housing projects and the coverage areas as defined by the Winston Salem Urban Metropolitan Planning Organization.</td>
<td></td>
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</tr>
<tr>
<td><strong>Total Funding</strong></td>
<td><strong>$55,000</strong></td>
<td><strong>$55,000</strong></td>
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## Winston-Salem Urban Area
### Fiscal Year 2018 Section 5307 JARC Grant Program – Reallocation Recommendations
#### 2017-2023 Metropolitan Transportation Improvement Program Modifications
##### May 19, 2022

<table>
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<tr>
<th>Job Access and Reverse Commute (FTA Section 5310)</th>
<th>Program of Projects</th>
<th>2017 Grant Award Amount</th>
<th>2017 Proposed Additional Award Amount</th>
<th>2017 Proposed Total Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winston-Salem Urban League</td>
<td>Provides employee transportation services from home to work and work to home, especially during times when public transit is not operating or in places that transit cannot reach.</td>
<td>$66,350</td>
<td>Balance reduced due to not signing contract to have funds reimbursed</td>
<td>$0</td>
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<tr>
<td>WSTA/City Funds</td>
<td>Provides essential transportation services for low-income persons in the Winston-Salem area to employment centers.</td>
<td>$0</td>
<td>$66,350</td>
<td>$66,350</td>
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<tr>
<td><strong>Total Funding</strong></td>
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<td><strong>$66,350</strong></td>
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<td><strong>$66,350</strong></td>
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Information Item #7
Meeting Date: May 19, 2022   Agenda Item Number: 7

**Action Requested:** Review of the Federal Transit Administration (FTA) Formula Program Section 5307 Funding Allocations for Winston-Salem Urban Area for Fiscal Year 2022 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP)

**SUMMARY OF INFORMATION:** Attachments: Yes _X_ No ___

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. FTA announced an allocation of **$6,703,372** for Fiscal Year 2022.

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 as shown in the attached table. Based upon percentages in that table it is recommended that Davidson County Transportation (DCTS) receive **$240,738**, Piedmont Authority for Regional Transportation (PART) receive **$746,080**, Winston-Salem Transit Authority (WSTA) receive **$5,661,554**, and **$55,000** be used for traditional JARC programs.

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 coordinated a meeting with the three transit agencies and all three agreed with the funding recommendations provided. Staff will also recommend approval of an amendment to the Metropolitan Transportation Improvement Program (MTIP).

**TAC Vote:** Motion by: ___________________ Second by: ___________________

Vote: For ________    Against ________
RESOLUTION
APPROVING THE FY 2022 FEDERAL TRANSIT ADMINISTRATION (FTA) FORMULA PROGRAM SECTION 5307 FUNDING ALLOCATIONS FOR THE WINSTON-SALEM URBAN AREA, THE PROGRAM OF PROJECTS (POP) AND AMENDING THE FISCAL YEAR 2021-2030 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR OPERATING AND CAPITAL ASSISTANCE

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

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

WHEREAS, FTA has announced that the Winston-Salem Urban Area is eligible to receive a FY 2022 apportionment in the amount of $6,703,372; and

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

WHEREAS, based upon policies adopted by the Winston-Salem Urban Area MPO in 2017, $55,000 will be distributed to JARC agencies and the balance of funding will be distributed in accordance with the percentages developed by FTA in Table 3A; and

WHEREAS, MPO staff coordinated a joint allocation meeting in April 2022, where all eligible agencies confirmed that the funding identified can be used by the agency; and.

WHEREAS, in accordance with federal standards the Program of Projects (POP) is required and outlines how these funds will be used by each of the transit authorities; and

WHEREAS, per the Winston-Salem Urban Area Metropolitan Planning Organization’s Public Participation Plan, these projects were made available May 23, 2022;

WHEREAS, Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement Program (STIP) must be programmed and amended as per the projects in the attached list.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) adopts the FY 2022 - 5307 funding allocation and distribution for the Winston-Salem Urban Area MPO and amends the Fiscal Year 2021-2030 Metropolitan Transportation Improvement Program (MTIP) for operating and capital assistance.

Adopted on this the 21st day of July, 2022.

___________________________________
Mike Horn, Chairman
Transportation Advisory Committee

___________________________________
Kelly Garvin, Secretary
Transportation Advisory Committee
## Section 5307 2022 Funding Distribution - Winston-Salem Urbanized Area

<table>
<thead>
<tr>
<th>Urbanized Area of Service Provided</th>
<th>Public Transportation System Operator</th>
<th>Apportionment to Urbanized Area</th>
<th>Percent of Apportionment Attributable to Operator minus JARC total of $55,000</th>
<th>Eligible Percent Factor Category</th>
<th>FY 2021 Maximum Amount of Section 5307 Operating Assistance Allowed</th>
<th>FY 2021 Maximum Amount of Section 5307(a)(2)(B)</th>
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<td>Winston-Salem, NC</td>
<td>City of Winston Salem</td>
<td>6,703,372</td>
<td>85.157%</td>
<td>75%</td>
<td>$5,661,554</td>
<td>$4,246,166</td>
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<td>Winston-Salem, NC</td>
<td>Davidson County</td>
<td>6,703,372</td>
<td>3.621%</td>
<td>75%</td>
<td>$240,738</td>
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<td>Winston-Salem, NC</td>
<td>Piedmont Authority for Regional Transportation</td>
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<td>11.222%</td>
<td>75%</td>
<td>$746,080</td>
<td>$559,560</td>
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<td>Winston-Salem, NC</td>
<td>JARC Funds</td>
<td>6,703,372</td>
<td>-</td>
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<td>$55,000.00</td>
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Information Item #8
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: May 19, 2022
Agenda Item Number: 8

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 2022 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 through the Moving Ahead for Progress in the 21st Century Act (MAP-21) which changed the program from discretionary to formula-based. Funding is now designated to states and designated recipients in urbanized areas (200,000 people or more). The Winston Salem Urban Area is eligible to receive $556,276 in FY 2022.

The Winston-Salem Transit Authority (WSTA) is requesting to use the available funds to purchase three (3) TransAid Vans to replace aging fleet and the remaining funds for transit facility rehabilitation projects and capital maintenance.

In accordance with federal standards, the Program of Projects (POP) outlines how WSTA will use these funds and public participation requirements. The public participation period will be held for 30 days between May 23 and June 23, 2022. The Public Hearing is scheduled to occur at the Transportation Advisory Committee (TAC) meeting on July 18, 2022, to provide maximum opportunities for public engagement and feedback.

In order for WSTA to have these funds available, the following steps must be followed to include approval by the Transportation Advisory Committee (TAC), programming and amending of the Metropolitan Transportation Improvement Program (MTIP) and the 2020-2029 State Transportation Improvement Program (STIP), and submission to FTA.

TAC Vote: Motion by: ___________________ Second by: ___________________
Vote: For ________ Against ________
RESOLUTION
APPROVING THE FY 2022 FEDERAL TRANSIT ADMINISTRATION (FTA) BUS AND BUS FACILITIES GRANT PROGRAM, SECTION 5339 FOR THE WINSTON-SALEM URBAN AREA, FOR THE PROGRAM OF PROJECTS (POP) AND AMENDING THE WINSTON-SALEM URBAN AREA FISCAL YEAR 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR BUS AND BUS FACILITIES REHABILITATION FOR THE WINSTON-SALEM TRANSIT AUTHORITY (WSTA)

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

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

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

WHEREAS, the Winston-Salem Urban Area is eligible to receive a FY 2022 full apportionment of $556,276; and

WHEREAS, the Winston-Salem Transit Authority (WSTA) has expressed an interest in using the available funds to purchase three (3) TransAid Vans to replace aging fleet and the remaining funds for transit facility rehabilitation projects and capital items; and

WHEREAS, in accordance with federal standards the Program of Projects (POP) is required and outlines how these funds will be used by each of the transit authorities; and

WHEREAS, in accordance with the Winston-Salem Urban Area Metropolitan Planning Organization’s Public Participation Plan, these projects were made available for public comment for 30 days between May 23 and June 22, 2022; and

WHEREAS, a public hearing was held on July 18, 2022.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) adopts the FY 2022-5339 funding allocation for the Winston-Salem Urban Area MPO and amends the Winston-Salem Urban Area Fiscal Year 2020-2029 MTIP to program $556,276 for WSTA vehicle purchases and for the transit facility rehabilitation.
Adopted on this the 18th day of July, 2022.

___________________________________
Mike Horn, Chairman
Transportation Advisory Committee

___________________________________
Kelly Garvin, Secretary
Transportation Advisory Committee
Information Item #9
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: May 19, 2022          Agenda Item Number:  9

Action Requested: Review of an amendment to the Winston-Salem Urban Area Fiscal Year 2020-2029 Metropolitan Transportation Improvement Program (MTIP) to Adjust Surface Transportation Block Grant - Direct Attributable (STBG-DA) Funding for Projects in the Village of Clemmons.

SUMMARY OF INFORMATION:  Attachments: Yes  X  No  

The Village of Clemmons is requesting additional funding for two sidewalk projects along Harper Road: EB-5960 and EB-6040. The scope of these projects includes the design and construction of sidewalk from Frank Morgan Elementary School to the Jerry Long YMCA and from Village point Drive to East of the I-40 interchange, respectively. Both projects were evaluated, recommended, and approved for STBG-DA funding in previous years by the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) Transportation Advisory Committee (TAC).

The Village of Clemmons wishes to transfer all Surface Transportation Block Grant - Direct Attributable (STBG-DA) funding from Project U-4741PE (Highway 158 Sidewalk and Yadkin River Greenway, Phase I) to the above mentioned projects. The Village of Clemmons would like to transfer $738,640 in federal funds from U-4741PE to EB-6040 and $1,371,760 in federal funds from U-4741PE to EB-5960. The proposed total federal funding amounts for EB-6040 and EB-5960 are $1,269,840 and $2,371,760, respectively.

The Village of Clemmons has provided the following reasons for canceling U-4741PE:

- Periods of inactivity due to funding uncertainty,
- Significant increases to the cost of the project, and
- Potential for road expansion by NCDOT.

The Village of Clemmons will repay the already-expended STBG-DA amount of $181,121.38 incurred under U-4741PE. Also, the Village of Clemmons is prepared to contribute $527,600 to the projects to account for the twenty percent local match required for the federal funding portion of $2,110,400.

Attached are memos from the Village of Clemmons detailing the request to transfer the funds along with maps of the affected projects.

TAC Vote: Motion by: Second by: 

Vote: For  Against  

RESOLUTION
APPROVING AN AMENDMENT TO THE WINSTON-SALEM URBAN AREA FISCAL YEAR 2020-2029 METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP) TO ADJUST SURFACE TRANSPORTATION BLOCK GRANT – DIRECT ATTRIBUTABLE (STBG-DA) FUNDING FOR PROJECTS IN THE VILLAGE OF CLEMMONS

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 Village of Clemmons is requesting additional funding for two sidewalk projects along Harper Road: EB-5960 and EB-6040; and

WHEREAS, the scope of these projects includes the design and construction of sidewalk from Frank Morgan Elementary School to the Jerry Long YMCA and from Village point Drive to East of the I-40 interchange; and

WHEREAS, both projects were evaluated, recommended, and approved for STBG-DA funding in previous years by the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) Transportation Advisory Committee (TAC); and

WHEREAS, the Village of Clemmons wishes to transfer all Surface Transportation Block Grant - Direct Attributable (STBG-DA) funding from Project U-4741PE (Highway 158 Sidewalk and Yadkin River Greenway, Phase I) to the above mentioned projects; and

WHEREAS, the Village of Clemmons would like to transfer $738,640 in federal funds from U-4741PE to EB-6040 and $1,371,760 in federal funds from U-4741PE to EB-5960; and

WHEREAS, the Village of Clemmons has cited funding uncertainty, cost increases, and the potential for NCDOT road expansion projects as reasons for canceling U-4741PE; and

WHEREAS, the Village of Clemmons will repay the already-expended STBG-DA amount of $181,121.38 incurred under U-4741PE; and

WHEREAS, the Village of Clemmons is prepared to contribute $527,600 to the projects to account for the twenty percent local match required for the federal funding portion of $2,110,400.

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) associated with the U-4741PE, EB-5960, and EB-6040 projects.

Adopted on this the 19th day of May, 2022.

___________________________________
Mike Horn, Chairman
Transportation Advisory Committee

___________________________________
Kelly Garvin, Secretary
Transportation Advisory Committee
To: Pat Ivey, Division Engineer NCDOT

From: Village of Clemmons Council

Date: April 11, 2022

Re: Cancellation of U-4741PE

The purpose of this memorandum is to formally announce the Village of Clemmons Council’s desire to cancel Transportation Improvement Project (TIP) # U-4741PE. The reasons include, but are not limited to: periods of inactivity due to funding uncertainty, significant increases to the cost of the project, and the potential for road expansion by NCDOT. The Village of Clemmons will repay the expended STBG-DA amount of $181,121.38 incurred under U-4741PE.

<table>
<thead>
<tr>
<th>TIP #</th>
<th>Total Funding</th>
<th>STBG-DA/ FLEX</th>
<th>STBG-DA/FLEX Local Match</th>
<th>Obligated STBG-DA/FLEX</th>
<th>Unobligated STBG-DA/FLEX</th>
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<td>U-4741PE</td>
<td>$2,638,000</td>
<td>$2,110,400</td>
<td>$527,600</td>
<td>$183,200</td>
<td>$1,927,200</td>
</tr>
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</table>
To: Kelly Garvin, Planning Development Coordination WSDOT

From: Nasser Rahimzadeh, Planning Department

Date: April 13, 2022

Re: Re-allocation of U-4741PE Funds

The purpose of this memorandum is to formally announce the Village of Clemmons Council’s desire to re-allocate all State Transportation Block Grants - Direct Attributable (STBG-DA) from Transportation Improvement Project (TIP) # U-4741PE to other locally-administered projects under Clemmons jurisdiction in the current State Transportation Improvement Projects. The Village would like to have thirty-five percent (35%) of federal funds in U-4741PE be transferred to EB-6040 and sixty-five percent (65%) of federal funds in U-4741PE be transferred to EB-5960.

The Village of Clemmons will continue to honor the requirement of federally-funded projects where the Village pays twenty percent (20%) of the project and the remaining eighty percent (80%) is paid by federal funds. Additionally, the Village of Clemmons will repay the expended STBG-DA amount of $181,121.38 incurred under U-4741PE.

<table>
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<tr>
<th>DA-Amount</th>
<th>35%</th>
<th>65%</th>
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<tbody>
<tr>
<td>U-4741PE</td>
<td>$2,110,400.00</td>
<td>$738,640.00</td>
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<table>
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<tr>
<th>Current DA Allocation</th>
<th>Additional DA Allocation</th>
<th>New DA allocation</th>
<th>New Match</th>
<th>New Total</th>
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<td>EB-5960</td>
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<td>$1,371,760</td>
<td>$2,372,760</td>
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Information Item #10
Winston-Salem Urban Area Metropolitan Planning Organization  
Transportation Advisory Committee  
Action Request

Meeting Date: May 19, 2022  
Agenda Item Number: 10

Action Requested: Review of the draft 2024-2033 State Transportation Improvement Program (STIP)

<table>
<thead>
<tr>
<th>SUMMARY OF INFORMATION:</th>
<th>Attachments: Yes</th>
<th>X</th>
<th>No</th>
</tr>
</thead>
</table>

The North Carolina Department of Transportation (NCDOT) Released the Draft 2024-2033 State Transportation Improvement Program (STIP). The STIP identifies the construction funding for and scheduling of transportation projects at the state level over a 10-year period. The N.C. Department of Transportation (NCDOT) proactively updates the STIP every two years to ensure it accurately reflects the state's current financial situation.

The Strategic Transportation Investments (STI) law mandates ongoing evaluation and improvement of the STIP to ensure that the process continues to be responsive to North Carolina's diverse needs. This is accomplished through what is known as the strategic prioritization process. The strategic prioritization process 6.0 began in fall 2019 when NCDOT and local planning organizations asked for public feedback on and later submitted projects to be evaluated for the 2024-2033 STIP. In August of 2021 the Board of Transportation concurred with the recommendation to halt P6.0 due to the rising cost of transportation projects throughout the state.

Instead, the Prioritization Workgroup, which is made up of MPOs, Divisions staff and Strategic Prioritization Office of Transportation staff, worked on refining the current STIP to make it more fiscally constrained. The new STIP therefore does not contain any new projects but rather reprioritizes existing ones based on their current schedule, the cycle that the project was committed in, and updated cost estimates.

Metropolitan Plan Organizations (MPOs) and Divisions now can review this draft STIP and swap projects in, that they feel should remain funded, for projects that no longer have local interest or support based on NCDOT guidelines. Both the MPO and the Division must agree for any swapping to occur.

TAC Vote: Motion by:___________________   Second by:_________________________

Vote: For ________    Against ________
Introduction
This workbook contains the 2024-2033 Draft State Transportation Improvement Program (STIP).

The Full Draft STIP tab lists all projects in the Draft STIP, including those previously selected for funding through the Strategic Transportation Investments (STI) prioritization process, alternate criteria projects (interstate maintenance, bridge, safety, and MPO direct attributal projects), exempt projects (such as congestion mitigation projects), transit projects, and others.

The Projects Eligible for Swaps tab is a subset of projects listed on the Full Draft STIP. Projects listed are eligible to be swapped with other projects, as long as both NCDOT and the Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) in which the project is located agree to the swap AND the total cost of any project(s) swapped into the Draft STIP is less than 110% of the costs of project(s) swapped out. Please note that only STI funds needed for each phase (right-of-way, utilities, and construction) are listed on this tab. Projects listed on Full Draft STIP include the entire funding needed for each phase.

The Fund Sources tab lists the full title of the fund sources listed on the Full Draft STIP and Projects Eligible for Swaps tabs.

Please use the filters on the column headers (Row 4) to filter and sort the information for your needs. Projects are initially sorted by County, Mode, Route, and Description.

Please note that ALL INFORMATION AND DATA is considered DRAFT and is SUBJECT TO CHANGE. A revised Draft STIP is expected to be released in December 2022 following any funding swaps, with adoption of the Final 2024-2033 STIP by the Board of Transportation in the Summer of 2023.

Last updated April 25, 2022
## Basic Project Information

| COUNTY(IES) | ROUTEILITY | DESCRIPTION | MEDS | DIVISION(S) | MPD/URBAN AREA | TP PROJECT ID | TOP CATEGORY | FUNDS SOURCED | ECONOMIC SOURCES | PRIMARY sources | UTILITIES | COST | UTILITIES | TOTAL MANAGEMENT | CONSTRUCTION | CONSTRUCTION | PROJECT MITIGATION | PROJECT MITIGATION | CONSTRUCTION | CONSTRUCTION | COMMISSIONED | COMMISSIONED | COMMISSIONED | TOTAL REMAINING FUNDS NEEDED FOR UTILITIES | TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION | TOTAL REMAINING FUNDS NEEDED FOR OTHER ACTIVITIES | TOTAL REMAINING FUNDS NEEDED FOR OTHER ACTIVITIES | TOTAL REMAINING FUNDS NEEDED FOR OTHER ACTIVITIES | TOTAL REMAINING FUNDS NEEDED FOR OTHER ACTIVITIES | TOTAL REMAINING FUNDS NEEDED FOR OTHER ACTIVITIES |
|-------------|-------------|-------------|------|-------------|----------------|---------------|---------------|---------------|-----------------|----------------|------------|------|----------|-----------------|---------------|---------------|-------------------|-------------------|---------------|---------------|------------|------------|------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| WINSTON-SALEM URBAN AREA | BIKE/PED | BIKES TO FORTH COUNTY LINE, FRANKLIN, HAYWOOD. | HIGHWAY 9 | 9 | STATEWIDE | VP5307 | BIKES TO FORTH COUNTY LINE, FRANKLIN, HAYWOOD. | $165,000 | STATEWIDE | 2020 | $30,147,800 | $30,147,800 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | M-10 HAY (AHERON TOLL ROAD) | HIGHWAY 9 | 9 | STATEWIDE | VP5307 | M-10 HAY (AHERON TOLL ROAD) | $100,000 | STATEWIDE | 2020 | $22,006,800 | $22,006,800 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $4,908,300 | $4,908,300 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTERED UNDER THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. |
| WINSTON-SALEM URBAN AREA | BIKE/PED | WINSTON-SALEM URBAN AREA | PUBLIC TRANSIT | 9 | STATEWIDE | VP5307 | WINSTON-SALEM URBAN AREA | $5,000,000 | PUBLIC TRANSIT | 2020 | $5,000,000 | $5,000,000 | NOTE: THIS PROJECT IS ADMINISTE
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<th>ROUTE/CITY</th>
<th>DESCRIPTION</th>
<th>MOP(000)</th>
<th>NPOL(000)</th>
<th>MPOL/MPOL</th>
<th>PROJECT ID</th>
<th>T-PRIORITY CATEGORY</th>
<th>FUNDING SOURCE</th>
<th>TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY</th>
<th>UTILIZED PROJECTED SCHEDULE</th>
<th>PROJECTED CONSTRUCTION SCHEDULE</th>
<th>TOTAL REMAINING FUNDS NEEDED FOR UTILITIES</th>
<th>COST OF (AND PRIME) CONSTRUCTION</th>
<th>TOTAL REMAINING FUNDS NEEDED FOR OTHER ACTIVITIES</th>
<th>TOTAL REMAINING FUNDS NEEDED</th>
<th>COMMENT</th>
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**2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM**

**APRIL 25, 2022**

**DRAFT - SUBJECT TO CHANGE**
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<th>ROUTE/CITY</th>
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<th>TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION</th>
<th>CONSTRUCTION FINANCIAL INFORMATION</th>
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FORSYTH NEW ROUTE (FUTURE NC 452)
FORSYTH SR 1103 (LEWISVILLE-CLEMMONS ROAD)
FORSYTH NEW ROUTE
FORSYTH NEW ROUTE
FORSYTH SALISBURY RIDGE ROAD
FORSYTH NEW ROUTE (FUTURE NC 452)
FORSYTH SR 1173 (WILLIAMS ROAD)
FORSYTH SR 1156 (LEWISVILLE-CLEMMONS ROAD)
FORSYTH SR 1103 (STYERS FERRY ROAD) TO SR 1101 (LEWISVILLE-CLEMMONS ROAD)
SR 1969 (PINEY GROVE ROAD) TO NC 150 (NORTH MAIN STREET)
WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, US 158 TO SOUTH OF I-40 (WINSTON-SALEM CREEK CONNECTOR, SR 4326 (RAMS DRIVE) TO SR 4325 (MARTIN LUTHER KING, JR DRIVE)). LANDSCAPING WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS.
WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, MUDDY CREEK. REPLACE BRIDGE NO. 221 AND BRIDGE NO. 222 OVER US 421. WIDEN TO MULTI-LANES FROM 2-LANE TO 4-LANE FACILITY IN RURAL AREA. CONSTRUCT 2-LANE ROADWAY ON NEW LOCATION.
WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, INTERCHANGE WITH US 421 AND SR 4001 (REYNOLDS BOULEVARD) TO SR 2264 (AKRON CREEK ROAD)
WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, NORTH OF SR 1348 (MEADOWLARK DRIVE)
WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, INTERCHANGE WITH I-40 TO US 52. FOUR LANE EXPRESSWAY ON NEW LOCATION.
WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, INTERCHANGE WITH I-40 TO SOUTH OF I-40 (WINSTON-SALEM CREEK CONNECTOR, SR 4326 (RAMS DRIVE) TO SR 4325 (MARTIN LUTHER KING, JR DRIVE)). LANDSCAPING WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS.
WINSTON-SALEM URBAN AREA
B-9860 REGENCY OAKS DEVELOPMENT (SHALLOWFORD ROAD) IN LEWISVILLE. WIDEN TO 3 LANE FACILITY IN LEWISVILLE. MULTILANE FACILITY ON NEW LOCATION.
WINSTON-SALEM URBAN AREA
B-9860 REGENCY OAKS DEVELOPMENT (SHALLOWFORD ROAD) IN LEWISVILLE. WIDEN TO 3 LANE FACILITY ON NEW LOCATION.
WINSTON-SALEM URBAN AREA
B-9860 REGENCY OAKS DEVELOPMENT (SHALLOWFORD ROAD) IN LEWISVILLE. WIDEN TO 3 LANE FACILITY ON NEW LOCATION.
WINSTON-SALEM URBAN AREA
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WINSTON-SALEM URBAN AREA
B-9860 REGENCY OAKS DEVELOPMENT (SHALLOWFORD ROAD) IN LEWISVILLE. WIDEN TO 3 LANE FACILITY ON NEW LOCATION.
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2023-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM: PROJECTS ELIGIBLE FOR SWAPS

2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM: PROJECTS ELIGIBLE FOR SWAPS

NOTES: COSTS AND SCHEDULES ARE AS OF APRIL 2, 2022 AND ARE SUBJECT TO CHANGE. CURRENT PRIORITIZATION STATUS IS BASED ON THE PRIORITIZATION WORKGROUP’S RECOMMENDATION OF USING A FIVE-YEAR LINE OF THE FIRST YEAR OF RIGHT-OF-WAY OR CONSTRUCTION IS CURRENTLY SCHEDULED OR IN OR BEFORE FISCAL YEAR 2028, THE PROJECT IS CONSIDERED “SCHEDULED FOR DELIVERY” AND DOES NOT HAVE TO BE REPRIORITIZED. AT THIS TIME, THE BOARD OF TRANSPORTATION HAS NOT TAKEN ACTION ON THIS RECOMMENDATION.

DRAFT - SUBJECT TO CHANGE

2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM: PROJECTS ELIGIBLE FOR SWAPS

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2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM: PROJECTS ELIGIBLE FOR SWAPS
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<thead>
<tr>
<th>COUNTY(S)</th>
<th>ROUTE/CITY</th>
<th>DESCRIPTION</th>
<th>MODE</th>
<th>DIVISION(S)</th>
<th>MPOs/RPOs</th>
<th>PROJECT ID</th>
<th>STI CATEGORY</th>
<th>CURRENT PRIORITIZATION STATUS</th>
<th>FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)</th>
<th>CASH FUNDS NEEDED FOR RIGHT-OF-WAY</th>
<th>UTILITIES PROJECTED SCHEDULE</th>
<th>UTILITIES FUNDS NEEDED FOR UTILITIES</th>
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<th>CONSTRUCTION FUNDS NEEDED FOR CONSTRUCTION</th>
<th>TOTAL STI FUNDS</th>
<th>COMMENT</th>
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<tbody>
<tr>
<td>Forsyth</td>
<td>SR 1156 (Lewisville- Clemmons Road)</td>
<td>SR 1101 (Shallowford Road) to SR 1101 (Shallowford Road) in Lewisville. Widen to 3 lanes with bicycle and pedestrian accommodations.</td>
<td>Highway 9</td>
<td>Forsyth</td>
<td>Winston-Salem Urban Area MPO</td>
<td>R-6189</td>
<td>Division B</td>
<td>SCHEDULED FOR DELIVERY</td>
<td>T</td>
<td>2024</td>
<td>$10,700,000</td>
<td>2026</td>
<td>$800,000</td>
<td>2030</td>
<td>$12,400,000</td>
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<tr>
<td>Forsyth</td>
<td>SR 1101 (Shallowford Road)</td>
<td>Forsyth</td>
<td>Winston-Salem Urban Area MPO</td>
<td>R-6188</td>
<td>Division B</td>
<td>SCHEDULED FOR DELIVERY</td>
<td>T</td>
<td>2024</td>
<td>$1,100,000</td>
<td>2026</td>
<td>$400,000</td>
<td>2030</td>
<td>$4,300,000</td>
<td>$5,600,000</td>
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<tr>
<td>Forsyth</td>
<td>US 158</td>
<td>Multi-lane North of US 421 / NC Business to SR 1965 (Belews Creek Road) in Kernersville. Widen to 3 lanes with bicycle / pedestrian accommodations.</td>
<td>Highway 9</td>
<td>Forsyth</td>
<td>Winston-Salem Urban Area MPO</td>
<td>R-2577A</td>
<td>Region D</td>
<td>SCHEDULED FOR DELIVERY</td>
<td>T</td>
<td>2021</td>
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<td>2024</td>
<td>$60,000,000</td>
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<tr>
<td>Forsyth, Guilford</td>
<td>US 158</td>
<td>US 158 (Belcher Creek Road) in Forsyth County to SR 1101 (Shallowford Road) in Guilford County</td>
<td>Highway 7, 9</td>
<td>Forsyth, Guilford</td>
<td>Winston-Salem Urban Area MPO, Greensboro Urban Area MPO</td>
<td>R-2577A</td>
<td>Not Funded</td>
<td>WILL BE REPRIORITIZED</td>
<td>T</td>
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<tr>
<td>Forsyth, Guilford</td>
<td>US 421 (Salem Parkway)</td>
<td>US 70 in Kernersville to US 421 in Guilford County, Widen to 4 lanes.</td>
<td>Highway 7, 9</td>
<td>Forsyth, Guilford</td>
<td>Winston-Salem Urban Area MPO, Greensboro Urban Area MPO</td>
<td>R-4664</td>
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<td>Guilford, Forsyth</td>
<td>NC 46 to US 421 / Business 40.</td>
<td>Forsyth</td>
<td>Winston-Salem Urban Area MPO, Guilford</td>
<td>Forsyth</td>
<td>Winston-Salem Urban Area MPO</td>
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<td>Complete Design</td>
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<td>$200,000</td>
<td>FUNDED FOR PRELIMINARY ENGINEERING ONLY</td>
<td>$200,000</td>
<td>FUNDED FOR PRELIMINARY ENGINEERING ONLY</td>
<td>$38,798,000</td>
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</tbody>
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2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM: PROJECTS ELIGIBLE FOR SWAPS

APRIL 25, 2022

DRAFT - SUBJECT TO CHANGE
SMITH REYNOLDS AIRPORT (INT), AV-5738


MODE: AVIATION  Route: SMITH REYNOLDS AIRPORT (INT)

Description: ACQUIRE LAND AND CLEAR TERRAIN OBSTRUCTIONS EAST OF RUNWAY 15-33 TO DRAIN AND GRADE MATERIAL IN PLACE.

ROW: Construction: 2022  Status: RIGHT-OF-WAY IN PROGRESS BY AIRPORT

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SMITH REYNOLDS AIRPORT (INT), AV-5832


MODE: AVIATION  Route: SMITH REYNOLDS AIRPORT (INT)

Description: CONSTRUCT NEW TAXILANE.

ROW: Construction: 2022

Status:

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WEST FIRST STREET, B-5007

STIP ID: B-5007 SPOTID: Length: mi.
MODE: BRIDGE Route: WEST FIRST STREET
Description: REPLACE BRIDGE 330296 OVER NORFOLK SOUTHERN RAILWAY IN WINSTON-SALEM.
ROW: 2022 Construction: 2022
Status:

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STIP ID: B-5950  SPOTID:  Length: mi.
MODE: BRIDGE  Route: NC 67 (WESTBOUND) (SILAS CREEK PARKWAY)
Description: REPLACE BRIDGES 330007 AND 330295 OVER SALEM CREEK IN WINSTON-SALEM.
ROW: 2026  Construction: 2027
Status:
SR 4278 (SOUTH CHERRY STREET), BL-0014

STIP ID: BL-0014  SPOTID: Length: 0.4 mi.
MODE: BICYCLE AND PEDESTRIAN  Route: SR 4278
(SOUTH CHERRY STREET)
Description: OAKHURST STREET TO HOLY CROSS CHURCH IN KERNERSVILLE. CONSTRUCT FIVE-FOOT SIDEWALK.
ROW: 2023  Construction: 2024
Status:

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STIP ID: BL-0015  SPOTID: Length: 0.2 mi.

MODE: BICYCLE AND PEDESTRIAN  Route: BROAD STREET

Description: SR 4309 (EAST MOUNTAIN STREET) TO HARMON LANE IN KERNERSVILLE. CONSTRUCT FIVE-FOOT SIDEWALK.

ROW: 2022  Construction: 2023

Status:

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**HARMON LANE, BL-0016**

**STIP ID:** BL-0016  
**SPOTID:**  
**Length:** 0.3 mi.

**MODE:** BICYCLE AND PEDESTRIAN  
**Route:** HARMON LANE

**Description:** SR 4315 (SOUTH MAIN STREET) TO BROAD STREET IN KERNERSVILLE. CONSTRUCT FIVE-FOOT SIDEWALK.

**ROW:** 2022  
**Construction:** 2023  
**Status:**

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SOUTHERN STREET GREENWAY, BL-0017

STIP ID: BL-0017  SPOTID:  Length: 0.1 mi.
MODE: BICYCLE AND PEDESTRIAN  Route: SOUTHERN STREET GREENWAY
Description: SOUTHERN STREET TO KERNERS MILL CREEK GREENWAY IN KERNERSVILLE. CONSTRUCT MULTI-USE PAVED PATH.
ROW: 2024  Construction: 2025

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Brewer Rd
Ethel Dr
Peters Creek Pkwy
Fleet St
Mill Dr
Rosemont Ave
Hege St
Krites St
Linger Rd
W Clemmonsville Rd
Elmhurst St
Ridgeview Ave
Southpark Blvd
Dustin St
Cora Dr
Finley Cir
Zuider Zee Dr
Spach Dr
Peach Ave
Gretel Ln
Brickwood Ct
Buchanan St
Orchard View Dr
Edelweiss Dr
No Name 75 Rd
Cliff St
No Name 44 Rd
Scottsdale Ln
Russell Dr
Beau View Ct
Catawba St
Foxwood Pl
Fiddlers Glenn Dr
Franciscan Dr
Russell Way Ln
Orchard Creek Ln
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LONG BRANCH TRAIL PHASE II, BL-0019

STIP ID: BL-0019  SPOTID: Length: 1.3 mi.

MODE: BICYCLE AND PEDESTRIAN  Route: LONG BRANCH TRAIL PHASE II

Description: SR 2516 (MARTIN LUTHER KING, JR. DRIVE) TO 27TH STREET IN WINSTON-SALEM. CONSTRUCT TEN-FOOT TRAIL.

ROW: Construction: 2024

Status:
DEPOT STREET, BL-0020

STIP ID: BL-0020  SPOTID: Length: 0.2 mi.
MODE: BICYCLE AND PEDESTRIAN  Route: DEPOT STREET

Description: US 311 (MAIN STREET) TO SR 1992 (SULLIVANTOWN ROAD) IN WALKERTOWN. CONSTRUCT SIDEWALK.

ROW: 2022  Construction: 2023
Status:

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BRUSHY FORK GREENWAY, EB-4020C

STIP ID: EB-4020C  SPOTID:  Length: 0.5 mi.

MODE: BICYCLE AND PEDESTRIAN  Route: BRUSHY FORK GREENWAY

Description: LOWERY STREET TO REYNOLDS PARK ROAD

ROW: Construction: 2022  Status: RIGHT-OF-WAY IN PROGRESS

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**STIP ID:** EB-5810  
**SPOTID:** B142176  
**Length:** 1 mi.

**MODE:** BICYCLE AND PEDESTRIAN  
**Route:** BARBARA JANE AVENUE

**Description:** OLD GREENSBORO ROAD TO WOODROW POWELL DRIVE IN WINSTON-SALEM. CONSTRUCT SIDEWALK.

**ROW:** Construction: 2022  
**Status:** IN PROGRESS
SALEM CREEK GREENWAY, EB-5812

SALEM CREEK GREENWAY

Description: FORSYTH TECHNICAL COMMUNITY COLLEGE TO EXISTING GREENWAY AT MARKETPLACE MALL IN WINSTON-SALEM. CONSTRUCT GREENWAY.

STIP ID: EB-5812 SPOTID: B142088 Length: 1 mi.

MODE: BICYCLE AND PEDESTRIAN Route: SALEM CREEK GREENWAY

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Project Type
- Aviation
- Bridge and Highway
- Public Transit

Bicycle and Pedestrian
- Highway
- Highway Safety

Water Bodies
- Parks
- MPO Boundary

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STIP ID: EB-5840 SPOTID: B150723 Length: 0.5 mi.

MODE: BICYCLE AND PEDESTRIAN Route: US 158 / US 421 / NC 150 (SALEM PARKWAY)

Description: NC 150 (PETERS CREEK PARKWAY) TO THE STROLLWAY IN WINSTON-SALEM. CONSTRUCT MULTI-USE PATH.

ROW: Construction: 2022 Status: COORDINATE WITH U-2827B DESIGN-BUILD PROJECT
SR 1122 (JONESTOWN ROAD), EB-5920

STIP ID: EB-5920  SPOTID: B142158  Length: 0.6 mi.

 MODE: BICYCLE AND PEDESTRIAN  Route: SR 1122
(JONESTOWN ROAD)

Description: SR 3153 (HANES MALL BOULEVARD) TO SR
1001 (COUNTRY CLUB ROAD) IN WINSTON-SALEM.
CONSTRUCT SIDEWALK.

ROW: 2024  Construction: 2025
Status:

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for informational purposes only, and the City of
Winston-Salem and Forsyth County make no
warranty, representation, or guarantee of any
kind as to the accuracy of any information contained herein.
Description: NC 67 (REYNOLDA ROAD) TO SR 1528 (SILAS CREEK PKWY) IN WINSTON-SALEM. CONSTRUCT SIDEWALK.

STIP ID: EB-5952  SPOTID:  Length: 0.4 mi.
MODE: BICYCLE AND PEDESTRIAN  Route: FAIRLAWN DRIVE

Status: IN PROGRESS

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Description: SR-1686 (SHATTALON DRIVE) TO ROBIN WOOD LANE IN WINSTON-SALEM. CONSTRUCT SIDEWALK.

ROW: Construction: 2024
Status: PLANNING / DESIGN / RIGHT-OF-WAY / CONSTRUCTION BY CITY OF WINSTON-SALEM
**GRiffith Road, EB-5954**

**STP ID:** EB-5954  **SPOTID:** Length: 1.1 mi.

**MODE:** BICYCLE AND PEDESTRIAN  **Route:** GRIFFITH ROAD

**Description:** KIMWELL DRIVE TO BURKE MILL ROAD IN WINSTON-SALEM. CONSTRUCT SIDEWALK.

**ROW:** 2022  **Construction:** 2023  **Status:** IN PROGRESS

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SR 1348 (ROBINHOOD ROAD), EB-5955

STIP ID: EB-5955  SPOTID: Length: 0.3 mi.

MODE: BICYCLE AND PEDESTRIAN  Route: SR 1348 (ROBINHOOD ROAD)

Description: SPEAKS FARM ROAD TO MUDDY CREEK GREENWAY IN WINSTON-SALEM. CONSTRUCT SIDEWALK.

ROW: 2022  Construction: 2024  Status: IN PROGRESS

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STIP ID: EB-5956  SPOTID: Length: 0.4 mi.

MODE: BICYCLE AND PEDESTRIAN  Route: SR 1992 (SULLIVANTOWN ROAD)

Description: US 311 AT HARLEY DRIVE TO WALKERTOWN HIGH/MIDDLE SCHOOL IN WALKERTOWN. INSTALL BICYCLE AND PEDESTRIAN FACILITIES AND CONSTRUCT SIDEWALK.

ROW: 2022  Construction: 2022  Status: IN PROGRESS

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SR 2648 (OLD WINSTON ROAD), EB-5957

STIP ID: EB-5957  SPOTID:  Length: 0.1 mi.

MODE: BICYCLE AND PEDESTRIAN  Route: SR 2648 (OLD WINSTON ROAD)

Description: EXISTING SIDEWALK ACROSS FROM SEVENTH DAY ADVENTIST CHURCH PARKING LOT TO HOPKINS ROAD IN KERNERSVILLE. CONSTRUCT SIDEWALK ON SOUTH SIDE.

ROW: 2021  Construction: 2022
Status: RIGHT OF WAY IN PROGRESS

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TWINS WAY (NEAR INTERSECTION WITH US-158) WEST TO PEDESTRIAN TUNNEL UNDER I-40 IN BERMUDA RUN. CONSTRUCT PORTION OF BLUE HERON TRAIL.

Project Type
- Aviation
- Bridge and Highway
- Public Transit

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STIP ID: EB-5958
SPOTID: EB-5958
Length: 1.00

MODE: BICYCLE AND PEDESTRIAN
Route: BERMUDA RUN

Description: TWINS WAY (NEAR INTERSECTION WITH US-158) WEST TO PEDESTRIAN TUNNEL UNDER I-40 IN BERMUDA RUN. CONSTRUCT PORTION OF BLUE HERON TRAIL.

ROW: Construction: 2020
Status: UNDER CONSTRUCTION, PLANNING / DESIGN /
SR 3000 (IDOLS ROAD), EB-5959

STIP ID: EB-5959  SPOTID:  Length: 0.9 mi.

MODE: BICYCLE AND PEDESTRIAN  Route: SR 3000 (IDOLS ROAD)

Description: SR 1103 (MIDDLEBROOK DRIVE) TO TANGLEWOOD PARK ROAD IN CLEMMONS. CONSTRUCT SIDEWALK.

ROW: Construction: 2022  Status: IN PROGRESS

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SR 1101 (HARPER ROAD), EB-5960

STIP ID: EB-5960  SPOTID:  Length: 1 mi.
MODE: BICYCLE AND PEDESTRIAN  Route: SR 1101 (HARPER ROAD)
Description: CONSTRUCT SIDEWALK AND CROSSWALKS WHERE GAPS EXIST BETWEEN JERRY LONG YMCA ON PEACEHAVEN ROAD TO ROUNDABOUT WEST OF FRANK MORGAN ELEMENTARY SCHOOL IN CLEMMONS.
ROW: Construction: 2023
Status: IN PROGRESS

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US 158 / US 421 (SALEM PARKWAY), EB-6008

STIP ID: EB-6008  SPOTID: B171481  Length: 0.3 mi.

MODE: BICYCLE AND PEDESTRIAN  Route: US 158 / US 421 (SALEM PARKWAY)

Description: LOCKLAND AVENUE TO NC 150 (PETERS CREEK PARKWAY) IN WINSTON-SALEM. CONSTRUCT MULTIUSE PATH.

ROW: 2023  Construction: 2023

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**STIP ID:** EB-6040  
**SPOTID:**  
**Length:** 0.6 mi.

**MODE:** BICYCLE AND PEDESTRIAN  
**Route:** SR 1101 (HARPER ROAD)

**Description:** VILLAGE POINT DRIVE TO EAST OF I-40 INTERCHANGE, CONSTRUCT SIDEWALK AND PEDESTRIAN SAFETY FEATURES.

**ROW:** Construction: 2023  
**Status:**

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Description: BEAUCREST STREET TO ASBURY DRIVE IN KERNERSVILLE. CONSTRUCT TURN-LANE BETWEEN KERNERSVILLE YMCA AND DEERE-HITACHI EAST ENTRANCE, AND EXTEND EXISTING SIDEWALK FROM BEAUCREST STREET TO ASBURY DRIVE.

ROW: 2022  Construction: 2023
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Project Type
- Aviation
- Bridge and Highway
- Public Transit

Water Bodies
- Parks
- MPO Boundary

Miles

0.1 0.05 0 0.1

ROW: 2022 Construction: 2023
Status:
Construction:

SPOTID: H090008-A

UNDER CONSTRUCTION; DESIGN-BUILD PROJECT; WEBSITE: H090008-A
WEST OF NC 801 IN DAVIE COUNTY TO SR 1101
Length: 0.4

Bridge and Highway

I-40

Public Transit

I-0911A

Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any

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North Carolina makes no warranty, representation, or guarantee of any

Status: UNDER CONSTRUCTION; DESIGN-BUILD PROJECT:
BUILD NC BONDS: $25.389 MILLION FOR CONSTRUCTION - PAYBACK 2021-2035
SPOTID: I-40
Route: 1.9 mi.

Description: 1.3 MILES EAST OF NC 150 (PETERS CREEK PARKWAY) TO NC 109 (THOMASVILLE ROAD) IN WINSTON-SALEM. PAVEMENT REHABILITATION.

Mode: HIGHWAY

Status: UNDER CONSTRUCTION - COORDINATE WITH I-5857

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Description: NC 109 (THOMASVILLE ROAD) / CLEMMONSVILLE ROAD SPLIT-DIAMOND INTERCHANGE IN WINSTON-SALEM. CONVERT HALF DIAMOND INTERCHANGE AT NC 109 TO FULL DIAMOND, AND REMOVE CONNECTOR ROADS AND HALF DIAMOND INTERCHANGE AT CLEMMONSVILLE ROAD

ROW: 2023  Construction: 2025
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STIP ID: I-6003  SPOTID:   Length: 4.8 mi.
Mode: Highway  Route: I-40
Description: SR 1436 (PINEBROOK SCHOOL ROAD) TO WEST OF NC 801. PAVEMENT REHABILITATION.
ROW: Construction: 2021
Status: UNDER CONSTRUCTION
NEW ROUTE (FUTURE NC 452), R-2247A

STIP ID: R-2247A  SPOTID: H090076-A  Length: 2 mi.

MODE: HIGHWAY  Route: NEW ROUTE (FUTURE NC 452)

Description: WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, US 158 TO SOUTH OF I-40

ROW: 2029  Construction: 2029

Status: DESIGN-BUILD PROJECT

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NEW ROUTE (FUTURE NC 452), R-2247B

STIP ID: R-2247B  SPOTID: H090076-B  Length: 1.4 mi.

MODE: HIGHWAY  Route: NEW ROUTE (FUTURE NC 452)

Description: WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, SOUTH OF I-40 TO SOUTH OF US 421 INTERCHANGE

ROW: 2029  Construction: 2029

Status: DESIGN-BUILD PROJECT

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NEW ROUTE (FUTURE NC 452), R-2247CA

STIP ID: R-2247CA  SPOTID: H090076-CA  Length: 1 mi.

MODE: HIGHWAY  Route: NEW ROUTE (FUTURE NC 452)

Description: WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, INTERCHANGE WITH US 421 AND INTERCHANGE WITH SR 1140 (PEACE HAVEN ROAD)

ROW: 2029  Construction: 2029

Status:

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NEW ROUTE (FUTURE NC 452), R-2247EA

Project Type:
- Aviation
- Bridge and Highway
- Public Transit

STIP ID: R-2247EA
SPOTID: H090078-EA
Length: 4.5 mi.

MODE: HIGHWAY
Route: NEW ROUTE (FUTURE NC 452)

Description: WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, NC 67 TO SOUTH OF US 52

ROW: 2026
Construction: 2028
Status:

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Project Type
- Aviation
- Bridge and Highway
- Public Transit

Water Bodies
- Bicycle and Pedestrian
- Highway
- Highway Safety
- Parks
- MPO Boundary

STIP ID: R-2247EB  SPOTID: H090076-EB  Length: mi.

MODE: HIGHWAY  Route: NEW ROUTE (FUTURE NC 452)

Description: WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, INTERCHANGE AT US 52

ROW: Construction:
Status: DESIGN-BUILD PROJECT - UNDER CONSTRUCTION;
GARVEE BONDS: $75M FOR CONSTRUCTION, PAYBACK - 2018-2032

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PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION, TA-6722

STIP ID: TA-6722  SPOTID: T171861  Length: mi.

MODE: PUBLIC TRANSIT  Route: PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION

Description: PURCHASE VEHICLES FOR VANPOOL FLEET EXPANSION.

ROW: Construction: 2021

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FUTURE I-74, U-2579D

Description: WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, US 311 TO SR 2211 (BAUX MOUNTAIN ROAD)

MODE: HIGHWAY  
Route: FUTURE I-74

ROW: Construction:
Status: UNDER CONSTRUCTION - DESIGN-BUILD PROJECT;
PAYBACK 2018-2032

GARVEE BONDS: $38 MILLION FOR CONSTRUCTION -
SPOTID: FUTURE I-74

Construction:
Route: HIGHWAY

U-2579F
WINSTON-SALEM NORTHERN BELTWAY, UNDER CONSTRUCTION - DESIGN-BUILD PROJECT;
0.45
Public Transit

Description:
WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, NC 8 TO WEST OF NC 66 (UNIVERSITY PARKWAY)

MODE: HIGHWAY
Route: FUTURE I-74

Length: 2.4 mi.
ROW: Construction:
Status: UNDER CONSTRUCTION - DESIGN-BUILD PROJECT;
GARVEE BONDS: $24 MILLION FOR CONSTRUCTION - PAYBACK 2018-2032
Project Type
- Aviation
- Bridge and Highway
- Public Transit
- Bicycle and Pedestrian
- Water Bodies
- Parks
- MPO Boundary

STIP ID: U-2707  SPOTID: H090354  Length: 2 mi.

MODE: HIGHWAY  Route: SR 3000 (IDOLS ROAD)

Description: SR 2999 (HAMPTON ROAD) TO US 158 IN CLEMMONS. CONSTRUCT TWO-LANE SHOULDER SECTION ON NEW LOCATION AND REPLACE BRIDGE 330109 OVER NORFOLK SOUTHERN RAILROAD.

ROW: Construction
Status: UNDER CONSTRUCTION

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STIP ID: U-2729  SPOTID: H090361  Length: 0.4 mi.

MODE: HIGHWAY  Route: SR 1672 (HANES MILL ROAD)

Description: MUSEUM DRIVE TO SR 4000 (UNIVERSITY PARKWAY) IN WINSTON-SALEM. WIDEN TO MULTILANES.

ROW: Construction: 2023  Status: RIGHT-OF-WAY IN PROGRESS; BUILD NC BONDS: $914,000 FOR PE AND $567,000 FOR RIGHT-OF-WAY - PAYBACK 2019-2033

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STIP ID: U-2925  SPOTID: Length: 1.8 mi.

MODE: HIGHWAY  Route: NEW ROUTE

Description: SALEM CREEK CONNECTOR, SR 4326 (RAMS DRIVE) TO SR 4325 (MARTIN LUTHER KING, JR. DRIVE) IN WINSTON-SALEM. MULTILANE FACILITY ON NEW LOCATION.

ROW: Construction: Status: DESIGN-BUILD PROJECT - UNDER CONSTRUCTION

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STIP ID: U-2925C  SPOTID:  Length: 1.1 mi.
MODE: HIGHWAY  Route: NEW ROUTE
Description: SALEM CREEK CONNECTOR, SR 4326 (RAMS DRIVE TO SR 4325 (MARTIN LUTHER KING, JR DRIVE). LANDSCAPING AND LIGHTING.
ROW: Construction: 2023
Status:

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NEW ROUTE, U-4734

STIP ID: U-4734  SPOTID: H090490  Length: 1.5 mi.

MODE: HIGHWAY  Route: NEW ROUTE

Description: MACY GROVE ROAD EXTENSION, SR 1005 (EAST MOUNTAIN STREET) TO NC 150 (NORTH MAIN STREET) IN KERNERSVILLE. FOUR-LANE DIVIDED FACILITY ON NEW LOCATION.

ROW: Construction:
Status: UNDER CONSTRUCTION; BUILD NC BONDS: $8.669 MILLION FOR CONSTRUCTION - PAYBACK 2019-2033

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Description: PROPOSED GREAT WAGON ROAD FROM SHALLOWFORD ROAD (SR 1001) TO LEWISVILLE-VIENNA ROAD (SR 1308) IN LEWISVILLE. MULTILANE FACILITY ON NEW LOCATION WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS.

ROW: 2022 Construction: 2024
SR 1173 (WILLIAMS ROAD), U-5617

Project Type
- Aviation
- Bridge and Highway
- Public Transit

Water Bodies

Parks

Highway

Highway Safety

MPO Boundary

Description: IMPROVE ROUNDABOUTS WEST & EAST OF BRIDGE OVER US 421, WIDEN TO MULTI-LANES FROM ROUNDABOUT EAST OF BRIDGE TO WEST OF ROUNDABOUT AT SR 1051 (SHALLOWFORD ROAD) WITH SIDEWALKS ON BOTH SIDES. TOWN OF LEWISVILLE.
KERNERSVILLE SOUTHERN LOOP (PHASE I), U-5760

STIP ID: U-5760  SPOTID: H090542  Length: 2.1 mi.
MODE: HIGHWAY  Route: KERNERSVILLE SOUTHERN LOOP (PHASE I)
Description: US 421 / BUSINESS 40 TO NC 66 (WEST MOUNTAIN STREET) IN KERNERSVILLE. WIDEN BIG MILL FARM ROAD AND SR 2649 (HOPKINS ROAD) AND CONSTRUCT INTERCHANGE AT US 421 / NC 150 / BUSINESS 40.
ROW: 2022  Construction: 2027
Project Type:
- Aviation
- Bridge and Highway
- Public Transit

Water Bodies
Parks
MPO Boundary

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STIP ID: U-5786
SPOTID: H090549
Length: 2.9 mi.

MODE: HIGHWAY
Route: SR 1508 (HICKORY TREE ROAD)

Description: US 52 / NC 8 / FUTURE I-285 TO NC 150. WIDEN TO MULTILANES.

ROW: 2026
Construction: 2028
Status: BUILD NC BONDS: $10 MILLION FOR CONSTRUCTION - PAYBACK 2028-2042
NEW ROUTE, U-5899

STIP ID: U-5899    SPOTID: H090545    Length: 0.4 mi.

MODE: HIGHWAY    Route: NEW ROUTE

Description: FORUM PARKWAY CONNECTOR, SR 3955 (FORUM PARKWAY) TO NC 66 (UNIVERSITY PARKWAY) IN RURAL HALL. CONSTRUCT 2-LANE ROADWAY ON NEW LOCATION.

ROW: 2022    Construction: 2024

Status: RIGHT OF WAY IN PROGRESS

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Project Type
- Aviation
- Bridge and Highway
- Public Transit

Water Bodies
Parks
MPO Boundary

Bicycle and Pedestrian
Highway
Highway Safety

Miles
0.08 0.04 0 0.08

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NEW ROUTE, U-6003

Project Type
- Aviation
- Bridge and Highway
- Public Transit

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STIP ID: U-6003  SPOTID: H111223  Length: 0.9 mi.
MODE: HIGHWAY  Route: NEW ROUTE
Description: SR 1969 (PINEY GROVE ROAD) TO NC 150 (NORTH MAIN STREET) IN KERNERSVILLE. CONSTRUCT TWO-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.
ROW: Construction: 2024  Status: RIGHT-OF-WAY IN PROGRESS
Project Type

- Aviation
- Bridge and Highway
- Public Transit

Water Bodies
Parks
MPO Boundary

STIP ID: U-6004  SPOTID: H090522  Length: 1.4 mi.

MODE: HIGHWAY  Route: SR 1103 (LEWISVILLE-CLEMMONS ROAD)

Description: US 158 TO SR 1891 (PEACE HAVEN ROAD) IN CLEMMONS. ACCESS MANAGEMENT AND OPERATIONAL IMPROVEMENTS.

ROW: 2023  Construction: 2025
Status: BUILD NC BONDS: $12 MILLION FOR RIGHT-OF-WAY - PAYBACK 2023-2037

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NC 65 (BETHANIA-RURAL HALL ROAD), U-6005

Project Type
- Aviation
- Bridge and Highway
- Public Transit
- Bicycle and Pedestrian
- Highway
- Highway Safety
- Water Bodies
- Parks
- MPO Boundary

STIP ID: U-6005  SPOTID: H152133  Length: 1.2 mi.

MODE: HIGHWAY  Route: NC 65 (BETHANIA-RURAL HALL ROAD)

Description: US 52 TO SR 3983 (NORTHRIDGE DRIVE) IN RURAL HALL. WIDEN TO MULTILANES.

ROW: 2022  Construction: 2025
Status:

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SR 2377 (OLD GREENSBORO ROAD NE), U-6059A

MODE: HIGHWAY  
Route: SR 2377 (OLD GREENSBORO ROAD NE)

Description: REPLACE BRIDGE 330211 OVER NORFOLK SOUTHERN RAILROAD.

ROW: 2025  Construction: 2027

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Description: SR 1348 (ROBINHOOD ROAD) IN LEWISVILLE. CONVERT EXISTING SIGNALIZED INTERSECTION TO A SINGLE LANE ROUNDABOUT.

ROW: 2022  Construction: 2022  Status:

The information contained on this map is provided for informational purposes only, and the City of Winston-Salem and Forsyth County make no warranty, representation, or guarantee of any as to the accuracy of any information contained herein.
NEW ROUTE, U-6187

STIP ID: U-6187    SPOTID: H171320    Length: 0.7 mi.

MODE: HIGHWAY    Route: NEW ROUTE

Description: SR 1630 (BALTIMORE ROAD) TO I-40. CONSTRUCT 2-LANE EXTENSION OF BALTIMORE ROAD AND INTERCHANGE AT I-40.

ROW: 2023    Construction: 2025

Status: BUILD NC BONDS: $15 MILLION FOR CONSTRUCTION - PAYBACK 2025-2039

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SR 1969 (PINEY GROVE ROAD), U-6188

STIP ID: U-6188
SPOTID: H111232
Length: 0.5 mi.

MODE: HIGHWAY
Route: SR 1969 (PINEY GROVE ROAD)

Description: NORTH OF NELSON STREET TO SR 2031 (BROWN ROAD) IN KERNERSVILLE. WIDEN TO 3 LANES WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.

ROW: 2028
Construction: POST YEAR
Status:
SR 1156 (LEWISVILLE-CLEMMONS ROAD), U-6189

STIP ID: U-6189  SPOTID: H170700  Length: 2.3 mi.

MODE: HIGHWAY  Route: SR 1156 (LEWISVILLE-CLEMMONS ROAD)

Description: SR 1103 (STYERS FERRY ROAD) TO SR 1101 (SHALLOWFORD ROAD) IN LEWISVILLE. WIDEN TO 3 LANES WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS.

ROW: 2028  Construction: POST YEAR

Status:

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Project Type
- Aviation
- Bridge and Highway
- Public Transit

Bicycle and Pedestrian
Water Bodies
Parks
Highway
Highway Safety
MPO Boundary

STIP ID: U-6231  SPOTID: NEW ROUTE  Length: 0.3 mi.

MODE: HIGHWAY  Route: NEW ROUTE

Description: SR 4001 (REYNOLDS BOULEVARD) TO SR 2264 (AKRON DRIVE) AT INTERSECTION OF SR 1763 (INDIANA AVENUE) IN WINSTON-SALEM. CONSTRUCT ACCESS ROAD.

ROW: Construction: 2021  Status: UNDER CONSTRUCTION; ECONOMIC DEVELOPMENT PROJECT

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SR 4315 (SOUTH MAIN STREET); SR 2648 (OLD WINSTON ROAD), W-5510

STIP ID: W-5510  SPOTID:  Length: 0.9 mi.

MODE: HIGHWAY SAFETY  Route: SR 4315 (SOUTH MAIN STREET); SR 2648 (OLD WINSTON ROAD)

Description: SR 4315 (SOUTH MAIN STREET), BUSINESS 40 / US 421 / NC 150 TO NORTH OF SR 4278 (SOUTH CHERRY STREET), AND SR 2648 (OLD WINSTON ROAD), WEST OF SOUTH CHERRY STREET TO SOUTH MAIN STREET IN KERNERSVILLE. SAFETY IMPROVEMENTS, INCLUDING RAISED MEDIAN, TURN LANE.
Information Item #11
**Winston-Salem Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Action Request**  

<table>
<thead>
<tr>
<th>Meeting Date: May 19, 2022</th>
<th>Agenda Item Number: 11</th>
</tr>
</thead>
</table>

**Action Requested:** Review of a staff presentation on Infrastructure Investment and Jobs Act (IIJA) Funding Opportunities and Relevance to the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).

**SUMMARY OF INFORMATION:**  
Attachments: Yes _X_ No __

The Infrastructure Investment and Jobs Act (IIJA), otherwise known as the Bipartisan Infrastructure Law (BIL), provides significant funding for major planning and construction projects. By total dollar amount, funding for transportation programs is the largest component of this legislation.

MPO Staff will provide a presentation for the Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) focused on funding for transportation programs contained in the IIJA. The presentation will review the basics of the Infrastructure Investment and Jobs Act and provide a list of informative resources for implementation at the local level.

Staff will also provide a high-level overview of newly established and continued formula funded programs. The presentation will examine select competitive funding opportunities for the MPO’s local communities while demonstrating the linkage between select programs and key Metropolitan Transportation Plan (MTP) themes.

Hunter Staszak will present this information.

---

**TAC Vote:** Motion by: __________ Second by: __________

Vote: For _______ Against _______
Presentation Purpose & Scope

• To inform the Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) of:
  • The basics of the Infrastructure Investment and Jobs Act (IIJA)
  • Available IIJA technical guides and implementation resources
  • Review formula funded programs relevant to MPO activities
  • Discuss competitively funded programs available to MPO communities
    • Relevance to MTP/CTP and project examples where possible
What is the Infrastructure Investment and Jobs Act? (IIJA)

• Also referred to as the Bipartisan Infrastructure Law (BIL)
• IIJA provides major funding in many different areas:
  • **Transportation**
    • Roads, Bridges, and Major Projects
    • Passenger and Freight Rail
    • Public Transportation
    • Airports
    • Ports and Waterways
    • Safety
    • Electric Vehicles, Buses, and Ferries
  • **Broadband**
  • **Climate, Energy, and the Environment**
    • Clean Energy and Power
    • Water
    • Resilience
    • Environmental Remediation
  • Regional Commission, EPA, DHHS, Interior, DOT, EPA, and Solid Waste Management Programs

Read the Guidebook: [build.gov](build.gov)
Building a Better America Guidance Themes

- Summarized from the Federal Highway Administration Memo: “Policy on Using Bipartisan Infrastructure Law Resources to Build A Better America”

- Safety
- Equity
- Climate and Resilience
- Multimodal Systems

- These core themes will pop up throughout the implementation process and the competitive funding application process
IIJA: By the Numbers

Source: Legislative Analysis for Counties: The Bipartisan Infrastructure Law
Helpful IIJA Resources: Implementation

U.S. Department of Transportation, “Upcoming Notice of Funding Opportunity (NOFO) Announcements in 2022”

https://drexel.edu/~media/Files/nowak-lab/IIJA%20Investment%20Guide%201216compressed.ashx

National Conference of State Legislatures “Infrastructure Investment and Jobs Act: Implementation and Key Resources”

National Association of Counties “Implementing Infrastructure Investments at the County Level”
https://www.naco.org/resources/implementing-infrastructure-investments-county-level

National Governors Association “IIJA Implementation Resources”
https://www.nga.org/iija-implementation-resources/

American Association of State Highway and Transportation Officials, “IIJA Implementation Guide”
https://policy.transportation.org/iija-implementation/
IIJA Programs: Formula Funding to the States

• IIJA funds, by formula or other related allocation method:
  • Disadvantaged Business Enterprises (DBE)
  • Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  • Surface Transportation Block Grant (STBG) + Transportation Alternatives Program (TAP) Set-aside
  • National Highway Performance Program
  • Highway Safety Improvement Program
  • National Highway Freight Program
  • Railway Highway Crossing Program
  • Highway Safety Programs (Section 402)
  • National Priority Safety Programs
  • Appalachian Development Highway System (Forsyth, Davie, and Stokes Counties are served by ARC)
  • Bridge Formula Program
  • National Electric Vehicle Infrastructure Program
  • Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT)

Transit: Urbanized Area Formula Grants (Planning, Capital, Operations), State of Good Repair Grants (Capital), Bus & Bus Facilities Formula Grants (Capital), and Enhanced Mobility of Seniors and Individuals with Disabilities (Capital, Operations, and Planning)
IIJA Programs: Formula Funding to States and MPOs

- IIJA provides formula funding for:
  - Metropolitan Planning
  - Metropolitan Transportation Program
  - Statewide Transportation Planning

- All are **continued programs** related to helping MPOs carry out their required planning tasks as they relate to FHWA, FTA, and state program compliance
Competitive Grant Programs

• The following slides look at select COMPETITIVE FUNDING programs where MPOs are listed as an “eligible recipient”

• Individual communities are also eligible for the competitive funding opportunities discussed on the following slides
  • The following slides do not cover every single funding opportunity for communities, but the resources discussed today provide a comprehensive look at the law

• Most IIJA programs are funded for the next five years, applications will open annually
  • “5 Years, 5 Installments”
Advanced Transportation Technologies & Innovative Mobility Deployment

$900 M (Available until expended)

- Modifies existing Advanced Transportation and Congestion Management Technologies Program. This funds projects to deploy, install, and operate advanced transportation technologies. Emphasizes intermodal connections, improving mobility of goods and people, and extending longevity of infrastructure.

- Eligible projects will: improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment (ROI)

- Next Steps: TBD

- MTP Links: Intelligent Transportation Systems (ITS), Micro-mobility

Bridge Investment Program

$12.5 B (4-Year Availability)

- Additional $100 M available as a set-aside for “Planning, feasibility, and revenue forecasting”
- **Eligible projects will**: improve bridge and culvert condition, safety, efficiency, and reliability
- Funds projects to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Projects to rehab or replace culverts for flood control and habitat connectivity are also eligible.

Next Steps: May 2022 NOFO

MTP Links: Bridge Improvements, Roadway Modernization
Charging & Fueling Infrastructure Grants: Corridor and Community

$1.25 B for Corridor Charging (4-Year Availability)
• Eligible projects will: deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.

$1.25 B for Community Charging (4-Year Availability)
• Eligible projects will: install EV charging facilities on public roads, parks, parking facilities, schools, etc. Grants will prioritize rural areas, low to moderate income neighborhoods, and communities with low ratios of private parking. Covers feasibility studies, environmental reviews, acquisition and installation of EV facilities.

Next Steps: FHWA will publish a NOFO in 2022.

MTP Links: Electric, Connected, and Autonomous Vehicles
Railroad Crossing Elimination Grant Program

$3 B (Available until expended)

- **Eligible projects will:** result in grade separation or closure of crossings, relocate tracks, and/or improve and install protective devices, signals, signs, or other measures. Funds may be used for planning/review/design for an eligible project.

- **Next Steps:** June 2022 NOFO

- **MTP Links:** Safety, Rail

- **Uses:** Improve safety at locations with injury, fatality, crash, or near-miss history; high traffic areas with minimal to no warning devices; improve mobility of people and goods

Image Source: NCDOT Rail, “Railroad Crossing Safety.”
https://www.ncdot.gov/divisions/rail/Pages/railroad-crossings.aspx
Strengthening Mobility and Revolutionizing Transportation (SMART)

$500 M (Available until expended)

• Funds enable communities to conduct demo projects focused on smart city or community technologies and systems to improve efficiency and safety.

• **Eligible Projects:** Automation coordination, connected vehicles, intelligent and sensor-based infrastructure, systems integration, commerce delivery and logistics, smart grid, smart technology traffic signals.

• **Next Steps:** September 2022 NOFO

• **MTP Links:** Automated and Connected Vehicles, ITS, Intersection Improvements, etc.

Image Source: NCDOT, “New NCDOT Work Zone System Reduces Backups, Aids Drivers.”
INFRA – Nationally Significant Multimodal Freight and Highway Projects

$7.25 B (4-Year Availability)

- The program supports freight and highway projects of national or regional significance.

- **Eligible projects will**: improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements. Bundled projects are eligible.

- **INFRA funds projects Large and Small**:
  - **Large Projects**: $100 million; 30% of a state’s FY 2020 Federal-aid apportionment; or 50% of the larger participating state’s FY 2020 apportionment
  - **Small Projects**: do not meet minimum requirements of a large project
  - Minimum awards for large projects is $25m and $5m for small projects

- **Next Step**: Applications close in May 2022.

- **MTP Links**: Rail, Highway Improvements, Roadway Modernization, Roadway Widening, Interchange Improvements, etc.
National Infrastructure Project Assistance Program (Megaprojects)

$5 B (Available until expended)

- The program supports large and complex projects that are difficult to fund by other means. Projects will generate national or regional economic, mobility, and/or safety benefits.

- **Eligible projects:** National Multimodal Freight Network, National Highway Freight Network, and National Highway System Projects, Freight intermodal projects that provide public benefits, and intercity passenger rail

- **Next Step:** Megaprojects applications close in May 2022.

- **MTP Links:** Rail, Highway Improvements, Roadway Modernization

Safe Streets and Roads for All

$5 B  (Available Until Expended)

- **Eligible projects will:**
  - Develop a comprehensive safety action plan (like a Vision Zero);
  - Conduct planning, design, and development activities for projects identified in a comprehensive safety action plan; or
  - Carry out projects and strategies identified in a comprehensive safety action plan.

- **Next Steps:** May 2022 NOFO

- **MTP Links:** Bicycle and Pedestrian, Safety, Roadway Modernization, Complete Streets
Reconnecting Communities Pilot Program

$1 B (Available Until Expended)

- **Eligible projects:**
  - Remove, retrofit, or mitigate highways or other barriers to community connectivity
  - Construction and planning related to above

- **Next Steps:** June 2022 NOFO

- **MTP Links:** Bicycle and Pedestrian, Safety, Roadway Modernization, Complete Streets, Transit

- **Potential Local Application:** Mitigation of US-52 and urban freeways which create barriers for those without reliable access to car-based transportation

Image Source: Winston-Salem Foundation and Undesign the Redline Exhibit
https://www.wsfoundation.org/blog/redlining/
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - Discretionary

$1.4 \text{ B (4-Year Availability)}$

- PROTECT grants support resilience improvements, community resilience and evacuation route enhancement and planning, and general resilience planning

- **Eligible projects:** resilience planning, improve resilience of surface transportation infrastructure to flooding and extreme weather events. Highway, transit, and certain port projects are eligible.

- **Next Steps:** Pending

- **MTP Links:** Resilience and Reliability
## Other Funding Opportunities for Local Governments

<table>
<thead>
<tr>
<th>Program Name</th>
<th>Period of Availability</th>
<th>Funding Mechanism</th>
<th>Recipients</th>
<th>Program Description</th>
<th>Next Program Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean School Bus Program</td>
<td>Available until expended</td>
<td>Grant, Rebate and Contract</td>
<td>Local or State Governmental Entities; An Eligible Contractor; A Nonprofit School Transportation Association; Or an Indian Tribe</td>
<td>State or local governments, eligible contractors, and nonprofit school transportation associations are authorized to receive grant funds. Fifty percent of the funds are authorized for zero-emission school buses, and 50 percent of the funds are authorized for alternative fuels and zero-emission school buses. Funds may be prioritized for rural or low-income communities and entities that have matching funds available. The EPA Administrator is authorized to provide funds to cover up to 100 percent of the costs for the replacement of the bus.</td>
<td>Applications for funding will be made available here later this spring.</td>
</tr>
<tr>
<td>Low or No Emission (Bus) Grants</td>
<td>Year of Allocation + 3</td>
<td>Grant</td>
<td>States, Counties, Cities / Townships, Special Districts, Tribal Governments (federally recognized)</td>
<td>Provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities. Provides capital funding for low or no emissions bus projects.</td>
<td>Notice of Funding Opportunity expected the first quarter of 2022</td>
</tr>
<tr>
<td>Program Name</td>
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</tbody>
</table>
| Consolidated Rail Infrastructure and Safety Improvement Grants | Available until expended | Competitive Grant | -States, including the District of Columbia.
-A group of States.
-An Interstate Compact.
-A public agency or publicly chartered authority established by 1 or more States.
-A political subdivision of a State.
-Amtrak and other rail carriers providing intercity rail passenger transportation.
-Class II/III Railroads and associations that represent Class II/III Railroads.
-Rail carriers & equipment manufacturers, in partnership with at least 1 of the first 5 entities above.
-Federally recognized Indian Tribes.
-Transportation Research Board.
-University Transportation Centers engaged in rail-related research.
-Non-profit labor organizations representing rail employees. | To fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. | NOFO Aug 2022 |
<table>
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<tr>
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<tr>
<td>Federal-State Partnership for Intercity Passenger Rail Grants</td>
<td>Available until expended</td>
<td>Competitive Grant</td>
<td>-States, including the District of Columbia.-A group of States.-An Interstate Compact.-A public agency or publicly chartered authority established by 1 or more States.-A political subdivision of a State.-Amtrak, acting on its own behalf or under a cooperative agreement with 1 or more States.-Federally recognized Indian Tribe.-Any combination of the entities above.</td>
<td>To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.</td>
<td>Evaluate applications and make selections under Fiscal Year 21 Notice of Funding Opportunity, targeting summer for announcements. Estimated released date of Fiscal Year 22 funds is TBD</td>
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</tr>
<tr>
<td>Bus and Bus Facilities Competitive Grants</td>
<td>Year of Allocation plus three years</td>
<td>Competitive Grant</td>
<td>States, Counties, Cities / Townships, Special Districts, Tribal Governments (federally recognized)</td>
<td>Provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities.</td>
<td>A Notice of Funding Opportunity for the Fiscal Year 2022 grant program is expected to be published in the first quarter of 2022.</td>
</tr>
<tr>
<td>Capital Investment Grants</td>
<td>Year of Allocation to Project + 3</td>
<td>Competitive Grant</td>
<td>State and local government agencies, including transit agencies</td>
<td>This Federal Transit Administration discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking Capital Investment Grants funding to complete a series of steps over several years. The law also requires projects to be rated by Federal Transit Administration at various points in the process according to statutory criteria evaluating project justification and local financial commitment.</td>
<td>TBD, pending full year Congressional appropriation.</td>
</tr>
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</tr>
<tr>
<td>Pilot Program for Transit Oriented Development</td>
<td>Available until expended</td>
<td>Competitive Grant</td>
<td>State or local governmental authorities that are Federal Transit Administration grant recipients.</td>
<td>The Pilot Program for Transit Oriented Development Planning is a discretionary grant program that helps support Federal Transit Administration’s mission of improving public transportation for America’s communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.</td>
<td>A Notice of Funding Opportunity is expected May 2022.</td>
</tr>
<tr>
<td>Research, Development, Demonstration and Deployment Projects (Less Set Aside)</td>
<td>Non-expiring, available until expended</td>
<td>Cooperative Agreement, Contract, Competitive Grant</td>
<td>States, Counties, Cities / Townships, Special Districts, Tribal Governments (federally recognized), Providers of Public Transportation, Private or Nonprofit organizations, Institutions of Higher Education, and Technical or Community Colleges.</td>
<td>Provides funding to assist innovative projects and activities that advance and sustain safe, efficient, equitable, climate-friendly public transportation. Eligible research and demonstrations under this program explore novel approaches to improve public transportation service – especially for transit-dependent individuals; advance vehicle and system technologies for safety, energy efficiency, and operational performance; use data for enhanced insights; and undertake other activities that help transit agencies meet equity, safety, climate change and transformation goals for a safer, environmentally cleaner, socially just and connected public transportation system.</td>
<td>TBD</td>
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<tr>
<td>Carbon Reduction Program</td>
<td>4 year</td>
<td>Formula Grant</td>
<td>States (including District of Columbia) (A) A State; (B) the District of Columbia; (C) any territory or possession of the United States; (D) a unit of local government; (E) a public agency or publicly chartered authority established by 1 or more States; (E) a special purpose district or public authority with a transportation function, including a port authority; (F) a Tribal government or a consortium of Tribal governments; (G) a partnership between Amtrak and 1 or more entities described in (A) through (F); and (H) a group of entities described in (A) through (G).</td>
<td>The Carbon Reduction Program will provide formula grants to States to reduce transportation emissions or the development of carbon reduction strategies.</td>
<td>First round of funds apportioned in December 2021. However, funding not distributed due to the continuing resolution.</td>
</tr>
<tr>
<td>Local and Regional Project Assistance Grants (RAISE)</td>
<td>4 year</td>
<td>Competitive Grant</td>
<td></td>
<td>The RAISE program provides supplemental funding for grants to the State and local entities listed above on a competitive basis for projects that will have a significant local/regional impact.</td>
<td>Applications will open in the first quarter of 2022.</td>
</tr>
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</tr>
<tr>
<td>National Culvert Removal, Replacement, &amp; Restoration Grant</td>
<td>Available until expended</td>
<td>Competitive Grant</td>
<td>(1) A State; (2) a unit of local government; or (3) an Indian Tribe.</td>
<td>The Office of the Secretary’s National Culvert Removal, Replacement and Restoration program provides supplemental funding for grants to a State, local government, or an Indian Tribe on a competitive basis for projects that replace, remove, and/or repair culverts or weirs.</td>
<td>Summer 2022 NOFO</td>
</tr>
<tr>
<td>Transportation Infrastructure Finance and Innovation Act</td>
<td>4 year</td>
<td>Loan</td>
<td>States (including District of Columbia and Puerto Rico), localities, or other public authorities, as well as private entities undertaking projects sponsored by public authorities</td>
<td>The Transportation Infrastructure Finance and Innovation Act Program provides Federal credit assistance to eligible surface transportation projects.</td>
<td>Forthcoming.</td>
</tr>
<tr>
<td>High Priority Activities Program</td>
<td>Mixture of available until expended and 4-year funding</td>
<td>Grant and Cooperative Agreement</td>
<td>States, local governments, federally recognized Indian tribes, other political jurisdictions as necessary, and any person</td>
<td>The High Priority Activities grant program is a discretionary (competitive) grant program designed to provide Federal financial assistance to enhance states’ commercial vehicle safety plan activities, including commercial vehicle inspections, traffic enforcement, and outreach while supporting innovative technology development and/or new project(s) not included in the commercial vehicle safety plan that will have a positive impact on commercial vehicle safety. Other applicants, such as academia and safety associations are also eligible for these grants that improve safety. Overall, this grant supports safety programs and innovative technology deployment with a goal of increasing efficiency improvements in exchanging commercial vehicle safety data.</td>
<td>February 2022 will issue a Notice of Funding Opportunity for this program in February 2022.</td>
</tr>
</tbody>
</table>
Next Steps and Future Discussions

- Continue to monitor the release of IIJA/BIL funds, share NOFOs
- Provide updates on new programs as they are established and administered
- Discuss specific programs
- Share additional resources

Questions?
E-mail:
  - hunters@cityofws.org
### Winston-Salem MPO

#### Transportation Update

May 9, 2022

<table>
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<tr>
<th>TIP / WBS No.</th>
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<tr>
<td>2021CPT.09.05.10341</td>
<td>Contract resurfacing of two (2) Primary Routes and six (6) Secondary routes in Forsyth County, totaling 19.576 miles.</td>
<td>March 16, 2021</td>
<td>May 20, 2022</td>
<td>61% Complete</td>
<td>$3,107,195</td>
<td>APAC-Atlantic, Inc.</td>
<td>Marcus Kiser, PE</td>
<td>The contractor is on schedule to complete these maps by the project completion date.</td>
</tr>
<tr>
<td>B-5825 45778.3.1 (C204490)</td>
<td>Replace Bridge #35 on NC 67 (Reynolda Rd) over Yadkin River in Yadkin and Forsyth Counties</td>
<td>February 16, 2021</td>
<td>May 13, 2024 (perm. Veg. established Nov. 15, 2023)</td>
<td>Under Construction</td>
<td>$13,300,000</td>
<td>Smith-Rowe, Inc.</td>
<td>Kevin Fischer, PE</td>
<td>Contract being managed by Division 11.</td>
</tr>
<tr>
<td>BR-0047 49078.3.1 (C204394)</td>
<td>Replace Bridge #10 over US 52 on SR 1105 (Meadowbrook Drive) in Stokes County</td>
<td>March 29, 2021</td>
<td>March 06, 2023 (revised)</td>
<td>52% Complete</td>
<td>$4,724,050</td>
<td>Smith-Rowe, LLC</td>
<td>Jeremy Guy, PE</td>
<td>The Meadowbrook Drive Bridge over US 52 is closed to traffic and the detour has been installed. The contractor has removed the existing structure and has completed the construction of both MSE Walls as well as End Bents #1 and #2 and Bent #1. They have also resumed grading on the roadway and are completing the approach fills. The contractor is scheduled to set steel piers the week of May 2nd and then proceed with the rest of the superstructure construction. The new bridge should be open to traffic in September 2022.</td>
</tr>
<tr>
<td>I-5795 53034.3.1</td>
<td>Pavement Rehabilitation on I-40 from Bridges #161 and #162 over Muddy Creek to Guilford County line.</td>
<td>September 15, 2020</td>
<td>September 1, 2022</td>
<td>43% Complete</td>
<td>$16,830,246</td>
<td>Flatiron Constructors Inc</td>
<td>Larry Shaver</td>
<td>Pavement Rehabilitation and Bridge Preservation project on I-40 East and West in Forsyth County from east of Lewisville Clemmons Rd to the Guilford County line. Project includes pavement repairs, diamond grinding, ramp improvements, bridge deck overlays and bridge painting. The majority of the work will be completed at night. The Contractor plans to work nightly, Sunday through Thursday from 8:00 pm to 5:00 am but will adjust as weather conditions dictate. The Contractor is currently performing bridge preservation work on various bridgesand concrete pavement diamond grinding. The project is scheduled to be completed by September, 2022.</td>
</tr>
<tr>
<td>(Old I-9592A) 45919.3.7</td>
<td>Bridge Rehabilitation on I-40 from SR 1101 (Harper Road) to E. of US 421/Salem Parkway interchange in Winston-Salem</td>
<td>Bids opened Sept. 2020</td>
<td>April 19, 2021</td>
<td>0% Complete</td>
<td>$5,642,000</td>
<td>Smith-Rowe, LLC</td>
<td>Jeff Turner</td>
<td>Design Build Project: Project will consist of designing and constructing a six-lane divided facility for the extension of Future I-74 from east of Westinghouse Rd to west of University Parkway. Project will tie to the U-2579 D, E, F projects to complete the Northern Beltway from US 421/Salem Parkway to US 52 by the end of Dec. 2022. Current overall completion for the project is Fall 2023 due to transmission utility delays.</td>
</tr>
<tr>
<td>R-2247EB 34409.3.17 (C204137)</td>
<td>DESIGN BUILD - W-S Northern Beltway -Western Section (Future I-74) - Interchange at US 52</td>
<td>October 1, 2018</td>
<td>Estimated Oct. 17, 2023</td>
<td>70% Complete</td>
<td>$137,851,884</td>
<td>Blythe Construction, Inc</td>
<td>Scott Jones, PE</td>
<td>Design Build Project: Project will consist of designing and constructing a six-lane divided facility for the extension of Future I-74 from east of Westinghouse Rd to west of University Parkway. Project will tie to the U-2579 D, E, F projects to complete the Northern Beltway from US 421/Salem Parkway to US 52 by the end of Dec. 2022. Current overall completion for the project is Fall 2023 due to transmission utility delays.</td>
</tr>
<tr>
<td>R-5789F 44919.3.7</td>
<td>ADA Ramps at Various Locations in Davidson, Davie, Forsyth and Rowan Counties</td>
<td>March 1, 2021</td>
<td>March 31, 2022</td>
<td>62% Complete</td>
<td>$2,524,367</td>
<td>Little Mountain Builders of Catawba County, Inc</td>
<td>Kelly Seitz, PE</td>
<td>Little Mountain Builders began work April 19, 2021, upgrading various wheelchair ramps and sidewalks to new ADA standards. All new installation has been completed in Rowan County, and crews are currently performing punch list work. Contractor has 3 crews working in Denton, along with Winston Salem. Kernersville, King, Lewisville, and Lexington have been completed. Estimated project completion is July 29, 2022.</td>
</tr>
</tbody>
</table>
## Winston-Salem MPO Transportation Update

### May 9, 2022

### Projects Under Construction

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<tr>
<td>U-25790 E,F (C204088)</td>
<td>DESIGN BUILD - W-S Northern Beltway, Eastern Section (Future I-74) - 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>September 29, 2021</td>
<td>71% Complete</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: A new section of Germanton Road is now open to traffic. Soil stabilization between Germanton Rd and Stanleysville Rd has been completed and they are now working near Davis Rd. Continuing to work on Noise wall 5. To date the project has moved over 3 million cubic yards of dirt. Baux Mountain is still in its original traffic pattern but should be switched soon. The contractors are working to complete the two remaining bridges on the project.</td>
</tr>
<tr>
<td>U-4741NB (C204533)</td>
<td>Relocate existing traffic signal cabinets in downtown Winston-Salem from metal poles to concrete bases.</td>
<td>March, 2018</td>
<td>2023</td>
<td>80% Complete</td>
<td>$250,000</td>
<td>CoWES Forces</td>
<td>JP Couch, PE (336)747-7800</td>
<td>(Non-DOT let) Town of Kernersville - Concurrence of Award Given April 15,2021. Contractor started August 3, 2021 clearing and grubbing. Pipe laying and erosion control are current operations. Project is temporary suspended.</td>
</tr>
<tr>
<td>44610</td>
<td>Pedestrian Improvements on Cloverdale Avenue and Miller Street in Winston-Salem</td>
<td>March 10, 2021</td>
<td>July, 2023 (Phase 3)</td>
<td>0% Complete</td>
<td>$317,904</td>
<td>Smith-Rowe, Inc.</td>
<td>Jeff Turner (336)747-7800</td>
<td>NON-DOT let - Millier Street section complete -U-2827B project is open and can move forward to complete: City of WS project (phase 2 or 3). Phase 3 to be completed before July 1, 2023. Phase 2 complete. Billing Complete on Phase 2,</td>
</tr>
<tr>
<td>44619</td>
<td>Relocate pole mounted signal cabinets from Duke Energy poles in Downtown Winston-Salem - as part of W-S Signal System upgrade.</td>
<td>March, 2018</td>
<td>July, 2023</td>
<td>80% Complete</td>
<td></td>
<td>CoWES Forces</td>
<td>JP Couch, PE (336)747-7800</td>
<td>All locations complete except for First Street location. Waiting on City to coordinate with Duke Energy in regard to Downtown two-way street conversions</td>
</tr>
<tr>
<td>U-2579A BA (C204533)</td>
<td>W-S Northern Beltway , Eastern Section (Future I-74) - US 421/NC 150/Salem Parkway to US 158 - Culvert and Stream Relocation</td>
<td>June 2, 2021</td>
<td>Nov. 1, 2022 (except perm vegetation)</td>
<td>40% Complete</td>
<td>$9,433,922</td>
<td>APAC - Atlantic, Inc.</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>The contractor has completed essentially all the work required within the median of Salem Parkway. They have also completed the asphalt work consisting of changing the grade of the westbound lanes of Salem Parkway and traffic is shifted back to the median. The traffic will stay in this pattern until the end of the project with minimal night time lane closures required until the final asphalt surface is placed. The contractor is now working on the actual stream relocation work that is away from traffic. The embankment to widen the existing dam to hold back the pond that will remain has been completed. The contractor has also completed all of the culvert extension. The sub contractor has mobilized to the site and has begun stream channel construction for the relocation.</td>
</tr>
<tr>
<td>U-2925(L)</td>
<td>Landscape Planting - US 52 between Salem Parkway and Mock Street Including the Research Parkway Interchange</td>
<td>September 22, 2021</td>
<td>TBD</td>
<td>15% Complete</td>
<td>$1,149,322</td>
<td>Champion Landscapes, Inc.</td>
<td>Daniel Horne (336)696-2380</td>
<td>The contractor is working at the Salem Connector and US 52 interchange on the plant bed slopes and median plant bed. They are currently installing planting and mulching. They are on track to have 50% of all woody plants (Trees &amp; Shrubs) completed by March 31, 2022. NCDOT has received a notice that there will be a delay in ornamental grass not being ready from the nursery until May 29, 2022. Mulching operations has started. Only 1.5+- inch of mulch has been applied at the Salem Creek Connector and US 52 Interchange plant beds. Once all of the plantings at this location are installed the contractor will come back to finish applying 2.5 inches of mulch to have the 4.0 inch as directed in the contract. Due to rain events this month and drainage areas in the plant beds Creek Stone drainage ditches will be added to prevent any mulch wash outs located in the plant beds. A few plantings may have to be adjusted.</td>
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<td>W-5709H 44855.3.8</td>
<td>Intersection improvement on SR 4000 (University Parkway) at Cherry Street in Winston-Salem</td>
<td>November 23, 2022</td>
<td>April 29, 2022 (Permanent Veg. Est. 10/31/2022)</td>
<td>65% Complete</td>
<td>$639,018</td>
<td>APAC-Atlantic, Inc.</td>
<td>Marcus Kiser, PE (336)747-7950</td>
<td>DPOC - Division Purchase Order Contract - There is an issue with a pipe system that requires extra work. The contractor is in the process of providing pricing for the necessary Supplemental Agreement. ICT # 1's date of April 29, 2022, will be extended by this SA as required (the number of days have not been determined yet). The Contractor should still meet the October 31, 2022 date for overall contract time.</td>
</tr>
<tr>
<td>I-6003 47967.3.1</td>
<td>Pavement rehabilitation on I-40 from SR 1436 (Pinebrook School Rd) to West of NC 801 in Davie County</td>
<td>September 21, 2021</td>
<td>November 1, 2022</td>
<td>15% Complete</td>
<td>$6,700,000</td>
<td>APAC Atlantic, Inc.</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>The contractor has completed the Westbound I-40 slab repairs well ahead of the allowed 45 day ICT. The contractor will now install a single lane closure in the right lane of Eastbound I-40 to perform slab repairs in that direction. They will have the same 45 day ICT to complete the work. Once this work is complete, the contractor will mill and resurface all lanes of I-40 utilizing nightly lane closures that will not be present during the daytime.</td>
</tr>
<tr>
<td>U-2579AB 34839.3.GV5</td>
<td>W-S Northern Beltway, Eastern Section (Future I-74) – I-40 to US 421/NC 150 / Salem Parkway</td>
<td>December 21, 2021</td>
<td>April 30, 2027</td>
<td>ROW Acquisition in progress</td>
<td>$261,764,022</td>
<td>Webber, LLC</td>
<td>Larry Shaver (336)249-6255</td>
<td>Contractor has arrived onsite and is performing preliminary survey work and preparing their field office location. Cleaning and grubbing operations and installation of erosion control devices have begun in early April on the North side of I-40 and adjacent to Oak Grove Church Rd.</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>March 23, 2022</td>
<td>TBD</td>
<td>0% Complete</td>
<td>$299,048</td>
<td>Double Mountain Construction, LLC</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>DPOC - Double Mountain Construction, LLC has been awarded the contract for the above project based on the bid submitted March 23, 2022.</td>
</tr>
<tr>
<td>B-5770 45726.3.1 C2904416</td>
<td>Replace Bridge #243 on Salisbury Ridge Rd over NC 150 (Peters Creek Parkway) in Winston-Salem</td>
<td>845 days after start date</td>
<td>TBD</td>
<td>Under Construction</td>
<td>$4,412,794</td>
<td>Smith-Rowe, LLC</td>
<td>Marcus Kiser, PE (919) 747-7950</td>
<td>*Schedule subject to Adjusted 2020-2029 STIP - Raleigh Let - Availability date between August 1, 2022 and October 1, 2022.</td>
</tr>
</tbody>
</table>

## Projects Under Development

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
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</tr>
</thead>
<tbody>
<tr>
<td>B-5148 42309.3.1</td>
<td>Replace Bridge #276 on SR 1001 (Country Club Rd) over NC 67 (Silas Creek Pkwy) in Winston-Salem</td>
<td>January 20, 2026</td>
<td>TBD</td>
<td>ROW Acquisition June 22, 2024</td>
<td>$4,375,000</td>
<td>TBD</td>
<td>Kevin Fischer, PE (919) 707-6514</td>
<td>*Schedule subject to Adjusted 2020-2029 STIP - Raleigh Let - Right of way Acquisition and Let date will be delayed, currently looking at Fall 2020 let date and will update the right of way acquisition date once the final schedule in known. Due to right of way, utility and design constraints the project had to be redesigned from the original plans. * Project is temporarily suspended due to significant decreases in revenues.</td>
</tr>
<tr>
<td>U-5786 44358.3.1</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)</td>
<td>February 15, 2028</td>
<td>TBD</td>
<td>ROW Acquisition Feb. 20, 2026</td>
<td>$22,000,000</td>
<td>TBD</td>
<td>Ryan Newcomb, PE (336)747-7800</td>
<td>*Schedule based on Adjusted 2020-2029 STIP - DDRL - Project is temporarily suspended.</td>
</tr>
<tr>
<td>B-5775 45731.3.1</td>
<td>Replace Bridge #275 on Robinhood Rd over NC 67 (Silas Creek Pkwy) in Winston-Salem</td>
<td>January 16, 2024</td>
<td>TBD</td>
<td>ROW Acquisition Aug. 31, 2022</td>
<td>$4,500,000</td>
<td>TBD</td>
<td>Kevin Fischer, PE (919) 707-6514</td>
<td>*Schedule subject to Adjusted 2020-2029 STIP - Raleigh Let project accelerated due to additional revenue (HB 97) Structures Management Unit has taken over management of the project at this time. Approved to move forward with PE. Due to the project suspension, the right of way and let dates for this project will likely be delayed.</td>
</tr>
</tbody>
</table>
### Projects Under Development

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</tr>
</thead>
</table>
| B-5950 45985.3.1 | Replace Bridge #7 and #295 on NC 67 (Silas Creek Parkway) over Salem Creek in Winston-Salem | January 19, 2027 | TBD | ROW Acquisition Jan. 16, 2026 | $4,323,000 | TBD | Ryan Newcomb, PE (336) 747-7800 | "Schedule subject to Adjusted 2020-2029 STIP - Raleigh Let - Pre-scoping meeting for design is scheduled for week of Dec. 10, 2018. *This project has been temporarily suspended due to project prioritization."
| BR-0018 67018.3.1 | Replace Bridge #48 over US 52 on NC 8 (Germanton Rd) in Winston-Salem | January 21, 2025 | TBD | ROW Acquisition Jan. 19, 2024 | $7,050,000 | TBD | Daniel Dagenhart (336)747-7800 | "Schedule subject to Adjusted 2020-2029 STIP - Raleigh Let - Planning and Design is underway. *Approved to move forward with PE."
| BR-0075 67075.3.1 | Replace Bridge #135 over I-40 on SR 1109 (Kinnaman Rd) in Winston-Salem | January 20, 2026 | TBD | ROW Acquisition Jan. 21, 2025 | $7,000,000 | TBD | Connie James, PE (336)747-7800 | "Schedule subject to Adjusted 2020-2029 STIP - Raleigh Let - Division took over management. To be scoped with Kimley-Horn"
| I-5880 53080.3.1 | 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. | January 21, 2025 | TBD | ROW Acquisition Jan. 20, 2023 | $24,000,000 | TBD | Ryan Newcomb, PE (336)747-7800 | "Schedule subject to Adjusted 2020-2029 STIP - Design Build - Purchase Order Contract (DPOC) - Public Meeting was held on Sept. 25, 2018 at First Waughtown Baptist Church. PE was authorized to restart in January 2021, firm is proceeding with design. Division is also investigating cost mitigation measures to include, lane arrangements on NC 109 at I-40 and ramp configurations to minimize the need to widen the bridge over I-40. We should have updated capacity analysis the week of Nov. 1 to review to move design forward. Updated traffic analysis complete. 25% plan revisions are complete."
| I-5881A 47527.3.2 | Widen I-40 to 6-lanes, from I-74/US 311 in Forsyth Co to SR 2635 (Union Cross Rd) | Post Year Jan., 2040 | TBD | ROW Acquisition Oct. 15, 2027 | $59,123,400 | TBD | Laura Sutton, PE (919)707-6030 | "Schedule based on Approved 2020-2029 STIP - Raleigh Let - On Hold"
| I-5881B 47527.3.3 | Widen I-40 to 6-lanes, from SR 2635 (Union Cross Rd) to NC 66 | Post Year Jan., 2040 | TBD | ROW Acquisition Oct. 15, 2027 | $36,800,000 | TBD | Laura Sutton, PE (919)707-6030 | "Schedule based on Approved 2020-2029 STIP - Raleigh Let - On Hold"
| I-5881C 47527.3.4 | Widen I-40 to 6 lanes from NC 66 in Forsyth Co to US 421/I-40 Business in Guilford Co | Post Year Jan., 2040 | TBD | ROW Acquisition Oct. 15, 2027 | $36,700,000 | TBD | Laura Sutton, PE (919)707-6030 | "Schedule subject to Adjusted 2020-2029 STIP - Raleigh Let - On Hold"
| R-2247A 34409.3.12 | DESIGN BUILD - W-S Northern Beltway - Western Section - from US 158 (S. Stratford Rd) to South of I-40 | October 17, 2028 | TBD | ROW Acquisition Oct. 17, 2028 | $39,100,000 | TBD | Laura Sutton, PE (919)707-6030 | "Schedule subject to Adjusted 2020-2029 STIP - Design Build Let - based on results of PS 0.5 and priority needs, project added - on hold"
| R-2247B 34409.3.13 | DESIGN BUILD - W-S Northern Beltway - Western Section - from South of I-40 to South of US 421 Interchange. | October 17, 2028 | TBD | ROW Acquisition Oct. 17, 2028 | $149,500,000 | TBD | Laura Sutton, PE (919)707-6030 | "Schedule subject to Adjusted 2020-2029 STIP - Design Build Let - to assist in balancing funding, project schedule delayed"
| R-2247CA 34409.3.14 | DESIGN BUILD - W-S Northern Beltway, Western Section - interchange with US 421 | October 17, 2028 | TBD | ROW Acquisition Oct. 17, 2028 | $140,900,000 | TBD | Laura Sutton, PE (919)707-6030 | "Schedule subject to Adjusted 2020-2029 STIP -Design Build Let - based on results of PS 0.5, right-of-way schedule for project accelerated"
| R-2247CB 34409.3.15 | DESIGN BUILD - W-S Northern Beltway - N. of US 421 to SR 1314 (Robinhood Rd) | October 17, 2028 | TBD | ROW Acquisition Oct. 17, 2028 | $82,500,000 | TBD | Laura Sutton, PE (919)707-6030 | "Schedule subject to Adjusted 2020-2029 STIP - Based on results of PS 0.5, schedule for project delayed"
| R-2247D 34409.3.21 | W-S Northern Beltway - (SR 1314) Robinhood Rd/Meadowvark Dr. to NC 67 (Reynolda Rd) | October 19, 2027 | TBD | ROW Acquisition Oct. 17, 2025 | $65,300,000 | TBD | Laura Sutton, PE (919)707-6030 | "Schedule subject to Adjusted 2020-2029 STIP - Based on results of PS 0.5, schedule for project delayed"
| R-2247EA 34409.3.16 | W-S Northern Beltway - NC 67 (Reynolda Rd) to South of US 52 | October 19, 2027 | TBD | ROW Acquisition Aug. 15, 2025 | $160,200,000 | TBD | Laura Sutton, PE (919)707-6030 | "Schedule subject to Adjusted 2020-2029 STIP - Approved to move forward with PE."
| R-2577A 37405.3.1 | US 158 (Reidsville Rd, Widen to Multi-lanes North of US 421/ Salem Parkway (previously I-40 Business) to SR 1965 (Belews Creek Rd), in Forsyth County | December 19, 2023 | TBD | ROW Acquisition in progress | $57,600,000 | TBD | Connie James, PE (336)747-7800 | "Schedule subject to Adjusted 2020-2029 STIP - Division Design Raleigh Let (DORL)"
### Projects Under Development

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<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-2577B 37405.3.2</td>
<td>US 158 (Reidsville Rd), Widen to Multi-lanes from SR 1965 (Belews Creek Rd) in Forsyth Co. to SR 2034 (Anthony Rd) in Guilford Co</td>
<td>Post Year Jan., 2040</td>
<td>TBD</td>
<td>ROW Acquisition Jan. 19, 2029</td>
<td>$60,300,000</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - Division Design Raleigh Let (DDRL)</em></td>
</tr>
<tr>
<td>U-2579AA 34639.3.GV3</td>
<td>W-S Northern Beltway, Eastern Section (Future I-74) - i-74 / US 311 to I-48</td>
<td>October 18, 2022</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$95,100,000</td>
<td>TBD</td>
<td>Tata White, PE (919)707-6342</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - Raleigh Let - Roadway design underway.</em></td>
</tr>
<tr>
<td>U-2729 34633.3.3</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 20, 2023</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$15,500,000</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - Division Design Raleigh Let (DDRL) - Project transferred from Town of Lewisville to NCDOT. In design.</em></td>
</tr>
<tr>
<td>U-5536 44108.3.1</td>
<td>Construct a new route, Great Wagon Rd, from SR 1001 (Shallowford Rd) to SR 1308 (Lewissville-Vienna Rd) in Lewistville</td>
<td>June 18, 2024</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$12,900,000</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - Division Design Raleigh Let (DDRL) Design Division Raleigh Let - Design in progress</em></td>
</tr>
<tr>
<td>U-5760 46381.3.1</td>
<td>Kernersville Southern Loop (Phase I): Widen Big Mill Farm Rd and SR 2649 (Hopkins Rd) to multilanes with sidewalk and bike lanes from south of US 421/ Salem Parkway to NC 66 (West Mountain St) and Construct interchange at US 421/Salem Parkway.</td>
<td>April 15, 2025</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$41,200,000</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - (DDRL) Design Division Raleigh Let - Design in progress</em></td>
</tr>
<tr>
<td>U-5824 44395.3.1</td>
<td>Widen NC 66 (Old Hollow Rd) to Multi-lanes, from Harley Dr to Beltaire Cir/Whitehall Village Ln in Walkertown</td>
<td>July 18, 2023</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$16,400,000</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - (DDRL) Design Division Raleigh Let - Can move forward with PE work.</em></td>
</tr>
<tr>
<td>U-5899 44669.3.1</td>
<td>Construct new 2-lane roadway on new location - Forum Parkway Connector, from existing SR 3955 (Forum Parkway) to NC 66 (University Pkwy/Broad St) in Rural Hall.</td>
<td>June 18, 2024</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$9,000,000</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - New project due to additional revenue (HB 97) - (DDRL) Division Design Raleigh Let - ROW authorized to proceed.</em></td>
</tr>
<tr>
<td>U-6003 47138.3.1</td>
<td>Construct new 2-lane divided facility with bicycle / pedestrian accommodation on new route, from SR 1969 (Piney Grove Rd) to NC 150 (N. Main St) in Kernersville,</td>
<td>July 18, 2023</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$10,700,000</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - Division Design Raleigh Let (DDRL) - In design - public meetings anticipated Fall 2022.</em></td>
</tr>
<tr>
<td>U-6004 47139.3.1</td>
<td>SR 1103 (Lewissville-Clemmons Rd) from US 158 (Clemmons Rd) to SR 1891 (S Peace Haven Rd) in Clemmons - includes access management and operational improvements</td>
<td>June 17, 2025</td>
<td>TBD</td>
<td>ROW Acquisition June 30, 2023</td>
<td>$22,300,000</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - Division Design Raleigh Let (DDRL) - In design - public meetings anticipated Fall 2022.</em></td>
</tr>
<tr>
<td>U-6005 47140.3.1</td>
<td>Widen NC 65 (Bethania-Rural Hall Rd) to multi-lanes, from N. of US 52 to SR 3983 (Northridge Dr) in Rural Hall</td>
<td>July 16, 2024</td>
<td>TBD</td>
<td>ROW Acquisition June 17, 2022</td>
<td>$5,300,000</td>
<td>TBD</td>
<td>Ryan Newcomb, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - Division Design Raleigh Let (DDRL) - In design - CFI review scheduled for March 2022. 65% plans complete.</em></td>
</tr>
<tr>
<td>U-6059A 47483.3.2</td>
<td>Replace Bridge 211 on SR 2662 (Linville Rd) over Norfolk Southern Railroad</td>
<td>August 25, 2027</td>
<td>TBD</td>
<td>ROW Acquisition Aug. 30, 2025</td>
<td>$7,300,000</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - DPOC (Division Purchase Order) - On hold.</em></td>
</tr>
<tr>
<td>U-6059B 47483.3.3</td>
<td>Upgrade interchange on US 421 at SR 2662 (Linville Road)</td>
<td>Post Year Jan., 2040</td>
<td>TBD</td>
<td>ROW Acquisition Post Year</td>
<td>TBD</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - DDRL (Division Design Raleigh Let) - On hold.</em></td>
</tr>
<tr>
<td>U-6068 47493.3.1</td>
<td>Widen US 421/NC 150/ Salem Parkway to 6 lanes from Future I-74 in Kernersville to I-40 in Guilford Co</td>
<td>Post Year Jan., 2040</td>
<td>TBD</td>
<td>ROW Acquisition July 21, 2028</td>
<td>$94,971,000</td>
<td>TBD</td>
<td>Laura Sutton, PE (919)707-6030</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - Raleigh Let - to assist in balancing funds, right-of-way schedule delayed and construction status changed to UNFUNDED</em></td>
</tr>
<tr>
<td>U-6188 48648.3.1</td>
<td>Widen SR 1969 (Piney Grove Rd) to 3-lanes, from North of Nelson St to SR 2031 (Brown Rd) in Kernersville</td>
<td>Post Year Jan., 2040</td>
<td>TBD</td>
<td>ROW Acquisition Nov. 19, 2027</td>
<td>$4,100,000</td>
<td>TBD</td>
<td>Connie James, PE (336)747-7800</td>
<td><em>Schedule subject to Adjusted 2020-2029 STIP - DDRL (Division Design Raleigh Let) - based on results of PS5.0, new project added. On hold.</em></td>
</tr>
<tr>
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<tr>
<td>U-6189 48649.3.1</td>
<td>Widen SR 1156 (Lewisville-Clemmons Rd) to 3-lanes with Bicycle and Pedestrian Accommodations, from SR 1103 (Styers Ferry Rd) to SR 1101 (Shallowford Rd) in Lewisville</td>
<td>Post Year Jan., 2040</td>
<td>TBD</td>
<td>ROW Acquisition Feb. 18, 2028</td>
<td>$12,400,000</td>
<td>TBD</td>
<td>Daniel Dagenhart (336)747-7800</td>
<td>*Schedule subject to Adjusted 2020-2029 STIP - DDRL (Division Design Raleigh Let) based on results of P5.0, new project added. On hold.</td>
</tr>
<tr>
<td>U-6190 48650.3.1</td>
<td>Widen NC 65 (Bethania-Rural Hall Rd) to multi-lanes, from SR 1647 (Glade St) to NC 66 in Rural Hall</td>
<td>Post Year Jan., 2040</td>
<td>TBD</td>
<td>ROW Acquisition May 19, 2028</td>
<td>$3,100,000</td>
<td>TBD</td>
<td>Daniel Dagenhart (336)747-7800</td>
<td>*Schedule subject to Adjusted 2020-2029 STIP - based on results of P5.0, new project added. DDRL. On hold.</td>
</tr>
<tr>
<td>43670</td>
<td>Aesthetic enhancements associated with Salem Creek Connector (U-2925)</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>$318,000</td>
<td>TBD</td>
<td>Jeff Turner (336)747-7800</td>
<td>Non-DOT Let (LAP) City of Winston-Salem</td>
</tr>
<tr>
<td>48922</td>
<td>SR 2643 (Union Cross Rd) - widen to three lane typical section between Constantine Ct (NS) and intersection of Union Cross / SR 2640 (Shields Rd/Whicker Rd)</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>$287,358</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Sept. 2019 BOT Agenda - funding approved but not yet released on hold</td>
</tr>
<tr>
<td>BP9.R009 48609.3</td>
<td>Replace Bridge #241 over South Fork of Muddy Creek on SR 3011 (Old Salisbury Rd) in Forsyth Co.</td>
<td>May 24, 2023</td>
<td>TBD</td>
<td>ROW Acquisition May 24, 2022</td>
<td>$2,000,000</td>
<td>TBD</td>
<td>Daniel Dagenhart (336)747-7800</td>
<td>Design in Progress.</td>
</tr>
<tr>
<td>BP9.R010 48610.3</td>
<td>Replace Bridge #210 over Salem Creek on SR 2377 (Old Greensboro Rd) in Kernersville</td>
<td>April 24, 2024</td>
<td>TBD</td>
<td>ROW Acquisition March 23, 2023</td>
<td>$1,400,000</td>
<td>TBD</td>
<td>Daniel Dagenhart (336)747-7800</td>
<td>Approved to move forward with PE.</td>
</tr>
<tr>
<td>BP9.R011 48611.3</td>
<td>Replace Bridge #110 over US 421 on SR 1301 (Scott Rd) in Forsyth Co</td>
<td>October 29, 2025</td>
<td>TBD</td>
<td>ROW Acquisition Sept 29, 2024</td>
<td>$2,500,000</td>
<td>TBD</td>
<td>Daniel Dagenhart (336)747-7800</td>
<td>Approved to move forward with PE.</td>
</tr>
<tr>
<td>BP9.R002 48612.3</td>
<td>Replace Bridge No. 261 over Mill Creek on SR 1525 (Yadkinville Rd)</td>
<td>August 26, 2027</td>
<td>TBD</td>
<td>ROW Acquisition July 26, 2026</td>
<td>$1,800,000</td>
<td>TBD</td>
<td>Daniel Dagenhart (336)747-7800</td>
<td>Preparing to scope. <em>This project has been temporarily suspended.</em></td>
</tr>
</tbody>
</table>

**Locally Administered Projects Under Development**

<p>| <strong>B-5007</strong> 41111.3.1 | Replace Bridge #296 over NSRR on West First St. in Winston-Salem | January 30, 2024 | TBD | ROW Acquisition Sept. 30, 2022 | $700,000 | TBD | Daniel Dagenhart (336)747-7800 | *Schedule subject to Adjusted 2020-2029 STIP - Municipal Bridge Project (Non-DOT let) City of Winston-Salem. Environmental document complete. Design in Progress. |
| <strong>EB-4020C</strong> 53974.1.FD3 | Brushy Fork Greenway from Lowery St. to Reynolds Park Rd in Winston-Salem | June 30, 2022 | TBD | ROW Acquisition in progress | $1,250,000 | TBD | Jeff Turner (336)747-7800 | (Non-DOT let) City of Winston-Salem - Railroad has responded. City working with them on easement. Schedule will need to be adjusted. |
| <strong>EB-5722</strong> 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 | May 31, 2022 | TBD | ROW Acquisition November 30, 2021 | $578,000 | TBD | Jeff Turner (336)747-7800 | (Non-DOT let) City of Winston-Salem - Received 65% plans. ROW authorization has been requested. Following up with OIG to see where issue with approval is. ROW will take longer to complete and construction will need to be pushed out. |
| <strong>EB-5810</strong> 44862.3.1 | Construction of 760 Linear Foot of Sidewalk on Barbara Jane Avenue from Old Greensboro Road to Woodrow Powell Drive. | June 30, 2022 | August, 2022 | N/A | $226,000 | TBD | Jeff Turner (336)747-7800 | (Non-DOT let) City of Winston-Salem - Municipal agreement has been executed City received permission to move on with PE portion. The CE has been completed. ROW plans are being worked on. |
| <strong>EB-5812</strong> 44864.3.1 | Construct new Salem Creek Greenway, Forsyth Technical Community College to existing greenway at Marketplace Mall in Winston-Salem. | December 30, 2022 | TBD | TBD | $1,500,000 | TBD | Jeff Turner (336)747-7800 | (Non-DOT let) City of Winston-Salem - 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. *All work on project is on hold due to DOT revenue shortfall. |</p>
<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>EB-5952</td>
<td>Construct sidewalk - from NC 67 (Reynolda Rd) to SR 1528 (Silas Creek Parkway) in Winston-Salem</td>
<td>October 31, 2022</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>$741,000</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) City of Winston-Salem - project added at MPO request. Working in design phase. ROW authorization approved.</td>
</tr>
<tr>
<td>EB-5953</td>
<td>Construct sidewalk - on SR 4000 (University Parkway) in Forsyth County from SR 1688 (Shattalon Drive) to Robinwood Lane in Winston-Salem</td>
<td>November 30, 2023</td>
<td>TBD</td>
<td>TBD</td>
<td>$635,000</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) City of Winston-Salem - project added at MPO request. Municipal agreement has been executed. 65% plans being reviewed.</td>
</tr>
<tr>
<td>EB-5954</td>
<td>Construct sidewalk - on Griffith Road in Forsyth County, from Kimwell Drive to Burke Mill Road in Winston-Salem</td>
<td>March 31, 2023</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>$1,620,000</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) City of Winston-Salem - project added at MPO request. Project added at MPO request. Municipal agreement has been executed. CE is complete. Revised drainage plans have been submitted, reviewed and approved.</td>
</tr>
<tr>
<td>EB-5955</td>
<td>Construct sidewalk - on SR 1348 (Robinhood Rd) in Forsyth County, from Speaks Farm Rd to Muddy Creek Greenway in Winston-Salem</td>
<td>December 31, 2023</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>$470,000</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) City of Winston-Salem - project added at MPO request. All work on project is on hold due to DOT revenue shortfall.</td>
</tr>
<tr>
<td>EB-5956</td>
<td>Install bicycle/pedestrian facilities and construct sidewalk - on SR 1992 (Sullivant Rd) in Forsyth County, from US 311 at Hartery Drive to Walkertown Middle/High School in Walkertown</td>
<td>June 30, 2022</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>$550,000</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) City of Winston-Salem - project added at MPO request.</td>
</tr>
<tr>
<td>EB-5957</td>
<td>Construct sidewalks on SR 2648 (Old Winston Road) from existing sidewalk across from Seventh Day Adventists Church parking lot to SR 2649 (Hopkins Rd) in Kernersville</td>
<td>March 30, 2022</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>$232,000</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) Town of Kernersville - project added at MPO request - RFQ for design in progress. Municipal Agreement has been executed. City received permission to move on with PE portion. * Town has agreed to defer reimbursement and may continue in PE; ROW phase has been authorized.</td>
</tr>
<tr>
<td>EB-5959</td>
<td>Construct sidewalk - on SR 3000 (Idols Rd) from SR 1103 (Middlebrook Drive) to Tanglewood Park Rd in Clemmons</td>
<td>September 30, 2022</td>
<td>TBD</td>
<td>TBD</td>
<td>$897,000</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) City of Winston-Salem - project added at MPO request. * All work on project is on hold due to DOT revenue shortfall.</td>
</tr>
<tr>
<td>EB-5840</td>
<td>US 158/US 421/NC 150 (Salem Parkway) from Green Street to the Strollway in Winston-Salem. Construct multiuse path.</td>
<td>February 28, 2022</td>
<td>March 1, 2023</td>
<td>TBA</td>
<td>$2,000,000</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) City of Winston-Salem - project added at MPO request.</td>
</tr>
<tr>
<td>EB-5960</td>
<td>Construct sidewalks and crosswalks on SR 1101 (Harper Rd) in Forsyth County, where gaps exist, between Jerry Long YMCA on Peace Haven Rd to roundabout, West of Frank Morgan Elementary School in Clemmons</td>
<td>October 19, 2022</td>
<td>TBD</td>
<td>TBD</td>
<td>$1,126,000</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) Village of Clemmons - project added at MPO request - Clemmons/MPO working on Limit change to Submit for TIP change.</td>
</tr>
<tr>
<td>U-4741OK</td>
<td>Winston-Salem - Piedmont Regional Greenway</td>
<td>September 30, 2022</td>
<td>TBD</td>
<td>TBA</td>
<td>TBD</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) Village of Winston-Salem - Design in progress - easements acquired; City hiring consultant to perform subsurface investigations. * All work on project is on hold due to DOT revenue shortfall.</td>
</tr>
<tr>
<td>U-4741PE</td>
<td>Clemmons sidewalk and greenway connector project - construct sidewalks along US 158 from SR 1103 (Middlebrook Drive) to Harper Road in Clemmons and construct Yadkin River Greenway Connector (Phase I)</td>
<td>September 30, 2022</td>
<td>TBD</td>
<td>TBA</td>
<td>$2,638,000</td>
<td>TBD</td>
<td>Jeff Turner</td>
<td>(Non-DOT let) Village of Clemmons - Village has requested project be taken down and to reallocate funds to other Clemmons projects. Going thru process to take project down.</td>
</tr>
</tbody>
</table>
### Locally Administered 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-5539A</td>
<td>Streetscape Improvement project on SR 4394 (US 311/Martin Luther King Jr., Dr) in Winston-Salem</td>
<td>December 20, 2022</td>
<td>TBD</td>
<td>ROW Acquisition Dec. 31, 2021</td>
<td>$2,168,000</td>
<td>TBD</td>
<td>Jeff Turner (336)747-7800</td>
<td>*Schedule subject to Adjusted 2020-2029 STIP - Non-DOT let - City of Winston-Salem - Review of lighting complete. CE complete. FHWA PE extension granted.</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>November 30, 2021</td>
<td>TBD</td>
<td>Construction Authorization Approved</td>
<td>$1,160,000</td>
<td>TBD</td>
<td>Jeff Turner (336)747-7800</td>
<td>*Schedule subject to Adjusted 2020-2029 STIP - Non-DOT let - Town of Lewisville - Planning / Design / ROW / Construction by Town of Lewisville - Authorization for ROW has been approved and granted. No bids four times. Trying to negotiate what to do next.</td>
</tr>
<tr>
<td>* U-6154</td>
<td>Convert existing signalized intersection to a single-lane roundabout at SR 1308 (Lewisville-Vienna Rd) and SR 1348 (Robinhood Road) in Lewisville</td>
<td>September 30, 2022</td>
<td>TBD</td>
<td>ROW Acquisition Sept. 20, 2021</td>
<td>$900,000</td>
<td>TBD</td>
<td>Jeff Turner (336)747-7800</td>
<td>*Schedule subject to Adjusted 2020-2029 STIP - Non-DOT let - Town of Lewisville - Municipal agreement has been executed. Project can move forward to PE. The consultant fees have been approved. Environmental Document submitted for review</td>
</tr>
<tr>
<td>BL-0016</td>
<td>Harmon Lane from SR 4315 (South Main Street) to Broad Street in Kernersville. Construct Five-Foot Sidewalk.</td>
<td>September 30, 2023</td>
<td>TBD</td>
<td>ROW Acquisition Sept. 30, 2022</td>
<td>TBA</td>
<td>TBD</td>
<td>Jeff Turner (336)747-7800</td>
<td>Working on permission to enter into agreement. LPMO is working with the Town to get approval to move forward.</td>
</tr>
<tr>
<td>BL-0017</td>
<td>Southern Street Greenway from Southern Street to Kerners Mill Creek Greenway in Kernersville. Construct Multi-Use Paved Path.</td>
<td>September 30, 2025</td>
<td>TBD</td>
<td>ROW Acquisition Sept. 30, 2024</td>
<td>TBA</td>
<td>TBD</td>
<td>Jeff Turner (336)747-7800</td>
<td>Working on permission to enter into agreement. LPMO is working with the Town to get approval to move forward.</td>
</tr>
<tr>
<td>BL-0019</td>
<td>Long Branch Trail Phase II from Martin Luther King, Jr. Drive to 27th Street. Construct Ten-Foot Trail.</td>
<td>September 30, 2024</td>
<td>TBD</td>
<td>TBA</td>
<td>TBA</td>
<td>TBD</td>
<td>Jeff Turner (336)747-7800</td>
<td>A Long Branch Trail study may result in PE occurring in late FY 22.</td>
</tr>
<tr>
<td>BL-0020</td>
<td>Depot Street from US311 (Main Street) to SR 1992 (Sullivantown Road) in Walkertown. Construct Sidewalk.</td>
<td>March 30, 2023</td>
<td>TBD</td>
<td>ROW Acquisition July 30, 2022</td>
<td>TBA</td>
<td>TBD</td>
<td>Jeff Turner (336)747-7800</td>
<td>August 2021 BOT - to allow add'l time for planning, delay ROW from FY 21 to FY 22 and construction from FY 22 to FY 23.</td>
</tr>
<tr>
<td>HL-0015</td>
<td>NC 66?SR 4309 (West Mountain Street) from Beaucrest Street to Asbury Drive. Construct turn-lane between Kernersville YMCA and Deepe-Hatch’s East entrance and extend existing sidewalk from Beaucrest Street to Asbury Drive.</td>
<td>September 30, 2023</td>
<td>TBD</td>
<td>ROW Acquisition Sept. 30, 2022</td>
<td>TBA</td>
<td>TBD</td>
<td>Jeff Turner (336)747-7800</td>
<td>Working on permission to enter into agreement. LPMO is working with the Town to get approval to move forward.</td>
</tr>
<tr>
<td>HL-0016</td>
<td>US311 (Main Street) from SR 1977 (Pine Hall Road) in Walkertown. Realign Intersection and add auxiliary turn lanes.</td>
<td>March 30, 2023</td>
<td>TBD</td>
<td>ROW Acquisition July 30, 2022</td>
<td>TBA</td>
<td>TBD</td>
<td>Jeff Turner (336)747-7800</td>
<td>August 2021 BOT - to allow add'l time for planning, delay ROW from FY 21 to FY 22 and construction from FY 22 to FY 23.</td>
</tr>
</tbody>
</table>

### Bridge Preservation Projects under Development

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
<th>Description</th>
<th>Let Date</th>
<th>Construction Cost</th>
<th>Contractor</th>
<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
</table>
### Winston-Salem Urban Area MPO Federally Funded Projects Update

<table>
<thead>
<tr>
<th>Project Information</th>
<th>Jurisdiction</th>
<th>Award</th>
<th>Let Date</th>
<th>Project (expected) Completion</th>
<th>Project Manager</th>
<th>Total Funding</th>
<th>STBG-DA/FLEX</th>
<th>50%/CMIA/Qother</th>
<th>50%/CMIA/Qother Match</th>
<th>STBG-DA/FLEX Local Match</th>
<th>Obligated STBG-DA/FLEX</th>
<th>Unobligated STBG-DA/FLEX</th>
<th>Status Update (Projects are on hold pending NCDOT)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>EB-5968</td>
<td>Blue Heron Trail</td>
<td>Bermuda Run</td>
<td>2018</td>
<td>TBD</td>
<td>TBD</td>
<td>Lee Rollins</td>
<td>$2,088,194</td>
<td>$1,670,555</td>
<td>$0</td>
<td>$0</td>
<td>$417,639</td>
<td>$0</td>
<td>$1,670,555</td>
<td>Project was let</td>
</tr>
<tr>
<td>EB-5969</td>
<td>Harper Road Sidewalk from Frank Morgan Elementary School to Jerry Long YMCA</td>
<td>Kernersville</td>
<td>2018</td>
<td>TBD</td>
<td>TBD</td>
<td>Brett Abernathy</td>
<td>$1,251,290</td>
<td>$1,001,000</td>
<td>$0</td>
<td>$0</td>
<td>$290,250</td>
<td>$0</td>
<td>$1,001,000</td>
<td>On hold</td>
</tr>
</tbody>
</table>

For May 2022 Meeting

For any questions please contact Kelly Garvin at: kellym@cityofws.org 336-747-6881
## Winston-Salem Urban Area MPO Federally Funded Projects Update

### Project Information

<table>
<thead>
<tr>
<th>TIP #</th>
<th>Project Name</th>
<th>Jurisdiction</th>
<th>Let Date</th>
<th>Project Manager</th>
<th>Total Funding (expected)</th>
<th>STBG-DA/FLEX Match</th>
<th>STBG-DA/FLEX Obligated</th>
<th>STBG-DA/FLEX Unobligated</th>
<th>Status Update</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>U-292S</td>
<td>Salem Creek Connector Landscaping and Lighting</td>
<td>Winston-Salem</td>
<td>2023</td>
<td>Kelly Garvin/Marlene Davis</td>
<td>$1,810,584</td>
<td>1,448,467</td>
<td>362,117</td>
<td>$0</td>
<td>Agreement is being processed by the City</td>
<td>Agreement is being processed by the City</td>
</tr>
<tr>
<td>EB-5722</td>
<td>Silas Creek Parkway sidewalk from Bolton Street to Lockett Avenue</td>
<td>Winston-Salem</td>
<td>2018</td>
<td>Matthew Burczyk</td>
<td>$1,003,000</td>
<td>$1,126,400</td>
<td>$99,000</td>
<td>$281,600</td>
<td>$416,601 $1,105,799</td>
<td>Scope of Work outline with consultant in progress</td>
</tr>
<tr>
<td></td>
<td>Brewer Road Sidewalk</td>
<td>Winston-Salem</td>
<td>2020</td>
<td></td>
<td>$3,044,250</td>
<td>$2,435,400</td>
<td>$0</td>
<td>$0</td>
<td>$2,435,400</td>
<td>Study is underway</td>
</tr>
<tr>
<td></td>
<td>Long Branch Trail Phase II</td>
<td>Winston-Salem</td>
<td>2020</td>
<td></td>
<td>$1,100,000</td>
<td>$880,000</td>
<td>$0</td>
<td>$0</td>
<td>$880,000 $688,812</td>
<td>Study is underway</td>
</tr>
<tr>
<td></td>
<td>Intersection of Germanton Rd and Oak Summit Rd</td>
<td>NCDOT</td>
<td>2020</td>
<td></td>
<td>$1,211,015</td>
<td>$968,812</td>
<td>$0</td>
<td>$0</td>
<td>$968,812 $14,547,124 $743,800 $3,636,781 $17,446,596</td>
<td>Study is underway</td>
</tr>
</tbody>
</table>

### Funding Source

- **STBG-DA/FLEX**
- **Pn/CMAQ/Other Match**
- **STBG-DA/FLEX Local Match**
- **Unobligated STBG-DA/FLEX**

### Comments

- For any questions please contact Kelly Garvin at: kellym@cityofws.org 336-747-6881
NC Clean Transportation Plan

In January 2022, Gov. Roy Cooper signed Executive Order 246 (EO 246), “North Carolina’s Transformation to a Clean, Equitable Economy,” setting the course for North Carolina’s continued work to reduce economy-wide greenhouse gas emissions, advance environmental justice and create good paying jobs for North Carolinians throughout the state. This executive order builds upon 2018’s Executive Order 80, which established a goal to reduce greenhouse gas emissions by 40 percent and increase zero-emission vehicle (ZEV) adoption by 80,000 vehicles by 2025.

**EO 246 Goals**

- Reduce economy-wide greenhouse gas emissions to at least 50 percent below 2005 levels by 2030 and achieve net-zero emissions no later than 2050.

- Increase the total number of registered, zero-emission vehicles to at least 1,250,000 by 2030 and increase the sale of ZEVs so that 50 percent of in-state sales of new vehicles are zero-emission by 2030.

North Carolina Clean Transportation Plan Website

NCDOT requests input from all stakeholders on a variety of topics related to clean transportation. Information from this survey will be aggregated and used to inform future public information sessions, workgroup action plans and the final Clean Transportation Plan report.

Traffic Forecasts (TF)

Project Level Traffic Forecasting is an essential part of the planning process. The traffic forecast informs the design of STIP projects.

Currently, there are no traffic forecasts underway or recently completed in the Winston-Salem MPO.

Historic Traffic Forecasts are available at the following website:

NCDOT Traffic Forecasting Data Map

“Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina....”

- NCDOT Mission Statement

FHWA News

Federal Funding is Available For Electric Vehicle Charging Infrastructure On the National Highway System. In order to accelerate the deployment of EV chargers, FHWA is highlighting the policies and funding available today for partners in States, Tribes, Territories, metropolitan planning organizations (MPOs), and Federal land management agencies (FLMAs) to build out electric vehicle chargers along the National Highway System.
NCDOT Weekly Cash Watch Report

To be open and transparent and to comply with [Session Law 2019-251](https://legislation.nc.gov/laws/sessionlaws/2019/session251.html) of the N.C. General Assembly, the N.C. Department of Transportation issues a news release each Friday publishing the weekly “NCDOT Cash Watch Numbers” report, which is a snapshot of NCDOT expenditures.

For holidays when NCDOT offices are closed, the release and report are published on the closest business day.

The latest cash report, as well as previous reports, can be viewed on this [NCDOT webpage](https://www.ncdot.gov/).

### Upcoming

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>TPD issues FY 2023 (U)PWP approval letter to WSUAMPO</td>
<td>June 29, 2022</td>
</tr>
<tr>
<td>State Fiscal Year 2023 begins</td>
<td>July 1, 2022</td>
</tr>
<tr>
<td>(Approximate) Last day to submit FY 2022 4th Quarter (Final) invoice, work summary, and annual performance report.</td>
<td>August 9, 2022</td>
</tr>
</tbody>
</table>

**NCDOT Statewide Plans:**

To learn more, click on the following links:

- [NC Moves 2050 Plan](https://ncdot.gov/ncmoves) (or go to ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](https://ncdot.gov/sti) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan (25-Year Vision)](https://ncdot.gov/rail) (or go to ncdot.gov and search: rail plan)
- [NC Statewide Multimodal Freight Plan (2015-2040)](https://ncdot.gov/lc) (or go to ncdot.gov and search: public transportation plan)
- [Great Trails State Plan](https://ncdot.gov/greattrails) (or go to ncdot.gov and search: Great Trails)
- [Connecting North Carolinians to Opportunities (Public Transportation Strategic Plan—2018)](https://ncdot.gov/lc) (or go to ncdot.gov and search: public transportation plan)
- [Statewide Pedestrian & Bicycle Plan (2013)](https://ncdot.gov/walkbikenc) (or go to ncdot.gov/biceped/walkbikenc)

**Other Plans:**

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](https://ncdeq.gov) (or search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](https://ncdot.gov/first) (or go to ncdot.gov and search: First Commission)

**Helpful Links:**

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://ncdot.gov)
- Real-Time Traffic—[DriveNC.gov | North Carolina Traffic & Travel Information](https://drivenc.gov)
- Report a pothole—[NCDOT Contact Us Form](https://www.ncdot.gov/contactus)
- NCDOT: State Transportation Improvement Program—[ncdot.gov/sti](https://ncdot.gov/sti)
- Links to all traffic count data information—[Traffic Survey Group (ncdot.gov)](https://ncdot.gov/)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](https://ncdot.gov/)

Contact Us

John A. (Andy) Bailey
Interim Coordinator

**NCDOT TPD**
1 S. Wilmington Street
Raleigh, NC
(919) 707-0991
jabailey@ncdot.gov

Visit us on the web
[www.ncdot.gov](http://www.ncdot.gov)
_air_quality_notes:

- Ozone Standard Reconsideration
  - For ozone: EPA is taking public comments on participation for the ozone Clean Air Scientific Advisory Committee (CASAC) panel through 2/11/2022.
  - Overall reconsideration process is on track to be concluded at the end of 2023.

- PM2.5 Standard Reconsideration
  - The CASAC held public meetings on 2/25/2022, 2/28/2022, 3/4/2022 to preview its report on EPA’s draft integrated science assessment and draft policy assessment.
  - CASAC will soon provide recommendations to the EPA Administrator.
  - The overall reconsideration timeframe is also still on track, with a planned proposed rule to retain or revise the PM NAAQS Summer 2022

Air Quality Report:

[Graph showing air quality levels from January 1, 2022, to May 3, 2022, with date markers and color-coded levels: GOOD, MODERATE, UNHEALTHY FOR SENSITIVE GROUPS.]

- Fertilizer Plant Fire
- Start of O3 "Season" March 1st
On Tuesday, April 19, WSTA along with other local public transit systems relaxed the mask mandates put in place last year for public transportation system providers.

On Monday, April 18, less than a week after the Centers for Disease Control and Prevention extended the mask requirements on airplanes, trains, buses and other public transportation, through May 3, a federal judge in Florida struck down the mask mandate.

The ruling gave individual public transportation entities the autonomy to decide what to do, keep the mandate in place or relax the policy.

WSTA chose to give passengers the option of wearing a mask while riding our buses and/or visiting the Clark Campbell Transportation Center, rather than requiring them to do so.

Signage stating the relaxation of the mask requirement has been posted on WSTA’s social media sites, as well as, all over the Transportation Center.

Although the masks are now optional, most WSTA passengers and employees continue to wear them on the buses and inside the Transportation Center. We are encouraging continued use of the face coverings for anyone who feels more secure wearing them.

If the ruling made by the federal judge is overturned, WSTA will make adjustments to reverse the mask policy.

Regional partnership with local transit systems

WSTA has agreed to partner with local transit systems in Greensboro, High Point, Davidson County and Burlington to conduct customer service surveys directed toward our riders. The customer service surveys will be disseminated in May 2022.

This project was identified as a task of the regional TDM work plan for the current fiscal year. Its overall purpose is to get customer feedback for all agencies to hear from our various riders. The survey is made up of about 15 questions; hopefully giving each system an idea of who is using public transit in our region, why they ride, where they go, etc. Anyone turning in the completed survey, including their name and contact information will be entered into a drawing for a chance to win a Transit Agency Swag Bag, full of swag from all the transit partner agencies.
## Total Fixed Route Ridership April 2022

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## Total Trans-AID Ridership

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## Total Mobility Management Phone Calls Answered

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<td>12,782</td>
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Connecting Communities is what we do!

As part of our Explore with Express series, this month's focus will be on PART's Route 9, Davidson County Greensboro Express. This route connects at the Greensboro Depot with a few stops in-between to the High Point Terminal as it makes its way into Thomasville. It operates several runs Monday - Friday and offers easy connections to the High Point Transportation System and the Davidson County Transportation system.

This route connects in Thomasville at PART's Highway 109 & Cooksey Drive Park & Ride lot, one of 4 located in Davidson County, three of which are served by PART Express on Route 9. Some of our Park & Ride locations can connect you with PART Express Bus service, while others are only available for meeting your carpool or vanpool group...because Connecting Communities is what we do!

Thomasville is a beautiful city and it's worth a day trip over to enjoy this historic town. Well known as part of the state's furniture industry, with its neighbors, High Point and Lexington, Thomasville is also home to the oldest railroad depot in North Carolina. It was added to the National Register of Historic Places in 1981 and now houses the Visitor's Center. Along with the oldest rail depot in NC ... the city is known as the “Big Chair City”. This concept came to fame in 1960 when Lyndon Johnson, vice presidential candidate of JFK, did a whistle-stop tour in Thomasville and stood atop the “World's Largest Chair”.

A unique way to take in this city is to enjoy one or all 3 of Thomasville's self-guided Historical Walks. Each walk begins at the Visitor’s Center, and they are all less than one mile long (round-trip). Walks include The Church Walk, The Commerce Walk, and the Historic Homes Walk. For more information, go to https://visitthomasvillenc.com/home

Gildan is spinning new ideas!

The lack of people actively seeking work is a significant factor contributing to the ongoing workforce shortage, leaving employers looking for ways to adapt their recruiting and retention practices to attract and keep the talent they need (source: US Chamber).

Spinning a creative and valuable way to attract and retain employees, Gildan Yarns utilizes PART’s Vanpool Program, offering three Vanpools to their employees. One from Elkin to Mocksville and two from Greensboro to Mocksville. This incentive is paid for by Gildan, and offered to qualified employees to utilize to get to-and-from work. And the Gildan Vanpools are offered Reserved Parking as an additional ‘perk’! This type of stewardship sets an example for environmental sustainability and represents a company looking out for the health of our community and their employees.
Accurate Data In, Equals Good Results Out

PART and the four MPO’s in the Piedmont Triad maintain and use the Piedmont Triad Regional Model (PTRM), a travel model, to evaluate and develop transportation projects. This model consists of complex algorithms that utilize data inputs to assign trips to the highway network. Perhaps the most straightforward output to understand is projections of where traffic congestion will occur in the future: the more accurate and current the data input, the more reliable the results.

More accurate and less subjective.

Transportation planners and modelers at PART are guiding three efforts to improve the data inputs within the current regional travel demand model. These projects are the 2022 Base Year Update, the Implementation of a tour-based freight model, and a regional Household Travel Survey. The 2022 Based Year Update primarily consists of projecting population and job growth across the region by traffic analysis zones (TAZs) which are kin to census tracts. This update is performed every several years, but for the first-time transportation planners are using CommunityViz, which is a scenario based planning tool. This tool assigns a growth potential to each parcel of land in the region, then assigns growth based on population and job growth totals for that county and is governed by development suitability factors. Transportation and community planners can determine the suitability factors, but the model will assign the distribution of growth across a county, generating more accurate and less subjective growth allocation.

Eight years of collaborative work!

The inclusion of a Tour-Based Freight Model into the PTRM has been under development for eight years. The freight model will provide a more accurate depiction of truck and freight movement across the region. Currently, the PTRM only assigns freight trips to the highway networks based on a single trip from point A to point B and does not consider the carried commodity. The freight model will assign trips based on the commodity being carried and in a more typical tour-based trip pattern, point A to point B to point C to point D. For example, think about the journey a FedEx or UPS truck might take during the day.

“It is a capital mistake to theorize before one has data.” — Sherlock Holmes.

Household Travel Surveys will be conducted across the region this fall. This type of survey was last performed in our region over ten years ago. Residents of the Piedmont Triad will have an opportunity to complete a survey related to their travel patterns and modes of transportation. When completed, the results will be tabulated and used to inform the PTRM and validate its outputs.

Transit Agency Swag Bags!

Planners and citizens benefit from good information, and we aim to get it! RCATS, PART, and the City of Asheboro are working together to plan creative ways to gather information from Randolph County citizens. A digital survey is live now, accessed by scanning a QR code or through a website link. It was distributed in Asheboro’s May utility bill mailing as part of their monthly Newsletter. Following will be social media posts, print collateral, website publications, and paper surveys that will be distributed to RCATS and PART bus riders, running May 23rd - June 3. As an incentive, we are collecting participants’ names to enter into a drawing to win one of our Transit Agency Swag Bags. We mean business when it comes to collecting good data for planning!
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tr>
<td>May, 2022</td>
<td>Initial Draft STIP Released</td>
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<td>Fall, 2022</td>
<td>P7 Workgroup begins</td>
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<td>July 21st, 2022</td>
<td>Regular meeting of the TAC and TCC</td>
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<td>September 15th, 2022</td>
<td>Regular meeting of the TAC and TCC</td>
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<td>September 30th, 2022</td>
<td>Project Swaps Due to STIP Managers with Required Agreements</td>
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<td>November 17th, 2022</td>
<td>Regular meeting of the TAC and TCC</td>
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<td>December, 2022</td>
<td>Finalized draft presented to Board of Transportation</td>
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<td>January 19th, 2023</td>
<td>Regular meeting of the TAC and TCC</td>
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<td>Summer, 2023</td>
<td>Anticipated adoption of 2024-2033 STIP</td>
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<td>Anticipated P7 Submittal window</td>
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<td>Spring, 2024</td>
<td>Anticipated P7 quantitative scores and 2026-2035 Statewide Mobility programming</td>
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<td>- Green – STIP Development Dates</td>
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<td></td>
<td>- Blue – P7 Development Dates</td>
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Staff Return From First NCAMPO Conference Since 2019

Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) staff traveled to Wilmington to attend the 2022 North Carolina Association of Metropolitan Planning Organizations Conference, the first such conference held since 2019. NCAMPO 2022 provided an opportunity for staff to meet, learn from, and share experiences with other transportation professionals from around the state.

Breakout session topics included metropolitan transportation plans, micro-transit programs, bicycle and pedestrian safety, congestion management, travel demand modeling, equitable public participation, and local project administration. Officials from FHWA, NCDOT, and other groups presented key policy updates. NCAMPO 2023 will be held in Greenville. For more information about NCAMPO visit ncampo.org.

MPO Set To Join the Clean Cities Coalition

The Winston-Salem Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee will vote on May 19, 2022 to join the North Carolina Clean Cities Coalition. There are currently three Clean Cities Coalitions in the state: Asheville, Charlotte, and Raleigh. Recognizing the need for broader representation across the state, the NC Clean Cities Coalition formed a fourth group, called the Eastern and Central Clean Fuels Coalition. By supporting the formation of a new coalition and joining as a member group, the MPO gains access to free technical assistance and guidance on the latest clean fleet technology, efficiency improvements, and funding opportunities.
Funding

Winston-Salem Submits RAISE Grant Application to USDOT for Long Branch Trail Extension

In April 2022, the City of Winston-Salem team submitted their application to the United States Department of Transportation (USDOT) to fund the Long Branch Trail Extension, a 1.2-mile multi-use path project that extends the reach of the existing Long Branch Trail from its terminus downtown to 25th Street in North Winston-Salem. The City requested $6,000,000 under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program toward a total project cost of $8,600,000. The Winston-Salem Urban Area Metropolitan Planning Organization supports the Long Branch Trail Extension project, programming $880,000 toward the engineering phase of the project.

When constructed, the Extension will provide critical connections to economic opportunity for communities historically harmed by disinvestment.

The 2022 application addresses feedback received from USDOT on last year’s narrative. Announcements regarding RAISE awards are anticipated August 2022.

CONTACT: Matthew Burczyk, Bicycle and Pedestrian Coordinator  
(336) 747-6884 | mattbk@cityofws.org

TAC to Consider Projects Recommended for Surface Transportation Block Grant and Transportation Alternatives Funding

On January 4, 2022, WSUAMPO issued its biennial call for projects for the Surface Transportation Block Grant — Direct Attributable and the Transportation Alternatives — Direct Attributable programs. There is $16,874,635 available during this period for transit, bicycle and pedestrian, intersection improvements, streetscapes, and small roadway projects.

Communities across the MPO submitted funding requests for 19 projects. A review committee considered each of these projects, agreeing on a recommendation to fund 11 projects across 5 agencies and organizations. The recommendations have been referred to the TAC for approval on May 19, 2022.

Recommended Projects: By The Numbers

- 4 Sidewalk projects
- 3 Greenway projects
- 1 Small Roadway project
- 2 Intersection Improvements
- 1 Transit Improvement (Bus Replacement)

CONTACT: Matthew Burczyk, Bicycle and Pedestrian Coordinator  
(336) 747-6884 | mattbk@cityofws.org

Bipartisan Infrastructure Law NOFO Calendar

<table>
<thead>
<tr>
<th>Month</th>
<th>Programs Announcing Notice of Funding Opportunity</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2022</td>
<td>Transit-Oriented Development Pilot Program, University Transportation Center Program, Safe Streets and Roads for All Grant Program, Bridge Investment Program</td>
</tr>
<tr>
<td>June 2022</td>
<td>Railroad Crossing Elimination Program, Reconnecting Communities Pilot Program</td>
</tr>
<tr>
<td>July 2022</td>
<td>All Stations Accessibility Program, Rail Vehicle Replacement Program</td>
</tr>
<tr>
<td>August 2022</td>
<td>Consolidated Rail Infrastructure &amp; Safety Improvements Grant Program</td>
</tr>
<tr>
<td>September 2022</td>
<td>Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program</td>
</tr>
</tbody>
</table>

CONTACT: Hunter Staszak, Transportation Planner  
(336) 747-6894 | hunters@cityofws.org
Projects

Blue Heron Trail Construction Takes Flight in Bermuda Run

The Winston-Salem Urban Area Metropolitan Planning Organization hatched a new bicycle and pedestrian project when construction began in Bermuda Run on the Blue Heron Trail (EB-5958) on April 11, 2022. The Phase I project will connect the residential and recreation areas north of I-40 to the town center area south of I-40. A former cattle tunnel under I-40 and a pedestrian bridge installed as part of the I-40 widening project will be critical elements of the connectivity.

Once complete, residents and visitors to the Town of Bermuda Run will have the option to bike or walk to local businesses and restaurants and make their way to Tanglewood Park.

The diagram to the right shows the new greenway in the context of Bermuda Run’s Master Plan.

Safe Routes to School Non-Infrastructure Grant Project Update

In 2019 the North Carolina Department of Transportation (NCDOT) awarded the City of Winston-Salem a Safe Routes to School (SRTS) Non-Infrastructure grant for $251,100 to increase the safety and convenience for children to walk or bike to school, with the City of Winston-Salem contributing 20% of that amount as a local match. SRTS Non-Infrastructure funds cannot be used to build sidewalk or other built environment improvements. Instead, funds must be used to support programs and activities that focus on education, enforcement, encouragement, and evaluation elements of a SRTS initiative. Winston-Salem’s SRTS project has a three-year timeframe that concludes in Fall 2023.

The City of Winston-Salem is using the project to expand the scope and reach of its current SRTS program that was developed in 2010 through another grant from NCDOT. The 2010 grant allowed the City to purchase a fleet of bicycles and develop a bicycle education curriculum that was adopted by the Winston-Salem/Forsyth County Schools Board of Education and is currently part of the District’s Physical Education curriculum. That program has trained over 10,000 students in bicycle safety skills and distributed thousands of bicycle helmets to those same students.

Winston-Salem has hired Alta Planning + Design to manage the current SRTS Non-Infrastructure program, drawing on the firm’s experience as a national leader in the design and implementation of SRTS programs. The current program has led to the formation of a SRTS steering committee, the implementation of a pedestrian safety curriculum to supplement the bicycle safety training, and the development of a SRTS Toolbox of options for schools to implement SRTS programs according to their own needs and resources. The SRTS Toolbox provides the resources schools need to conduct Bike/Walk to School Day activities, Walking School Buses, and evaluations to track student travel behavior. Schools were surveyed to assess their needs and the Toolbox and supporting materials were developed accordingly.

If your community, or a local school, is interested in participating in the SRTS Non-Infrastructure program, please contact Matthew Burczyk, Bicycle and Pedestrian Coordinator with the Winston-Salem Urban Area MPO at mattbk@cityofwks.org or (336) 747-6884.
PART and the four MPOs in the Piedmont Triad maintain and use a regional travel demand model (RTDM) to evaluate and develop transportation projects. This model consists of complex algorithms that utilize data inputs to assign trips to the highway network. Perhaps the most straightforward output to understand is projections of where traffic congestion will occur in the future: the more accurate and current the data input, the more reliable the results.

Transportation planners and modelers at PART are guiding three efforts to improve the data inputs within the current regional travel demand model. These projects are the (1) **2022 Base Year Update**, (2) the implementation of a **Tour-Based Freight Model**, and (3) a **regional Household Travel Survey**.

**More accurate and less subjective.**

1. **The 2022 Base Year Update** primarily consists of projecting population and job growth across the region by traffic analysis zones (TAZs) which are akin to census tracts. This update is performed every several years, but for the first time, transportation planners are using CommunityViz, which is a scenario-based planning tool. This tool assigns a growth potential to each parcel of land in the region, then assigns growth based on population and growth totals for that county and is governed by development suitability factors. Transportation and community planners can determine the suitability factors, but the model will assign the distribution of growth across a county, generating more accurate and less subjective growth allocation.

2. **The inclusion of a Tour-Based Freight Model (TBFM) into the RTDM** has been under development for eight years. The TBFM will provide a more accurate depiction of truck and freight movement across the region. Currently, the RTDM only assigns freight trips to the highway networks based on a single trip from point A to point B and does not consider the carried commodity. The TBFM will assign trips based on the commodity being carried and in a more typical tour-based trip pattern, similar to how UPS or FedEx travel.

3. **The Regional Household Travel Surveys** will be circulated across the Triad this fall. This type of survey was last performed in our region over ten years ago. Residents will have an opportunity to complete a survey related to their travel patterns and modes of transportation. When completed, the results will be tabulated and used to inform the RTDM and validate its outputs.

---

**Initial Draft of 2024-2033 STIP Released**

The initial draft of the State Transportation Improvement Program (STIP) for 2024-2033 has been distributed in Excel format to MPOs and RPOs across the state. The methodology for determining what projects are included in the STIP was developed by a work group and approved by the Board of Transportation. MPOs have the option to swap projects with proper documentation of agreements by September 30, 2022. The revised STIP is expected December 2022 and the final version will be adopted in Summer 2023.
All Transportation Advisory Committee (TAC) and Technical Coordinating Committee (TCC) Meetings will be held virtually until otherwise specified.

Jan. 18 TCC Meeting: 2:00 PM
Jan. 18 TAC Meeting: 4:15 PM
Jan. 19-20 NC Transportation Summit (Raleigh, NC)

Feb. 17 TCC Meeting: 2:00 PM
Feb. 17 TAC Meeting: 4:15 PM

Mar. 17 TCC Meeting: 2:00 PM
Mar. 17 TAC Meeting: 4:15 PM

Apr. 20-22 North Carolina Association of Metropolitan Planning Organizations Conference (Wilmington, NC)
PART: Collaboration is Key!

PART is working in collaboration with other Transit Agency professionals from the Triad to find out more about who is riding our buses and why. We value our riders and understanding more about where they’re going and why will help us gain valuable insight for our planners.

Kicking off in May, we will distribute paper surveys to our current riders while also trying to reach prospective and past riders by making a digital version of the survey available on our websites. In addition, participants will be entered into a drawing to win one of several Transit Agency Swag Bags! The survey will be promoted with other marketing collateral to drive participation. Our goal is to engage and listen to our riders: past, present, and future.

Transportation Trivia

The first FIVE people to send the correct answer to Hunter Staszak (hunters@cityofws.org) will be recognized in the next issue!

Choo choo!

This mighty locomotive can now be found at what park in which WSUAMPO community?

### MPO TAC

Information current as of 04/27/2022.

**Voting Members:**
- Mike Horn, TAC Chairman
- Mayor, Town of Lewisville
- Allen Joines
- Mayor, City of Winston-Salem
- Denise D. Adams
- Mayor Pro Tempore, City of Winston-Salem
- Robert Clark
- Council Member, City of Winston-Salem
- John E. Byrum
- Mayor, Town of Midway
- Rick Morris
- Commissioner, Stokes County
- Wesley Hutchins
- Mayor Pro Tempore, Town of Walkertown
- Fleming El-Amin
- Commissioner, Forsyth County
- Benita Finney
- Commissioner, Davie County
- Rick Cross
- Mayor, Town of Bermuda Run
- Brent Rockett
- Mayor, Town of Bethania
- Mike Combest
- Council Member, Village of Clemmons
- Bill Apple
- Mayor Pro Tempore, Town of Kernersville
- Willie L. Clark, Jr.
- Board Member, WSTA
- Allen Todd
- Mayor, Town of Wallburg
- James Shores
- Commissioner, Davidson County
- Myron Marion
- Mayor, Village of Tobaccoville
- Eddie Horn
- Council Member, Town of Rural Hall
- Michael Lane
- Council Member, Town of King
- Andrew Perkins, Jr.
- Member, NCDOT Board of Transportation

**Non-Voting Members:**
- Kelly Garvin, TAC Secretary
- Planning Development Coordinator, WSDOT
- Chris Leak
- Chairman, City-County Planning Board
- Scott Piper
- Chairman, Forsyth County Airport Commission
- John F. Sullivan, Ill
- Division Administrator, NC Division, FHWA, USDOT

### Staff Contact

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<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toneq' McCullough</td>
<td>P.E., Director Technical Coordinating Committee Chair</td>
<td>336-747-6873</td>
</tr>
<tr>
<td>Jeffrey Fensler</td>
<td>Deputy Director Technical Coordinating Committee Vice Chair</td>
<td>336-747-6883</td>
</tr>
<tr>
<td>Kelly Garvin</td>
<td>Planning Development Coordinator MPO Transportation Advisory Committee Interim Secretary</td>
<td>336-747-6881</td>
</tr>
<tr>
<td>Byron Brown</td>
<td>Transportation Principal Planner MPO Planners</td>
<td>336-747-6871</td>
</tr>
<tr>
<td>Andrew Perkins, Jr.</td>
<td>MPO Planner</td>
<td><a href="mailto:hunters@cityofws.org">hunters@cityofws.org</a></td>
</tr>
<tr>
<td>Kelly Garvin</td>
<td>GIS &amp; MPO Planner Assistant</td>
<td><a href="mailto:hunters@cityofws.org">hunters@cityofws.org</a></td>
</tr>
<tr>
<td>Brenda King</td>
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<td><a href="mailto:brenda@cityofws.org">brenda@cityofws.org</a></td>
</tr>
<tr>
<td>Laura Davis</td>
<td>DBE Liaison and Title VI Coordinator DBE and Title VI Coordinators</td>
<td><a href="mailto:marlenedg@cityofws.org">marlenedg@cityofws.org</a></td>
</tr>
<tr>
<td>Laura Nixon</td>
<td>Engineering Technician Recording Secretary, TAC and TCC</td>
<td><a href="mailto:lauran@cityofws.org">lauran@cityofws.org</a></td>
</tr>
<tr>
<td>Laura Whitaker</td>
<td>Administrative Secretary Administrative Secretary</td>
<td><a href="mailto:lauarw@cityofws.org">lauarw@cityofws.org</a></td>
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<tr>
<td>David Avalos</td>
<td>Transportation Engineer Traffic Modeling</td>
<td><a href="mailto:davida@cityofws.org">davida@cityofws.org</a></td>
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<tr>
<td>Reid Hutchins</td>
<td>Senior Engineering Technician</td>
<td><a href="mailto:reidwh@cityofws.org">reidwh@cityofws.org</a></td>
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<tr>
<td>Donna Woodson</td>
<td>General Manager Winston-Salem Transit Authority</td>
<td><a href="mailto:dwoodson@wstransit.com">dwoodson@wstransit.com</a></td>
</tr>
<tr>
<td>Allen Joines</td>
<td>Member, NCDOT Board of Transportation</td>
<td>336-727-2000</td>
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<tr>
<td>Kirk Ericson</td>
<td>Assistant Planning Director</td>
<td><a href="mailto:kirke@cityofws.org">kirke@cityofws.org</a></td>
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