**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.

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**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)

Bipartisan Infrastructure Law NOFO Calendar

<table>
<thead>
<tr>
<th>Month</th>
<th>Programs Announcing Notice of Funding Opportunity</th>
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<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>
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<tr>
<td>June 2022</td>
<td>Railroad Crossing Elimination Program, Reconnecting Communities Pilot Program</td>
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<tr>
<td>July 2022</td>
<td>All Stations Accessibility Program, Rail Vehicle Replacement Program</td>
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<td>August 2022</td>
<td>Consolidated Rail Infrastructure &amp; Safety Improvements Grant Program</td>
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<td>September 2022</td>
<td>Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program</td>
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Projects

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@cityofws.org or (336) 747-6884.
PART Regional Travel Demand Model Update

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.

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

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.

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**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.

**CONTACT:** Kelly Garvin, Planning and Development Coordinator | (336) 747-6881 | kellym@cityofws.org
All Transportation Advisory Committee (TAC) and Technical Coordinating Committee (TCC) Meetings will be held virtually until otherwise specified.
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?