May 19, 2022

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

Dear Secretary Boyette:

SUBJECT: Resolutions Adopted in May 2022 by the Winston-Salem Urban Area MPO TAC

Please find enclosed signed copies of resolutions approved by the Transportation Advisory Committee of the Winston-Salem Urban Area MPO in May 2022 as follows:

- Approval of a Resolution the 2022 Surface Transportation Block Grant – Direct Attributable (STBG-DA) and Transportation Alternatives – Direct Attributable (TA-DA) Call for Projects

- Approval of a resolution 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

Please contact Kelly Garvin, Interim TAC Secretary, at 336-747-6881 or kellym@cityofws.org if you have questions.

Sincerely,

Mike Horn, Chairman
Transportation Advisory Committee
Enclosures

dc: Andy Bailey and Daryl Vreeland, NCDOT Statewide Planning Branch
    Mike Stanley, PE, NCDOT TIP Development Unit
    Heather J. Hildebrandt, Integrated Mobility Division
    Marta Matthews, NCDOT Transportation Program Management
    Pat Ivey, Brett Abernathy, and Fred Haith NCDOT Division 9
    Pam DiGiovanni, NCDOT Integrated Mobility Division
    Suzette Morales, FHWA, NC Division
    Scott Rhine, Director, PART
    Tracey Jackson, Assistant to the Secretary, NCDOT
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 Denise Adams and seconded by TAC Member Mayor Allen Joines 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 planning fund to also include funds originally designated for Davidson County Transit (DCT) and subsequently declined by DCT.
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
## WSUAMPO 2022 STBG-DA and TAP-DA BICYCLE PEDESTRIAN RECOMMENDATIONS

<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>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>South Cherry Street Sidewalk</td>
<td>Kersnersville</td>
<td>90</td>
<td>$498,235</td>
<td>$398,588</td>
<td>$99,647</td>
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<tr>
<td>2</td>
<td>Silas Creek Parkway (EB5722) Sidewalk</td>
<td>Winston-Salem</td>
<td>90</td>
<td>$1,437,700</td>
<td>$1,150,160</td>
<td>$287,540</td>
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<tr>
<td>3</td>
<td>Broad Street Sidewalk</td>
<td>Kersnersville</td>
<td>82</td>
<td>$229,408</td>
<td>$183,526</td>
<td>$45,882</td>
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<tr>
<td>4</td>
<td>Harmon Lane Sidewalk</td>
<td>Kersnersville</td>
<td>78</td>
<td>$52,187</td>
<td>$41,750</td>
<td>$10,437</td>
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<tr>
<td>5</td>
<td>Westview Drive Sidewalk</td>
<td>Winston-Salem</td>
<td>61</td>
<td>$2,598,750</td>
<td>$2,079,000</td>
<td>$519,750</td>
</tr>
<tr>
<td>6</td>
<td>West Sedgefield Drive Sidewalk</td>
<td>Winston-Salem</td>
<td>55</td>
<td>$1,663,200</td>
<td>$1,330,560</td>
<td>$332,640</td>
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<tr>
<td>7</td>
<td>Silas Creek Parkway Sidewalk Phase II</td>
<td>Winston-Salem</td>
<td>49</td>
<td>$2,227,500</td>
<td>$1,782,000</td>
<td>$445,500</td>
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<tr>
<td>8</td>
<td>Lansing Drive Sidewalk</td>
<td>Winston-Salem</td>
<td>47</td>
<td>$2,353,250</td>
<td>$1,722,600</td>
<td>$430,650</td>
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<tr>
<td>9</td>
<td>Ransom Road Sidewalk</td>
<td>Winston-Salem</td>
<td>44</td>
<td>$5,568,750</td>
<td>$4,455,000</td>
<td>$1,113,750</td>
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<tr>
<td>10</td>
<td>Hartford Street Sidewalk</td>
<td>Winston-Salem</td>
<td>43</td>
<td>$2,079,000</td>
<td>$1,663,200</td>
<td>$415,800</td>
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<tr>
<td>11</td>
<td>Petree Road Sidewalk Phase II</td>
<td>Winston-Salem</td>
<td>27</td>
<td>$1,410,750</td>
<td>$1,128,600</td>
<td>$282,150</td>
</tr>
</tbody>
</table>

Not recommended for funding

Recommended for funding

- 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
## WSUAMPO 2022 STBG-DA and TAP-DA GREENWAY RECOMMENDATIONS

<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>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Salem Parkway MUP (EB5840)</td>
<td>Winston-Salem</td>
<td>96</td>
<td>$1,729,913</td>
<td>$1,383,930</td>
<td>$345,983</td>
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<tr>
<td>2</td>
<td>Southern Street Greenway</td>
<td>Kernersville</td>
<td>79</td>
<td>$286,674</td>
<td>$229,339</td>
<td>$57,335</td>
</tr>
<tr>
<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>
</tr>
</tbody>
</table>

Total Requested Greenway STBG-DA: $2,422,870
Total Recommended Greenway STBG-DA: $2,422,870
Total Budgeted Greenway STBG-DA: $3,374,927
Greenway STBG-DA Balance: $952,057
<table>
<thead>
<tr>
<th>Project</th>
<th>Municipality</th>
<th>Total Funding Request</th>
<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>
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<table>
<thead>
<tr>
<th>Project</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Requested Small Roadway STBG-DA</td>
<td>$2,917,818</td>
</tr>
<tr>
<td>Total Recommended Small Roadway STBG-DA</td>
<td>$2,917,818</td>
</tr>
<tr>
<td>Total Budgeted Small Roadway STBG-DA</td>
<td>$843,731</td>
</tr>
<tr>
<td>STBG-DA Transfer from Bicycle &amp; Pedestrian and Greenway</td>
<td>$5,927,887</td>
</tr>
<tr>
<td>Small Roadway STBG-DA Balance</td>
<td>$3,853,801</td>
</tr>
<tr>
<td>Project</td>
<td>Municipality</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Lewisville-Vienna Road and Robinhood Road</td>
<td>Lewisville</td>
</tr>
<tr>
<td>NC 109 between Wallburg Rd and Ray Lanning Road</td>
<td>Wallburg</td>
</tr>
</tbody>
</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
<table>
<thead>
<tr>
<th>Project</th>
<th>Agency</th>
<th>Total Funding Request</th>
<th>Federal</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Replacement</td>
<td>WSTA</td>
<td>$2,531,194</td>
<td>$2,024,955</td>
<td>$506,239</td>
</tr>
<tr>
<td>N/A</td>
<td>PART</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>N/A</td>
<td>DCT</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
</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>
</tr>
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<tbody>
<tr>
<td>STBGDA</td>
<td>$13,334,312</td>
</tr>
<tr>
<td>STBGDA – COVID Relief – FY 2021</td>
<td>$2,633,103</td>
</tr>
<tr>
<td>TAPDA</td>
<td>$907,220</td>
</tr>
<tr>
<td>Total</td>
<td>$16,874,635</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>
</tr>
<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>
</tr>
<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.)
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<tr>
<th>Step</th>
<th>Description</th>
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</tr>
<tr>
<td>20</td>
<td>Project Agreement Deadline</td>
<td>March, 2023</td>
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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
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Silas Creek Parkway Sidewalk (EB 5722)
STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #2

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

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STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #3

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

Legend

- Project Location
- Project Location (Other)

Highway Facilities

- Freeway
- Expressway
- Other Major Thoroughfare
- Boulevard
- Minor Thoroughfare
- Streets
- Water Bodies
- Kernersville

ROUTE: Harmon Lane
PROJECT TYPE: Sidewalk
STAFF RECOMMENDATION: YES

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Westview Drive Sidewalk
STBG-DA Call for Projects 2022 | Sidewalk Projects | Rank #5

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

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BUTE: W. Sedgefield Drive
PROJECT TYPE: Sidewalk
STAFRECOMMENDATION: NO

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

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

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

Legend
- Project Location

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

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

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STBG-DA Call for Projects 2022 | Greenway Projects | Rank #1

Legend

Project Location
Highway Facilities
CTP Highway Element
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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Southern Street Greenway
STBG-DA Call for Projects 2022 | Greenway Projects | Rank #2

ROUTE: Southern Street Greenway
PROJECT TYPE: Greenway
STAFF RECOMMENDATION: YES

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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

Legend

Project Location
Highway Facilities
CTP Highway Element
Freeway
Expressway
Other Major Thoroughfare
Boulevard
Minor Thoroughfare
Streets
Water Bodies
Kernersville

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

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NC 109 Turn Lane
STBG-DA Call for Projects 2022 | Intersection Projects | Rank #2

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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 Fleming El-Amin and seconded by TAC member Robert Clark 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

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<th>Services Provided</th>
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<td>Assessments</td>
<td>Public and private fleets</td>
<td>Fuel savings; emissions reductions; shifting to domestic fuels</td>
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<td>Public education</td>
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<tr>
<td>Vehicle utilization, idle reduction technologies, and telematics</td>
<td>Assessments</td>
<td>Public and private fleets</td>
<td>Fuel savings, maintenance savings, increased safety for drivers, emissions reductions</td>
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<td></td>
<td>Fleet manager workshops</td>
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<tr>
<td>Research</td>
<td>Policy studies</td>
<td>State or federal agencies, transit agencies</td>
<td>Research studies can be applied to support various transportation applications that can support policy or technology development or implementation</td>
</tr>
<tr>
<td></td>
<td>Overviews of different transportation technologies</td>
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Clean Fuels and Advanced Technology (CFAT) Project

- 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.
CFAT Project Overview Cont’d

- 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

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](http://www.cleantransportation.org)
[www.fuelwhatmatters.org](http://www.fuelwhatmatters.org)
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