Traffic Forecasts (TF)
A Project Level Traffic Forecasting is an essential part of the planning process. A traffic forecast informs the design of STIP projects. There are currently no traffic forecasts in progress in the WSUAMPO area.

WSUAMPO Comprehensive Transportation Plan (CTP)
The 2045 WSUAMPO CTP was adopted by the WSUAMPO TAC on January 21, 2021. NCDOT Transportation Planning Division (TPD) is working on the more-detailed documentation of each recommendation required for NCDOT Board of Transportation adoption consideration.

The Statewide Clean Transportation Plan (NCCTP)
The NCCTP is a guidance document that provides a coordinated strategy for accelerating decarbonization in the transportation sector. Co-created with a variety of stakeholders, the plan outlines how North Carolina can prepare for a clean transportation future and provide equitable outcomes for everyone. Visit [NCDOT: N.C. Clean Transportation Plan](https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Pages/clean-transportation-plan.aspx)

Village of Clemmons Pedestrian Plan Study
The Village of Clemmons has initiated a Pedestrian Plan study. The consulting firm VHB is leading the study. The first steering committee meeting was held on May 2. A public survey was open from June 3-July 16. The steering committee will be meeting in the near future to review the survey results.

Gumtree Road Bridge Replacement
Gumtree Road is closed between Old U.S. 52 and Hebron Church Road to allow Kemp Sigmon Construction, Inc. to safely replace the bridge over the Winston-Salem southbound railroad. The current bridge was built in 1975 and has reached the end of its usable lifecycle, requiring replacement. The project is expected to be complete by mid-December 2024.

FHWA News
A new FHWA Inflation Reduction Act (IRA) Implementation website serves as a one-stop online shop for transportation agencies and other interested in learning more about IRA programs administered by FHWA. The website includes an overview presentation, funding matrix, and fact sheets and FHWA will populate the site with new information as available. Visit [Inflation Reduction Act - FHWA | Federal Highway Administration (dot.gov)](https://www.fhwa.dot.gov/inflation-reduction-act/)

Everyday Counts (EDC)
Every Day Counts, a State-based initiative of the Federal Highway Administration’s Office of Innovation and Workforce Solutions, works with State, local, and private sector partners to encourage the adoption of proven and underutilized technologies to deliver transportation projects more efficiently, enhance safety for all users, support a sustainable and resilient infrastructure, and incorporate equity in project planning and delivery. For more information about successful EDC Innovation deployments across the country, visit the EDC Innovation website: [Every Day Counts | Federal Highway Administration (dot.gov)](https://www.fhwa.dot.gov/innovation/)
Integrated Mobility Division (IMD) Quarterly Update

NCDOT’s Integrated Mobility Division (IMD) held a quarterly Multimodal Updates Webinar (https://connect.ncdot.gov/business/Transit/Pages/Multimodal-Updates-webinars.aspx) on Thursday, May 25th. These meetings are designed to inform some of IMD partners on planning, policy and programming initiatives that IMD is currently leading.

The May Quarterly meeting included an overview of IMD’s new Program and Project Management Branch, Grant Programs (discretionary grants, paved trails feasibility studies, planning grants, micro-transit feasibility studies, transportation demand management (TDM), and transit facility feasibility studies); Guidance and planning studies (complete streets, S-Line TPD planning study, locally coordinated plan, and micromobility strategic plan); Safety initiatives (Safe Routes to School (SRTS), Bicycle Helmet Initiative, STIC ped safety countermeasures, and Motorists and Bicyclists: Best Practices for Road Safety report); CASSI autonomous shuttle program, NC Nonmotorized Volume Data Program; and Location Based Services.

NCDOT 2024-2033 State Transportation Improvement Program (STIP)

The N.C. Department of Transportation has officially refreshed its guide that shows how and when transportation projects are expected to be funded over the next decade.

The N.C. Board of Transportation adopted the State Transportation Improvement Program (STIP) (https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/default.aspx) for fiscal years 2024-2033 during its June board meeting in Charlotte. It is anticipated local planning organizations will approve their portions of the plan this summer, followed by approval by the Federal Highway Administration by September.

The 2024-2033 STIP is composed of more than 2,300 projects across all six modes of transportation, projected to cost about $35 billion over the next 10 years.

The STIP has a new look this year. NCDOT staff built the plan in a spreadsheet that is more user friendly than the PDF from years past. Staff is also developing an interactive map-based application to make it easier for people to find information on projects that interest them.

To learn more about the STIP and view the latest edition, visit ncdot.gov.

Hurricane Season

With hurricane season underway, North Carolina Department of Transportation crews are prepping for future storms. Staff across the state is ensuring equipment like trucks and chainsaws are running properly and taking inventory of important signage as well.

The website, DriveNC.gov has information about crashes, congestion, traffic cameras, work zones and other road projects. And during a hurricane, NCDOT updates the site to include the latest weather-related impacts to transportation. So before traveling, make sure to visit DriveNC.gov for real-time travel information.

Contact Us

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WSUAMPO Coordinator

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Raleigh, NC
(919) 707-0975
prcook@ncdot.gov

Website: www.ncdot.gov
Great Trails State Day is October 21, 2023

The 3rd Saturday of October has been officially designated as the “Great Trails State Day”, a day to celebrate trails across the state. For more information about ongoing events across the state that celebrate our diverse trails visit [https://greattrailsnc.com](https://greattrailsnc.com) for more information about events across the state.

North Carolina is home to 41 state parks and several national parks as well. In addition, there are plenty of parks that are less visited, and the diversity of experiences available in parks in NC spans the spectrum. From rugged singletrack to greenways to paddle and equine trails along with sandy paths, there’s a park (with a trail) for everyone and every ability.

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<tr>
<td>Last date to submit 4th Quarter 5303 Claim (April 1, 2023–June 30, 2023)</td>
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<tr>
<td>IMD provides MPO 3503 planning funds allocations for FY24 and application instructions</td>
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<td>4th Quarter (Final) invoice, work summary and annual performance report due for FY 23</td>
<td>August 10, 2023</td>
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<td>Federal FY 24 begins</td>
<td>October 1, 2023</td>
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*Dates are draft and may change as FY24 Calendar has not been finalized at this time.

**NCDOT Statewide Plans:**

To learn more, click on the following links or go to ncdot.gov and search using names in [blue unless otherwise noted](#):

- [NC Moves 2050 Plan](http://ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](http://ncdot.gov/stc) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan (25-Year Vision)](http://ncdot.gov/stg)
- [NC Statewide Multimodal Freight Plan (2023)](http://ncdot.gov/infrastructure)
- [Great Trails State Plan](http://ncdot.gov/trails)
- [Connecting North Carolinians to Opportunities (Public Transportation Strategic Plan—2018)](http://ncdot.gov/transit)

**Other Plans:**

- [NC FIRST Commission](http://ncfirstcommission.org)

**Helpful Links:**

To learn more, click on the following links or go to ncdot.gov and search using names in [blue unless otherwise noted](#):

- NCDOT home page—[ncdot.gov](http://ncdot.gov)
- Real-Time Traffic—[drivenc.gov](http://drivenc.gov) | North Carolina Traffic & Travel Information
- Report a pothole—[NCDOT Contact Us Form](http://ncdot.gov/contact) (ncdot.gov & search “Report a pothole”)
- NCDOT: State Transportation Improvement Program - [ncdot.gov/sti](http://ncdot.gov/sti)
- Links to all traffic count data information - [Traffic Survey Group (connect.ncdot.gov & then search)](http://ncdot.gov/infrastructure)
- Federal Functional Classification Map—[NCDOT Functional Class Map (ncdot.maps.arcgis.com)](http://ncdot.maps.arcgis.com)
USDOT Announces $2.2 Billion in Grant Awards for the RAISE Program
On June 28, 2023, the U.S. Department of Transportation (USDOT) announced more than $2.2 billion in awards for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants program. Seventy percent (70%) of the grants are going to projects in regions defined as an area of persistent poverty or a historically disadvantaged community. More information is available here and here.

USDOT Announces $5.5 Billion in Available Funding for Multimodal Discretionary Grants
On June 27, 2023, the USDOT announced the availability of more than $5.5 billion in combined funding for the Multimodal Project Discretionary Grant (MPDG) Program. Available funding includes $1.8 billion for the National Infrastructure Project Assistance (Mega) Program, $3.1 billion for the Infrastructure for Rebuilding America (INFRA) Program, and $675 million for the Rural Surface Transportation Grant (Rural) Program. An applicant is only required to submit one application through any one of the three grant program opportunities in Grants.gov to be considered for all three grant programs (Mega, INFRA, Rural) within the MPDG Program, depending on the project’s eligibility. The application deadline is August 21, 2023.

Application Deadlines Approaching for Other USDOT Discretionary Grant Opportunities
Please be aware of the approaching application deadlines for the following discretionary grant opportunities from the USDOT:

- **July 10, 2023** – Safe Streets and Roads for All (SS4A) Grant Program,
- **July 26, 2023** – Reduction of Truck Emissions at Port Facilities Grant Program,
- **August 1, 2023** – Wildlife Crossings Pilot Program (WCPP),
- **August 18, 2023** – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, and
- **September 28, 2023** – Rural and Tribal Assistance Pilot Program.

FHWA and FTA Designate Transportation Management Areas from the 2020 Census
On June 5, 2023, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published a notice in the Federal Register (88 FR 36637) designating the Transportation Management Areas (TMAs) from the 2020 Census. Titles 23 and 49 of the United States Code require the Secretary of Transportation to identify each urbanized area (UZA) over 200,000 in population as a TMA. The UZAs that meet this threshold, as determined by the 2020 Census, are listed in the Federal Register and are hereby identified as TMAs.

FHWA Updates Resources for the National Electric Vehicle Infrastructure Program
On June 2, 2023, the FHWA Office of Natural Environment published updated resources for the National Electric Vehicle Infrastructure (NEVI) Program, including:

- Guidance for the NEVI Formula Program,
- Template for State Plans and State Plan Updates for Electric Vehicle Infrastructure Deployment, and
- Questions and answers for the NEVI Formula Program.

FHWA Publishes Resources for Transportation Performance Management and Asset Management
The FHWA Office of Infrastructure and the FHWA Office of Operations recently published new resources for transportation performance management (TPM) and transportation asset management:

- Approaches for Communicating Third Performance Management Rule Measures, Metrics, and Targets,
FTA Announces $1.7 Billion in Awards for Better Buses, Vans, and Transit Facilities
On June 26, 2023, FTA announced nearly $1.7 billion in awards for the Low or No Emission Vehicle Program and the Grants for Buses and Bus Facilities Program. In total, FTA made 130 awards for transit projects in 46 States and territories. More information is available here.

FTA Seeking Comments on National Public Transportation Safety Plan

FRA Announces $570 Million in Awards for the Railroad Crossing Elimination Grant Program
On June 5, 2023, the Federal Railroad Administration (FRA) announced more than $570 million in awards for the Railroad Crossing Elimination (RCE) Grant Program. This inaugural round of funding will address more than 400 at-grade crossings in 32 States.

ITS JPO Launches Smart Community Resource Center
The USDOT’s Intelligent Transportation Systems (ITS) Joint Program Office (JPO) recently launched the Smart Community Resource Center (SCRC) to connect States, Tribal governments, and local communities with resources that can be used to develop ITS projects and smart community transportation programs.

NHI Offering New Web-Based Trainings on Transportation Systems Management and Operations
The National Highway Institute (NHI) recently launched two web-based training opportunities related to planning for transportation systems management and operations (TSMO):
- Planning for TSMO – Introduction (FHWA-NHI-133131), and
- Planning for TSMO – Concepts and Applications (FHWA-NHI-133132).

Upcoming Webinars on Freight Policy and Planning, Bike/Ped Guidance, and TPM
Here is the registration information for three upcoming webinars in July:
- July 11, 2023 – Talking Freight: MPO Perspectives Toward Freight Policy and Planning,
- July 13, 2023 – Bicycle and Pedestrian Planning, Program, and Project Development Guidance, and
- July 19, 2023 – Roundtable on Transportation Performance Management (TPM).

Registration Available for FHWA’s Upcoming National Peer Exchange on Freight Resiliency
On October 4-5, 2023, FHWA will host a “National Peer Exchange on Freight Resiliency for Climate-Related Disruptions” in Chicago, IL. Participants will discuss different approaches to freight resiliency, share successful strategies for incorporating climate resiliency concepts into freight transportation plans and decision making, and learn about Federal resources available to support freight resiliency efforts. Registration information is available here.
Air Quality Notes:

- I&M/Safety Bills in the current Legislative session
  - HB456 and HB259 (Budget Bill) introduced that will remove all counties from the emissions program except Mecklenburg County
  - SB341 introduced that will remove all counties from the emissions program except Mecklenburg County and also makes the safety inspection biennial after the first three years.
  - SB387 introduced adds the inspection of emissions components for diesel powered vehicles during the safety inspection and makes “rolling coal” a punishable Class A1 misdemeanor.

Air Quality Report:

- Canadian wildfire smoke has been problematic for the Triad.
  - Several air quality exceedances have occurred including 1 code RED (6/29)
  - First code RED since 2008
## Total Fixed Route Ridership May 22/23

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## Total Trans-AID Ridership May 22/23

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## Total Mobility Management Phone Calls Answered May 22/23

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WSTA implemented a temporary suspension of night service on 13 routes due to a shortage of bus operators on September 20, 2021.
Accessible Festival
Inclusion, Fellowship and Family Fun

In 2005, the Winston-Salem Transit Authority, (WSTA) was given the task of pulling together an event for people with disabilities to receive free rides on a tethered hot-air balloon. ATC (now Transdev), had partnered with a hot-air balloon operator by the name of Gary Waldman, to help him spread love and happiness to people with disabilities across America. The balloon, Serena’s Song, was unique because it was built to be wheelchair-accessible. Each Transdev transit property was required to hold an event and get people there!

The 2-day event featured tethered air balloon rides held early morning and late evening due to atmospheric weather conditions. WSTA had the great sense to partner with The ARC of Winston-Salem & the Enrichment Center to help recruit people interested in riding in the hot air balloon. The first year, a total of 245 people showed up to enjoy the free rides, and the food, which was donated by Hardee’s, Coca Cola, and WSTA. They also took advantage of free trolley rides, enjoyed music and received information about resources enabling them to live life to its fullest shared with them by the Mayor’s Council for Persons with Disabilities. WSTA’s then general manager, Art Barnes, only planned to hold the event one time. That idea went out the window when Barnes saw how happy people were when they came to the W-S Fairgrounds to join us.

Fast forward to 2023. While the hot-air balloon rides are no longer offered, WSTA is still offering the totally free event specifically for the disability community. The festival is no longer a two-day event. All the fun happens over the course of one day. A DJ keeps the party going, while the crowd visits the 20-22 agencies set up at the event. There is plenty to do and lots to see and enjoy. An arts & crafts station keeps some of the crowd busy making souvenirs to take home with them. There is a popcorn, snacks and Pepsi station, a photo booth and Italian Ice is available for everyone to enjoy.

It takes months to prepare for the big fun-filled, family-friendly party. The various agencies invited to attend are carefully selected to be there. They must be organizations who offer resources, services, and assistance to the disability community. And, they must all offer fun activities (corn hole game, bingo, spin the wheel, etc.) to engage our visitors.

WSTA depends on staff and volunteers from the community to get through the day, including a group of students from the Salvation Army Boys & Girls Club in Winston-Salem, who supports the festival annually.

WSTA’s general manager, Donna Woodson says, “The disability community rarely gets to enjoy an event designed around their needs. WSTA is excited to be one of the organizations who recognizes that fact, and actively does something to turn their day into sunshine with Accessible Festival.”

This year’s Mardi Gras-themed event will be held from 9 am—3 pm in the Education Building at the W-S Fairgrounds. The public is invited to attend. The first 600 through the door will receive a WSTA swag bag with a Mardi Gras mask, beads and a personal bottle of hand sanitizer. WSTA is ready to start the party!
Woodson shares employee & passenger safety concerns

On June 12, WSTA general manager, Donna Woodson, went before the W-S City Council’s Public Safety subcommittee to share some of the safety concerns she has received from current and former employees of the Winston-Salem Transit Authority (WSTA) and its passengers.

While the Clark Campbell Transportation Center (TC) is the hub for the transportation system, it has also become a center for persons who are homeless, and for people who have no true interest in riding WSTA’s buses. Instead of coming to the TC to utilize WSTA services, some of the visitors come to participate in illicit activities, fights and/or simply hang out.

Woodson’s presentation before the Public Safety subcommittee served as an appeal to put extra measures in place to bolster safety measures already in effect and add a few new measures. Several employees resigned from WSTA due to their fear of coming to work finding homeless people sleeping on the sidewalks in front of and behind the transportation center, leaving work daily with a group of people standing around the facility with nowhere to go, and being forced to intervene when there are altercations between passengers. The subcommittee gave their support to Woodson’s request for enhancements to safety measures. The next steps in making the Transportation Center a safer place for workers and passengers alike, are forthcoming.

Proposed Enhancements

- Replace and Modernize Badge Readers
- Employee entrances
- Elevator
- Install Metal Detector at Public entrance
  - Open Gate style
  - No divesting of backpacks, purses or bags
  - Used at other public transportation facilities such as rail stations and airport terminals
- Increase Security Officer Presence
  - Additional contracted officers
  - Arrest Authority

WSTA provides record-breaking shuttle service to city’s Rock the Quarry event

The annual City of Winston-Salem’s Rock the Quarry community celebration drew a record number of WSTA shuttle passengers, Saturday evening, July 1. No cars were allowed inside the quarry area for the event, so anyone driving their vehicles had to park at Bowman Gray Stadium and jump on a WSTA shuttle bus. Approximately 3,674 people took advantage of the free shuttle service.
### Total Fixed Route Ridership June 2022-2023

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### Total Mobility Management Phone Calls Answered

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<tr>
<td>WSTA</td>
<td>14,159</td>
<td>12,992</td>
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</table>

*WSTA implemented a temporary suspension of night service on 13 routes on September 20, 2021, due to a shortage of bus operators.*
Great Expectations!

To better serve our riders, on July 31, 2023, PART is launching Service Expansions on two of our Express Routes! PART’s Route 9 Davidson County Greensboro Express service will add four new run times. This route runs out of Greensboro's Galyon Depot. Stops include Market St. @ Greene St., UNCG @ Gate City Blvd., Coliseum Dr. @ Freemill Road, the High Point Depot, Guilford Technical Community College's (GTCC) High Point Campus, and the Thomasville Park & Ride lot. The added run times leave out of Greensboro’s Galyon Depot at 7:30am, 9:30am, 11:30am, and 1:30pm.

In addition, we have enhancements to our existing Airport Connector service. We renamed the service Route 25 Piedmont Triad International Airport Express. We will ramp this service up from the existing on-demand service to running every 30 minutes from 6:15am-8:45pm Monday-Friday out of our Coble Transportation Center. Saturday service will remain on demand at this time! And ... the cost for this service is the same low fare as all other Express Services, $2.50 one way with half price fare available for Seniors (60+), Disabled, Veterans, Students, and Medicare Cardholders. PARTnc.org

Transit Agencies, Universities, and Colleges Working Together!

The Piedmont Triad University & College TDM Working Group recently completed its third meeting as they continue to work together to establish a collective group of members. The group currently consists of eight Universities and Colleges spanning 6 Regional Transit Agencies and includes access to Amtrack, Greyhound, and the Piedmont Triad International Airport.

The group looked at what other North Carolina Institutions outside of the Triad Region are doing and compared what TDM (Transportation Demand Management) efforts are going on in our local communities.

As a result of these dialogues, the current Working Group has decided to collectively promote a series of Marketing Campaigns aimed at exposing students to our regional transportation network and the reduced or free fare payment systems available to all students across the different agencies. These campaigns will discuss the resources available, how to use these resources, and how to view our regional connections through RideTheTriad.org. Our goal is to create a program that encourages students to explore our vast region by utilizing alternative modes of transportation while discussing the positive environmental impacts of using these options.
It’s Time To Reboot.

PART is rebooting our PARTnership Program. The PARTnership Program is an Employer-Based Mobility Options Program. It is a FREE resource for employers in the TRIAD.

Benefits
PARTnership Program members have access to several programs and services that PART can utilize to develop and implement customized transportation options to address their worksite's commuting challenges.

Expand Recruitment Area
Companies interested in expanding their recruitment area to meet labor needs can remove barriers for prospective employees and alleviate concerns about the cost of driving to and from work by offering access to easy, affordable transportation options.

Improve Employee Benefits Package
Member companies will be able to receive professional guidance on implementing no-cost benefits such as preferential parking for carpools and vanpools, reduced bus fare or more complex benefits like the Federal Commuter Tax Benefit Program for employees.

Address Parking Demands
Participating businesses can reduce the demand for parking at their worksite by helping employees access public transportation, encouraging them to share their ride to work, or offering a Vanpool Program. Every Vanpool can reduce 3-14 vehicles from a work site.

Minimize Tardiness & Absenteeism
Cut down on employee tardiness and absenteeism by encouraging employees to share the ride to work. Employees who ride together to work are more aware of how their behavior impacts the group and feel responsible for arriving promptly at the designated meeting location.

Incentives
As PARTnership program members, employees are eligible to participate in special incentives, including 30% off the cost of PART’s 31-Day and 10-Ride bus passes, a first-month discount for new Vanpool group leases, and the Emergency Ride Home program.

PART will be marketing this existing program to businesses in our region to connect employers and employees to the vast array of mobility options available. If you want more information about this program, email PART at contactus@partnc.org.
## Winston-Salem Urban Area Metropolitan Planning Organization (MPO) Transportation Planning Calendar of Activities

### July 20th, 2023
- Regular Meeting of the WSUAMPO TAC and TCC
- Prioritization 7.0 Project List Adoption by TAC and TCC
- Review of 2024-2033 Winston-Salem Urban Area MPO TIP

### Summer 2023
- ✓ BOT Adopted 2024-2033 STIP
- SPOT Online Prioritization 7.0 Submission Window Opens; WSUAMPO Submits

### September 21st, 2023
- Regular Meeting of the WSUAMPO TAC and TCC
- Consideration of the 2024-2033 Winston-Salem Urban Area MPO TIP

### September 29th, 2023
- SPOT Online Prioritization 7.0 Submission Window Closes

### Fall 2023
- CMAQ & CRP Call for Projects Announced

### November 29, 2023
- WSUAMPO Federal Funding Workshop 2023 (10 am – 3 pm)
- NCDOT Division 9 – 375 Silas Creek Pkwy, Winston-Salem, NC 27127

### January 2024
- Biennial Federal Call for Projects Announced (STBG-DA and TA)

### Spring 2024
- Anticipated P7 Quantitative Scores and 2026 - 2035 Statewide Mobility Programming
  - Green – STIP Development Dates
  - Blue – Prioritization 7.0 Development Dates
Infrastructure Investment and Jobs Act

A Guide for the Winston-Salem Metropolitan Planning Area
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
  • **Formula funded programs** relevant to MPO activities
  • **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
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, “Key Notices of Funding Opportunity”
https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity

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 of the above 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 five years (FY22 – FY26), with applications opening 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

Cost Share: 80% Federal / 20% Local Match

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. Examples of eligible projects awarded in the last cycle can be found below:
  - https://www.fhwa.dot.gov/bridge/bip/planninggrants2022/
  - https://www.fhwa.dot.gov/bridge/bip/largebridgegrants2022/

**Next Steps:** Summer 2023 NOFO

**MTP Links:** Bridge Improvements, Roadway Modernization

**Cost Share:** 80% Federal / 20% Local Match*

*Large projects are 50/50
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: Application closed June 2023
• MTP Links: Electric, Connected, and Autonomous Vehicles

Cost Share: 80% Federal / 20% Local Match
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:** Summer 2023 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

Cost Share: 80% Federal / 20% Local Match

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:** Opening date anticipated Aug. 2023

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

• **Potential Use Case of Interest:** Microtransit Pilot

No Non-Federal Cost Share Required
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. Examples from FY22: [https://www.transportation.gov/grants.infra-2022-fact-sheets](https://www.transportation.gov/grants.infra-2022-fact-sheets)
- **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 open, due Aug. 21, 2023
- **MTP Links:** Rail, Highway Improvements, Roadway Modernization, Roadway Widening, Interchange Improvements, etc.

Cost Share: 60% Federal / 40% Local Match*  
*Small Projects 80/20
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. Examples: https://www.transportation.gov/grants/megagrant-program/FY22awards

• Next Step: Applications open, due Aug. 21, 2023

• MTP Links: Rail, Highway Improvements, Roadway Modernization

Cost Share: 90% Federal / 10% Local Match

Image Source: FHWA, National Highway System Map.
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.
  • Funding: 40% planning grants, 60% implementation grants
  • Read about the recently awarded projects:
    • https://www.transportation.gov/grants/ss4a/2022-awards

• Next Steps: Applications due July 10, 2023

• MTP Links: Bicycle and Pedestrian, Safety, Roadway Modernization, Complete Streets

Cost Share: 80% Federal / 20% Local Match
Reconnecting Communities and Neighborhoods Grant

~$1-2 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:** NOFO to be released, applications due Sep. 28, 2023

- **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

Cost Share: 80% Federal / 20% Local Match
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - Discretionary

$1.4 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: Applications open, due Aug. 18, 2023

• MTP Links: Resilience and Reliability

Cost Share: 80% Federal / 20% Local Match
# 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>
<th>Cost Share</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>OPEN Thru Aug 22, 2023</td>
<td>No non-Federal cost share required</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) FY22 Recipient List: <a href="https://www.transit.dot.gov/funding/grants/fy22-fta-bus-and-low-and-no-emission-grant-awards">https://www.transit.dot.gov/funding/grants/fy22-fta-bus-and-low-and-no-emission-grant-awards</a></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>FY23 Awards Announced</td>
<td>Varies</td>
</tr>
<tr>
<td>Program Name</td>
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<tr>
<td>Consolidated Rail Infrastructure and Safety Improvement 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 and other rail carriers providing intercity rail passenger transportation. - Class II/III Railroads and associations that represent Class II/III Railroads. - Rail carriers &amp; 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.</td>
<td>To fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.</td>
<td>Fall 2023 NOFO; previous FY awards to be announced August 2023</td>
<td>80 percent Federal / 20 percent non-Federal with statutory preference for 50/50. Waivers are not available.</td>
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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>Applications under review</td>
<td>80 percent Federal / 20 percent non-Federal. Waivers are not available.</td>
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<td>Program Name</td>
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<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>FY23 Grants Awarded</td>
<td>Varies.</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</td>
<td>Maximum allowed up to 80 percent Federal cost / 20 percent non-Federal cost or 60 percent Federal cost / 40 percent non-Federal cost depending on project type. Waivers are not available.</td>
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<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>TBD</td>
<td>80 percent Federal / 20 percent non-Federal. Waivers are not available.</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>
<td>80 percent Federal / 20 percent non-Federal. Waivers are available.</td>
</tr>
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<tr>
<td>Local and Regional Project Assistance Grants (RAISE)</td>
<td>4 year</td>
<td>Competitive Grant</td>
<td>(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 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>FY2023 Announced</td>
<td>Grant can provide up to 60 percent of total project cost. Total Federal funding up to 80 percent of total project cost. Waivers are not available.</td>
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<tr>
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<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>NOFO Expected Winter 2023/2024</td>
<td>80 percent Federal / 20 percent non-Federal cost share for urban projects and up to 100 percent Federal funding for projects located in rural areas or historically disadvantaged communities.</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>TBD</td>
<td>80 percent Federal / 20 percent non-Federal</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>TBD</td>
<td>Federal share at least 85 percent</td>
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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