



# TRANSPORTATION ADVISORY COMMITTEE



March 20, 2025  
**Meeting Agenda**

Virtual Meeting  
**via Zoom**



## MEMORANDUM

**DATE:** March 13, 2025  
**TO:** Winston-Salem Area TPO Transportation Advisory Committee (TAC)  
**FROM:** Kelly Garvin, Assistant Director of Transportation  
e-mail: [kellym@cityofws.org](mailto:kellym@cityofws.org); office phone: (336) 747-6881  
**SUBJECT:** Agenda for the March 20, 2025 TAC Meeting at 4:15 p.m.

**PLACE:** Join Zoom Meeting  
<https://cityofws-org.zoom.us/j/88162365402?pwd=MgBwatyNISFnyY4DDP0cpbA3e6dwy0.1>  
Meeting ID: 881 6236 5402  
Passcode: 588624

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Meeting ID: 881 6236 5402

Find your local number: <https://cityofws-org.zoom.us/u/ksjmMAMDB>

## **AGENDA**

- Ethics Awareness and Conflict of Interest Statement (Chairman, Mike Horn)
- 1. Public Comments (Chairman, Mike Horn)

### **Action Items**

2. Consideration of the February 20, 2025 TAC Meeting Minutes. (Enclosed) (Chairman, Mike Horn)
3. Consideration of the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) Amendments and Modifications for the Winston-Salem Area Transportation Planning Organization (WSATPO) and Amending the 2045 Metropolitan Transportation Plan (MTP). (Enclosed) (John Hanes)
4. Consideration of the Fiscal Year 2025-2026 Unified Planning Work Program (UPWP) for the Winston-Salem Area Transportation Planning Organization (WSATPO). (Enclosed) (Hunter Staszak)
5. Consideration of the City of Winston-Salem 2024 Updates to the Winston-Salem Transit Authority (WSTA) Public Transportation Agency Safety Plan (Enclosed) (Maddie Burgiss)
6. Consideration of Fiscal Year 2026 Congestion Mitigation and Air Quality (CMAQ) and Fiscal Year 2024-2025 Carbon Reduction Program (CRP) Projects for the Winston-Salem Area Transportation Planning Organization (WSATPO). (Enclosed) (Ridwaana Allen)
7. Consideration of a Resolution Approving a Letter of Support for the City of Winston-Salem and Winston-Salem Transit Authority (WSTA) Grant Application for the FY25 Bus and Bus Facilities Competitive Program and Low or No Emission Grant Program.(Enclosed) (Hunter Staszak)

### **Information Items for Future Action**

8. Review and Consideration of an Appointment to the Winston-Salem Area Transportation Planning Organization Regional Flexible Funding (RFF) Subcommittee. (Enclosed) (Hunter Staszak)
9. Review of the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) Amendments and Modifications for the Winston-Salem Area Transportation Planning Organization (WSATPO) and Amending the 2045 Metropolitan Transportation Plan (MTP). (Enclosed) (John Hanes)
10. Review of an amendment to the Winston-Salem Area Transportation Planning Organization (WSATPO) Transportation Advisory Committee (TAC) By-laws for the addition of a consent agenda. (Enclosed) (John Hanes)

11. Review of a Proposed Modification Request to Winston-Salem Urban Area Federal Functional Class Network. (Enclosed) (John Hanes)

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

12. TPO Staff Reports (Enclosed)
  - a. NCDOT Division 9 Transportation Projects Update (John Rhyne)
  - b. Locally Administered Projects Report (Hunter Staszak)
  - c. NCDOT Transportation Planning Update (Andy Bailey)
  - d. NCDOT Integrated Mobility Division (Ryan Brumfield)
  - e. FHWA Update (Joe Geigle)
  - f. Piedmont Triad Regional Council of Governments Update (Carter Spradling)
  - g. Forsyth County OEAP Air Quality Update (Cary Gentry)
  - h. Bicycle and Pedestrian Facilities Projects Update (Ben Woeber)
  - i. Winston-Salem Transit Authority (WSTA) Update (Bruce Adams)
  - j. Piedmont Authority for Regional Transportation (PART) Update (Scott Rhine)
  - k. Davidson County Transportation (DCT) (Richard Jones)
  - l. Title VI Compliance Update (Kelly Garvin)
  - m. TPO Calendar of Activities (Hunter Staszak)
  - n. Infrastructure Investment and Jobs Act Funding Opportunity Report (Ridwaana Allen)
  - o. Ethics Liaison (Kelly Garvin)
  - p. 2050 CTP/MTP Update (John Hanes)
13. Next Meeting/Adjourn Meeting (Chairman, Mike Horn)

**Next meeting: May 15, 2025**

This agenda is available in alternative media forms for people with disabilities. Individuals with disabilities who require assistance or special arrangements to participate in programs and activities of the Transportation Advisory Committee (TAC) of the Winston-Salem Area Transportation Planning Organization (WSATPO) are encouraged to contact the Winston-Salem Department of Transportation at least 72 hours in advance so that proper accommodations can be arranged. For information, call 336-727-8000 (727-8319 TTY).

# **ETHICS**

## **Winston-Salem Area TPO TAC Ethical Requirements\***

**TAC members must avoid a conflict of interest.** No member or their alternate may participate in any action as a TAC member if the action may result in a reasonably foreseeable financial benefit to the member, the member's extended family, or any business with which the member is associated.

A TAC member or their alternate may participate in an action of the MPO or RPO if the action is ministerial only and does not require the exercise of discretion.

**TAC members must disclose a conflict of interest in writing.** TAC members and their alternates have a duty to promptly disclose in writing to the TAC any actual or potential conflicts of interest, using the Abstention Form provided by the TAC Secretary.

These disclosures are a public record and must be attached to the minutes of the meeting in which any discussion or vote was taken by the TAC related to that conflicts disclosure.

**TAC members must not use or disclose confidential information.** TAC members and their alternates shall not use or disclose any nonpublic information gained as a member in a way that would affect a personal financial interest of the member, the member's extended family or a business with which the member is associated.

\*Based on the requirements of SENATE BILL 411 (SL 2013-156), signed into law by NC Governor on June 19, 2013. The Act is entitled "AN ACT TO PROVIDE THAT THE TRANSPORTATION ADVISORY COMMITTEES OF METROPOLITAN PLANNING ORGANIZATIONS AND RURAL TRANSPORTATION PLANNING ORGANIZATIONS ARE SUBJECT TO STANDARD ETHICS PROVISIONS".

**Winston-Salem Area TPO  
Transportation Advisory Committee (TAC) MEETING  
Meeting Date: \_\_\_\_\_**

**ABSTENTION FROM VOTING**

The undersigned TAC Member abstains from voting on the following Agenda items and requests that the official record of the Meeting shows that he or she did not vote on the motion:

Item \_\_\_\_\_

Reason for Abstention: \_\_\_\_\_  
\_\_\_\_\_

Item \_\_\_\_\_

Reason for Abstention: \_\_\_\_\_  
\_\_\_\_\_

Item \_\_\_\_\_

Reason for Abstention: \_\_\_\_\_  
\_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

The TAC Member should review the agenda prior to the meeting, list the agenda items or other matters for which he or she desires to abstain from voting, sign name, and give request to Kelly Garvin, Secretary to the TAC, prior to the meeting.

# ITEM #2



**MINUTES  
WINSTON-SALEM URBAN AREA  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
FEBRUARY 20TH, 2025  
4:15 P.M.  
VIRTUAL MEETING**

**MEMBERS PRESENT:**

Allen Joines, Mayor, City of Winston-Salem  
Denise Adams, Mayor Pro Temp, Council Member, City of Winston-Salem  
Robert Clark, Council Member, City of Winston-Salem  
Dan Besse, Commissioner, Forsyth County  
Rae Nelson, Council Member, Town of Bermuda Run  
Brent Rockett, Mayor, Town of Bethania  
Bradley Taylor, Council Member, Village of Clemmons  
Bill Apple, Council Member, Town of Kernersville  
Tyler Bowles, Council Member, City of King  
John Byrum, Mayor, Town of Midway  
Mark Lane, Council Member, Town of Rural Hall  
Anita Ring, Council Member, Town of Rural Hall  
Myron Marion, Mayor, Village of Tobaccoville  
Allen Todd, Mayor, Town of Wallburg  
Willie Clark, Member, Winston-Salem Transit Authority  
Rick Morris, Commissioner, Stokes County  
Kelly Garvin, WSDOT

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

**STAFF PRESENT:**

John Hanes, WSDOT  
Hunter Staszak, WSDOT  
Ben Woeber, WSDOT  
Phillip Craver, NCDOT  
John Rhyne, NCDOT  
Pam Cook, NCDOT  
Scott Rhine, PART  
Fred Haith, NCDOT  
Maddie Burgiss, WSDOT  
Maricelis Hernandez, WSDOT  
Ridwaana Allen, WSDOT

**RECORDING SECRETARY:** Nateja Hale, WSDOT

**OTHERS:**

Alston Brown

- Ethics Awareness

1. Public Comments

**Action Items**

**2. Consideration of January 16, 2025, TAC Meeting Minutes**

Presented By Chairman Horn

- *No Comments*

MOTION: Allen Todd

SECOND: Bradley Taylor

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

**3. Consideration of a Checklist Certifying the Winston-Salem Area Transportation Planning Organization's (TPO) Transportation Planning Process for Fiscal Year 2025-2026**

Presented By Kelly Garvin

- Federal regulations require the North Carolina Department of Transportation (NCDOT) and all Metropolitan Planning Organizations (MPOs) in the state to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their transportation planning processes are addressing the major issues of the urban area and are being conducted in accordance with all applicable provisions of federal law.
- NCDOT provided the attached checklist to aid MPO's in the self-certification process. Staff has reviewed the checklist and provided a response to each of the items. Staff believes the Winston-Salem Area TPO transportation planning process is adequately addressing the major issues of the urban area and is being conducted in accordance with all applicable provisions of federal law governing transportation planning.
- In 2024, the FHWA and FTA conducted a formal review of the Winston-Salem Area TPO's transportation planning process and found that the process is being carried out in substantial compliance. This item was advertised for thirty (30) days in compliance with the WSATPO Public Participation Policy.
- *No Comments.*

MOTION: Allen Joines

SECOND: Robert Clark

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

#### **4. Consideration of Targets for Safety Performance Measures Established by the North Carolina Department of Transportation (NCDOT) and Amending the 2045 Metropolitan Transportation Plan (MTP)**

Presented By Ridwaana Allen

- Per the Federal Highway Administration’s (FHWA’s) Highway Safety Improvement Program (HSIP) final rule (23 CFR, Part 490), the North Carolina Department of Transportation (NCDOT) must coordinate the establishment of safety targets with the Metropolitan Planning Organizations (MPO) in the state. Last year, on February 15, 2024, the WSATPO TAC approved a resolution of support for the safety performance measure targets established by the State.
- In accordance with Federal guidelines, the review of progress toward meeting these goals must be tracked and recorded annually in the Highway Safety Improvement Plan (HSIP) annual report. The measures and targets identified for 2025 include:
  1. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 30.40 percent from 1,585.2 (2021–2023 average) to 1,103.3 (2021–2025 average) by December 31, 2025.
  2. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 31.63 percent from 1.353 (2019–2023 average) to 0.925 (2021–2025 average) by December 31, 2025.
  3. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 38.80 percent from 5,236.8 (2019–2023 average) to 3,204.8 (2021–2025 average) by December 31, 2025.
  4. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 40.12 percent from 4.467 (2019–2023 average) to 2.675 (2021–2025 average) by December 31, 2025.
  5. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 39.01 percent from 712.6 (2019–2023 average) to 434.6 (2021–2025 average) by December 31, 2025.
- *Vice Chairman Adams noted that the goals in support of the state are lofty and asked that the WSATPO provide quarterly updates towards meeting set goals.*
- *Ridwaana Allen commented that though WSATPO supports NCDOT’s performance goals however, because the numbers that are given are for the entire state, the goals may not be directly applicable to the TPO. Each TPO would only be accountable for a percentage of the reported measurement.*
  - *MPT Adams also asked that WSATPO staff investigate finding/creating standards that are locally sensitive and applicable to the WSATPO parameters.*
    - *Ridwaana Allen answered that the TPO is looking into making the parameters locally sensitive and applicable.*
- *Chairman Horn asked Kelly Garvin to provide a synopsis of the agenda meeting regarding council members concerns with trending is increasing while standards are decreasing.*
  - *Kelly Garvin noted that WSATPO staff has begun an investigation of what other MPOs in the state are doing regarding Safety Performance Measures. Village of Clemmons already has a safety action plan in progress for Safe Streets and Roads for*

*All (SS4A) and the City of Winston-Salem was awarded the same grant and will complete a similar analysis with respect to safety targets. The City will likely collaborate with sheriff 's office as did Clemmons to get a fuller understanding and prepare a plan that better highlights and responds to local issues. TPO will follow their processes closely to make sure we are in alignment with the recommendations from both plans with respect to goal setting. In terms of what the TPO is currently doing to help the state meet the goals set, projects are already scored in part based on how they will improve safety. According to findings from the latest MTP survey, safety is the number one priority for respondents. The TPO and Regional Flexible Funding program will consider increasing the weight of the safety score during the project selection process.*

- *Chairman Horn noted that a lot of the infrastructure is running counterproductive to safety goals, that many of the challenges are behavioral, and the TAC is not an enforcement body.*
  - *Jeff Fansler noted that the TPO is recommending approval now because it is a federal requirement and is time sensitive.*
    - *The TPO is looking to benchmark other MPOs and report back on methodology used and why they have adopted said processes. Potentially in FY 2026 there will be a different conversation regarding safety performance parameters.*

MOTION: Bill Apple

SECOND: Robert Clark

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

**5. Consideration of a Request to Transfer Allocated Funds from Project BL-0114 and Project C-5705 to Project U-6154 and Amending the 2024-2033 Winston-Salem Area Transportation Planning Organization (WSATPO) Transportation Improvement Program**

Presented By Hunter Staszak

- The Winston-Salem Area TPO Transportation Advisory Committee (TAC) previously funded two sidewalk projects in the Town of Lewisville through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRPDA). The funding was allocated as follows:
  - On May 17, 2018, the TAC approved CMAQ funding toward the Lewisville-Vienna Road Sidewalk Extension (C-5705). According to the State Transportation Improvement Program (STIP) records, the total federal funding (CMAQ) programmed toward the project is \$1,414,000, with a local match of \$353,000.
  - On February 16, 2023, the TAC of the Winston-Salem Area TPO approved the programming of federal funding for the Shallowford Road Sidewalk Project (BL-0114),

which would have constructed sidewalk along Shallowford Road between Shallowford Reserve Drive and Lowes Foods Drive in Lewisville. According to the STIP records, the total federal funding programmed toward the project is \$1,052,000, with a local match of \$264,000. Of the federal amount, \$167,000 is Carbon Reduction Program (CRPDA) funding, and \$885,000 is CMAQ.

- The Town of Lewisville is also in the right-of-way phase for a roundabout at Lewisville-Vienna and Robinhood Road (U-6154). The TAC previously approved funding for the project in 2018 and 2022. There is currently \$2,146,000 in STBG-ANY/STBG-DA funding programmed toward the project in the STIP, with a local match of \$536,000. Current estimates indicate that the initial \$1,494,000 in federal funding programmed toward the project for the construction (CON) phase will not suffice. This item approves the transfer of programmed funding from projects BL-0114 and C-5705 to U-6154 and amendment of the TIP.
- *Mayor Horn commented that this request is the result of increased costs and funding challenges, sharing that there is a need to focus on the roundabout project before taking on additional projects.*

MOTION: Robert Clark

SECOND: Allen Joines

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

**6. Consideration of an Amendment to the Memorandum of Agreement (MOA) with the High Point MPO for the Transfer of Planning Responsibility and Authority of the Portion of the Winston-Salem Urbanized Area (UZA) located within the Davidson County Limits.**

Presented By Hunter Staszak

- 23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that if necessary, the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area (UZA).
- As a result of past United States Censuses, including the 2020 Census, portions of the Winston-Salem Urbanized Area have been delineated within the High Point Metropolitan Planning Organization's metropolitan planning area boundary. Both the Winston-Salem Area Transportation Planning Organization (WSATPO) and High Point MPO agree that the respective MPOs will continue to carry out federal transportation planning requirements for the urbanized areas within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305, and 23 CFR Part 450. To formalize the transfer of planning responsibility for the portions of the Winston-Salem Urbanized Area within the High Point MPO's metropolitan planning area boundary, a memorandum of agreement (MOA) is required. The Winston-Salem Area TPO and High Point MPO entered into this agreement on September 21, 2023.

- In 2024, the Winston-Salem Area TPO, High Point MPO, and Federal Highway Administration (FHWA) met to discuss amending the 2023 MOA to clarify the responsibilities of each MPO in the development of a Congestion Management Process (CMP) for the portions of the Winston-Salem Urbanized Area within the High Point MPO metropolitan planning area boundary. The Winston-Salem Urbanized Area is a Transportation Management Area (TMA), and all TMAs are required to be covered by a CMP. During this meeting, the Winston-Salem Area TPO agreed to include the portions of the Winston-Salem Urbanized Area within the High Point MPO metropolitan area boundary in its CMP.
- *Chairman Horn asked if Lexington would have a member join WSATPO’s TAC as a result of this agreement.*
  - *Hunter Staszak responded that no, they will not be joining our TAC board, but they will continue to be able to apply for funding during call for projects as needed.*

MOTION: Bill Apple

SECOND: Allen Todd

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

**Information Items for Future Action**

**7. Review of the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) Amendments and Modifications for the Winston-Salem Area Transportation Planning Organization (WSATPO) and Amending the 2045 Metropolitan Transportation Plan(MTP).**

Presented By John Hanes

- The Fiscal Year (FY) 2024-2033 Transportation Improvement Program (TIP) is a comprehensive list of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2045 Metropolitan Transportation Plan (MTP) and match Winston-Salem Area Transportation Planning Organization (WSATPO) projects in the FY 2024-2033 State Transportation Improvement Program (STIP). The 2045 MTP Update was adopted by the TAC on November 19, 2020 and amended by the TAC September 21, 2023.
- The North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects. Any STIP amendment for new statewide projects or projects within the Winston-Salem Area Transportation Planning Organization (WSATPO) triggers the amendment of the TIP. Modifications to the STIP do not require adoption but are provided for information.
- As required by the WSATPO’s Public Participation Policy, the amendments and modifications to the FY 2024-2033 TIP will be made available for public review and comment for at least thirty (30) days.

- Adoption of this resolution approves the additions, deletions, and modifications to the 2024-2033 TIP and amends the 2045 Winston-Salem Urban Area Metropolitan Transportation Plan (MTP) to ensure continued consistency between the two documents.
- *Dan Besse questioned the reason for delay for Brewer Road Sidewalk construction.*
  - *Jeff Fansler noted that the segment Mr. Besse asked about is the East-West section of Brewer Road (From the roundabout to Old Salisbury Road), which is a part of the unfunded section of Brewer Road. This part of the project that is in the STIP amendment is the North-South section of Brewer Road. (From the roundabout to Clemmonsville Road). This allows the schedule to be reflective of the delivery timeline that staff committed to.*

**8. Review of the City of Winston-Salem 2024 Updates to the Winston-Salem Transit Authority (WSTA) Public Transportation Agency Safety Plan,**

Presented By Kelly Garvin

- The Federal Transportation Administration (FTA) requires Public Transit agencies to adopt a Public Transportation Agency Safety Plan (PTASP) per 49 CFR Part 673. The PTASP describes the policies, procedures, and requirements to be followed by the management, maintenance, and operations personnel who provide services for the Winston-Salem Transit Authority (WSTA) on behalf of the City of Winston-Salem to provide a safe environment for them, the customers, and the public. The goal of the program is to eliminate the human and fiscal cost of avoidable personal injury, vehicle accidents, and property damage.
- Local Safety Committees for transit agencies are required to meet and monitor the progress of the plan in an effort to reduce hazardous conditions and meet safety performance targets. Updates to the plan must be made at least annually.
- The FTA issued General Directive 24-1 to address the significant and continuing national-level safety risk related to assaults on transit workers. The General Directive requires each transit agency subject to FTA's Public Transportation Agency Safety Plans (PTASP) Final Rule to, (1) conduct a safety risk assessment, (2) identify safety risk mitigations or strategies, and (3) provide information to FTA on how it is assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers.
- The updates to the PTASP include the latest FTA requirement along with annual performance measures and updates to the Hazard and Threat Assessment tables found in Exhibit 1 of the plan. RATP Dev, the contractor providing transit services for WSTA, has made some significant changes to safety monitoring and training which will help WSTA improve its safety performance targets.
- *No Comments.*

**9. Review of Fiscal Year 2026 Congestion Mitigation and Air Quality (CMAQ) and Fiscal Year 2024-2025 Carbon Reduction Program(CRP) Projects for the Winston-Salem Area Transportation Planning Organization (WSATPO).**

Presented By Ridwaana Allen

- Congestion Mitigation & Air Quality (CMAQ) is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants. In North Carolina, the North Carolina Department of Transportation (NCDOT) serves as the administrator for this program. Funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of air quality problems.
- Carbon Reduction Program (CRP) is a federal program that funds projects that reduce on-road emissions of carbon dioxide. This program is also administered by NCDOT.
- On October 1, 2024, the Winston-Salem Area Transportation planning Organization issued a call for projects that concluded on November 13, 2024, with no applicants. The call for projects was reopened on December 10, 2024, and concluded on January 3, 2025. This call for projects will program a total of \$2,874,395 across the two programs. Of that, 64.5% is \$1,854,395 in FY26 CMAQ funding and 35.5% is \$1,019,898 in FY24 and FY25 CRP funding. Broken down by fiscal year, the CRP allocation is based on unallocated amounts from FY24 (\$124,000) and the full allocation amount for FY25 (\$895,898). Based on discussions between the TPO, NCDOT/FHWA, and the Village of Clemmons, the previously approved \$124,000 for the Village of Clemmons' electric vehicle (EV) purchase of two F-150 Lightning Trucks has been unallocated.
- Two (2) candidate projects totaling \$2,600,000 were submitted for funding consideration during the call for projects. Emissions reductions as estimated by the Forsyth County Office of Environmental Assistance and Protection (FCOEAP) constituted 50% of the score, and the quantitative checklist and project narratives each constituted 25%. Since project requests did not exceed the amount of available funds and both projects are eligible under CMAQ and CRP, staff recommends that both projects receive full funding as shown below:
  1. Piedmont Authority for Regional Transportation (PART), requesting \$1,800,000 for the Winston-Salem/High Point PART Express Route – I-74 Corridor. **Full funding in the amount of \$1,800,000 is recommended.**
  2. City of Winston-Salem, requesting \$800,000 for Downtown Streetlight Procurement and Replacement. **Full funding in the amount of \$800,000 is recommended.**
- *Dan Besse commended the potential funding of the proposed Winston-Salem/High Point PART Express – I-74 Corridor project and noted that it would be the first direct connection between Winston-Salem and High Point.*

**10. Review of a Resolution Approving a Letter of Support for the City of Winston-Salem and Winston-Salem Transit Authority (WSTA) Grant Application for the FY25 Bus and Bus Facilities Competitive Program and Low or No Emission Grant Program.**

Presented By Hunter Staszak

- The City of Winston-Salem on behalf of the Winston-Salem Transit Authority (WSTA) plans to apply for funding through the United States Department of Transportation (USDOT) Federal Transit Administration's (FTA) FY 25 Bus and Bus Facilities Competitive Program (5339(b)) and Low or No Emission Grant Program (5339(c)). The application, which would pursue funding for the purchase of five (5) diesel-electric hybrid buses. The diesel-electric hybrid buses would replace buses that have exceeded the end of their useful life.



- The City of Winston-Salem was awarded funding in the FY24 cycle of the Low or No Emission Grant Program. With more of the fleet reaching the 500,000-mile, 12-year useful life threshold, there is a need to secure more fixed route buses.
- The proposed project aligns with several key goals and objectives outlined in the Winston-Salem Area TPO's 2045 Metropolitan Transportation Plan, including:
  - The enhancement of connections between major destinations such as employment and education centers.
  - The prioritization of funding to support existing transit services and transit state of good repair.
- Adoption of this item would approve a letter of support from the Winston-Salem Area Transportation Planning Organization (WSATPO) endorsing the City of Winston-Salem on behalf of the Winston-Salem Transit Authority's FY24 grant application to the FTA's FY25 Bus and Bus Facilities Competitive Grant Program and Low or No Emission Grant Program
- *No Comments.*

**Staff Reports (Presentation by Staff)**

**11. TPO Staff Reports**

- a. NCDOT Division 9 Transportation Projects Updates (John Rhyne)
  - i. John Rhyne provided updates to current projects
  - ii. Draft STIP was released and NCDOT will host a 2026-2033 STIP Public Comments Meeting
- b. Ethics Liaison (Kelly Garvin)
  - i. Kelly Garvin asked staff to complete their ethics forms. The due date is April 15<sup>th</sup>.
  - ii. MPT Denise Adams asked that Kelly provide an update for members who need to complete their ethics forms.

**12. Next Meeting/Adjourn meeting (Chairman, Mike Horn)**

Next Meeting: March 20<sup>th</sup>, 2025

ADJOURNMENT 5:03 P.M.

# ITEM #3

**Winston-Salem Area Transportation Planning Organization  
Transportation Advisory Committee  
Action Request**

**Meeting Date:** March 20, 2025 **Agenda Item Number:** 3

**Action Requested:** Consideration of the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) Amendments and Modifications for the Winston-Salem Area Transportation Planning Organization (WSATPO) and Amending the 2045 Metropolitan Transportation Plan (MTP).

**SUMMARY OF INFORMATION:** **Attachments:** Yes X No     

The Fiscal Year (FY) 2024-2033 Transportation Improvement Program (TIP) is a comprehensive list of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2045 Metropolitan Transportation Plan (MTP) and match Winston-Salem Area Transportation Planning Organization (WSATPO) projects in the FY 2024-2033 State Transportation Improvement Program (STIP). The 2045 MTP Update was adopted by the TAC on November 19, 2020 and amended by the TAC September 21, 2023.

The North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects. Any STIP amendment for new statewide projects or projects within the Winston-Salem Area Transportation Planning Organization (WSATPO) triggers the amendment of the TIP. Modifications to the STIP do not require adoption but are provided for information.

The attached document describes the additions, deletions, amendments, and modifications to the Winston-Salem Urban Area FY 2024-2033 TIP.

As required by the WSATPO's Public Participation Policy, the amendments and modifications to the FY 2024-2033 TIP were made available for public review and comment for at least thirty (30) days between February 20, 2025 and March 20, 2025.

Adoption of this resolution approves the additions, deletions, and modifications to the 2024-2033 TIP and amends the 2045 Winston-Salem Urban Area Metropolitan Transportation Plan (MTP) to ensure continued consistency between the two documents.

**TAC Vote: Motion by:** \_\_\_\_\_ **Second by:** \_\_\_\_\_

**Vote: For** \_\_\_\_\_ **Against** \_\_\_\_\_

**RESOLUTION**  
**APPROVING THE FISCAL YEAR 2024 – 2033 TRANSPORTATION**  
**IMPROVEMENT PROGRAM (TIP) AMENDMENTS AND MODIFICATIONS FOR**  
**THE WINSTON-SALEM AREA TRANSPORTATION PLANNING**  
**ORGANIZATION (WSATPO) AND AMENDING THE 2045 METROPOLITAN**  
**TRANSPORTATION PLAN (MTP).**

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

**WHEREAS**, the Transportation Improvement Plan (TIP) is a comprehensive listing of all transportation projects programmed for the Winston-Salem Urban Area and must match the State Transportation Improvement Program (STIP); and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects; and

**WHEREAS**, any STIP amendment for new statewide projects or projects within the Winston-Salem Area Transportation Planning Organization (WSATPO) triggers the amendment of the TIP; modifications to the STIP do not require adoption but are provided for information; and

**WHEREAS**, the attached document describes the amendments and modifications to the Winston-Salem Urban Area Fiscal Year 2024-2033 TIP; and

**WHEREAS**, as required by the WSATPO’s Public Participation Policy, the amendments and modifications to the TIP and MTP were available for public review and comment for at least thirty (30) days between February 20, 2025 and March 20, 2025 and received no public comments.

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization adopts the amendments and modifications to the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) as shown on the attached list and amends the 2045 Metropolitan Transportation Plan (MTP) accordingly.

Adopted on this the 20th day of March, 2025.

\_\_\_\_\_  
Mike Horn, Chairman  
Transportation Advisory Committee

\_\_\_\_\_  
Kelly Garvin, Secretary  
Transportation Advisory Committee

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION

STIP ADDITIONS

* BN-0030	- WINSTON-SALEM AREA TRANSPORTATION	VARIOUS, GREENWAYS IN WINSTON-SALEM. INSTALL	ENGINEERING	FY 2025 -	\$8,000	(CMAQ)
FORSYTH	PLANNING ORGANIZATION	WAYFINDING SIGNS.		FY 2025 -	\$2,000	(L(M))
<b>PROJ.CATEGORY</b>		<u>ADD PROJECT AT THE REQUEST OF THE OFFICE OF</u>	CONSTRUCTION	FY 2026 -	\$504,000	(CMAQ)
EXEMPT		<u>STRATEGIC INITIATIVES.</u>		FY 2026 -	\$126,000	(L(M))
					<u>\$640,000</u>	

STIP MODIFICATIONS

* BL-0018	- WINSTON-SALEM AREA TRANSPORTATION	BREWER ROAD, BUCHANAN STREET TO	ENGINEERING	FY 2025 -	\$164,000	(BGDA)
FORSYTH	PLANNING ORGANIZATION	CLEMMONSVILLE ROAD IN WINSTON-SALEM.		FY 2025 -	\$41,000	(L)
<b>PROJ.CATEGORY</b>		CONSTRUCT FIVE-FOOT SIDEWALK.	RIGHT-OF-WAY	FY 2026 -	\$410,000	(BGDA)
DIVISION		<u>TO REFLECT LATEST DELIVERY SCHEDULE. DELAY</u>		FY 2026 -	\$103,000	(L)
		<u>PRELIMINARY ENGINEERING FROM FY 23 TO FY 25.</u>	CONSTRUCTION	FY 2028 -	\$1,861,000	(BGANY)
		<u>RIGHT-OF-WAY FROM FY 25 TO FY 26. AND</u>		FY 2028 -	\$465,000	(L)
		<u>CONSTRUCTION FROM FY 26 TO FY 28. THIS ACTION</u>			<u>\$3,044,000</u>	
		<u>ADDS PRELIMINARY ENGINEERING TO THE</u>				
U-5760	- WINSTON-SALEM AREA TRANSPORTATION	KERNERSVILLE SOUTHERN LOOP (PHASE I), US 421 /	BUILD NC CON	FY 2026 -	\$2,574,000	(T)
FORSYTH	PLANNING ORGANIZATION	BUSINESS 40 TO NC 66 (WEST MOUNTAIN STREET) IN		FY 2027 -	\$3,117,000	(T)
<b>PROJ.CATEGORY</b>		KERNERSVILLE. WIDEN BIG MILL FARM ROAD AND SR		FY 2028 -	\$3,117,000	(T)
DIVISION		2649 (HOPKINS ROAD) TO A TWO LANE DIVIDED		FY 2029 -	\$3,117,000	(T)
		FACILITY AND CONSTRUCT INTERCHANGE AT US 421 /		FY 2030 -	\$3,117,000	(T)
		NC 150.		FY 2031 -	\$3,117,000	(T)
		<u>TO REFLECT LATEST DELIVERY SCHEDULE. DELAY</u>		FY 2032 -	\$3,117,000	(T)
		<u>CONSTRUCTION FROM FY 25 TO FY 26.</u>		FY 2033 -	\$3,117,000	(T)
				AFTER FY 2033 -	\$22,362,000	(T)
			CONSTRUCTION	FY 2026 -	\$0	(T)
				FY 2027 -	\$13,600,000	(T)
				FY 2028 -	\$2,735,000	(T)
				FY 2029 -	\$14,300,000	(T)
				FY 2030 -	\$7,865,000	(T)
					<u>\$85,255,000</u>	

\* INDICATES FEDERAL AMENDMENT

<b>PROJECT:</b> U-2579	<b>ROUTE:</b> FUTURE I-74	<b>DESCRIPTION:</b> <b>WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, I-74 / US 311 TO US 52. MULTI-LANE FREEWAY ON NEW LOCATION.</b>	<b>LENGTH:</b> 17.1 MILES	<b>COUNTY:</b> FORSYTH	<b>%</b> 100	<b>MPO / RPO</b> WINSTON-SALEM	<b>%</b> 100
<b>SPOT ID</b>	H129625						

**PROJECT BREAKS**

BRK	SPOT ID	DESCRIPTION	COUNTY(S)	MPO/RPO(S)	NON COMMITTED / COMMITTED	FUNDING CATEGORY ELIGIBLE / FUNDED	HWY NON 6%
AA	H129625-AA	WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, I-74 / US 311 TO I-40 - RIGHT-OF-WAY IN PROGRESS. NC BUILD BONDS: \$20M CONSTRUCTION PAYBACK FY 2026-2040 (SALE 6 / 2026).	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input checked="" type="checkbox"/>	SW REG	HWY <input type="checkbox"/>
AB	H-129625-AB	WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, I-40 TO US 421 / NC 150 / BUSINESS 40 - UNDER CONSTRUCTION; GARVEE BONDS: \$60 MILLION FOR CONSTRUCTION - PAYBACK 2022-2036	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input checked="" type="checkbox"/>	SW REG	HWY <input type="checkbox"/>
B		WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, US 421 / NC 150 / BUSINESS 40 TO US 158 - UNDER CONSTRUCTION; GARVEE BONDS: \$96 MILLION FOR CONSTRUCTION - PAYBACK 2015-2026	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input checked="" type="checkbox"/>	SW TRN	HWY <input type="checkbox"/>
BA		WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, US 421 / NC 150 / BUSINESS 40 TO US 158. STREAM RELOCATION. - UNDER CONSTRUCTION	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input checked="" type="checkbox"/>	SW TRN	HWY <input type="checkbox"/>
BB		CONSTRUCT NOISE WALL - UNDER CONSTRUCTION	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input type="checkbox"/>	SW TRN	HWY <input type="checkbox"/>
C	H129625-C	WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, US 158 TO US 311 - UNDER CONSTRUCTION; GARVEE BONDS: \$6.5 MILLION FOR RIGHT-OF-WAY - PAYBACK 2016-2030; BUILD NC BONDS: \$9.061 MILLION FOR CONSTRUCTION - PAYBACK 2021-2035 (FY 2021 / YR 2&3	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input checked="" type="checkbox"/>	SW REG	HWY <input type="checkbox"/>
D	H129625-D	WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, US 311 TO SR 2211 (BAUX MOUNTAIN ROAD) - UNDER CONSTRUCTION - DESIGN-BUILD PROJECT; GARVEE BONDS: \$38 MILLION FOR CONSTRUCTION - PAYBACK 2018-2032	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input checked="" type="checkbox"/>	SW SW	HWY <input type="checkbox"/>
DA		SOUTH OF BAUX MOUNTAIN ROAD TO SOUTH OF MILL CREEK. CONSTRUCT NOISE WALL.	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input checked="" type="checkbox"/>	SW SW	HWY <input type="checkbox"/>
E	H129625-E	WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, SR 2211 (BAUX MOUNTAIN ROAD) TO NC 8 - UNDER CONSTRUCTION - DESIGN-BUILD PROJECT; GARVEE BONDS: \$30 MILLION FOR CONSTRUCTION - PAYBACK 2018-2032	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input checked="" type="checkbox"/>	SW SW	HWY <input type="checkbox"/>
F	H129625-F	WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, NC 8 TO WEST OF NC 66 (UNIVERSITY PARKWAY) - UNDER CONSTRUCTION - DESIGN-BUILD PROJECT; GARVEE BONDS: \$24 MILLION FOR CONSTRUCTION - PAYBACK 2018-2032	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input checked="" type="checkbox"/>	SW SW	HWY <input type="checkbox"/>
G		WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, BRIDGE NO. 366 OVER US 421 / NC 150 / BUSINESS 40 - PROJECT COMPLETE	FORSYTH(100%)	WINSTON-SALEM(100%)	<input type="checkbox"/> <input checked="" type="checkbox"/>	SW	<input type="checkbox"/>

FUNDING	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	POST YEARS
T											
NHP	C	5552 AA C	18283 AA								
BGDA											
T	CB	2033 AA CB	2033 AA CB	2033 AA CB	2033 AA CB	2033 AA CB	2033 AA CB	2033 AA CB	2033 AA CB	2033 AA CB	10165 AA
NHP	CG	5148 AB CG	5148 AB CG	5148 AB CG	5148 AB CG	5148 AB CG	5148 AB CG	5148 AB CG	5148 AB CG	5148 AB CG	5148 AB



# ITEM #4



**Winston-Salem Area Transportation Planning Organization  
Transportation Advisory Committee  
Action Request**

**Meeting Date:** March 20, 2025                      **Agenda Item Number:** 4

**Action Requested:** Consideration of the Draft Fiscal Year 2025-2026 Unified Planning Work Program (UPWP) for the Winston-Salem Area Transportation Planning Organization (WSATPO).

**SUMMARY OF INFORMATION:**                      **Attachments:**      **Yes** X      **No**       

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

Each year the Winston-Salem Area Transportation Planning Organization (WSATPO) is required to develop and approve a Unified Planning Work Program (UPWP) for transportation and transit planning. The UPWP identifies what transportation and transit planning projects and work tasks will be completed during the fiscal year and the estimated amount of Federal and State highway and transit planning funds that will be used to complete the work, plus the required local funding matches.

Attached is the draft UPWP for Fiscal Year 2025-2026. The UPWP consists of the following parts:

1. Table 1: Funding Sources
2. Table 2: Narrative Tasks
3. Tables 3, 4 and 5: Federal Transit Administration (FTA) Section 5303 Transit Planning Funding Allocation
4. Table 6: Five Year Planning Calendar for the WSATPO

The draft UPWP was submitted to NCDOT by January 31, 2025 and a final version will be submitted after the March 20, 2025 TAC adoption. The 30-day required public comment period for this draft document occurred with the publication of the January 2025 and February 2025 public review documents. Per the WSATPO Public Participation Policy, all comments will be provided at the March 20, 2025 meeting.

**TAC Vote: Motion by:** \_\_\_\_\_ **'Second by:** \_\_\_\_\_

**Vote: For** \_\_\_\_\_ **Against** \_\_\_\_\_

**RESOLUTION ADOPTING THE FISCAL YEAR 2025-2026 UNIFIED PLANNING  
WORK PROGRAM (UPWP) FOR THE WINSTON-SALEM AREA  
TRANSPORTATION PLANNING ORGANIZATION (WSATPO)**

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

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

**WHEREAS**, the annual UPWP identifies what transportation and transit planning projects  
and work tasks will be completed during the fiscal year, the proposed funding sources, and the  
amounts of federal, State, and local highway and transit planning funds that will be allocated by  
work task to complete the work; and

**WHEREAS**, the City of Winston-Salem Department of Transportation (WSDOT) has been  
designated as the recipient of FTA Section 5303 Metropolitan Planning Program funds; and

**WHEREAS**, members of the Winston-Salem Urban Area Transportation Advisory  
Committee agree that the Fiscal Year 2025-2026 UPWP and the Five-Year Planning Calendar will  
effectively advance transportation and transit planning for the urban area; and

**WHEREAS**, per the WSATPO's Public Participation Policy, the draft UPWP was made  
available for public comment for 30 days, between January 20, 2025 and February 20, 2025.

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Advisory Committee  
of the Winston-Salem Area Transportation Planning Organization approves the Fiscal Year  
2025-2026 UPWP and Five-Year Planning Calendar for the Winston-Salem Area  
Transportation Planning Organization.

Adopted on this the 20<sup>th</sup> day of March, 2025.

\_\_\_\_\_  
Mike Horn, Chairman  
Transportation Advisory Committee

\_\_\_\_\_  
Kelly Garvin, Secretary  
Transportation Advisory Committee

# **Winston-Salem Area Transportation Planning Organization Unified Planning Work Program For Fiscal Year 2025-2026**



**Produced by the  
Winston-Salem Department of Transportation, in  
cooperation with the  
North Carolina Department of Transportation, the Winston-Salem Urban Area Technical  
Coordinating Committee (TCC), and the  
Winston-Salem Urban Area Transportation Advisory Committee (TAC)**

**Section 104 (f) WBS: TBD, CFDA Number: 20-205-5 Surface Transportation Block Grant  
– Direct Attributable (STBG-DA) WBS: TBD  
Winston-Salem Urban Area  
Metropolitan Planning Organization  
Unified Planning Work Program  
For Fiscal Year 2025-2026**



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## Introduction

Each year the Winston-Salem Area Transportation Planning Organization (WSATPO) is required to develop and approve a Unified Planning Work Program (UPWP). The UPWP identifies what transportation planning projects and work tasks will be completed during the fiscal year and the amount of federal and State highway and transit planning funds that will be used to complete the work, plus the required State and local matches. Depending on the specific funding source, tasks funded through the UPWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the North Carolina Department of Transportation (NCDOT).

The Winston-Salem Urban Area UPWP identifies three (4) separate federal funding sources for conducting transportation planning and they are shown in Table 1. They include:

- FHWA Section 104 (f) Funds (PL Funds) – These funds are the primary funding source dedicated to the MPO to perform transportation planning as required by various State and Federal laws and regulations. These funds require a 20% local match.
- Safe & Acc Transp.Options – Metro Planning set aside These funds are to be used onon specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. These funds do not require a 20% local Match.
- FTA Section 5303 Funds – These funds are used for transit planning in the urban area. The FTA provides 80% of these funds with a 10% match from NCDOT and a local match of 10% from the Winston-Salem Urban Area MPO.
- Federal Surface Transportation Block Grant – Direct Attributable (STBG-DA) supplemental planning funds are included in this year’s UPWP for the MPO and requires a 20% local match.

The local match requirements will be shared by all members of the Winston-Salem Area TPO as defined in the Memorandum of Understanding (MOU).

If you have any questions or need any additional information about the draft Fiscal Year 2025-2026 UPWP, please contact Mrs. Kelly Garvin at (336) 747-6881, or e-mail her at [kellym@cityofws.org](mailto:kellym@cityofws.org).

Winston-Salem Area Transportation Planning Organization - Unified Planning Work Program (UPWP)  
 Funding Sources Table for Fiscal Year 2025-2026 DRAFT

Table 1

Task Code	Task Description	Metropolitan Planning (PL)			Safe & Acc Transp.Options – Metro Planning set aside	FTA Section 5303				FHWA STBG-DA Funds			Task Funding Summary			Total
		Adopted Total 100%	Local 20%	FHWA 80%		Federal 100%	Total 100%	Local 10%	State 10%	FTA 80%	Total 100%	Local 20%	FHWA 80%	Local	State	
<b>II-A</b>	<b>Data and Planning Support</b>															
II-A-1	Networks and Support Systems	\$40,000	\$8,000	\$32,000		\$15,662	\$1,566	\$1,566	\$12,530	\$100,000	\$20,000	\$80,000	\$29,566	\$1,566	\$124,530	\$155,662
II-A-2	Travelers and Behavior	\$40,000	\$8,000	\$32,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
II-A-3	Transportation Modeling	\$30,000	\$6,000	\$24,000		\$0	\$0	\$0	\$0	\$200,000	\$40,000	\$160,000	\$46,000	\$0	\$184,000	\$230,000
<b>II-B</b>	<b>Planning Process</b>															
II-B-1	Targeted Planning	\$60,000	\$12,000	\$48,000		\$11,075	\$1,108	\$1,108	\$8,860	\$0	\$0	\$0	\$13,108	\$1,108	\$56,860	\$71,075
II-B-2	Regional Planning	\$60,000	\$12,000	\$48,000		\$15,000	\$1,500	\$1,500	\$12,000	\$100,000	\$20,000	\$80,000	\$33,500	\$1,500	\$140,000	\$175,000
	Safe & Acc Transp.Options – Regional Planning	\$0	\$0	\$0	\$13,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,900	\$13,600
II-B-3	Special Studies Available	\$100,000	\$20,000	\$80,000		\$30,000	\$3,000	\$3,000	\$24,000	\$610,000	\$122,000	\$488,000	\$145,000	\$3,000	\$592,000	\$740,000
	Long Branch Trail Connector Feasibility Study									\$250,000	\$50,000	\$200,000				
	Walkertown Bypass Study									\$85,000	\$17,000	\$68,000				
	Walkertown Intersection Study									\$100,000	\$20,000	\$80,000				
	Salem Creek Low Water Bridge Feasibility Study									\$175,000	\$35,000	\$140,000				
										\$0	\$0	\$0				
<b>III-A</b>	<b>Unified Planning Work Program</b>															
III-A-1	Unified Planning Work Program (UPWP)	\$25,000	\$5,000	\$20,000		\$15,000	\$1,500	\$1,500	\$12,000	\$0	\$0	\$0	\$6,500	\$1,500	\$32,000	\$40,000
III-A-2	Metrics and Performance Measures	\$25,000	\$5,000	\$20,000		\$15,000	\$1,500	\$1,500	\$12,000	\$0	\$0	\$0	\$6,500	\$1,500	\$32,000	\$40,000
<b>III-B</b>	<b>Transportation Improvement Program</b>															
III-B-1	Prioritization	\$40,000	\$8,000	\$32,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
III-B-2	Metropolitan TIP (MTIP)	\$40,000	\$8,000	\$32,000		\$5,000	\$500	\$500	\$4,000	\$20,000	\$4,000	\$16,000	\$12,500	\$500	\$52,000	\$65,000
III-B-3	Merger and Project Development	\$10,000	\$2,000	\$8,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
<b>III-C</b>	<b>Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>															
III-C-1	Title VI	\$5,000	\$1,000	\$4,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
III-C-2	Environmental Justice	\$10,000	\$2,000	\$8,000		\$10,000	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$3,000	\$1,000	\$16,000	\$20,000
III-C-3	Minority Business Enterprise Planning	\$5,000	\$1,000	\$4,000		\$5,000	\$500	\$500	\$4,000				\$1,500	\$500	\$8,000	\$10,000
III-C-4	Planning for the Elderly & Disabled	\$10,000	\$2,000	\$8,000		\$30,000	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$5,000	\$3,000	\$32,000	\$40,000
III-C-6	Public Participation	\$44,875	\$8,975	\$35,900		\$30,000	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$11,975	\$3,000	\$59,900	\$74,875
III-C-7	Private Sector Participation	\$5,000	\$1,000	\$4,000		\$1,390	\$139	\$139	\$1,112	\$0	\$0	\$0	\$1,139	\$139	\$5,112	\$6,390
III-D	Statewide and Extra-Regional Planning	\$26,375	\$5,275	\$21,100		\$12,000	\$1,200	\$1,200	\$9,600	\$0	\$0	\$0	\$6,475	\$1,200	\$30,700	\$38,375
III-E	Management, Operations, and Program Support Administration	\$80,000	\$16,000	\$64,000		\$40,000	\$4,000	\$4,000	\$32,000	\$0	\$0	\$0	\$20,000	\$4,000	\$96,000	\$120,000
	<b>TOTALS</b>	<b>\$656,250</b>	<b>\$131,250</b>	<b>\$525,000</b>	<b>\$13,600</b>	<b>\$235,127.57</b>	<b>\$23,513</b>	<b>\$23,513</b>	<b>\$188,102.06</b>	<b>\$1,030,000</b>	<b>\$206,000</b>	<b>\$824,000</b>	<b>\$360,763</b>	<b>\$23,513</b>	<b>\$1,563,002</b>	<b>\$1,934,978</b>

Winston-Salem Area Transportation Planning Organization - Unified Planning Work Program (UPWP)  
 Funding Sources Table for Fiscal Year 2025-2026 **DRAFT**  
 On Going Study from FY25  
 Table 1 F

Task Code	Task Description	Metropolitan Planning (PL)			Safe & Acc Transp.Options – Metro Planning set aside	FTA Section 5303				FHWA STBG-DA Funds			Task Funding Summary			Total
		Adopted Total 100%	Local 20%	FHWA 80%		Federal 100%	Total 100%	Local 10%	State 10%	FTA 80%	Total 100%	Local 20%	FHWA 80%	Local	State	
<b>II-A</b>	<b>Data and Planning Support</b>															
II-A-1	Networks and Support Systems	\$35,000	\$7,000	\$28,000		\$12,000	\$1,200	\$1,200	\$9,600	\$200,000	\$40,000	\$160,000	\$48,200	\$1,200	\$197,600	\$247,000
II-A-2	Travelers and Behavior	\$35,000	\$7,000	\$28,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
II-A-3	Transportation Modeling	\$30,000	\$6,000	\$24,000		\$0	\$0	\$0	\$0	\$100,000	\$20,000	\$80,000	\$26,000	\$0	\$104,000	\$130,000
<b>II-B</b>	<b>Planning Process</b>															
II-B-1	Targeted Planning	\$40,000	\$8,000	\$32,000		\$15,000	\$1,500	\$1,500	\$12,000	\$0	\$0	\$0	\$9,500	\$1,500	\$44,000	\$55,000
II-B-2	Regional Planning	\$45,000	\$9,000	\$36,000		\$15,000	\$1,500	\$1,500	\$12,000	\$100,000	\$20,000	\$80,000	\$30,500	\$1,500	\$128,000	\$160,000
	Safe & Acc Transp.Options – Regional Planning	\$0	\$0	\$0	\$13,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,900	\$13,500
II-B-3	Special Studies Available	\$100,000	\$20,000	\$80,000		\$30,000	\$3,000	\$3,000	\$24,000	\$928,000	\$185,600	\$742,400	\$208,600	\$3,000	\$846,400	\$1,058,000
	Salem Creek Greenway Low Water Bridge Crossing - WS									\$175,000	\$35,000	\$140,000				
	CTP/MTP Update - Winston-Salem									\$400,000	\$80,000	\$320,000				
	Glenn Hi Road Extension Feasibility Study- Kernersville									\$53,000	\$10,600	\$42,400				
	Traffic Study- Walkertown									\$100,000	\$20,000	\$80,000				
	Northwest Blvd Feasibility Study- Winston-Salem									\$200,000	\$40,000	\$160,000				
<b>III-A</b>	<b>Unified Planning Work Program</b>															
III-A-1	Unified Planning Work Program (UPWP)	\$25,000	\$5,000	\$20,000		\$15,000	\$1,500	\$1,500	\$12,000	\$0	\$0	\$0	\$6,500	\$1,500	\$32,000	\$40,000
III-A-2	Metrics and Performance Measures	\$25,000	\$5,000	\$20,000		\$15,000	\$1,500	\$1,500	\$12,000	\$0	\$0	\$0	\$6,500	\$1,500	\$32,000	\$40,000
<b>III-B</b>	<b>Transportation Improvement Program</b>															
III-B-1	Prioritization	\$40,000	\$8,000	\$32,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
III-B-2	Metropolitan TIP (MTIP)	\$60,000	\$12,000	\$48,000		\$5,000	\$500	\$500	\$4,000	\$72,000	\$14,400	\$57,600	\$26,900	\$500	\$109,600	\$137,000
III-B-3	Merger and Project Development	\$10,000	\$2,000	\$8,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
<b>III-C</b>	<b>Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>															
III-C-1	Title VI	\$5,000	\$1,000	\$4,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
III-C-2	Environmental Justice	\$5,000	\$1,000	\$4,000		\$5,000	\$500	\$500	\$4,000	\$0	\$0	\$0	\$1,500	\$500	\$8,000	\$10,000
III-C-3	Minority Business Enterprise Planning	\$5,000	\$1,000	\$4,000		\$5,000	\$500	\$500	\$4,000				\$1,500	\$500	\$8,000	\$10,000
III-C-4	Planning for the Elderly & Disabled	\$5,000	\$1,000	\$4,000		\$20,000	\$2,000	\$2,000	\$16,000	\$0	\$0	\$0	\$3,000	\$2,000	\$20,000	\$25,000
III-C-6	Public Participation	\$40,000	\$8,000	\$32,000		\$20,000	\$2,000	\$2,000	\$16,000	\$0	\$0	\$0	\$10,000	\$2,000	\$48,000	\$60,000
III-C-7	Private Sector Participation	\$5,000	\$1,000	\$4,000		\$1,390	\$139	\$139	\$1,112	\$0	\$0	\$0	\$1,139	\$139	\$5,112	\$6,390
III-D	Statewide and Extra-Regional Planning	\$26,375	\$5,275	\$21,100		\$12,000	\$1,200	\$1,200	\$9,600	\$0	\$0	\$0	\$6,475	\$1,200	\$30,700	\$38,375
III-E	Management, Operations, and Program Support Administration	\$80,000	\$16,000	\$64,000		\$40,000	\$4,000	\$4,000	\$32,000	\$0	\$0	\$0	\$20,000	\$4,000	\$96,000	\$120,000
	<b>TOTALS</b>	<b>\$616,375</b>	<b>\$123,275</b>	<b>\$493,100</b>	<b>\$13,500</b>	<b>\$210,390.21</b>	<b>\$21,039</b>	<b>\$21,039</b>	<b>\$168,312.17</b>	<b>\$1,400,000</b>	<b>\$280,000</b>	<b>\$1,120,000</b>	<b>\$424,314</b>	<b>\$21,039</b>	<b>\$1,807,312</b>	<b>\$2,240,265</b>

Winston-Salem Area Transportation Planning Organization - Unified Planning Work Program (UPWP)  
 Funding Sources Table for Fiscal Year 2025-2026  
**On Going Studies from FY24**  
 Table 1 E

Task Code	Task Description	FHWA STBG-DA Funds		
		Total 100%	Local 20%	FHWA 80%
<b>II-A</b>	<b>Data and Planning Support</b>			
II-A-1	Networks and Support Systems	\$0	\$0	\$0
II-A-2	Travelers and Behavior	\$0	\$0	\$0
II-A-3	Transportation Modeling	\$103,750	\$20,750	\$83,000
<b>II-B</b>	<b>Planning Process</b>			
II-B-1	Targeted Planning	\$0	\$0	\$0
II-B-2	Regional Planning	\$0	\$0	\$0
	Safe & Acc Transp.Options – Regional Planning	\$0	\$0	\$0
II-B-3	<b>Special Studies</b>	<b>\$965,000</b>	<b>\$193,000</b>	<b>\$772,000</b>
	ComprehensiveTransportation Plan - Clemmons	\$200,000	\$40,000	\$160,000
	CTP/MTP Update - Winston-Salem	\$400,000	\$80,000	\$320,000
	Traffic Study- Walkertown	\$100,000	\$20,000	\$80,000
	Community Transportatipn Plan- DCT	\$65,000	\$13,000	\$52,000
	Northwest Blvd Feasibility Study- Winston-Salem	\$200,000	\$40,000	\$160,000
<b>III-A</b>	<b>Unified Planning Work Program</b>			
III-A-1	Unified Planning Work Program (UPWP)	\$0	\$0	\$0
III-A-2	Metrics and Performance Measures	\$0	\$0	\$0
<b>III-B</b>	<b>Transportation Improvement Program</b>			
III-B-1	Prioritization	\$0	\$0	\$0
III-B-2	Metropolitan TIP (MTIP)	\$0	\$0	\$0
III-B-3	Merger and Project Development	\$0	\$0	\$0
<b>III-C</b>	<b>Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>			
III-C-1	Title VI	\$0	\$0	\$0
III-C-2	Environmental Justice	\$0	\$0	\$0
III-C-3	Minority Business Enterprise Planning			
III-C-4	Planning for the Elderly & Disabled	\$0	\$0	\$0
III-C-6	Public Participation	\$0	\$0	\$0
III-C-7	Private Sector Participation	\$0	\$0	\$0
III-D	Statewide and Extra-Regional Planning	\$0	\$0	\$0
III-E	Management, Operations, and Program Support Administration	\$0	\$0	\$0
	<b>TOTALS</b>	<b>\$1,068,750</b>	<b>\$213,750</b>	<b>\$855,000</b>



Winston-Salem Area Transportation Planning Organization - Unified Planning Work Program (UPWP)  
 Funding Sources Table for Fiscal Year 2025-2026  
**On-Going Studies from FY 23 Funds**  
 Table 1 D

Task Code	Task Description	FHWA STBG-DA Funds		
		Total 100%	Local 20%	FHWA 80%
<b>II-A</b>	<b>Data and Planning Support</b>			
II-A-1	Networks and Support Systems	\$0	\$0	\$0
II-A-2	Travelers and Behavior	\$0	\$0	\$0
II-A-3	Transportation Modeling	\$26,664	\$5,333	\$21,331
<b>II-B</b>	<b>Planning Process</b>			
II-B-1	Targeted Planning	\$0	\$0	\$0
II-B-2	Regional Planning	\$0	\$0	\$0
II-B-3	Special Studies	<b>\$1,093,000</b>	<b>\$218,600</b>	<b>\$874,400</b>
	Bike Walk Map and Greenway Wayfinding - Winston-Salem	\$150,000	\$30,000	\$120,000
	NorthWest Blvd Feasibility Study- Wonston-Salem	\$200,000	\$40,000	\$160,000
	Ransom Road and Polo Road Intersection Study- Winston-Salem	\$150,000	\$30,000	\$120,000
	Smith Reynolds Greenway Feasibility Study- Smith Reynolds	\$300,000	\$60,000	\$240,000
	Glenn Hi Road Extension Feasibility Study- Kernersviller	\$53,000	\$10,600	\$42,400
	Kernersville Road Study- Winston-Salem	\$125,000	\$25,000	\$100,000
	Community Transportatipn Plan- DCT	\$65,000	\$13,000	\$52,000
	Clemmon Pedestrian Plan	\$50,000	\$10,000	\$40,000
<b>III-A</b>	<b>Unified Planning Work Program</b>			
III-A-1	Unified Planning Work Program (UPWP)	\$0	\$0	\$0
III-A-2	Metrics and Performance Measures	\$0	\$0	\$0
<b>III-B</b>	<b>Transportation Improvement Program</b>			
III-B-1	Prioritization	\$0	\$0	\$0
III-B-2	Metropolitan TIP (MTIP)	\$0	\$0	\$0
III-B-3	Merqer and Project Development	\$0	\$0	\$0
<b>III-C</b>	<b>Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>			
III-C-1	Title VI	\$0	\$0	\$0
III-C-2	Environmental Justice	\$0	\$0	\$0
III-C-4	Planning for the Elderly & Disabled	\$0	\$0	\$0
III-C-6	Public Participation	\$0	\$0	\$0
III-C-7	Private Sector Participation	\$0	\$0	\$0
III-D	Statewide and Extra-Regional Planning	\$0	\$0	\$0
III-E	Management, Operations, and Program Support Administration	\$0	\$0	\$0
	<b>TOTALS</b>	<b>\$1,119,664</b>	<b>\$223,933</b>	<b>\$895,731</b>

Winston-Salem Area Transportation Planning Organization - Unified Planning Work Program (UPWP)  
 Funding Sources Tables for Fiscal Year 2025-2026  
**On-Going Studies from FY 22 Funds**  
 Table 1c

Task Code	Task Description	FHWA STBG-DA Funds		
		Total 100%	Local 20%	FHWA 80%
<b>II-A</b>	<b>Data and Planning Support</b>			
II-A-1	Networks and Support Systems		\$0	\$0
II-A-2	Travelers and Behavior		\$0	\$0
II-A-3	Transportation Modeling			
<b>II-B</b>	<b>Planning Process</b>			
II-B-1	Targeted Planning	\$10,000	\$2,000	\$8,000
II-B-2	Regional Planning	\$10,000	\$2,000	\$8,000
II-B-3	Special Studies	<b>\$1,194,030</b>	<b>\$238,806</b>	<b>\$955,224</b>
	Walkertown - Traffic Study	\$100,000	\$20,000	\$80,000
	PTRM Household Survey - Winston-Salem MPO Share	\$12,030	\$2,406	\$9,624
	MPO Freight Study Phase III	\$24,000	\$4,800	\$19,200
	Lewisville-Clemmons Road Interchange/Kinnamon Bridge Study -	\$200,000	\$40,000	\$160,000
	Muddy Creek Greenway Feasibility Study	\$250,000	\$50,000	\$200,000
	Montroval Reconnection Study - Rural Hall	\$100,000	\$20,000	\$80,000
	Northridge Park Dr to Langenthal Dr. Connector Study Rural Hall	\$100,000	\$20,000	\$80,000
	Winston-Salem MPO CMP effectiveness and efficiency	\$150,000	\$30,000	\$120,000
	Kernersville - Intersection Feasibility Study	\$58,000	\$11,600	\$46,400
	WSTA Route Study	\$200,000	\$40,000	\$160,000
<b>III-A</b>	<b>Unified Planning Work Program</b>			
III-A-1	Unified Planning Work Program (UPWP)	\$0	\$0	\$0
III-A-2	Metrics and Performance Measures	\$0	\$0	\$0
<b>III-B</b>	<b>Transportation Improvement Program</b>			
III-B-1	Prioritization	\$0	\$0	\$0
III-B-2	Metropolitan TIP (MTIP)	\$0	\$0	\$0
III-B-3	Merger and Project Development	\$0	\$0	\$0
<b>III-C</b>	<b>Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>			
III-C-1	Title VI	\$0	\$0	\$0
III-C-2	Environmental Justice	\$0	\$0	\$0
III-C-4	Planning for the Elderly & Disabled	\$0	\$0	\$0
III-C-6	Public Participation	\$0	\$0	\$0
III-C-7	Private Sector Participation	\$0	\$0	\$0
<b>III-D</b>	<b>Statewide and Extra-Regional Planning</b>	\$0	\$0	\$0
<b>III-E</b>	<b>Management, Operations, and Program Support Administration</b>	\$0	\$0	\$0
	<b>TOTALS</b>	<b>\$1,214,030</b>	<b>\$242,806</b>	<b>\$971,224</b>

Winston-Salem Area Transportation Planning Organization - Unified Planning Work Program (UPWP)

Funding Sources Tables for Fiscal Year 2025-2026

On-Going Studies from FY 20 Funds

Table 1a

Task Code	Task Description	FHWA STBG-DA Funds			MAP 21 Section 20005(b)(2)		
		Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FTA 80%
<b>II-B-3</b>	<b>Special Studies</b>						
	FTA Pilot Transit-Oriented Development Grant				\$1,000,000	\$200,000	\$800,000
	Main Street Transportation Study - Walkertown	\$100,000	\$20,000	\$80,000			
	PMP and Human Services Plan	\$100,000	\$20,000	\$80,000			
	Salem Creek Greenway FS	\$200,000	\$40,000	\$160,000			
<b>III-A</b>	<b>Unified Planning Work Program</b>						
III-A-1	Unified Planning Work Program (UPWP)	\$0	\$0	\$0			
III-A-2	Metrics and Performance Measures	\$0	\$0	\$0			
<b>III-B</b>	<b>Transportation Improvement Program</b>						
III-B-1	Prioritization	\$0	\$0	\$0			
III-B-2	Metropolitan TIP (MTIP)	\$0	\$0	\$0			
III-B-3	Merger and Project Development	\$0	\$0	\$0			
<b>III-C</b>	<b>Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>						
III-C-1	Title VI	\$0	\$0	\$0			
III-C-2	Environmental Justice	\$0	\$0	\$0			
III-C-4	Planning for the Elderly & Disabled	\$0	\$0	\$0			
III-C-6	Public Participation	\$0	\$0	\$0			
III-C-7	Private Sector Participation	\$0	\$0	\$0			
<b>III-D</b>	<b>Statewide and Extra-Regional Planning</b>						
III-D	Statewide and Extra-Regional Planning	\$0	\$0	\$0			
<b>III-E</b>	<b>Management, Operations, and Program Support Administration</b>						
III-E	Management, Operations, and Program Support Administration	\$0	\$0	\$0			
	<b>SUB-TOTALS Transportation Planning (PL)</b>	\$400,000	\$80,000	\$320,000	\$1,000,000	\$200,000	\$800,000

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Narrative Task Table for Fiscal Year 2025-2026  
 Table 2  
 March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
<b>II-A Data and Support Planning</b>			
<b>II-A-1</b>	<b>Networks and Support Systems</b>		<b>\$155,662</b>
	<i>Traffic Volume Counts</i>	Collect data and purchase software, equipment, and services needed for counting motor vehicle, bicycle, and pedestrian trips. Costs may include staff, equipment, and data processing services. This task will also include the management of the Turning Movement Count Inventory Program, consultants, and associated projects. Additional tasks may include travel time and congestion analysis using the Regional Integrated Transportation Information System (RITIS).	
	<i>Vehicle Miles of Travel (VMT)</i>	Data collection and analysis related to VMT.	
	<i>Street System Changes</i>	Review street closure and abandonment petitions as needed. Task includes processing and administrative activities related to federal functional classification updates.	
	<i>Traffic Crashes</i>	Collect data and analyze motor vehicle, bicycle, and pedestrian crashes. Develop public facing GIS tools for safety data. Traffic crash data will be utilized for project ranking methodology for highway and bicycle/pedestrian projects for the Metropolitan Transportation Plan (MTP) and the Regional Flexible Funding (RFF) Program.	
	<i>Transit System Data</i>	efficiency of the public transit system by evaluating the route by route ridership, schedule adherence. Staff will support analysis of implemented route changes and service improvements. Staff will use GIS and transit software to analyze future planned service improvements and route changes.	
	<i>Bicycle and Pedestrian Facilities Inventory</i>	Enter into an agreement with NWRPO's Piedmont Legacy Trail to provide data support and assist with multi-jurisdictional coordination of key regional trail corridors (e.g. Piedmont Greenway and other State Trails) and support regional trails web mapping application development. Serve as staff lead for the Bicycle and Pedestrian Active Mobility Committee (BPAMAC). This effort will aid staff in identifying community needs and will provide an opportunity for staff to continue to build these community contacts. Staff will update and maintain bicycle and pedestrian GIS and count data as needed. Staff will collect, monitor, and analyze micromobility performance in Downtown Winston-Salem.	
	<i>Collection of Network Data</i>	Update maps and tables of the street and highway network's physical and operational characteristics. Analyze problems and conditions of the street and highway network and develop recommendations for improvements. Staff will work with consultants on the update of the CTP and MTP Data.	

**Total \$155,662**

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
Narrative Task Table for Fiscal Year 2025-2026**

**Table 2  
March 20, 2025**

<b>Task Code</b>	<b>Prospectus Task Code Titles</b>	<b>Task Code Title Descriptions</b>	<b>Total Costs</b>
<b>II-A-2</b>	<b>Travelers and Behavior</b>		<b>\$40,000</b>
	<i>Collection of Base Year Data</i>	Task includes updates of baseline data or census information that may be used in various transportation plans or planning activities. Staff will identify and evaluate changes in population and development throughout the TPO area in collaboration with City/County Planning staff. Staff will work to collect socioeconomic data by Transportation Analysis Zones. The GIS database used to maintain housing and land use information will be updated and the information will be utilized in the Regional Travel Demand Model and CommunityViz Model. Staff will support the update of lookup tables, land suitability factors, growth scenarios, land suitability matrices, and county control totals as needed.	
<b>II-A-3</b>	<b>Transportation Modeling</b>		<b>\$230,000</b>
	<i>Travel Model Updates</i>	Collaborate with regional partners to develop and implement the Regional Model Work Plan. Costs will include the TPO's share of routine maintenance and development efforts by PART staff and corresponding work performed by MPO staff. Maintenance tasks may include but are not limited to data collection and management for transit networks, roadway networks, commercial truck and freight data. TPO will support updates to TAZs, attend all applicable PTRM trainings, and participate in the finalization of all model outputs related to the Metropolitan Transportation Plan.	
	<i>Forecasts of Future Travel Patterns</i>	Conduct modeling of different land use scenarios and analyze impacts on traffic. Support PART as needed in the solicitation of consultant for on-board transit survey and airport, university, and college travel surveys.	
	<i>Financial Planning</i>	Plan the use of Regional Flexible Funding (RFF) direct attributable (CMAQ, STBG, TAP, CRP) funds. Develop cost estimates for proposed transportation facilities. Examine options for funding transportation projects/programs.	

**Total**

**\$270,000**

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
Narrative Task Table for Fiscal Year 2025-2026**

**Table 2  
March 20, 2025**

<b>Task Code</b>	<b>Prospectus Task Code Titles</b>	<b>Task Code Title Descriptions</b>	<b>Total Costs</b>
<b>II-B Planning Process</b>			
<b>II-B-1</b>	<b>Targeted Planning</b>		<b>\$71,075</b>
	<i><b>Air Quality Planning/ Conformity Analysis</b></i>	Continue participation in the statewide interagency consultation process. This will include staff work and professional services as necessary. Support any air quality analysis for transportation projects funded through CMAQ, CRP, or as required.	
	<i><b>Congestion Management Strategies</b></i>	Finalize the Congestion Management Process as part of the 2050 Metropolitan Transportation Plan update and continue data collection in support of future Status of the Systems Reports. Monitor and analyze data related to performance measures. This may include staff work and professional services as necessary. Work with community partners to submit successful CMAQ grant applications and continue to monitor awarded CMAQ projects and assist local communities with implementation.	
	<i><b>Freight Movement/Mobility Planning</b></i>	Assess freight issues and transportation needs. This will include staff work and as needed professionals services, data packages, and/or analytical support software and devices. Work includes staff participation on the Statewide freight committee.	
<b>II-B-2</b>	<b>Regional Planning</b>		<b>\$175,000</b>
	<i><b>Community Goals and Objectives</b></i>	Assist in the development of the goals, objectives, and policies in the Metropolitan Transportation Plan and the updates of City/County Planning Board area and corridor plans. Provide staff support in the the development of SS4A Action Plans in the Village of Clemmons and City of Winston-Salem. Provide data, support letters, and narrative writing assistance for competitive grants as needed.	
	<i><b>Highway Element of the CTP/MTP</b></i>	Assess roadway needs to identify future revisions to the highway elements of the Metropolitan Transportation Plan and Comprehensive Transportation Plan, as well as to identify candidate projects for NCDOT Prioritization. Study area transportation needs issues relative to the impacts of new major roadway improvement projects. This will include staff work and professional services as necessary.	
	<i><b>Transit Element of the CTP/MTP</b></i>	Assess project issues and transportation needs to identify future revisions to the transit element of the Metropolitan Transportation Plan and Comprehensive Transportation Plan. Implement the Coordinated Human Services Public Transportation Plan, including allocating available funds to eligible projects. These costs cover staff work, as well as consultant support as needed.	
	<i><b>Bicycle and Pedestrian Element of the CTP/MTP</b></i>	Study bicycle and pedestrian projects as needed to refine project assumptions. Provide design guidance to NCDOT, the City, MPO Area Towns, and developers on bicycle & pedestrian facility construction. Work with regional partners on planning and implementation of priority pedestrian and bicycle projects. Assess the bicycle and pedestrian needs of the MPO and ensure they are included in the MTP and CTP. We will continue to encourage the design of future transportation improvements that accommodate all modes of transportation. This will include staff work and may include consultant assistance.	
	<i><b>Airport/Air Travel Element of the CTP/MTP</b></i>	Participate in the planning efforts of the Smith Reynolds Airport, including any updates to the Airport Master Plan and related project development and environmental document work.	
	<i><b>Collector Street Element of the CTP/MTP</b></i>	Update the Collector Street Plan as necessary.	
	<i><b>Rail, Waterway, or Other Mode of the CTP/MTP</b></i>	Continue to effort and seek opportunities to bring back passenger rail to the MPO	

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Narrative Task Table for Fiscal Year 2025-2026  
 Table 2  
 March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
<b>II-B Planning Process</b>			
<b>II-B-2 Safe and Accessible Transportation Options – Regional Planning</b>			<b>\$13,600</b>
	<i>Development of transportation plan</i>	NWP RPO and Piedmont Legacy Trails will: Support coordination of the Piedmont Legacy Trails annual summit; Publicize bicycle and pedestrian planning process events and meetings through the website, social media and other social media channels for PLT; Participate in TPO greenway plan discussion and connections with the region; Produce a County Trail Guide. Support Complete Streets compliance activities in project planning and development.	
<b>II-B-3 Special Studies</b>			<b>\$740,000</b>
		Assist MPO member organizations with STBG-DA project management. Conduct site plan reviews for new developments. Manage City and federally funded projects and studies. Assist Creative Corridors Coalition. Assist City County Planning Board with transportation elements of small area and corridor plans. Task may also include staff time and/or professional services for competitive grant writing. Includes license maintenance and as-needed improvements for the TPO Project Database.	
<b>Long Branch Trail - Wake Forest Connector Feasibility Study</b>			<b>\$285,000</b>
		The City of Winston-Salem plans to hire a consultant to explore the feasibility for on-street cycle track and/or multiuse path connections between the Long Branch Trail and the Wake Forest University Sports Complex.	
<b>Walkertown Bypass Study</b>			<b>\$85,000</b>
		The Town of Walkertown plans to hire a consultant to explore options and alignments for a Walkertown Bypass to construct a three-lane major thoroughfare to alleviate congestion, enhance regional connectivity, and improve traffic flow.	
<b>Salem Creek Low Water Bridge Crossing Study - WS</b>			<b>\$175,000</b>
		The City of Winston-Salem would like to hire a consultant to conduct a feasibility study and develop alternatives to cross the creek while minimizing impacts.	
<b>Walkertown Traffic Study</b>			<b>\$100,000</b>
		The town plans to hire a consultant to conduct a traffic study to address safety concerns and to make recommendations for improvements to the intersection of Old Hollow Road and Walkertown Commons Circle	

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Narrative Task Table for Fiscal Year 2025-2026  
 Table 2  
 March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
<b>III-A Unified Planning Work Program (UPWP)</b>			
<b>III-A-1</b>	<b>Unified Planning Work Program (UPWP)</b>		<b>\$40,000</b>
	<i>Development of UPWP and Five-Year Work Plan</i>	Develop Fiscal Year 2026-2027 UPWP and five-year work plan and amend Fiscal Year 2025-2026 UPWP as needed. Amend Prospectus as needed. Complete annual self-certification for MPO's transportation planning process. Manage Consultants engaged in completing UPWP tasks.	
<b>III-A-2 Metrics and Performance Measures</b>			<b>\$40,000</b>
		Assess CMP performance measures. Assess performance related to safety, state of good repair, and system performance (PM1, PM2, PM3) and transit asset management. Update PWP to address performance measure reporting. Prepare quarterly reports and request reimbursements.	
<b>III-B Transportation Improvement Program</b>			
<b>III-B-1</b>	<b>Prioritization</b>		<b>\$40,000</b>
		Conduct P8.0 project selection with MPO members and in coordination with NCDOT Division 9. Establish and present a list of projects to be submitted for P8.0 to the TCC and TAC. Host Public meetings as required by MPO public participation plan. Work with SPOT office on project submission and all applicable data review. Approve any updates to point assignment methodologies and operationalize the point assignment process.	
<b>III-B-2 Metropolitan TIP (MTIP)</b>			<b>\$65,000</b>
		Program and administer STBG-DA, CMAQ, CRP and TA funds for various bicycle, greenway, sidewalk and pedestrian facilities, intersection improvements and small roadway projects. Lead Regional Flexible Funding Subcommittee Meetings and make policy updates as needed. Prepare project status reports. Update and maintain the 2026-2035 TIP. Assist small towns with federal funding processes through regular locally administered project meetings. Manage STIP amendments and modifications as needed. May include fees associated with the MPO database licensing and notification system development.	
<b>III-B-3 Merger and Project Development</b>			<b>\$10,000</b>
	<i>Merger Process</i>	Participate in NCDOT' s Merger Team process meetings as needed. Tasks may include, but are not limited to, Prioritization project development meetings for express designs.	
	<i>Feasibility Studies</i>	Participate in NCDOT' s feasibility studies as needed.	
<b>Total</b>			<b>\$195,000</b>



**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Narrative Task Table for Fiscal Year 2025-2026**

**Table 2  
 March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
<b>III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>			
<b>III-C-1</b>		<b>Title VI</b>	<b>\$5,000</b>
		Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21 and update the Title VI plan and Limited English Proficiency Plan as needed. NWP RPO and Piedmont Legacy Trails will assist with public involvement to help publicize planning processes around supporting trail planning and development	
<b>III-C-2</b>		<b>Environmental Justice (EJ)</b>	<b>\$20,000</b>
		Continue efforts to support principles of environmental justice in transportation planning activities. Continue to review and refine public involvement process and activities to enhance opportunities for participation in transportation decision-making among low-income and minority groups. Conduct analysis regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the TPO area.	
<b>III-C-3</b>		<b>Minority Business Enterprise Planning</b>	<b>\$10,000</b>
		Encourage the participation of minority-owned business enterprises in contractual and supply opportunities on an ongoing basis.	
<b>III-C-4</b>		<b>Planning for the Elderly and the Disabled</b>	<b>\$40,000</b>
		Continue efforts to emphasize the planning, development, evaluation, and re-evaluation of transportation facilities and services for the elderly and disabled. Update the Coordinated Human Services Transportation Plan as needed. Administer JARC, Section 5310 funds annually.	
<b>III-C-6</b>		<b>Public Participation</b>	<b>\$74,875</b>
		Continue to provide for an open exchange of information and ideas between the public and transportation decision-makers. TPO staff will lead process of updating Public Participation Plan, in tandem with the LEP/Title VI Plan. Continue to evaluate community concerns regarding transportation issues. Ensure compliance with NC General Statutes regarding open meetings and public records. MPO staff will work to improve social media efforts by actively distributing information on Instagram and Facebook. TPO staff will also utilize software and/or online tools that improve the staff's ability for outreach and collection of the public's opinions on transportation projects.	
<b>III-C-7</b>		<b>Private Sector Participation</b>	<b>\$6,390</b>
		Continue efforts to ensure that private transportation operators have the maximum feasible opportunity to participate in the planning and provision of local transportation services. Engage local businesses and economic development groups in the plan development and participation process.	

**40**total

**\$156,265**

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Narrative Task Table for Fiscal Year 2025-2026  
 Table 2  
 March 20, 2025**

<b>Task Code</b>	<b>Prospectus Task Code Titles</b>	<b>Task Code Title Descriptions</b>	<b>Total Costs</b>
<b>III-D Statewide and Extra-Regional Planning</b>			
	<i>Statewide and Extra-Regional Planning</i>	Conduct regional planning in association with the other three MPOs in the Triad, the Piedmont Authority for Regional Transportation, and the Rural Planning Organization. This includes participation in PART Board Meetings and regional transportation planning working groups and committees. Examples include the Model Team, the Executive Committee, and the Regional Transit Development plan. Statewide planning includes participation in various statewide planning initiatives. Past examples have included the CMAQ Committee, SICM Meetings, IMD meetings and webinars, and the activities of the North Carolina Association of Metropolitan Planning Organizations.	<b>\$38,375</b>
	<i>Statewide and Federal Policy Development and Implementation</i>	Review proposed federal transportation legislation and other legislation. MPO staff may attend conferences including, but not limited to, TRB, TRB Committees, APTA, NCPTA, AMPO, NCAPA, and NCAMPO.	
<b>III-E Management, Operations and Program Support Administration</b>			
		Management and operations includes items such as such as: 1) general MPO administration including conducting TAC and TCC meetings and the development of associated materials and presentations; 2) continuing evaluation of administrative practices and the review and implementation of MPO process enhancements; 3) staff development through professional training courses, seminars, and conferences; 4) subscriptions to professional publications and professional organizational dues; 5) the acquisition of needed software, books, equipment and other materials; 6) other MPO capacity-building efforts for the TAC, TCC, and MPO staff; 7) assistance to other groups and standing committees; 8) technical assistance for MPO municipalities. 9) Streamlining the MPO financial tracking of grants by hiring a consultant to update current processes and/or purchasing appropriate software and licenses	<b>\$120,000</b>

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Narrative Task Table for Fiscal Year 2025-2026  
 Table 2a: On-Going Studies from FY20 Funds  
 March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
II-B-3		<b>Special Studies</b>	
		<b>FTA Pilot Transit-Oriented Development Grant</b>	<b>\$1,000,000</b>
		The city will hire a consultant to conduct a comprehensive study for Transit-Oriented Development opportunities along proposed corridors	
<b>Total</b>			<b>\$1,000,000</b>

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Narrative Task Table for Fiscal Year 2025-2026  
 Table 2c: Ongoing from FY22  
 March 20, 2025**

<b>Task Code</b>	<b>Prospectus Task Code Titles</b>	<b>Task Code Title Descriptions</b>	<b>Total Costs</b>
<b>II-B-3</b>		<b>Special Studies</b>	
		Assist MPO member jurisdictions with STBG-DA funded projects process; Conduct site plan reviews for new developments; Manage city and federally funded projects and studies; Assist Creative Corridors Coalition with their work; Assist City/County Planning Board with the transportation elements of small area and corridor plans.	
		<b>Walkertown - Traffic Study</b>	<b>\$100,000</b>
		The town plans to hire a consultant to conduct a traffic study to address safety concerns and to make recommendations for improvements to the intersection of Old Hollow Road and Walkertown Commons Circle	
		<b>PTRM Household Survey - Winston-Salem MPO Share</b>	<b>\$12,030</b>
		WSMPO's share for the consultant conducting the Household survey for PTRM	
		<b>MPO Freight Study Phase III</b>	<b>\$24,000</b>
		WSUAMPO's share for the consultant working on adding the freight component to the PTRM model	
		<b>Lewisville-Clemmons Road Interchange/Kinnamon Bridge Study - Clemmons</b>	<b>\$200,000</b>
		The town will hire a consultant to conduct a study that would evaluate the need, goals, and feasibility for a collector-distributor road between the Lewisville-Clemmons Road Interchange/Kinnamon Road Bridge	
		<b>Muddy Creek Greenway Feasibility Study</b>	<b>\$250,000</b>
		The City plans to Hire a consultant to conduct a feasibility study for the Muddy Creek Greenway phase II (from Jefferson School Lane to Yadkinville road)	
		<b>Winston-Salem Safety Analysis</b>	<b>\$150,000</b>
		The City of Winston-Salem, on behalf of the MPO, will hire a consultant to identify measures of effectiveness of the current CMP. This will include analyses of current and recently completed projects. The consultant will also assist with linking the CMP to the current MPO project selection processes for DA, CMAQ and prioritization.	
		<b>Kernersville - Intersection Feasibility Study</b>	<b>\$58,000</b>
		The town plans to hire a consultant to conduct a feasibility study to determine and evaluate existing conditions of the Old Salem Road / Teague Lane intersection.	
		<b>Winston-Salem -WSTA Route Study</b>	<b>\$200,000</b>
		The town plans to hire a consultant to conduct a feasibility study to determine and evaluate existing conditions of the Old Salem Road / Teague Lane intersection.	

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Narrative Task Table for Fiscal Year 2025-2026  
 Table 2d: Ongoing from FY23  
 Table 2  
 March 20, 2025**

<b>Task Code</b>	<b>Prospectus Task Code Titles</b>	<b>Task Code Title Descriptions</b>	<b>Total Costs</b>
<b>II-B-3</b>		<b>Special Studies</b>	
		Assist MPO member jurisdictions with STBG-DA funded projects process; Conduct site plan reviews for new developments; Manage city and federally funded projects and studies; Assist Creative Corridors Coalition with their work; Assist City/County Planning Board with the transportation elements of small area and corridor plans.	
<b>Bike Walk Map and Greenway Wayfinding</b>			<b>\$150,000</b>
		Develop a new bike/walk map for the city and plan for the creation and implementation of a greenway wayfinding system.	
<b>Northwest Blvd Feasibility Study</b>			<b>\$200,000</b>
		Develop possible streetscape improvements along the Northwest Boulevard corridor with the goal of improving the movement of pedestrians, cyclists, and motor vehicles.	
<b>Ransom Road and Polo Road Intersection Study</b>			<b>\$150,000</b>
		Develop alternatives aimed at improving the movement and safety of vehicles at the intersection of Ransom and Polo Roads, taking into consideration pending developments in the vicinity.	
<b>Smith Reynolds Greenway Feasibility Study</b>			<b>\$300,000</b>
		A feasibility study for the design and construction of a greenway on airport property to connect Bowen Boulevard to Lansing Drive.	
<b>Glenn Hi Road Extension Feasibility Study</b>			<b>\$53,000</b>
		a feasibility study for a portion of a new 2-lane median-divided roadway approximately 2,500 feet in length that will extend Glenn Hi Road from Union Cross Road to the westernmost side of the Caleb's Creek Development.	
<b>Kernersville Road Study</b>			<b>\$125,000</b>
		A study to consider improvements to Kernersville Road due to increased development and traffic in the area.	
<b>Community Transportation Plan - Davidson County Transportation</b>			<b>\$65,000</b>
		Davidson County Transportation System would like to update its 2015 Community Transportation Service Plan (CTSP). The purpose of the CTSP is to identify, evaluate, and prioritize services more effectively and efficiently.	
<b>Village of Clemmons- Bicycle and Pedestrian Plan</b>			<b>\$50,000</b>
		The Village of Clemmons will use transportation planning grant funds to hire a consultant to develop a pedestrian plan and performance measures for transit and other transportation modes.	

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Narrative Task Table for Fiscal Year 2025-2026  
 Ongoing from FY 24  
 Table 2  
 March 20, 2025**

<b>Task Code</b>	<b>Prospectus Task Code Titles</b>	<b>Task Code Title Descriptions</b>	<b>Total Costs</b>
<b>II-B-3 Special Studies</b>			
		Assist MPO member organizations with STBG-DA project management. Conduct site plan reviews for new developments. Manage City and federally funded projects and studies. Assist Creative Corridors Coalition. Assist City County Planning Board with transportation elements of small area and corridor plans. Procure professional services for the creation of an MPO data base of on-goin projects to streamline the funding and oversight process.	
<b>Walkertown - Traffic Study</b>			<b>\$100,000</b>
		The town plans to hire a consultant to conduct a traffic study to address safety concerns and to make recommendations for improvements to the intersection of Old Hollow Road and Walkertown Commons Circle	
<b>Transportation Plan - Clemmons</b>			<b>\$200,000</b>
		The Village of Clemmons intends to hire a consultant to better understand and articulate the impacts of traffic growth on key intersections and roadways, as well as the businesses, homes, schools, and other agencies that those intersections and roadways serve.	
<b>MTP/CTP Update - Winston-Salem</b>			<b>\$350,000</b>
		The City plans to hire a consultant to develop the MPO's Long range plans (MTP/CTP)	
<b>Community Transportation Plan - Davidson County Transportation</b>			<b>\$65,000</b>
		Davidson County Transportation System would like to update its 2015 Community Transportation Service Plan (CTSP). The purpose of the CTSP is to identify, evaluate, and prioritize services more effectively and efficiently.	
<b>Northwest Blvd Feasibility Study</b>			<b>\$200,000</b>
		Develop possible streetscape improvements along the Northwest Boulevard corridor with the goal of improving the movement of pedestrians, cyclists, and motor vehicles.	

**Total**

**\$915,000**

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Narrative Task Table for Fiscal Year 2025-2026  
 Ongoing from FY25  
 Table 2  
 March 20, 2025**

<b>Task Code</b>	<b>Prospectus Task Code Titles</b>	<b>Task Code Title Descriptions</b>	<b>Total Costs</b>
<b>II-B Planning Process</b>			
<b>II-B-2</b>	<b>Safe and Accessible Transportation Options – Regional Planning</b>		<b>\$13,500</b>
	<i>Development of transportation plan</i>	NWP RPO and Piedmont Legacy Trails will: Support coordination of the Piedmont Legacy Trails annual summit; Publicize bicycle and pedestrian planning process events and meetings through the website, social media and other social media channels for PLT; Participate in MPO greenway plan discussion and connections with the region; Produce a County Trail Guide	
<b>II-B-3</b>	<b>Special Studies</b>		
		Assist MPO member organizations with STBG-DA project management. Conduct site plan reviews for new developments. Manage City and federally funded projects and studies. Assist Creative Corridors Coalition. Assist City County Planning Board with transportation elements of small area and corridor plans. Procure professional services for the creation of an MPO data base of on-going projects to streamline the funding and oversight process.	
<b>Salem Creek Greenway Low Water Bridge Crossing - WS</b>			<b>\$175,000</b>
		The City of Winston-Salem would like to hire a consultant to conduct a feasibility study and develop alternatives to cross the creek while minimizing impacts.	
<b>MTP/CTP Update - Winston-Salem</b>			<b>\$400,000</b>
		The City plans to hire a consultant to develop and update the MPO's Long range plans (MTP/CTP)	
<b>Glenn Hi Road Extension Feasibility Study</b>			<b>\$53,000</b>
		a feasibility study for a portion of a new 2-lane median-divided roadway approximately 2,500 feet in length that will extend Glenn Hi Road from Union Cross Road to the westernmost side of the Caleb's Creek Development.	
<b>Walkertown - Traffic Study</b>			<b>\$100,000</b>
		The town plans to hire a consultant to conduct a traffic study to address safety concerns and to make recommendations for improvements to the intersection of Old Hollow Road and Walkertown Commons Circle	
<b>Northwest Blvd Feasibility Study</b>			<b>\$200,000</b>
		Develop possible streetscape improvements along the Northwest Boulevard corridor with the goal of improving the movement of pedestrians, cyclists, and motor vehicles.	

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
Anticipated DBE Contracting Opportunities for Fiscal Year 2025-2026  
Table 3**

**March 20, 2025**

Person Completing Form: Kelly Garvin, Winston-Salem Area TPO

Telephone Number: (336) 747-6881

Prospectus Task Code	FTA Task Code	Task Description	Name of Agency Contracting Out	Type of Contracting Opportunity	Federal Funds To Be Contracted Out	Total Funds To be Contracted Out
II-A-1	442400	Networks and Support Systems	City of Winston-Salem DOT	None	None	None
II-B-1	442301	Targeted Planning	City of Winston-Salem DOT	None	None	None
II-B-2	442301	Regional Planning	City of Winston-Salem DOT	None	None	None
II-B-3	442302	Special Studies	City of Winston-Salem DOT	None	None	None
III-A-1	442100	Unified Planning Work Program (UPWP)	City of Winston-Salem DOT	None	None	None
III-A-2	442100	Metrics and Performance Measures	City of Winston-Salem DOT	None	None	None
III-B-2	442500	Metropolitan Transportation Improvement Program (MTIP)	City of Winston-Salem DOT	None	None	None
III-C-2	442700	Environmental Justice	City of Winston-Salem DOT	None	None	None
III-C-3	442700	Minority Business Enterprise Planning	City of Winston-Salem DOT	None	None	None
III-C-4	442612	Planning for the Elderly & Disabled	City of Winston-Salem DOT	None	None	None
III-C-6	442700	Public Participation	City of Winston-Salem DOT	None	None	None
III-C-7	442700	Private Sector Participation	City of Winston-Salem DOT	None	None	None
III-D	442301	Statewide and Extra-Regional Planning	City of Winston-Salem DOT	None	None	None
III-E	442100	Management, Operations and Program Support Administration	City of Winston-Salem DOT	None	None	None



**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Funding Sources Table for Fiscal Year 2025-2026  
Table 4**

**January 16, 2024**

FTA Task Code	Task Description	Section 5303			Total	Percent	Notes
		Local 10%	NCDOT 10%	FTA 80%			
442400	Networks and Support Systems	1,566.24	1,566.24	12,529.89	15,662.36	7%	Assist WSTA/PART with route and schedule planning; collect and maintain a wide range of data for statistical measures and FTA; evaluate all WSTA/PART bus stop location data; submit FTA and NCDOT PTD quarterly reports.
442301	Targeted Planning	1,107.50	1,107.50	8,860.00	11,075.00	5%	Assist with Congestion Management Strategies and other mobility planning; administer All CMAQ/STBG-DA Projects.
442301	Regional Planning	1,500.00	1,500.00	12,000.00	15,000.00	6%	Implement strategies from WSTA's/PART's Strategic Plans; assist WSTA with new route and schedule planning; Assist PART with bus/rail engineering studies and planning. Participate in regional TDM Initiatives
442302	Special Studies	3,000.00	3,000.00	24,000.00	30,000.00	13%	Manage TOD Grant study, WSTA Route Study, as well as others. Assist with Small area and corridor plans.
442100	Unified Planning Work Program (UPWP)	1,500.00	1,500.00	12,000.00	15,000.00	6%	Develop Fiscal Year 2026-2027 UPWP; amend Fiscal Year 2025-2026 UPWP, Prospectus as needed; complete annual transportation planning process self-certification for MPO.
442100	Metrics and Performance Measures	1,500.00	1,500.00	12,000.00	15,000.00	6%	Review performance measures for WSTA routes as well compile ridership information for 5310 and JARC recipients
442500	Metropolitan Transportation Improvement Program (MTIP)	500.00	500.00	4,000.00	5,000.00	2%	Develop the Fiscal Year 2026-2035 TIP; amend the Fiscal Year 2024-2033 TIP as needed; continue to work with NCDOT on SPOT process.
442700	Environmental Justice	1,000.00	1,000.00	8,000.00	10,000.00	4%	Federal certification report recommendations; update maps and materials on locations of minority and low-income (MLI) populations; refine EJ Plan as needed; identify service inequities.
442700	Minority Business Enterprise Planning	500.00	500.00	4,000.00	5,000.00	2%	Encourage the participation of minority-owned business enterprises in contractual and supply opportunities on an ongoing basis.
442612	Planning for the Elderly and Disabled	3,000.00	3,000.00	24,000.00	30,000.00	13%	Administer JARC, Section 5310 funds annually; Attend Forsyth in Motion committees, Prepare and submit FTA reports, perform subrecipient audits
442700	Public Participation	3,000.00	3,000.00	24,000.00	30,000.00	13%	Assist the general public, appointed and elected officials; provide updates for City DOT website, develop maps/materials on projects; develop advertisements, flyers, other materials for projects; continue to find ways to fully involve the public in planning.
442700	Private Sector Participation	139.02	139.02	1,112.17	1,390.21	1%	Identify methods to meaningfully involve the private sector in the planning process.
442301	Statewide and Extra-Regional Planning	1,200.00	1,200.00	9,600.00	12,000.00	5%	Attend Piedmont Authority for Regional Transportation (PART) Board/Executive Staff/Committees planning, and RPO Meetings, and participate in transportation conferences.
442100	Management, Operations, and Program Support Administration	4,000.00	4,000.00	32,000.00	40,000.00	17%	Transportation planning grants administration; attend WSTA Board and Staff Meetings, DOT Staff Meetings, and TAC/TCC Meetings; assist with 2027 City Budget preparation.
<b>Totals</b>		<b>\$23,513</b>	<b>\$23,513</b>	<b>\$ 188,102.06</b>	<b>\$ 235,127.57</b>	<b>100%</b>	

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 FTA Task Narrative Table for Fiscal Year 2025-2026  
 Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442400
3.	Task Code	II-A-1
4.	Title of Planning Task	Networks and Support Systems
5.	Task Objective	To collect the required data for NCDOT and FTA
6.	Tangible Product Expected	Assist WSTA/PART with route and schedule planning; collect and maintain a wide range of data for statistical measures and FTA submission; evaluate all WSTA/PART bus stop location data; submit FTA and NCDOT PTD quarterly reports.
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	Assist WSTA/PART with route and schedule planning; collect and maintain a wide range of data for statistical measures and FTA; evaluate all WSTA/PART bus stop location data
9.	Prior FTA Funds	\$9,600.00
10.	Relationship To Other Activities	Assist WSTA and PART with their reporting requirements to NCDOT and FTA
11.	Agency Responsible for Task Completion	Winston-Salem DOT, Winston-Salem Transit Authority
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$1,566.24
17.	Section 5303 NCDOT 10%	\$1,566.24
18.	Section 5303 FTA 80%	\$12,529.89
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Task Narrative Table for Fiscal Year 2025-2026  
Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442301
3.	Task Code	II-B-1
4.	Title of Planning Task	Targeted Planning
5.	Task Objective	Assist with Congestion Management Strategies and other mobility planning; administer All CMAQ/STBG-DA Transit Projects
6.	Tangible Product Expected	evaluate route network bi-annually to improve it's effectiveness and increase rideship, research and implement targeted approach to increase rideship
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	Assist with Congestion Management Strategies and other mobility planning. Analyze and compare fuel consumption and emissions utilizing different transportation modes and alternative fuels
9.	Prior FTA Funds	\$12,000.00
10.	Relationship To Other Activities	Coordination with the highway planning activities
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$1,107.50
17.	Section 5303 NCDOT 10%	\$1,107.50
18.	Section 5303 FTA 80%	\$8,860.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Task Narrative Table for Fiscal Year 2025-2026**

**Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442301
3.	Task Code	II-B-2
4.	Title of Planning Task	Regional Planning
5.	Task Objective	Roll out of new route and updated routes for WSTA
6.	Tangible Product Expected	Implement strategies from WSTA's/PART's Strategic Plan; assist WSTA with new route and schedule planning; assist PART with bus/rail engineering studies and planning; Preparation of Long Range plans (CTP/MTP); participate in regional TDM activities
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	Implement strategies from WSTA's/PART's Strategic Plan; assist WSTA with new route and schedule planning; assist PART with bus/rail engineering studies and planning; continue transit integration with intercity and Southeast High Speed Rail planning;
9.	Prior FTA Funds	\$12,000.00
10.	Relationship To Other Activities	Coordination with the highway planning activities
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$1,500.00
17.	Section 5303 NCDOT 10%	\$1,500.00
18.	Section 5303 FTA 80%	\$12,000.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Task Narrative Table for Fiscal Year 2025-2026  
Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442302
3.	Task Code	II-B-3
4.	Title of Planning Task	Special Studies
5.	Task Objective	Complete TOD Grant study, WSTA Route Study, as well as others. Assist with Small area Plans. Provide Transit perspectives on other studies
6.	Tangible Product Expected	Manage TOD Grant study, WSTA Hampton haith Building Study, WSTA Route Study, as well as others. Assist with Small area Plans.
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	NA
9.	Prior FTA Funds	\$24,000
10.	Relationship To Other Activities	Coordination with the highway planning activities
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$3,000.00
17.	Section 5303 NCDOT 10%	\$3,000.00
18.	Section 5303 FTA 80%	\$24,000.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Urban Area Metropolitan Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Task Narrative Table for Fiscal Year 2025-2026  
Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442100
3.	Task Code	III-A-1
4.	Title of Planning Task	Unified Planning Work Program (UPWP)
5.	Task Objective	To complete the development of the Fiscal Year 2026-2027 UPWP
6.	Tangible Product Expected	Develop Fiscal Year 2026-2027 UPWP; amend Fiscal Year 2025-2026 UPWP, Prospectus as needed; complete annual transportation planning process self-certification for MPO.
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	Annual UPWPs
9.	Prior FTA Funds	\$12,000.00
10.	Relationship To Other Activities	Coordination with the highway planning activities
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$1,500.00
17.	Section 5303 NCDOT 10%	\$1,500.00
18.	Section 5303 FTA 80%	\$12,000.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 FTA Task Narrative Table for Fiscal Year 2025-2026  
 Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442100
3.	Task Code	III-A-2
4.	Title of Planning Task	Metrics and Performance Measures
5.	Task Objective	Develop and review performance measures for transit and other modes
6.	Tangible Product Expected	Review performance measures for WSTA routes as well compile ridership information for 5310 and JARC recipients
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	Develop performance measures for transit and other modes
9.	Prior FTA Funds	\$12,000.00
10.	Relationship To Other Activities	Coordination with the highway planning activities
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$1,500.00
17.	Section 5303 NCDOT 10%	\$1,500.00
18.	Section 5303 FTA 80%	\$12,000.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Task Narrative Table for Fiscal Year 2025-2026  
Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442500
3.	Task Code	III-B-2
4.	Title of Planning Task	Metropolitan Transportation Improvement Program (MTIP)
5.	Task Objective	Complete developing the Fiscal Year 2026-2035 MTIP; amend the Fiscal Year 2024-2033 MTIP as needed; continue to work with NCDOT on SPOT process;
6.	Tangible Product Expected	Complete developing the Fiscal Year 2026-2035 MTIP; amend the Fiscal Year 2024-2033 MTIP as needed; continue to work with NCDOT on SPOT process;
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	Ongoing
9.	Prior FTA Funds	\$4,000.00
10.	Relationship To Other Activities	The City of Winston-Salem's Capital Improvement Program (CIP)
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$500.00
17.	Section 5303 NCDOT 10%	\$500.00
18.	Section 5303 FTA 80%	\$4,000.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	



**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 FTA Task Narrative Table for Fiscal Year 2025-2026  
 Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442700
3.	Task Code	III-C-2
4.	Title of Planning Task	Environmental Justice (EJ)
5.	Task Objective	Ensure federal Title VI laws are enforced with transportation planning
6.	Tangible Product Expected	Implement the Federal certification report recommendations; update maps and materials on locations of minority and low-income (MLI) populations; refine EJ Plan as needed; identify service inequities
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	Ongoing
9.	Prior FTA Funds	\$4,000.00
10.	Relationship To Other Activities	Necessary for the delivery goals outlined in the Transit Section of the 2045 Metropolitan Transportation Plan and the 2024-2033 Transportation Improvement Program
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$1,000.00
17.	Section 5303 NCDOT 10%	\$1,000.00
18.	Section 5303 FTA 80%	\$8,000.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 FTA Task Narrative Table for Fiscal Year 2025-2026  
 Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442700
3.	Task Code	III-C-3
4.	Title of Planning Task	Minority Business Enterprise Planning
5.	Task Objective	Encourage the participation of minority-owned business enterprises in contractual and supply opportunities on an ongoing basis.
6.	Tangible Product Expected	Reports on DBE participation
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	N/A
9.	Prior FTA Funds	\$4,000.00
10.	Relationship To Other Activities	Coordination with the highway planning activities
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$500.00
17.	Section 5303 NCDOT 10%	\$500.00
18.	Section 5303 FTA 80%	\$4,000.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Task Narrative Table for Fiscal Year 2025-2026  
Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442612
3.	Task Code	III-C-4
4.	Title of Planning Task	Planning for the Elderly and Disabled
5.	Task Objective	To address mobility needs of the elderly and persons of disabilities
6.	Tangible Product Expected	Administer JARC, Section 5310 funds annually; Attend Forsyth in Motion committees, Prepare and submit FTA reports, perform subrecipient audits
7.	Expected Completion Date of Product(s)	June 30, 2025
8.	Previous Work	Created the Human Service Transportation Plan; administered JARC, New Freedom funds annually; attended regular BeHealthy Coalition meetings; participated in Step Up Forsyth!, Forsyth in Motion committees
9.	Prior FTA Funds	\$16,000.00
10.	Relationship To Other Activities	Necessary for the delivery goals outlined in the Transit Section of the 2045 Metropolitan Transportation Plan and the 2024-2033 Metropolitan Transportation Improvement Program
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$3,000.00
17.	Section 5303 NCDOT 10%	\$3,000.00
18.	Section 5303 FTA 80%	\$24,000.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Task Narrative Table for Fiscal Year 2025-2026  
Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442700
3.	Task Code	III-C-6
4.	Title of Planning Task	Public Participation
5.	Task Objective	To find ways to fully involve the public in the planning process
6.	Tangible Product Expected	Assist the general public, appointed and elected officials; provide updates for MPO's website, develop maps/materials on projects; develop advertisements, flyers, other materials for projects; continue to find ways to fully involve the public in planning processes including engaging with local advocacy groups.
7.	Expected Completion Date of Product(s)	June 30, 2025
8.	Previous Work	Assist the general public, appointed and elected officials; provide updates for City DOT website, develop maps/materials on projects; develop advertisements, flyers, other materials for projects; continue to find ways to fully involve the public in planning
9.	Prior FTA Funds	\$16,000.00
10.	Relationship To Other Activities	Interrelates with other elements in the Unified Planning Work Program
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$3,000.00
17.	Section 5303 NCDOT 10%	\$3,000.00
18.	Section 5303 FTA 80%	\$24,000.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Task Narrative Table for Fiscal Year 2025-2026  
Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442700
3.	Task Code	III-C-7
4.	Title of Planning Task	Private Sector Participation
5.	Task Objective	To find ways to fully involve the private sector in the planning process
6.	Tangible Product Expected	Develop Public-Private partnership strategies and meetings for transit related projects, assist business community with public-private partnership opportunities. Reach out to DBEs and encourage non DBEs to get certified.
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	Ongoing
9.	Prior FTA Funds	\$1,112.17
10.	Relationship To Other Activities	Interrelates with other elements in the Unified Planning Work Program
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$139.02
17.	Section 5303 NCDOT 10%	\$139.02
18.	Section 5303 FTA 80%	\$1,112.17
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Task Narrative Table for Fiscal Year 2025-2026  
Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442301
3.	Task Code	III-D
4.	Title of Planning Task	Statewide and Extra-Regional Planning
5.	Task Objective	To coordinate all transit planning activities in the MPO
6.	Tangible Product Expected	Piedmont Authority for Regional Transportation (PART) Board/Executive Staff/Committees planning, and RPO Meetings, NCDOT Meetings, APTA, NCPTA conferences
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	Piedmont Authority for Regional Transportation (PART) Board/Executive Staff/Committees planning, and RPO Meetings
9.	Prior FTA Funds	\$9,600.00
10.	Relationship To Other Activities	Coordinates transportation planning efforts locally with transportation efforts regionally and statewide
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$1,200.00
17.	Section 5303 NCDOT 10%	\$1,200.00
18.	Section 5303 FTA 80%	\$9,600.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
Unified Planning Work Program (UPWP)  
FTA Task Narrative Table for Fiscal Year 2025-2026  
Table 5**

**March 20, 2025**

1.	MPO Name	Winston-Salem Urban Area
2.	FTA Code	442100
3.	Task Code	III-E
4.	Title of Planning Task	Management, Operations, and Program Support Administration
5.	Task Objective	Transportation planning grants administration; attend WSTA Board and Staff Meetings, DOT Staff Meetings, and TAC/TCC Meetings; assist with 2027 City Budget preparation
6.	Tangible Product Expected	Transportation planning grants administration; attend WSTA Board and Staff Meetings, DOT Staff Meetings, and TAC/TCC Meetings; assist with 2027 City Budget preparation
7.	Expected Completion Date of Product(s)	June 30, 2026
8.	Previous Work	WSTA BOD and Staff Mtgs.; DOT Staff Meetings, TAC/TCC Meetings, Prior Year City Budget Preparation, Submit FTA Quarterly Reports for Union Station, Stimulus, Triennial Review
9.	Prior FTA Funds	\$32,000.00
10.	Relationship To Other Activities	Implementation of the Unified Planning Work Program
11.	Agency Responsible for Task Completion	Winston-Salem DOT
12.	HPR - Highway - NCDOT 20%	
13.	HPR - Highway - FHWA 80%	
14.	Section 104 (f) PL Local 20%	
15.	Section 104 (f) PL FHWA 80%	
16.	Section 5303 Local 10%	\$4,000.00
17.	Section 5303 NCDOT 10%	\$4,000.00
18.	Section 5303 FTA 80%	\$32,000.00
19.	Section 5307 Transit - Local 10%	
20.	Section 5307 Transit - NCDOT 10%	
21.	Section 5307 Transit - FTA 80%	
22.	Additional Funds - Local 100%	

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Five Year Planning Calendar for Fiscal Years 2026-2031**

**Table 6**

**March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Description					
			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
<b>II-A-1</b>							
	<b>Traffic Volume Counts</b>	1. Produce new Average Daily Traffic count maps, tables 2. Conduct traffic counts and turning movement counts as needed for CMP planning					
	<b>Street System Changes</b>	1. Review street closure and abandonment petitions as needed					
	<b>Traffic Crashes</b>	1. Collect traffic crash data for vehicles, bicyclists, pedestrians 2. Analyze traffic crash data, use in project funding analysis 3. Conduct small traffic engineering studies as needed 4. Assist with traffic calming project reviews as needed					
	<b>Transit System Data</b>	1. Collect/maintain WSTA vehicle fleet data characteristics 2. Collect/maintain WSTA route/schedule data characteristics including bus stop characteristics 3. Collect/maintain WSTA passenger data characteristics 4. Collect required statistical data for NCDOT and FTA					
	<b>Bicycle and Pedestrian Facilities Inventory</b>	1. Update maps/tables of all bicycle, greenway, sidewalk and pedestrian facilities 2. Conduct field work as needed with GPS					
	<b>Collection of Network Data</b>	1. Update maps/tables of the street and highway network's physical and operational characteristics, adjust CTP as needed 2. Analyze problems and conditions of the street and highway network and develop recommendations for improvements					
<b>II-A-2</b>							
	<b>Dwelling Unit, Population and Employment Changes</b>	1. Complete monthly zoning, subdivision and final development plan reviews and special studies for CCPB, other municipalities 2. Monitor changes in dwelling units, population and employment through building and demolition permits					



**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Five Year Planning Calendar for Fiscal Years 2026-2031  
 Table 6**

**March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Description					
			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
<b>II-A-3</b>							
	<i>Travel Model Updates</i>	1. Provide funds to PART for consultants to update the TRANSCAD and other regional travel demand model 2. Assist Model Team/consultant with various tasks during update					
	<i>Forecasts of Future Travel Patterns</i>	1. Conduct modeling of different land use scenarios to gauge their impact on the street and highway network					
	<i>Financial Planning</i>	1. Plan the use of available STBG-DA, CMAQ, etc. funds					
<b>II-B-1</b>							
	<i>Air Quality Planning/Conformity Analysis</i>	1. Conduct and review all air quality determination reports for CMAQ projects					
	<i>Congestion Management Strategies</i>	1. Continue to update/implement a Congestion Management Process (CMP) Plan, complete biennial report					

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Five Year Planning Calendar for Fiscal Years 2026-2031  
 Table 6  
 March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Description					
			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
<b>II-B-2</b>							
	<i>Community Goals and Objectives</i>	1. Assist in the development of the goals, objectives and policies in the CCPB area and corridor plans.					
	<i>Highway Element of the CTP/MTP</i>	1. Refine the CTP Street and Highway Technical Report					
		2. Manage the Street and Highway Planning Subcommittee work					
		3. Identify future changes to CTP system for expanded MPO					
	<i>Transit Element of the CTP/MTP</i>	1. Implement strategies from WSTA's Strategic Plan					
		2. Evaluate/design all proposed WSTA bus stop locations					
	<i>Bicycle and Pedestrian Element of the CTP/MTP</i>	1. Manage the Bicycle and Greenway Planning and the Sidewalk and Pedestrian Facilities Planning Subcommittees					
		2. Maintain/update bicycle, sidewalk, greenway plans as needed					
		3. Implement bike, greenway, sidewalk programs and projects					
		4. Conduct needed greenway feasibility and engineering studies					
	<i>Collector Street Element of the CTP/MTP</i>	1. Update plan as needed					
	<i>Rail, Waterway, or Other Mode of the CTP/MTP</i>	1. Seek ways to bring passenger rail to the MPO					
<b>II-B-3</b>							
		1. Conduct feasibility studies/ corridor assessments as appropriate for project development and planning purposes.					
		2. Assist MPO members with STBG-DA funded projects process					

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Five Year Planning Calendar for Fiscal Years 2026-2031  
 Table 6  
 March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Description					
			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
<b>III-A-1</b>							
	<i>Development of UPWP and Five-Year Work Plan</i>	Develop Fiscal Year 2024-2025 UPWP and five-year work plan and amend Fiscal Year 2023-2024 UPWP as needed. Amend Prospectus as needed. Complete annual self-certification for MPO's transportation planning process.					
<b>III-A-2</b>							
		1. Develop performance measures for transit and other modes					
<b>III-B-1</b>							
		Continue P 7.0 process.					
<b>III-B-2</b>							
		Program and administer STBG-DA, CMAQ and TA funds for various bicycle, greenway, sidewalk and pedestrian facilities, intersection improvements and small roadway projects; assist MPO jurisdictions with these processes. STIP amendments and modifications as needed.					
<b>III-B-3</b>							
	<i>Merger Process</i>	1. Participate in NCDOT's Merger Team process meetings as needed					
	<i>Feasibility Studies</i>	1. Participate in NCDOT's feasibility studies as needed					

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Five Year Planning Calendar for Fiscal Years 2026-2031  
 Table 6  
 March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Description					
			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
<b>III-C-1</b>							
		Implement the Federal certification report recommendations. Update maps and materials on locations of minority and low-income (MLI) populations.					
<b>III-C-2</b>							
		1. Update maps of minority and low-income (MLI) populations					
		2. Update the MPO's EJ Plan; identify service inequities					
<b>III-C-3</b>							
		Encourage DBE participation					
<b>III-C-4</b>							
		Administer JARC, Section 5310 funds annually					
<b>III-C-6</b>							
		Continue to provide for an open exchange of information and ideas between the public and transportation decision-makers.					
<b>III-C-7</b>							
		Develop public-private partnership strategies and meetings for transit related projects; assist business community with public-private partnership opportunities					
<b>III-D</b>							
	<i>Statewide and Extra-Regional Planning</i>						

**Winston-Salem Area Transportation Planning Organization  
 Unified Planning Work Program (UPWP)  
 Five Year Planning Calendar for Fiscal Years 2026-2031  
 Table 6**

**March 20, 2025**

Task Code	Prospectus Task Code Titles	Task Description	2025 -	2026 -	2027 -	2028 -	2029 -
			2026	2027	2028	2029	2030
	<i>Statewide and Federal Policy Development and Implementation</i>	Review proposed federal transportation legislation, other legislation. Attend Annual TRB, TRB Committees, etc. conferences					
<b>III-E</b>							
	<i>Board Support</i>	Management and operations includes items such as such as: 1) general MPO administration including conducting TAC and TCC meetings and associated material and presentation development; 2) a continuing evaluation of administrative practices and the review and implementation of MPO process enhancements; 3) staff development through professional training courses, seminars, and conferences; 4) subscriptions to professional publications and professional organizational dues; 5) the acquisition of needed software, books, equipment and other materials; and 6) other MPO capacity-building efforts for the TAC, TCC and MPO staff; 7) Provide assistance to other groups and standing committees; 8) Provide Technical assistance for each MPO municipality.					

# ITEM #5

**Winston-Salem Area Transportation Planning Organization  
Transportation Advisory Committee  
Action Request**

**Meeting Date:** March 20, 2025

**Agenda Item Number:** 5

**Action Requested:** Consideration of the City of Winston-Salem’s 2025 update to Winston-Salem Transit Authority’s Public Transportation Agency Safety Plan.

**SUMMARY OF INFORMATION:**                      **Attachments:** Yes X No     

The Federal Transportation Administration (FTA) requires Public Transit agencies to adopt a Public Transportation Agency Safety Plan (PTASP) per 49 CFR Part 673. The PTASP describes the policies, procedures, and requirements to be followed by the management, maintenance, and operations personnel who provide services for the Winston-Salem Transit Authority (WSTA) on behalf of the City of Winston-Salem to provide a safe environment for them, the customers, and the public. The goal of the program is to eliminate the human and fiscal cost of avoidable personal injury, vehicle accidents, and property damage.

Local Safety Committees for transit agencies are required to meet and monitor the progress of the plan in an effort to reduce hazardous conditions and meet safety performance targets. Updates to the plan must be made at least annually.

The FTA issued General Directive 24-1 to address the significant and continuing national-level safety risks related to assaults on transit workers. The General Directive requires each transit agency subject to FTA's Public Transportation Agency Safety Plans (PTASP) Final Rule to, (1) conduct a safety risk assessment, (2) identify safety risk mitigations or strategies, and (3) provide information to FTA on how it is assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers.

The updates to the PTASP include the latest FTA requirement along with annual performance measures and updates to the Hazard and Threat Assessment tables found in Exhibit 1 of the plan. RATP Dev, the contractor providing transit services for WSTA, has made some significant changes to safety monitoring and training which will help WSTA improve its safety performance targets.

**TAC Vote: Motion by:** \_\_\_\_\_ **Second by:** \_\_\_\_\_

**Vote: For** \_\_\_\_\_ **Against** \_\_\_\_\_

**RESOLUTION ADOPTING THE CITY OF WINSTON-SALEM'S 2024 UPDATES TO THE WINSTON-SALEM TRANSIT AUTHORITY (WSTA) PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)**

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

**WHEREAS**, The Federal Transportation Administration (FTA) requires Public Transit agencies to adopt a Public Transportation Agency Safety Plan (PTASP) per 49 CFR Part 673; and

**WHEREAS**, the PTASP rule became effective on July 19, 2019; and

**WHEREAS**, the PTASP describes the policies, procedures, and requirements to be followed by the management, maintenance, and operations personnel who provide services for the Winston-Salem Transit Authority (WSTA) on behalf of the City of Winston-Salem in order to provide a safe environment for the operators, the customers, and the public; and

**WHEREAS**, the Transit Authority's Agency Safety Plan was developed under the guidance of NCDOT using a template of the FTA and is required to be updated by the agency annually unless more frequent updates are necessary; and

**WHEREAS**, Local Safety Committees for transit agencies are required to meet and monitor the progress of the plan in an effort reduce hazardous conditions and meet safety performance targets; and

**WHEREAS**, the goal of the program is to eliminate the human and fiscal cost of avoidable personal injury vehicle accidents and property damage; and

**WHEREAS**, this update includes FTA's final General Directive (24-1) to protect transit workers from assaults by requiring each transit agency subject to FTA's PTASP regulation to conduct a safety risk assessment, identify safety risk mitigations or strategies; and

**WHEREAS**, this update also includes annual performance measures and updates to the Hazard and Threat Assessment tables found in Exhibit 1 of the plan; and

**WHEREAS**, RATP Dev, the contractor operating WSTA, has made some significant changes to safety monitoring and training which will help WSTA improve its safety performance targets; and

**WHEREAS**, WSTA will use the procedures contained in the PTASP to continue to improve the safety and security of their operations and services; and

**WHEREAS**, WSTA's Board of Directors and the Safety Committee of the staff providing services recommends approval of the 2024 updates made to the PTASP.

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Advisory Committee of the



Winston-Salem Area Transportation Planning Organization approves the City of Winston-Salem 2024 updates to the Winston-Salem Transit Authority's Public Transportation Agency Safety Plan (PTASP).

Adopted on this the 20<sup>th</sup> of March, 2025.

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Mike Horn, Chairman  
Transportation Advisory Committee

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Kelly Garvin, Secretary  
Transportation Advisory Committee

# City of Winston - Salem



# Public Transportation Agency Safety Plan

City of Winston Salem



December 1, 2024

## Introduction

The City of Winston Salem, through its Transportation Department, is committed to providing safe, reliable, and efficient public transportation services to the community. As a recipient of Federal Transit Administration (FTA) funding under Section 5307, the city is responsible for developing and certifying the Public Transportation Agency Safety Plan (PTASP) in compliance with 49 CFR Part 673.

The City of Winston Salem contracts with RATP Dev to operate and maintain the Winston-Salem Transit Authority (WSTA), which includes fixed route and complementary paratransit services. This PTASP outlines the safety and management practices, policies, and processes that ensure compliance with FTA regulations while fostering a culture of safety across all transit operations.

Through this plan, the City and RATP Dev collaborate to achieve shared safety goals, ensure regulatory compliance, and continuously improve transit system safety. The city retains ultimate responsibility for overseeing the PTASP in collaboration with the WSTA Board of directors, while RATP Dev implements the daily safety activities outlined in this plan.

## Purpose

The purpose of this PTASP is to:

- Establish a Safety Management System (SMS) that identifies and mitigates safety risks.
- Define clear roles and responsibilities for both the City of Winston Salem and RATP Dev
- Meet FTA requirements for safety performance monitoring, risk management, and safety promotion.

## Scope

This PTASP applies to all public transportation services operated by RATP Dev for WSTA under contract with the City of Winston Salem, including:

- Fixed Route Services
- ADA Complementary Paratransit Services

The plan covers all aspects of transit operations, maintenance, and administration related to safety management. It also defines methods by which the city and RATP Dev will collaborate to monitor, assess, and improve safety performance.

## Shared Responsibilities

### *City of Winston Salem*

- Retains oversight and accountability for transit safety, compliance with FTA requirements, and annual certification of the PTASP.
- Monitors the implementation of safety activities by RATP Dev.

- Facilitates communication and ensures coordination among stakeholders

*RATP Dev, USA*

- Implements daily operational safety practices in alignment with the PTASP
- Identifies, assesses, and mitigates safety risks during service delivery
- Provide safety training and report safety performance data to the city

Through this shared approach, the City of Winston Salem and RATP Dev aim to provide the safest possible transit services for our community's residents and visitors.

## Section 1: Transit Agency Information

### General Information

City of Winston Salem aka WSTA

**Accountable Executive:** Jeffery Fansler, Director of Transportation

**Chief Safety Officer:** Levine Hedgepeth, RATP Dev USA, AGM Safety

1060 North trade St Winston Salem, NC 27101 336-793-3294

Modes of Service: Bus (MB) and Shared Ride Paratransit (SRP)

FTA Funding Sources:

FTA Section 5307

FTA Section 5303

FTA Section 5310

FTA Section 5339

Modes of Service Directly Provided:

- Bus (MB)  Demand Response (DR)  Demand Response Taxi (DT)  Shared ride paratransit (SRP)
- Bus Rapid Transit (RB)  Commuter Bus (CB)  Jitney (JT)  Publico (PB)  Trolleybus (TB)
- Vanpool (VP)

City of Winston Salem/WSTA does not provide transit services on behalf of another transit agency or entity.

RATP Dev USA, Inc. provides the transit modes below on behalf of the following transit agency(s) or entity(s).

Transit Agency: *City of Winston Salem aka Winston Salem Transit Authority WSTA*

Bus (MB) Shared Ride Paratransit (SRP) Demand Response (DR) Demand Response Taxi (DT)

Bus Rapid Transit (RB) Commuter Bus (CB)

Section 2: Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	City of Winston Salem/Winston Salem Transit Authority		
Signature by the Accountable Executive	Jeffery Fansler, Accountable Executive	Date of Signature	
Approval by the Board of Directors or an Equivalent Authority	Winston-Salem Transit Authority Board of Directors	Date of Approval	
	Winston-Salem Transit Authority Safety Plan		
	City of Winston Salem – Transportation Department		
Certification of Compliance	Levine Hedgepeth, CSO	Date of Certification	
	Winston-Salem Transit Authority Public Transportation Agency Safety Plan		
	A copy of the WSTA Board Resolution #20-101, in support of the City of Winston Salem Public Transportation Agency Safety Plan, is maintained on file by the Transit Planning Manager in the Transportation Department.		
<b>Version Number and Updates</b>			
Record the complete history of successive versions of this plan.			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
Number 1 - 2020	Not Applicable	New Document	Dec, 2020
Number 2 - 2023	Safety Committee included	BIL requirements	Nov, 2022
<b>Annual Review and Update of the Public Transportation Agency Safety Plan</b>			
The City of Winston-Salem and RATP Dev USA, Inc. will review and update this plan by July 1 each year. The Accountable Executive will review and approve any changes, sign the new PTASP, and then forward it to the City Manager's Office and City Council for review and approval.			
<i>Include explanation of triggers for Plan updates, process of presenting to AE and BOD for annual approval.</i>			

### Section 3: Safety Performance Targets

#### Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

The targets below are based on a review of the process of the previous two years of the Winston Salem Transit safety performance data.

Rate is Measured/100,000VRM

Measure	Mode of Transit Service	
	Fixed Route Bus	Demand Response
Major Event	5	5
Major Event Rate	1.5	1.5
Collision Rate	65	55
Pedestrian Collision Rate	0	0
Vehicular Collision Rate	50	45
Fatalities	0	0
Fatalities Rate	0	0
Transit Worker Fatalities Rate	0	0
Injuries	10	5
Injuries Rate	0.5	0.5
Transit Worker Injury Rate	7	7
Assaults on Transit Workers	0	0
Rate of Assaults on Transit Workers	0	0
System Reliability	33,596	28,397



Performance Measures:

◆ SAFETY PERFORMANCE MEASURE: FATALITIES (total number of reportable fatalities and rate per total vehicle revenue miles by mode)

Customers, employees and the public

- DATA - Fatalities by mode - 0
- DATA- Revenue miles by mode -1,143,886

◆ SAFETY PERFORMANCE MEASURE: INJURIES (total number of reportable injuries and rate per total vehicle revenue miles by mode)

Customers, employees and the public

- DATA-Accidents with injuries by mode - 26.1 events per total VRM of 1,143,886
- DATA- Revenue miles by mode - 1,143,886

◆ SAFETY PERFORMANCE MEASURE: SAFETY EVENTS (total number of reportable events and rate per total vehicle revenue miles by mode)

Combined above with reportable incidents for customers, employees and the public

- DATA-Safety incidents by mode-56 per total event
- DATA- Revenue miles by mode -1,143,886
- DEFINE - Safety incident vs. other incidents -Was not tracked in FY 2019 and FY 2020

◆ SAFETY PERFORMANCE MEASURE: SYSTEM RELIABILITY (mean distance between major mechanical failures by mode)

Relationship with TAM Plan -State of Good Repair (SGR) by mode

- DATA- Definition of system SGR in TAM
- DATA-Annual target data by mode
- DATA- Reference to TAM plan policies impacting system reliability
- DATA- Include annual System Reliability - 57,678
- DATA- Revenue miles by mode-1,143,886
- DATA- Major mechanical failure by mode with dates -0
- DEFINE- Major mechanical failure
  - Towed from service
  - Brakes
  - Doors

- Engine cooling systems
- Steering, axles and suspension

◆ SAFETY PERFORMANCE MEASURE: TRANSIT WORKER ASSAULTS

Relationship with Agency Safety Plan (ASP) – Worker Safety and Security

- DATA - Definition of transit worker assault in the ASP
- DATA - Annual target data for transit worker assaults
- DATA - Reference to ASP policies and procedures addressing worker safety and assault prevention
- DATA - Include annual number of transit worker assaults – 0
- DATA - Total transit worker hours for the reporting year – 245,000
- DATA - Breakdown of assault types by category and dates (e.g., physical, verbal, or other)
- DEFINE - Transit worker assault:
  - Physical Assault: Any physical contact intended to cause harm, including striking or use of weapons
  - Verbal Assault: Threatening or abusive language directed at workers
  - Other Assaults: Spitting, throwing objects, or other hostile acts against workers

<b>Safety Performance Target Coordination</b>		
Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.		
<b>The City of Winston-Salem will share safety performance targets with the Winston-Salem Area Transportation Planning Organization (WSATPO) as part of its continued coordination of transit data. This data will include Transit Asset Management Plan updates and anticipated capital replacement schedules.</b>		
<b>Targets Transmitted to the State</b>	<b>State Department of Transportation</b>	<b>Date Targets Transmitted</b>
	North Carolina Integrated Mobility Division	<b>December 19, 2024</b>
	<b>Metropolitan Planning Organization</b>	<b>Date Targets Transmitted</b>

<b>Targets Transmitted to the Metropolitan Planning Organization(s)</b>	Winston Salem Area Transportation Planning Organization	<b>February 20, 2024</b>
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## Section 4: Safety Management Policy

### Safety Management Policy Statement:

The City of Winston, through its Transportation Department and RATP Dev, is fully committed to providing a safe and secure public transportation system (WSTA). This commitment is embedded in our policies, procedures, and daily practices, which are guided by the principles of the Safety Management System (SMS).

The City of Winston Salem and RATP Dev collaborate to identify, assess, and mitigate safety risks while fostering a proactive safety culture. We are committed to ensuring the safety of our passengers, employees, and the public through continuous safety performance monitoring and improvement.

This Safety Management Policy serves as the foundation for our PTASP and reflects the following principles:

1. Safety is the highest priority and integral to all transit operations and maintenance activities.
2. Clear roles and responsibilities are established for the city and RATP Dev to ensure compliance with FTA safety requirements.
3. Safety objectives are achieved through hazard identification, risk assessment, and effective mitigations.
4. Employees at all levels are empowered and encouraged to report safety concerns without fear of reprisal.
5. Continuous training, communication, and collaboration support the development of a strong safety culture.

**X**

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Accountable Executive

## Safety Management Policy Communication:

Effective communication of the safety policy is critical to fostering a safety culture throughout the transit organization. The City of Winston Salem and RATP Dev are committed to ensuring that the safety policy is clearly communicated, understood, and actively supported by all employees, contractors, and stakeholders involved in transit operations.

### 1. Communication Goals

The goals of safety policy communication are to:

- Ensure all personnel understand their roles and responsibilities under the Safety Management System (SMS).
- Reinforce the organization's commitment to safety at all levels.
- Promote a culture where employees feel empowered to report safety concerns without fear of reprisal.
- Provide consistent messaging regarding safety priorities, updates, and performance goals.

### 2. RATP Dev Communication Methods

The safety policy is communicated through various channels to ensure it reaches all relevant personnel and stakeholders.

#### Internal Communication

- Employee Handbooks:
  - Include the safety policy and SMS principles in onboarding materials for new hires.
- Safety Briefings and Toolbox Talks:
  - Conducted regularly to discuss the safety policy, procedures, and updates in operational settings.

#### Training Sessions:

- Provide detailed explanations of the safety policy and its implementation during initial and refresher training programs.
- Posters and Signage:
  - Display key elements of the safety policy prominently in break rooms, dispatch centers, and maintenance facilities.

#### Digital Platforms:

- Utilize email newsletters, intranet portals, and mobile apps to disseminate the safety policy and related updates.

## External Communication

- Public Announcements:
  - Share the organization’s commitment to safety through press releases, website updates, and public forums.

## Stakeholder Engagement:

- Communicate the safety policy to external partners, including local government agencies, state safety oversight organizations, and community groups.

## 3. Management Role in Communication

The RATP Dev management team plays an active role in communicating the safety policy.

- Visible Commitment: Management demonstrates their commitment to safety through regular employee engagement, participation in safety meetings, and visible support for SMS initiatives.
- Consistency of Messaging: Management ensures that safety-related messages are consistent across all levels of the organization and align with the safety policy’s objectives.
- Feedback Mechanisms: Management encourages open dialogue and continually solicits employee feedback to improve safety practices and communication efforts.

## 4. Employee Engagement in Safety Policy Communication

Employees are integral to the success of the safety policy and must be actively engaged in its communication.

- Employee Safety Reporting Program (ESRP)
- Encourage employees to report hazards, near-misses, and safety concerns, which are integral to monitoring the effectiveness of the safety policy.
- Safety Committees

## Authorities, Accountabilities, and Responsibilities:

As mentioned in the Safety Policy Statement, the ultimate authority for the success of this PTASP falls to the Accountable Executive (AE). The Chief Safety Officer (CSO), the administration and management team, and employees who fulfill their commitment to safety daily support the AE. Accountable Executive (AE):

The Accountable Executive for the City of Winston Salem is Jeff Fansler, Director of Transportation. The Accountable Executive is responsible for:

- Ensuring the implementation and operation of the SMS.
- Allocating resources necessary to address safety concerns
- Certifying the PTASP annually.

### Chief Safety Officer (CSO):

The Chief Safety Officer (CSO) is Levine Hedgepeth, Assistant General Manager of Safety and Training for RATP Dev USA, designated by RATP Dev USA in consultation with the City of Winston Salem. The CSO is responsible for:

- Managing safety risk processes.
- Monitoring safety performance data and trends
- Coordinating hazard identification and mitigation activities

### Roles and Responsibilities

#### City of Winston Salem

- Oversees compliance with FTA safety regulations
- Reviews of safety performance data provided by RATP Dev USA
- Audits and monitors the operator's implementation of the PTASP

#### RATP Dev, USA

- Implement day-to-day safety policies and procedures
- Conducts safety risk assessments and ensures mitigation are in place
- Reports safety data to the city and participate in regular safety meetings.

### Employee Safety Reporting Program (ESRP):

RATP Dev USA encourages employees to report safety concerns through the Employee Safety Reporting Program.

No employee will face retaliation for reporting safety concerns. All reports are reviewed and addressed promptly to ensure a safe work and service environment.

### Section 5: Safety Risk Management

The Safety Risk Management process is a core component of the Safety Management System and ensures that safety hazards are proactively identified, assessed, and mitigated. The City of Winston Salem, through the Transportation Department, in collaboration with RATP Dev, conducts SRM activities to manage risks to an acceptable level while maintaining compliance with FTA regulations.

#### 1. Hazard Identification:

Hazard identification is a continuous process that involves collecting data and feedback from various sources to identify potential or existing safety risks. The City of Winston Salem and RATP Dev USA jointly participate in this process to ensure a comprehensive approach.

Sources of Hazard Identification

- Employee reports submitted through the Employee Safety Employee Reporting Program
- Review of operational incidents, near misses, and accidents.
- The City of Winston Salem or RATP Dev USA conducts periodic inspections and audits.
- Feedback from passengers and the public.
- Analysis of safety trends using safety performance data.

Hazard Reporting

- All identified hazards are documented in a centralized Hazard Tracking Log maintained by the CSO at RATP Dev, USA, with oversight from the City of Winston Salem.
- Employees are encouraged to report hazards confidentially and promptly via established reporting channels.

1. Risk Assessment

Once hazards are identified, they are assessed to determine the likelihood and severity of potential safety risks. The City of Winston Salem and RATP Dev, USA, collaborate on risk assessments.

A. Risk Assessment Criteria

<b>Table 2 – Hazard Probability Categories</b>		
<b>Description</b>	<b>Level</b>	<b>Probability of occurrence or experience</b>
Frequent	A	Likely to occur frequently or to be continuously experienced
Probable	B	Can be expected to occur more than once in the life of a system or a particular location or piece of equipment
Occasional	C	Likely to occur sometime in the life of a system or a particular location or piece of equipment
Remote	D	Unlikely but possible to occur in the life of a system or a particular location or piece of equipment
Improbable	E	Highly unlikely, but not impossible to occur in the life of a system or a particular location or piece of equipment
Eliminated	F	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.

a. Risk Matrix

The city and RATP Dev USA utilize a standardized Risk Matrix to classify risks as listed below:



**Table 3 – Hazard Severity Categories**

Description	Category	Definition
Catastrophic	1	Significant system loss, or many serious injuries and/or fatalities
Critical	2	Severe injury, and/or major system damage
Marginal	3	Minor injury, minor occupation illness, minor system damage
Negligible	4	Less than minor injury, illness, or system damage

MIL-STD-882E Risk Assessment Matrix				
SEVERITY \ PROBABILITY	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	1A	2A	3A	4A
Probable (B)	1B	2B	3B	4B
Occasional (C)	1C	2C	3C	4C
Remote (D)	1D	2D	3D	4D
Improbable (E)	1E	2E	3E	4E
Eliminated (F)	ELIMINATED			

Hazard Risk Index	Criteria by Index
	Unacceptable. High Priority 1 (Immediate Action must be taken.)
	Undesirable. Medium Priority 2 (See section 2.4.4)
	Acceptable with Review. Low Priority 3
	Acceptable without Review
	Hazard was identified and eliminated.

## b. Risk Prioritization

Risks categorized as high or unacceptable are given priority for mitigation.

### 2. Risk Mitigation

Mitigation measures are developed and implemented to address identified risks. These measures are designed to eliminate hazards, reduce their likelihood, or minimize consequences.

Mitigation Strategies:

- Engineering solutions (e.g., installing protective barriers on vehicles).
- Administrative controls (e.g., revising standard operating procedures, implementing new training programs).
- Enhanced monitoring (e.g., additional audits or performance checks)
- Public Awareness Campaigns (e.g., Signage, communication, patrol)

Roles and Responsibilities for Mitigation:

- City of Winston Salem: Oversees the implementation of mitigation measures and ensures alignment with the PTASP.
- RATP Dev: Executes mitigation actions and reports progress to the City of Winston Salem.

Tracking and Monitoring:

The Hazard Tracking Log documents mitigation measures. Its effectiveness is monitored through regular reviews, performance data analysis, and follow-up inspections.

## Section 6: Safety Performance Monitoring and Measurement

Safety performance monitoring and measurement are essential components of the Safety Assurance process within the Safety Management System (SMS). The City of Winston Salem and RATP Dev USA collaborate to track, evaluate, and improve safety performance, ensuring compliance with FTA regulations and continuous improvement in transit operations.

### 1. Safety Performance Targets (SPTs)

The City of Winston-Salem establishes annual Safety Performance Targets (SPTs) to align with federal and state safety goals. These targets are developed in collaboration with RATP Dev USA and are consistent with the National Public Transportation Safety Plan (NSP).

Key Safety Performance Indicators (SPIs):

- Fatalities: Total number of fatalities and fatality rate per 100,000 vehicle revenue miles (VRM).
- Injuries: Total number of injuries and injury rate per 100,000 VRM.
- Safety Events: Total number of safety events (collisions, derailments, etc.) and rate per 100,000 VRM.
- System Reliability: Mean distance between major mechanical failures (miles).

#### Target Setting Process:

- Analyze historical safety data and identify trends.
- Collaborate with regional stakeholders, such as the North Carolina Department of Transportation or Metropolitan Planning Organization, to ensure alignment with regional goals.
- Update targets annually based on performance reviews and changes in operations.

## 2. Data Collection and Monitoring

Safety performance is continuously monitored using real-time data, periodic reports, and performance audits.

#### Data Sources:

- Incident Reports: Accidents, near-misses, and safety events reported by employees and supervisors.
- Maintenance Records: Vehicle reliability and inspection logs.
- Operator Logs: Daily service reports from bus operators or other personnel.
- Customer Feedback: Complaints or commendations related to safety.

#### Monitoring Tools:

- Hazard Tracking Log: A centralized system for tracking hazards and corrective actions.
- Safety Performance Dashboards: Visual tools used to display real-time performance metrics.
- Audits and Inspections: Regularly scheduled evaluations of transit operations and facilities.

## 3. Safety Performance Reviews

The City of Winston Salem and RATP Dev USA conduct regular reviews of safety performance to identify trends, assess the effectiveness of mitigations, and ensure continuous improvement.

#### Review Frequency:

- Monthly: Performance meetings to discuss key metrics, recent incidents, and corrective actions.

Formal reviews of progress toward Safety Performance Targets.

Comprehensive evaluation of overall safety performance, used to inform updates to the PTASP.

#### Stakeholder Involvement:

- Internal stakeholders, including city staff and private operator management, participate in safety reviews.
- External stakeholders, such as state oversight agencies, may be consulted.

#### 4. Corrective Actions and Continuous Improvement

When safety performance monitoring reveals deficiencies, the City of Winston Salem and RATP Dev USA take corrective actions to address the root causes and prevent recurrence.

##### Corrective Action Process:

1. Identification: Document deficiencies through monitoring, audits, or incident investigations.
2. Analysis: Conduct root cause analysis to determine underlying issues.
3. Action Plan: Develop and implement mitigation measures or process improvements.
4. Tracking: Monitor the implementation and effectiveness of corrective actions.

##### Feedback Loop:

Lessons learned from incidents and corrective actions are incorporated into future training, procedures, and the hazard identification process.

#### 5. Reporting and Documentation

The City of Winston Salem and RATP Dev USA ensure transparency and accountability by maintaining detailed safety performance monitoring activities records.

##### Documentation Requirements:

- Incident reports and investigation summaries.
- Hazard tracking and mitigation logs.
- Safety performance metrics and trends.
- Audit and inspection results.

##### FTA Reporting:

Safety performance data is submitted annually to the National Transit Database (NTD) as required by the FTA.

#### Section 7: Safety Promotion

Safety Promotion is a key SMS component and involves creating a strong safety culture through practical training, communication, and employee engagement. RATP Dev ensures that all employees have the knowledge, skills, and motivation to support a safe public transportation system.

## 1. Safety Training

Comprehensive and ongoing training programs ensure employees understand their roles and responsibilities in maintaining a safe transit system.

### 2. Training Programs:

a. RATP Dev USA provides training tailored to the needs of each employee group, including:

#### Operators:

- Safe driving practices and defensive driving techniques.
- Emergency response procedures.
- Passenger assistance and de-escalation strategies.
- Maintenance Staff:

Safe equipment handling.

- Preventive maintenance procedures.
- Hazardous materials awareness.
- Supervisors and Managers:
- Leadership in safety practices.
- Accident investigation and hazard identification.
- Safety data analysis and reporting.

b. Frequency of Training:

- Initial training is provided during onboarding.
- Refresher training is conducted annually or as needed based on operational changes.
- Specialized training is provided following incidents or updates to safety policies.

c. Training Documentation:

- RATP Dev USA maintains employee training records and shares updates with the City of Winston Salem.
- Training records are audited regularly to ensure compliance with FTA requirements.

## 2. Safety Communication

Effective communication ensures that safety information is shared with employees, contractors, and stakeholders to promote awareness and engagement.

a. Communication Methods:

- Safety Bulletins and Newsletters
- Regularly distributed to employees to highlight safety updates, best practices, and incident lessons learned.

b. Safety Meetings:

- RATP Dev USA conducts monthly safety meetings to review performance and address emerging concerns.
- Digital Platforms
- Email alerts, intranet updates, or mobile apps can be used to disseminate urgent safety information.
- Posters and Signage
- Displayed in workplaces and vehicles to reinforce safety policies and procedures.

c. Two-Way Communication:

- RATP Dev USA encourages open dialogue between employees and management.
- Employees are empowered to report safety concerns through the Employee Safety Reporting Program (ESRP) and receive feedback on how their reports are addressed.

### 3. Building a Safety Culture

A strong safety culture is the foundation of a successful SMS. RATP Dev USA is committed to fostering a positive and proactive approach to safety at all organizational levels.

a. Key Elements of Safety Culture:

Leadership Commitment:

- RATP Dev USA Management demonstrates a visible commitment to safety through active participation and resource allocation.

Employee Engagement:

- Employees are encouraged to take ownership of safety by identifying risks, proposing solutions, and participating in safety committees.

Recognition Programs:

- Safe behaviors and outstanding contributions to safety are recognized through awards and public acknowledgments.

### 4. Coordination Between the City and RATP Dev USA

The City of Winston Salem ensures that RATP Dev USA aligns its safety promotion activities with the objectives of this PTASP.

- Regular coordination meetings discuss training needs, communication strategies, and safety culture initiatives.
- Joint safety campaigns are developed to address seasonal risks, high-priority concerns, or significant operational changes.

#### Section 8: Additional Information

This PTASP was developed from information in the other City of Winston Salem and RATP Dev documents, policies, procedures, and manuals. The documents listed below include the following:

- RATP Dev USA Employee Handbook
- RATP Dev USA Industrial Safety Program
- RATP Dev USA Safety Program
- WSTA's Vehicle Maintenance Plan
- City of Winston Salem Safety Policies and Procedures
- RATP Dev USA Facility Maintenance Plan
- RATP Dev USA Training Manual

#### Section 9: Definitions of Terms Used in the Safety Plan

The City of Winston Salem and RATP Dev USA incorporate FTA's definitions in 49 CFR § 673.5 of the Public Transportation Agency Safety Plan regulation.

- Accident means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
- Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
- Equivalent Authority means an entity carrying duties like that of a Board of Directors for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.
- Event means any Accident, Incident, or Occurrence.
- Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

- Incident means an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
- Investigation means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
- National Public Transportation Safety Plan means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.
- Occurrence means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
- Operator of a public transportation system means a provider of public transportation as defined under 49 U.S.C. 5302.
- Performance measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
- Performance target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time required by the FTA.
- Public Transportation Agency Safety Plan (or Agency Safety Plan) means the documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673.
- Risk means the composite of predicted severity and likelihood of the potential effect of a hazard.
- Risk mitigation means a method or method to eliminate or reduce the effects of hazards.
- Safety Assurance means processes within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
- Safety Management Policy means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees regarding safety.
- Safety Management System means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
- Safety performance target means a performance target related to safety management activities.
- Safety Promotion means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
- Safety risk assessment means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.



- Safety Risk Management means a process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risks.
- Serious injury means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date when the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second or third-degree burns, or any burns affecting more than 5 percent of the body surface.
- Transit agency means an operator of a public transportation system.
- Transit Asset Management Plan means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.

Section 10: Commonly Used Acronyms

Acronym	Word or Phrase
ADA	Americans with Disabilities Act of 1990
ASP	Agency Safety Plan (also referred to as a PTASP in Part 673)
CFR	Code of Federal Regulations
WSTA	Winston Salem Transit
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
NCDOT	North Carolina Department of Transportation
MPO	Metropolitan Planning Organization
Part 673	49 CFR Part 673 (Public Transportation Agency Safety Plan)
SMS	Safety Management System
SSP	System Safety Plan
u.s.c.	United States Code
VRM	Vehicle Revenue Miles

XHIBIT 1 HAZARD AND  
THREAT ASSESSMENTS



The city of  
Winston Salem

Accident and Incident Assessment

Threat/Hazard	<b>A.</b>  <b>Likelihood</b> 1=Improbable  10=certain	<b>B.</b>  <b>Impact on Service Delivery</b> 1=minor  10=catastrophic	<b>C.</b>  <b>Financial Impact</b> 1=negotiable  10=catastrophic	<b>Vulnerability Index</b>  <b>(A+B+C)</b>
<b>Accidents &amp; Incidents</b>				
Minor Vehicle Collision	5	1	1	7
Major Collision no injuries	1	1	1	3
Major Collision injury/injuries	1	1	1	3
Major Collision fatality	1	1	5	7
Passenger Injury before boarding/ after alighting	1	1	1	3
Passenger Fall On vehicle/ no injury	1	1	1	3
Passenger Fall on vehicle/. injury	1	1	1	3
Employee Injury	1	1	1	3
Wheelchair Lift Failure/no injury	1	1	1	3
Wheelchair Lift Failure/injury	1	1	1	3
Injury based on Securement Problem	1	1	1	3



# The city of Winston Salem

## Organizational Infrastructure Assessment

Threat/Hazard	A. Likelihood 1=improbable 10=certain	B. Impact on Service Delivery 1=minor 10=catastrophic	C. Financial Impact 1 =negotiable 10=catastrophic	Vulnerability Index (A+B+C)
<i>Organizational Infrastructure</i>				
Trespassing	1	1	1	3
Vandalism	1	1	1	3
Employee Theft	1	1	1	3
Bomb Threat	1	5	10	16
Dangerous Mail	1	5	10	16
Brief Power Outage	1	1	1	3
Extended Power Outage	1	5	1	7
Hard Drive Crash/Cyber Attack	1	1	1	3
Loss of Landline Phone Service	1	1	1	3
Loss Of Cell Phone Service	1	1	1	3
Loss Of Radio System	1	5	1	7
Minor Structural Fire	1	1	1	3
Major Structural Fire	1	5	5	11
Vehicle Fire without injuries	1	1	5	7
Vehicle Fire with injury/ fatality	1	1	10	12



The city of  
**Winston Salem**

Acts of Nature Assessment

<b>Threat/Hazard</b>	<b>A. Likelihood</b> 1=improbable 10=certain	<b>B. Impact on Service Delivery</b> 1=minor 10=catastrophic	<b>C. Financial Impact</b> 1=negotiable 10=catastrophic	<b>Vulnerability Index (A+B+C)</b>
<i>Acts of Nature</i>				
Flooding in community	10	3	1	14
Flooding of transit facilities	1	1	1	3
Severe Winter Weather	10	5	5	20
Fog	10	5	1	16
Tornado	1	1	1	3
Severe Thunderstorms	10	5	1	16
Fires	1	1	1	3
Landslide/ Rockslide/ Mudslide/ Sinkhole	5	2	1	8



# The city of Winston Salem

## Winston-Salem Hazardous Materials Assessment

<b>Threat/Hazard</b>	<b>A. Likelihood</b> 1=improbable 10=certain	<b>B. Impact on Service Delivery</b> 1=minor 10=catastrophic	<b>C. Financial Impact</b> 1=negotiable 10=catastrophic	<b>Vulnerability Index (A+B+C)</b>
<i>Hazardous Materials</i>	5	1	1	7
Blood borne Pathogen Spill	5	1	1	7
Toxic Release	1	1	1	3
Fuel Related Event	5	1	1	7



The city of  
Winston Salem

Assaults on Transit Workers

Threat/Hazard	A. Likelihood 1=improbable 10=certain	B. Impact on Service Delivery 1=minor 10=catastrophic	C. Financial Impact 1=negotiable 10=catastrophic	Vulnerability Index (A+B+C)
<i>Criminal Activity</i>				
Non-employee Theft	5	1	1	7
Menacing Behavior on Vehicle	10	1	1	12
Assault on Vehicle	10	1	1	12
Assault on Employees at or near facility	5	1	1	7
Shooter on Vehicle	5	1	1	7
Hostage Situation on Vehicle	5	1	1	12



Threat/Hazard	A. Likelihood 1=improbable 10=certain	B. Impact on Service Delivery 1=minor 10=catastrophic	C. Financial Impact 1=negotiable 10=catastrophic	Vulnerability Index (A+B+C)
<i>Terrorism</i>				
Suspicious Item on Vehicle	5	1	1	7
Improvised Explosive Device	1	1	1	3
Chemical Weapon	1	1	1	3
Biological Weapon	1	1	1	3
Radiological Weapon	1	1	1	3





The city of  
**Winston Salem**  
 Prioritized Risk Reduction

<i>Vulnerabilities Identified</i>		<i>Risk Reduction Actions Planned</i>
1	Accidents and Incident Assessments	Investigate accidents and collect the necessary information and data needed.  Use data and information compiled to retrain and provide additional training for staff.
2	Organization Infrastructure Assessment	Ensure phones have the capability of recording all phone calls received at the facility.  Work with law enforcement to investigate major vulnerabilities identified and secure facility.
3	Acts of Nature Assessment	Work with Emergency Operation Center to address specific nature threat/hazard using established emergency procedures to address each vulnerabilities identified.  Work with staff to ensure they work with the public when dealing with natural disaster.
4	Hazardous Materials Assessments	Review OSHA guidelines and procedures to address major vulnerabilities identified. Work with OSHA to ensure staff is aware of and adhere to OSHA requirements.  Provide ongoing and additional training on OSHA requirements to staff.
5	Criminal Activity Assessment	Examine operational procedures for criminal activities through active review of videos posted throughout facilities and vehicles.  Work with law enforcement on training opportunities to ensure staff are held responsible for their actions.
6	Domestic or International Terrorism Assessment	Work with subject matter expertise to provide training to staff on terrorism and recognize acts of terrorism.  Monitor and evaluate corrective actions implemented to address local and international terrorism acts.

# ITEM #6

**Winston-Salem Area Transportation Planning Organization  
Transportation Advisory Committee  
Action Request**

**Meeting Date:** March 20, 2025 **Agenda Item Number:** 6

**Action Requested:** Consideration of Fiscal Year 2026 Congestion Mitigation and Air Quality (CMAQ) and Fiscal Year 2024 and 2025 Carbon Reduction Program (CRP) Projects for the Winston-Salem Area Transportation Planning Organization (WSATPO).

**SUMMARY OF INFORMATION:** **Attachments:** Yes X No     

Congestion Mitigation & Air Quality (CMAQ) is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants. In North Carolina, the North Carolina Department of Transportation (NCDOT) serves as the administrator for this program. Funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of air quality problems.

Carbon Reduction Program (CRP) is a federal program that funds projects that reduce on-road emissions of carbon dioxide. This program is also administered by NCDOT.

On October 1, 2024, the Winston-Salem Area Transportation planning Organization issued a call for projects that concluded on November 13, 2024, with no applicants. The call for projects was reopened on December 10, 2024, and concluded on January 3, 2025. This call for projects will program a total of \$2,892,313 across the two programs. Of that, 64.1% is \$1,854,497 in FY26 CMAQ funding and 35.9% is \$1,037,816 in FY24 and FY25 CRP funding. Broken down by fiscal year, the CRP allocation is based on unallocated amounts from FY24 (\$124,000) and the full allocation amount for FY25 (\$913,816). Based on discussions between the TPO, NCDOT/FHWA, and the Village of Clemmons, the previously approved \$124,000 for the Village of Clemmons' electric vehicle (EV) purchase of two F-150 Lightning Trucks has been unallocated.

Two (2) candidate projects totaling \$2,600,000 were submitted for funding consideration during the call for projects. Emissions reductions as estimated by the Forsyth County Office of Environmental Assistance and Protection (FCOEAP) constituted 50% of the score, and the quantitative checklist and project narratives each constituted 25%. Since project requests did not exceed the amount of available funds and both projects are eligible under CMAQ and CRP, staff recommends that both projects receive full funding as shown below:

**TAC Vote: Motion by:** \_\_\_\_\_ **Second by:** \_\_\_\_\_

**Vote: For** \_\_\_\_\_ **Against** \_\_\_\_\_

1. Piedmont Authority for Regional Transportation (PART), requesting \$1,800,000 for the Winston-Salem/High Point PART Express Route – 1-74 Corridor. Full funding in the amount of \$1,800,000 is recommended.
2. City of Winston-Salem, requesting \$800,000 for Downtown Streetlight Procurement and Replacement. Full funding in the amount of \$800,000 is recommended.

The Forsyth County Office of Environmental Assistance & Protection evaluated all projects to determine the daily pollutant reduction in kilograms. The FCOEAP uses a series of computer models that estimate the average emissions for different types of highway vehicles. The vehicle emission factors, projected number of vehicles a project will remove from the network, and dynamics are used to determine the annual emissions reduction. The recommended projects are projected to yield a daily reduction in pollution of 24.479 kilograms per day and 784.556 kilograms per day, respectively.

Winston-Salem Area TPO staff scored projects using a quantitative checklist.

The Project Selection Committee rated each of the projects based on how the applicants responded to narrative prompts.

The attached includes a table summarizing the funding recommendations, each project's emissions evaluation and application, and documentation of the final FY 2026 CMAQ and FY 2024 and FY 2025 CRP allocations for the WSATPO.

**RESOLUTION  
APPROVING THE FISCAL YEAR 2026 CONGESTION MITIGATION AND AIR  
QUALITY (CMAQ) AND FISCAL YEARS 2024, 2025 CARBON REDUCTION  
PROGRAM (CRP) PROJECTS FOR THE WINSTON-SALEM AREA  
TRANSPORTATION PLANNING ORGANIZATION**

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

**WHEREAS**, Congestion Mitigation & Air Quality (CMAQ) is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants; and

**WHEREAS**, Carbon Reduction Program (CRP) that funds transportation projects that reduce on-road emissions of carbon dioxide; and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) allocated \$1,854,497 to the WSATPO for FY 2026 CMAQ program; and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) allocated \$913,816 to the WSATPO for FY 2025 CRP program; and

**WHEREAS**, the previously approved FY 2024 CRP funds for Village of Clemmons EV project in the amount of \$124,000 was unallocated; and

**WHEREAS**, the total amount recommended for allocation in this call is \$2,892,211; and

**WHEREAS**, two (2) candidate projects were submitted for funding consideration:

1. the Piedmont Authority for Regional Transportation (PART) requested \$1,800,000 for the Winston-Salem/High Point PART Express Route – I-74 Corridor and
2. the City of Winston-Salem requested \$800,000 for Downtown Streetlight Procurement and Replacement.

**WHEREAS**, TPO staff recommend both projects for full funding under the FY 2026 Congestion Mitigation and Air Quality Improvement Program and FY 2024, FY 2025 Carbon Reduction Program; and

**WHEREAS**, the Forsyth County Office of Environmental Assistance & Protection evaluated each project to determine the daily pollutant reduction in kilograms and the selected two (2) projects are projected to yield a daily reduction in pollution of 24.479 kilograms per day and 784.556 kilograms per day, respectively; and

**WHEREAS**, the Project Selection Committee unanimously approved the funding recommendations as proposed by the TPO staff; and

**WHEREAS**, as required by the WSATPO's Public Participation Policy, the projects and

funding recommendations were available for public review and comment for at least thirty (30) days, between February 20, 2025, and March 20, 2025 and no comments were received;

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization has reviewed and approves the recommended ranking and funding of candidate CMAQ and CRP projects as shown in the attached table for the Winston-Salem Area and amends the Winston-Salem Area 2024–2033 Transportation Improvement Program (TIP).

Adopted on this the 20<sup>th</sup> day of March, 2025.

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Mike Horn, Chairman  
Transportation Advisory Committee

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Kelly Garvin, Secretary  
Transportation Advisory Committee

**Winston-Salem Area Transportation Planning Organization**  
**Congestion Mitigation and Air Quality Program (CMAQ) & Carbon Reduction Program (CRP)**  
**Candidate Projects for FY 2026 CMAQ & FY 2024, 2025 CRP Funding**  
**March 20, 2025**

Ranking	Organization	Project Description	Total Annual Emissions Reduction (kg/year)	Criteria Pollutant (CO, NO <sub>x</sub> , VOCs) Total Daily Emissions Reduction (kg/day)	Requested Amount (CMAQ + CRP Funds)	Applicant Local Match	Recommended Fiscal Year 2024, 2025 CRP Funds	Recommended Fiscal Year 2026 CMAQ Funds	Recommended Total
1	Piedmont Authority for Regional Transportation (PART)	Winston-Salem/High Point PART Express Route – I-74 Corridor	286,362.94	784.556	\$1,800,000	\$450,000	\$0	\$1,800,000	\$1,800,000
2	City of Winston-Salem	Downtown Streetlight Procurement and Replacement	8,934.835	24.479	\$800,000	\$250,000	\$800,000	\$0	\$800,000
		Total Requested			\$2,600,000				
		Total Available			\$2,892,313				
		Amount Allocated – CRP					\$1,037,816		
		Amount Allocated – CMAQ						\$1,854,497	
		TPO 2024, 2025 Combined CRP Allocation			\$1,037,816				
		TPO 2026 Annual CMAQ Allocation			\$1,854,497				
		Remaining Funding			\$292,313				

Application Scores, Ranks, and Funding Recommendations

CMAQ and CRP Emissions Reductions	Total Emissions Reduced (kg/yr)	Rank	Project Cost	Total Project Cost: Emissions Reduction Ratio	Rank	Weighted Total
<b>PART   Winston-Salem/High Point Express – I-74 Corridor</b>	286,362.94	1	\$1,800,000	6.285729571	1	0.50
<b>Winston-Salem   Downtown Streetlight Procurement and Replacement</b>	8,934.834	2	\$800,000	89.53718787	2	1

CMAQ and CRP Checklist Assessment	Score	Rank	Weighted Total
<b>PART   Winston-Salem/High Point Express – I-74 Corridor</b>	50/60	1	0.25
<b>Winston-Salem   Downtown Streetlight Procurement and Replacement</b>	30/60	2	0.5

CMAQ and CRP Narrative Assessment	Reviewer 1	Reviewer 2	Reviewer 3	Reviewer 4	Reviewer 5	Reviewer 6	Cumulative Score	Rank	Weighted Total
<b>PART   Winston-Salem/High Point Express – I-74 Corridor</b>	13	13	12	11	12	13	74	1	0.25
<b>Winston-Salem   Downtown Streetlight Procurement and Replacement</b>	10	11	4	10	11	10	56	2	0.50

Tabulation	Cumulative Weighted Score
<b>PART   Winston-Salem/High Point Express – I-74 Corridor</b>	1
<b>Winston-Salem   Downtown Streetlight Procurement and Replacement</b>	2

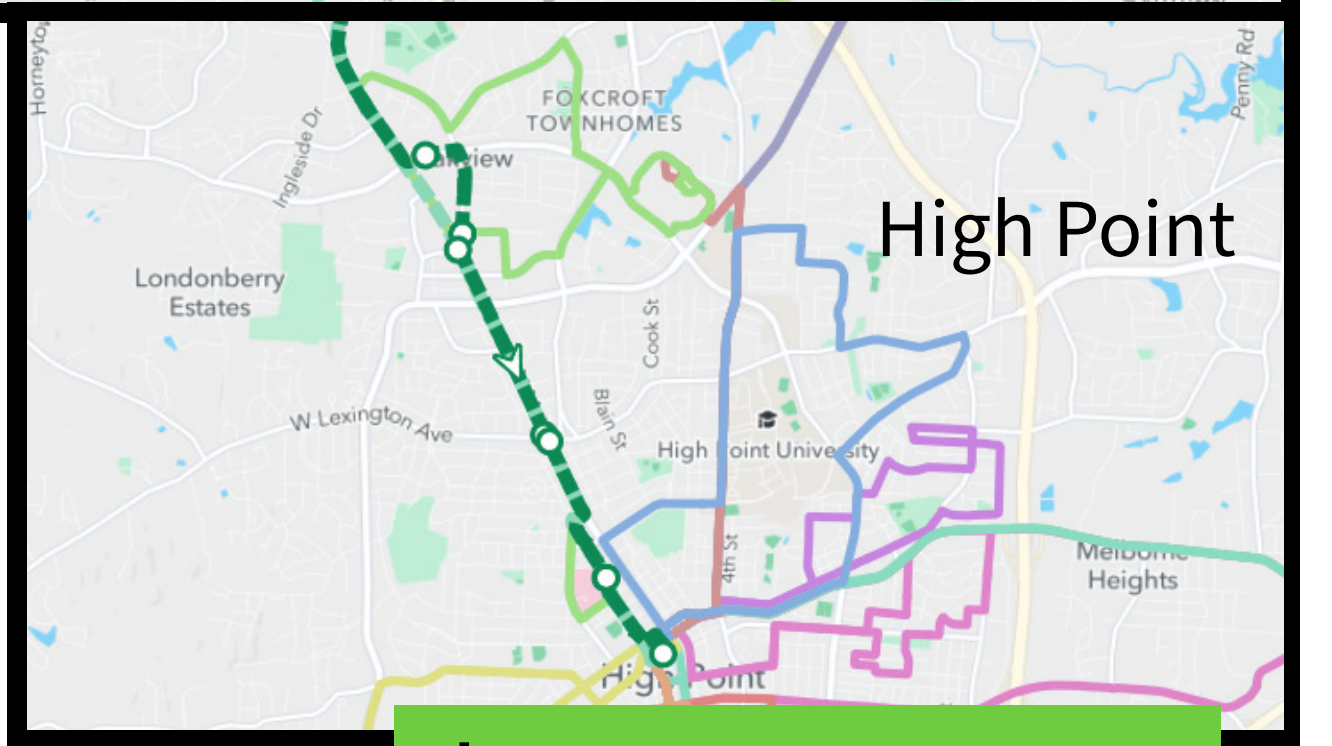
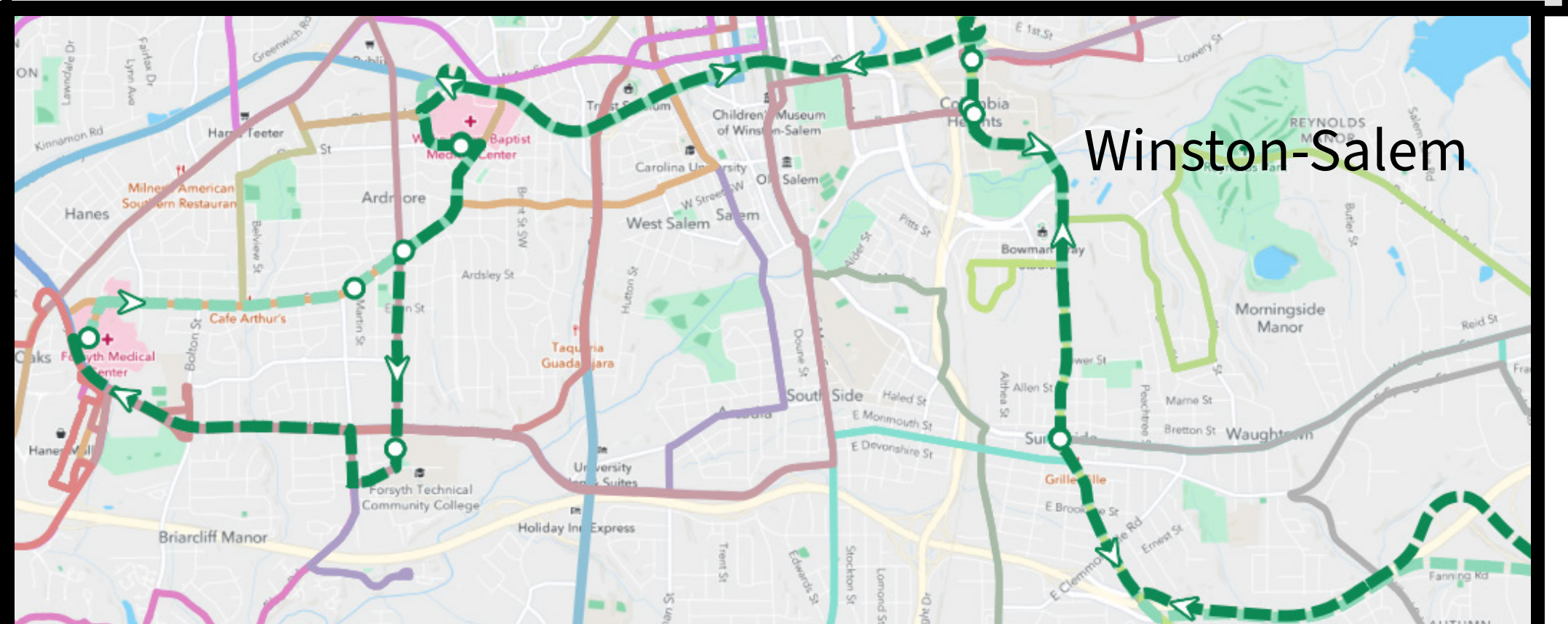
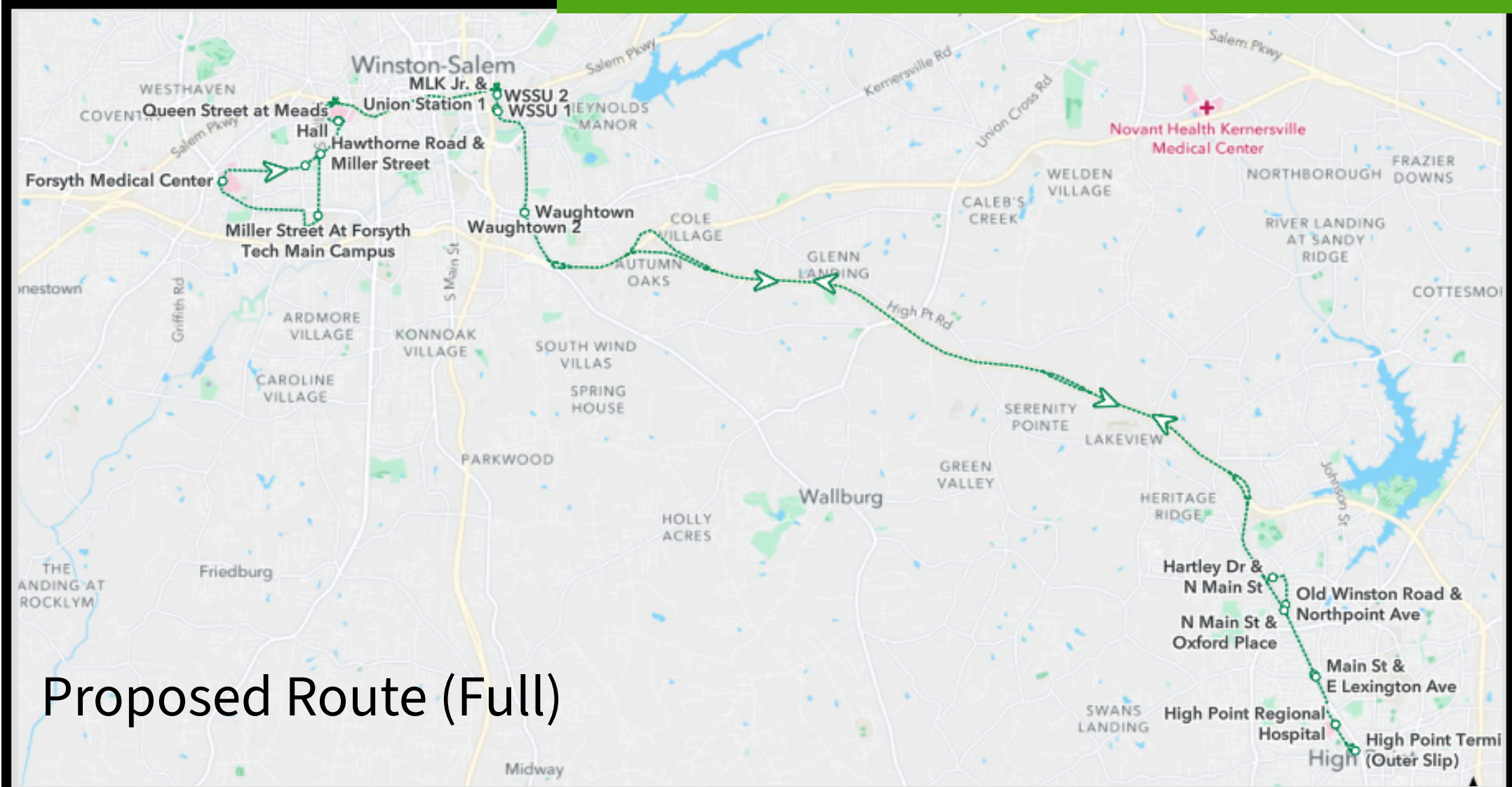
Project	Rank	Recommendation
<b>PART   Winston-Salem/High Point Express – I-74 Corridor</b>	1	\$1,800,000 CMAQ Only
<b>Winston-Salem   Downtown Streetlight Procurement and Replacement</b>	2	\$800,000 CRP Only



# Winston-Salem/High Point PART Express Route - I-74 Corridor

# #1

## PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION (PART)



**DISCLAIMER:** The information contained in these maps are for informational purposes only. The City of Winston-Salem, Forsyth County, and the Winston-Salem Area TPO make no warranty, representation, or guarantee as to the accuracy of any information contained herein.

**\$1.8 million**

**~286,362.94 kg/year**

Annual Emissions Reduction as estimated by the FCOEAP<sup>12</sup>

Recommended Funding 100% of requested funding

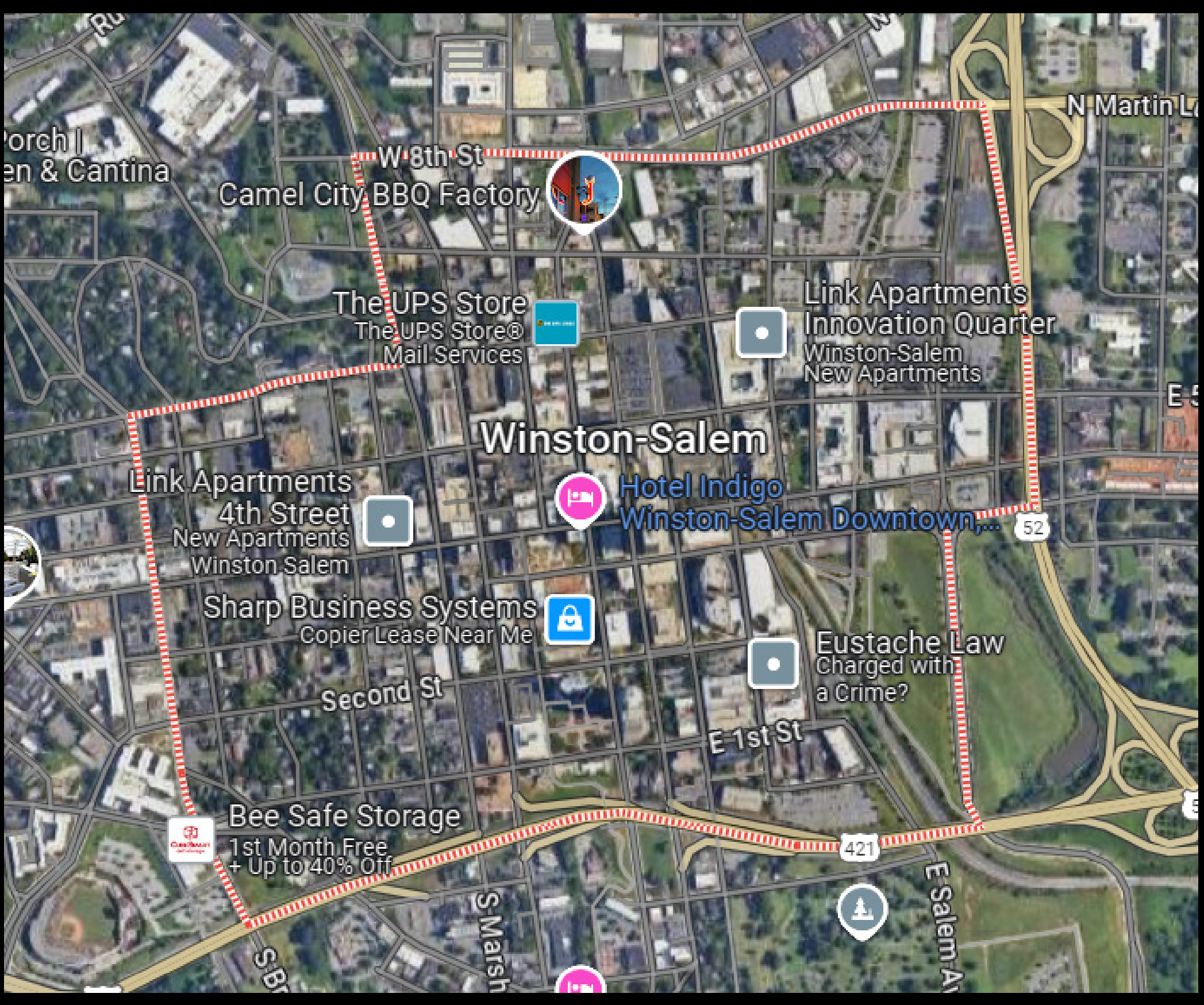
#2

# Downtown Streetlight Procurement and Replacement

## City of Winston-Salem

\$800,000

Recommended Funding  
100% of requested funding



~8,934.84 kg/year

Annual Emissions Reduction  
as estimated by the FCOEAP

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## **APPLICATION PACKAGE | Table of Contents**

- I. NCDOT CMAQ Application & Required Supporting Documents**
- II. Commonly Required CMAQ Toolkit Data Inputs**
- III. Checklist Assessment (WSUAMPO USE ONLY)**
- IV. Narrative Application**

## **Part I. NCDOT CMAQ Application & Required Supporting Documents**

1. On the following pages, please fill out **the NCDOT CMAQ Project Application Form**.
2. Please attach or combine a **PDF letter of support from the principal elected official or chief executive indicating support for 20% local match**.
3. Please attach or combine any other **supporting documentation** for the application, including project maps, Council minutes, feasibility studies, etc.



# CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY	
APP ID	STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

## GENERAL PROJECT INFORMATION

### 1 SELECT CMAQ PROJECT TYPE

PO Allocation	Competitive	DOT Allocation
---------------	-------------	----------------

### 2 SELECT MPO/RPO(S)

Burlington-Graham MPO	Gaston-Cleveland-Lincoln MPO	Land of Sky RPO	Triangle RPO
Cabarrus-Rowan MPO	Greensboro MPO	NW Piedmont RPO	Unifour RPO
Capital Area MPO	Hickory MPO	Rocky Mount MPO	Upper Coastal Plain RPO
Charlotte Regional TPO	High Point MPO	Rocky River RPO	Winston-Salem MPO
Durham-Chapel Hill-Carrboro MPO	Kerr-Tar RPO	Southwestern RPO	

### 3 PROJECT SPONSOR INFORMATION

Agency			
Contact Name			
Contact Title			
Address			
Telephone		Email Address	

### 4 PROJECT INFORMATION

Title	
Description	

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

## PROJECT COSTS & DELIVERY SCHEDULE

### 5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

- CMAQ projects are awarded by State Fiscal Years (FY). FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2020 is from July 1, 2019 through June 30, 2020.
- Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
- Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
- In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2020 Ford Escape lists for \$27,000 and a 2020 Ford Escape Hybrid lists for \$33,000. The total CMAQ-eligible funding for purchase of this AFV would be: \$33,000 - \$27,000 = \$6,000 (subject to local match).

**Check box if this project is not typical 80/20 split. The minimum split is 80/20.**

Phases(s)	CMAQ Amount	Matching Amount	Total	FY
Planning, Engineering & Design				
Right-of-Way				
Construction				
Transit Operation				
Transit Implementation				
Non-transit Implementation				
<b>Project Total</b>				

### 6 ANTICIPATED PROJECT MILESTONE DATES

\* Milestone dates must coordinate with funding schedule in Section 5.  
 \* Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

Milestone(s)	Month/Year
Planning & Environmental document to be complete:	
Plans, Specifications & Estimate package to be complete:	
Right-of-Way acquisition to begin:	
Anticipated let date (opening of bids):	
Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses):	

**7 LIST THE SOURCE(S) OF MATCHING FUNDS:**

**8 TRANSIT START-UP INFORMATION**  
 Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. *This funding is limited to three years.* Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.  
 (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

**GENERAL PROJECT INFORMATION**

**9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):**

\* Indicates partial county AQ designation

Cabarrus	Davidson	Edgecombe	Gaston	Haywood*	Lincoln	Orange	Swain*
Catawba	Davie	Forsyth	Granville	Iredell*	Mecklenburg	Person	Union
Chatham*	Durham	Franklin	Guilford	Johnston	Nash	Rowan	Wake

**10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):**

Transportation Control Measures	Extreme Low-Temperature Cold Start Programs
Alternative Fuels	Congestion Relief & Traffic Flow Improvements
Transit Improvements	Bicycle/Pedestrian Facilities & Programs
Transportation Management Associations	Carpooling & Vanpooling
Freight/Intermodal	Diesel Engine Retrofits
Idle Reduction	Training
Travel Demand Management	Public Education & Outreach Activities
I/M Programs	Experimental Pilot Projects

**11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):**

Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for single occupancy vehicle (SOV) travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
Programs for improved public transit
Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
Employer-based transportation management plans, including incentives
Trip-reduction ordinances
Traffic flow improvement programs that reduce emissions
Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
Multiple-occupancy vehicle programs or transit service
Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
Programs for the provision of all forms of high-occupancy, shared-ride services
Programs to limit portions of road surfaces/certain sections of main area to the use of non-motorized vehicles or pedestrian

Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
Programs to control extended idling of vehicles
Reducing emissions from extreme cold-start conditions
Employer-sponsored programs to permit flexible work schedules
Public Education & Outreach Activities

**12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:**

New facilities associated with a service increase	New vehicles used to expand the transit fleet
Operating assistance for new service (limit three years)	Fare subsidies as part of program to limit exceedances of NAAQS

**13 EMISSIONS REDUCTION CRITERIA** **ATTENTION: WSUAMPO Staff and FCOEAP will fill out this section**  
**QUANTITATIVE** analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• **Indicate the type of analysis completed:**  Quantitative  Qualitative

**For QUANTITATIVE analyses, list the expected daily emissions BEFORE and AFTER project implementation:**

Pollutant	Daily Emissions Before (kg)	Daily Emission After (kg)	Daily Emissions Reduction (kg)
Carbon Monoxide (CO)			
Volatile Organic Compounds (VOC)			
Oxides of Nitrogen (NOx)			
Particulate Matter (PM2.5)			
Carbon Dioxide equivalent (CO <sub>2</sub> e)			
<b>Total Daily Emissions (kg)</b>			

• **Describe the method used to estimate the emissions reduction and show calculations:**  
**(ATTACH ADDITIONAL SHEET(S) IF NEEDED)**

**14 MISCELLANEOUS**

For construction of trails, has the Department of Interior been contacted	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Will the ITS project conform to the National ITS architecture	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A

**15 SUPPORTING INFORMATION CHECK LIST**

**Check supporting information included as attachment(s) to this application:**

MPO/RPO Support Resolution (Required for PO ALLOCATION proposals)
Additional project description and/or details
Map of general project location
Complete emissions calculations
Any assumptions used
Other, please specify:

**16 MPO/RPO PRIORITY INFORMATION (OPTIONAL)**

**This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests:**

**17 SUBMIT**

- 1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
- 2) Upload application as single PDF document to CMAQ Sharepoint Website

**Part II. Commonly Required CMAQ Toolkit Data Inputs**

The tables below summarize input data needed to run CMAQ Toolkit models for the most requested project types. Please fill out the tables corresponding to your project type, if applicable. Please contact the designated MPO staff with any questions. Please also review the data requirements for the project types at the link below. If applicant prefers to submit a pre-filled spreadsheet, please include that with this application instead of filling out this form.

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/toolkit/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/)

**Bicycle & Pedestrian Improvements**

Estimate the shift in daily motorized passenger vehicle trips to non-motorized passenger trips due to the bicycle and pedestrian project. (Passenger Vehicle Trips / Day: Before and After Counts)	
Enter the typical one-way trip distance.	

**EV & Infrastructure Purchase/Installation**

Vehicle being replaced: Type / Model Year / Conventional Fuel Used	
Miles traveled by fleet (annual)	
Model year of EV to be purchased	
Miles traveled by new EV (annual)	
Will distance to your primary charging facility increase/decrease?	
If unrestricted access to infrastructure, estimate number of vehicles in your study area	
If unrestricted access, enter projected market share of replacement EVs after construction of facility	

**Transit Bus Service and Fleet Expansion or Bus Replacement**

# Days in Operation / Year		
Transit Bus Miles Traveled: Before and After		
Annual Passenger Vehicle Miles Traveled Before and After OR # Annual Passenger Trips Diverted by Project (Provide Before and After)		
Model Year of Replacement Bus vs. Current Bus	Current:	Replacement:
VMT of Replacement Bus vs. Current Bus	Current:	Replacement:



**Intersection Improvements**

<u># Peak Hours</u>		<u>AADT</u>		<u>Peak Hour Volume</u>		<u># of Lanes</u>		<u>Truck %</u>	
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW1</u>	<u>RW1</u>	<u>RW2</u>
<u>Existing Delay per Vehicle (sec/veh)</u>		<u>Existing Left Turn Phase (Y/N)</u>		<u>Existing Right Turn Phase (Y/N)</u>		<u>Proposed Cycle Length (if Signalized intersection)</u>		<u>Left Turn Lanes to Add (#)</u>	
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>			<u>RW1</u>	<u>RW2</u>
<u>Proposed Left Turn Phase (Y/N)</u>		<u>Proposed Right Turn Phase (Y/N)</u>		<u>Ratio of Green Time per Cycle Time</u>					
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>				

Enter any other supporting information or data to help with running the model.

**PART III. Checklist Assessment**

Winston-Salem/High Point PART  
Express Route - I-74 Corridor

**THIS FORM FOR WINSTON-SALEM URBAN AREA MPO STAFF ONLY!  
INCLUDED FOR ILLUSTRATIVE PURPOSES**

50/60

CRITERIA	MPO STAFF NOTES
<input type="checkbox"/> Project located on, along, or adjacent to a congested corridor as determined by RITIS Analysis or Congestion Management Process (CMP) [5 pts.] <ul style="list-style-type: none"> <li>• CMP <a href="#">Congested Corridors</a> or Travel Time Index <math>\geq 1.5</math> per <a href="#">RITIS</a></li> </ul>	Yes (+5)
<input type="checkbox"/> Project incorporates one or more strategies outlined in the <a href="#">CMP</a> [5 pts.]	Yes - 1, 3 (+5)
<input type="checkbox"/> Incorporates proven safety countermeasure as <a href="#">outlined by FHWA</a> or similar. [5 pts.]	No (0)
<input type="checkbox"/> Project improves the safety of a corridor with significant number of <a href="#">bicycle/pedestrian crashes</a> in the last 5 years (defined as within 0.5 miles of project area) per NCDOT’s Bicycle and Pedestrian Crash Map. [5 pts.- 5 or more, 3 pts.- 2 to 4, 1 pt.- at least 1]	5 or more bike/ped crashes (+5)
<input type="checkbox"/> Project provides enhanced connection to community health resources (defined as within 1/3 mile of recreational space, hospitals or medical facilities, access to fresh food, etc.) [5 pts.]	Yes - Forsyth Medical Center, High Point Regional Hospital, etc. (+5)
<input type="checkbox"/> Project is in a census block group with a TDI score of 12 or higher determined by the <a href="#">NCDOT Transportation Disadvantage Index</a> tool. [5 pts.]	Yes - Union Station, WSSU, downtown High Point (+5)
<input type="checkbox"/> Project is in a census block group with a minority and low-income population above the MPO average as identified in the Metropolitan Transportation Plan ( <a href="#">MTP</a> ). [5 pts.]	Yes (+5)
<input type="checkbox"/> Project will upgrade facilities to be ADA compliant and/or remove obstacles and other physical barriers to accessibility. [5 pts.]	Yes - adding transit service removes a barrier to those unable to drive (+5)
<input type="checkbox"/> Project is included in adopted plan. [5 pts.]	Yes - CTP (+5)
<input type="checkbox"/> Engineering feasibility study or equivalent preparation complete. [5 pts.]	Yes - Service Route Analysis (+5)
<input type="checkbox"/> Applicant represents community or organization that has not received funding in the last 4 years of federal calls for projects. [5 pts.]	No (0)
<input type="checkbox"/> Project provides new link to existing or funded sidewalk, bicycle, or transit facilities. [5 pts. – 3 or more 3 pts. – 2 or more 1 pt. – 1 or more]	Yes - Transit, Sidewalk (+5)

## **Part IV. Narrative Application**

### **CMAQ & CRP Project Narrative Application**

Please address the five (5) questions in the application below fully, limiting your response to 1–2 paragraphs per prompt. This section of the application will be evaluated by a project selection committee and ranked according to the rubric on the following pages and in the context of all other projects. It is worth 25% of the project’s cumulative ranking.

Project Title: \_\_\_\_\_

#### **1. Congestion Management**

The CMAQ program focuses on reducing environmentally harmful emissions and relieving the congestion that gives rise to emissions. Congestion due to idling is a contributor to emissions in the Winston-Salem Urban Area and improving the mobility and accessibility for people and goods across the region is Goal #1 of the region’s Metropolitan Transportation Plan. Describe how your project would help address congestion concerns along the corridor, in its vicinity, and the transportation network as a whole. How might the project help contribute to performance measure goals as outlined in the Congestion Management Process?

## **2. Community Health and Safety**

Goals 3 through 6 of the Metropolitan Transportation Plan focus on “Healthy Community” and “Safety and Security.” Among other things, the plan prioritizes enhancing pedestrian and bicyclist safety, maintaining state of good repair, enabling active transportation and access to key health resources, and providing important interventions at crash hotspots and throughout the system to reduce injuries and fatalities for all transportation system users. Please describe how your project will contribute to the well-being and safety of our community. If your project incorporates specific safety countermeasures or designs, please specify those here.

## **3. Equity**

Equity and access for historically disadvantaged, low-income, aging, disabled, and communities of color are key priorities in the WSUAMPO Metropolitan Transportation Plan. In addition to promoting equitable options for transportation for historically disadvantaged populations, the MTP and other MPO plans seek to make transportation investments in areas which have been historically disinvested or underinvested in the funding process. Please describe how your project will improve access and outcomes for underserved groups in the Winston-Salem Urban Area.

#### **4. Project Readiness**

Due to the time-sensitive nature of federal funding sources, WSUAMPO must be sure that the projects it allocates funding toward are able to meet key milestones on time and within budget. Please describe the steps your organization has taken to ensure accurate cost estimates, timelines, and track record of project delivery. Any additional information about support for the project, consultation with NCDOT, incorporation into plans, feasibility studies, timeline estimates, preliminary engineering, quotes, or other work in support of the project should be provided here.

#### **5. Connectivity and Innovation**

Metropolitan Transportation Plan Goal #2 is to “Support smart regional growth and economic development,” and MTP Goal #5 is to “Support transportation for tomorrow.” In support of these goals, WSUAMPO is requesting information on how this project will provide a better-connected system that provides alternatives and more efficient ways to access jobs and community resources. If you are part of a member jurisdiction that has not received federal funding in recent cycles, have not received CMAQ or CRP funding, or are trying a new and innovative project type that has historically not been funded by the WSUAMPO, please tell us about it below.

**RUBRIC**

<b>Prompt Subject</b>	<b>Non-Responsive</b>	<b>Semi-Responsive</b>	<b>Responsive</b>	<b>Highly Responsive</b>
<i>Congestion Management</i>	Narrative does not clearly address congestion management.	Narrative mentions congestion management and describes project benefits but may lack detail. / Narrative describes project benefits but how congestion management is addressed may be unclear.	Narrative clearly outlines how congestion management is addressed by the project with an explanation of benefits. The link between the stated benefits and congestion management is clear.	Narrative clearly outlines how congestion management is addressed by the project. Narrative uses specific examples and supporting data to describe project need, benefits, and how congestion management is addressed.
<i>Community Health and Safety</i>	Narrative does not clearly address community health and safety.	Narrative mentions community health and safety and describes project benefits but may lack detail. / Narrative describes project benefits but how community health and safety are addressed may be unclear.	Narrative clearly outlines how community health and safety are addressed by the project with an explanation of benefits. The links between the stated benefits and community health and safety are clear.	Narrative clearly outlines how community health and safety are addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how community health and safety are addressed.
<i>Equity</i>	Narrative does not clearly address equity.	Narrative mentions equity and describes project benefits but may lack detail. / Narrative describes project benefits but how equity is addressed may be unclear.	Narrative clearly outlines how equity is addressed by the project with an explanation of benefits. The link between the stated benefits and equity is clear.	Narrative clearly outlines how equity is addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how equity is addressed.

<i>Project Readiness</i>	Narrative does not clearly address project readiness.	Narrative mentions project readiness and describes project benefits but may lack detail. / Narrative describes project benefits but how project readiness is addressed may be unclear.	Narrative clearly outlines how project readiness is reflected within the project, along with an explanation of benefits. The link between the stated benefits and project readiness is clear.	Narrative clearly outlines how project readiness is reflected within the project. Narrative uses specific examples and supporting data to describe project benefits and how project readiness is addressed.
<i>Connectivity and Innovation</i>	Narrative does not clearly address connectivity and innovation.	Narrative mentions connectivity and innovation and describes project benefits but may lack detail. / Narrative describes project benefits but how connectivity and innovation are addressed may be unclear.	Narrative clearly outlines how connectivity and innovation are addressed by the project with an explanation of benefits. The links between the stated benefits and connectivity and innovation are clear.	Narrative clearly outlines how connectivity and innovation are addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how connectivity and innovation are addressed.



## Route Analysis for I-74 Corridor Winston-Salem to High Point

### BACKGROUND

When designing its PART Express Routes, PART's transportation planners use sound transit planning principles aided by two planning tools, Remix and STOPS. Remix is a platform that visualizes demographic and transportation data with a route design, timetable and resource identification. STOPS is a ridership projection tool developed for the Piedmont Triad transit systems. These tools and its transit planning experience allow PART to do a detailed analysis quickly in this early stage of route development.

PART Express is a commuter express service. This type of transit service is designed for travel between major employment centers, educational opportunities and activity centers. These services typically operate on faster, more direct routes with limited stops, prioritizing efficiency and reduced travel time for passengers. Access to commuter express routes is limited to transit terminals, transfer stops to other systems, major employment centers, educational opportunities and activity centers. It is not designed to provide local service but can be utilized that way.

PART Express operated an Amtrak Connector (Route 5) between the High Point Amtrak Station and Winston-Salem from April 2004 through June 2022. The connector was a specialty route with the timetable designed around the train schedule. Funding for the route came from NCDOT Rail Division. Service was discontinued due to low ridership following the Pandemic and funding removed. However, connection to the Amtrak Station from Winston-Salem were still possible by taking PART Express Routes 1 and 3.

Ridership on the Amtrak Connector was hampered due to a lack of frequency and the timetable being closely tied to the train scheduled. Additionally, the train was delayed the bus was typically held. CMAQ funding gives PART an opportunity to bring back the service and more importantly provide increased frequency, making the route more convenient for all trip purposes.

### ROUTE DESIGN

PART examined four different scenarios. The variations focused on service and connection points in Winston-Salem and High Point including both downtowns, Union Station, Clark Campbell Transportation Center, and the Amtrak Station.

The first step in the analysis was to look at where commuters lived and job density within the corridor. Figure 1 and 2 show commuters and jobs within the corridor outlined on the maps. Commuters are located primarily in residential areas, but the main concern is where they commute to. The greatest number of jobs are downtown High Point and along North Main Street, and downtown Winston-Salem. Looking just outside



# Route Analysis for I-74 Corridor Winston-Salem to High Point

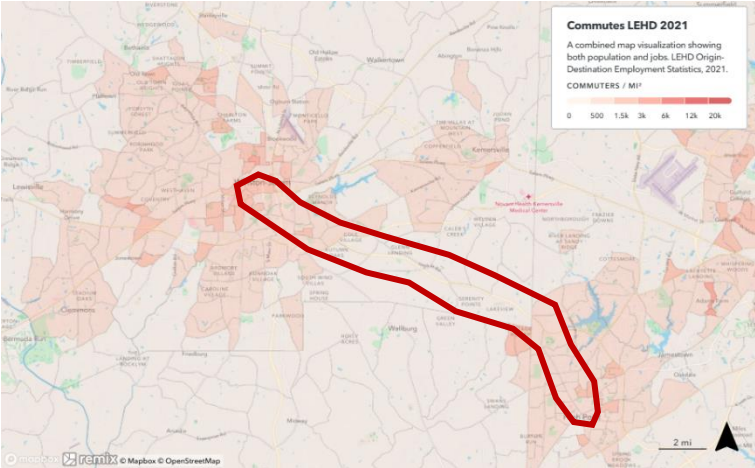


Figure 1

the corridor and focusing on employment and education opportunities in Winston-Salem, Baptist Hospital, Forsyth Hospital and Forsyth Technical Community College are strong attracters for transit ridership. This provided opportunities to look at various scenarios, serving downtown, not serving not downtown, connections to Forsyth Tech, and the hospitals.

Five scenarios were considered. Several analysis factors are depicted in the two tables below. The first table shows several demographic factors. Each of them shows the number or percentage of the factors within ¼ mile of the proposed bus stops. A commuter express services rideshed is typically larger than ¼ mile. But that analysis is outside the scope of this analysis.

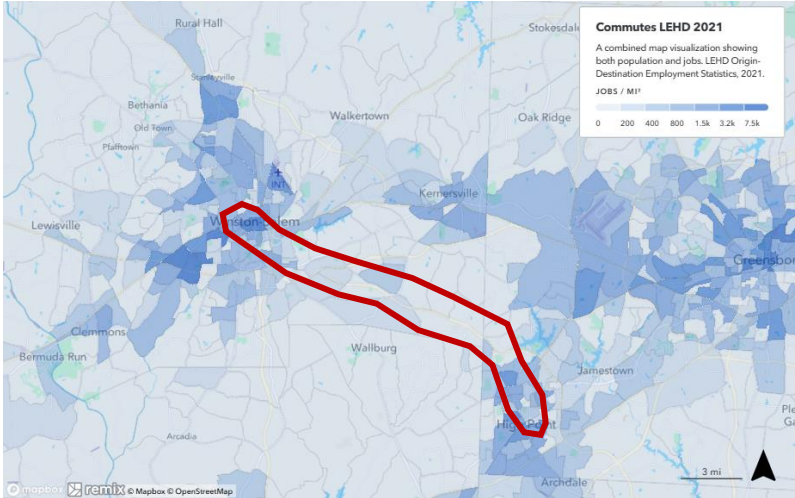


Figure 2

The second table shows a comparison of the route designs. The ridership projection from STOPS is comparable to PART Express’ Route 9 which connects High Point and Greensboro. But more important than the actual number is the magnitude of the difference between the numbers.

<b>Selected Demographic Factors by Scenario</b> (the figures shown are within ¼ mile of the proposed bus stops)				
<b>Scenarios</b>	<b>Jobs</b>	<b>Population</b>	<b>People in Poverty</b>	<b>Households with one car</b>
A - downtown with Union Cross stop	13,200	7,300	29%	49%
B - downtown with no Union Cross stop	13,100	7,100	30%	49%
C - downtown plus hospitals and college	23,400	9,700	24%	47%
D & E - hospitals and college with no downtown stop	13,300	6,800	22%	41%

# Route Analysis for I-74 Corridor Winston-Salem to High Point

Route Design Factors by Scenario									
Scenario	Projected Daily Ridership	Round Trips/Day	Service Span	One Way Trip Travel Time (minutes)	Headway (minutes)	One Way Trip Length (miles)	Cost Per Year	Shared Stops WSTA (# of routes)	Shared Stops High Point (# of routes)
A	88	13	5:30 - 9:27	55	60	21	\$733.1K	8 (26)	5 (12)
B	80	14	6:25 - 8:23	45	50	19.75	\$695.5K	8 (26)	5 (12)
C	66	10	5:30 - 9:00	70	75	25.45	\$714.1K	15 (28)	5 (12)
D	92	10.5	5:30 - 8:35	60	65	24.7	\$710.1K	12 (15)	5 (12)
E	140	15.5	5:15 - 9:13	60	65	24.7	\$912.3K	12 (15)	5 (12)

## PROPOSED ROUTE

Taking all the factors under consideration, Scenario D was chosen as the preferred route. The proposed route and stops are in Figure 3. This route gave the best balance of frequency, travel time and job access. Direct service to the hospital was deemed more important primarily due to the ridership projection being higher. Looking at Figure 4 you can see the more people in High Point are commuting to Baptist Hospital than downtown. And looking at the table above serving both downtown and the hospital make for a long travel time. Those riders looking to get to downtown Winston-Salem can transfer at Union Station to another PART bus or a WSTA bus to complete their trip. Those looking to catch the train can be dropped off at Union Station.

The routing was the same in High Point for each scenario. It provides direct service to the High Point Regional Hospital and a transfer point with High Point Transit on North Main Street. The route comes into Winston-Salem along MLK Blvd. providing a connection to the Waughtown neighborhood which is a RAISE neighborhood (area of persistent poverty) and a Transportation Disadvantaged Area. Scenario A with a Union Cross stop is not preferred because a park and ride lot would have to be developed, and the location is a weak ridership attractor. Scenario B provides good frequency but 13% less ridership than D. Scenario C has the longest headway and therefore fewer daily trips which had a big impact on projected ridership. Scenario E provides the highest number of trips but exceeds the budget.

# Route Analysis for I-74 Corridor Winston-Salem to High Point

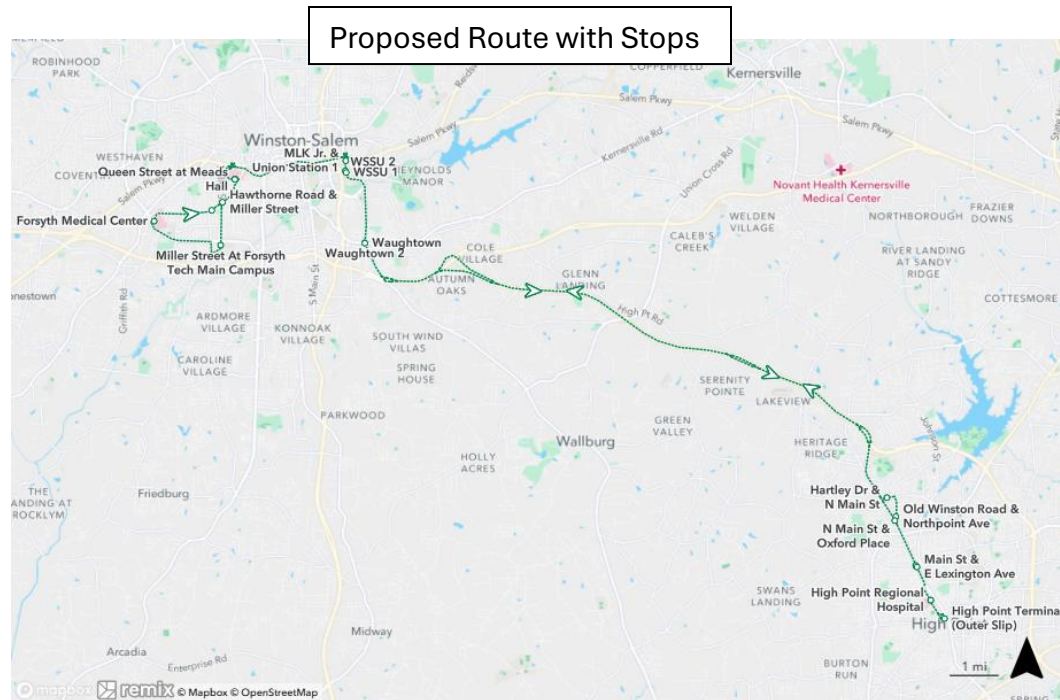


Figure 3

Below are a series of maps that show the commuters and jobs connected by the proposed route. In the first two maps the blue areas are where people living the red shaded census tracts are commuting to. For example, the dark blue areas show the area with the most people commuting to jobs from the red area. In the second two maps the red shaded areas show the number of people commuting to the blue shaded areas.

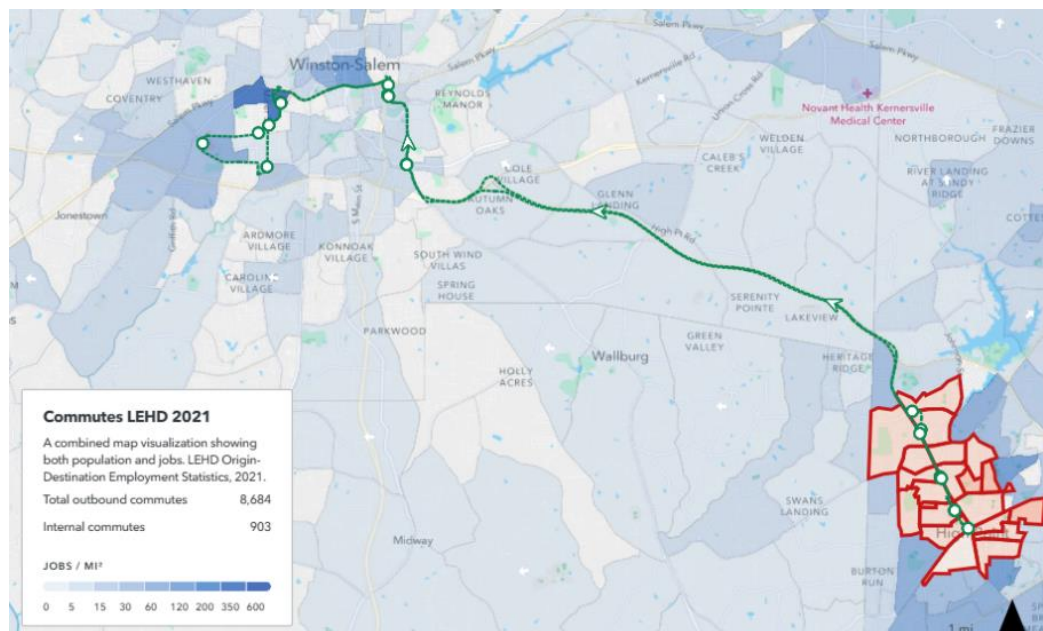


Figure 4

# Route Analysis for I-74 Corridor Winston-Salem to High Point

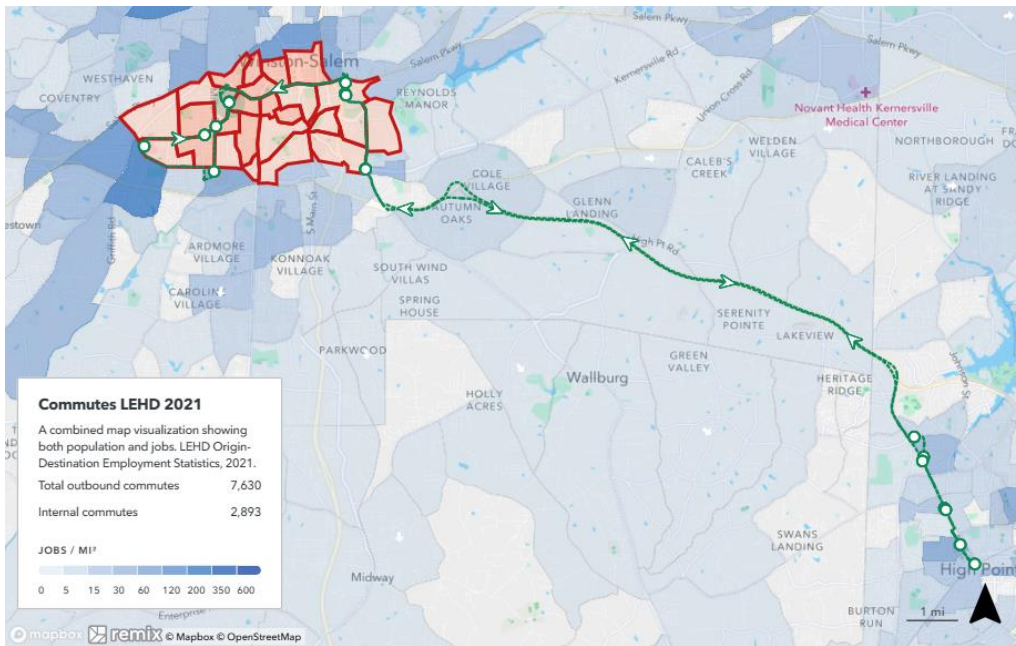


Figure 5

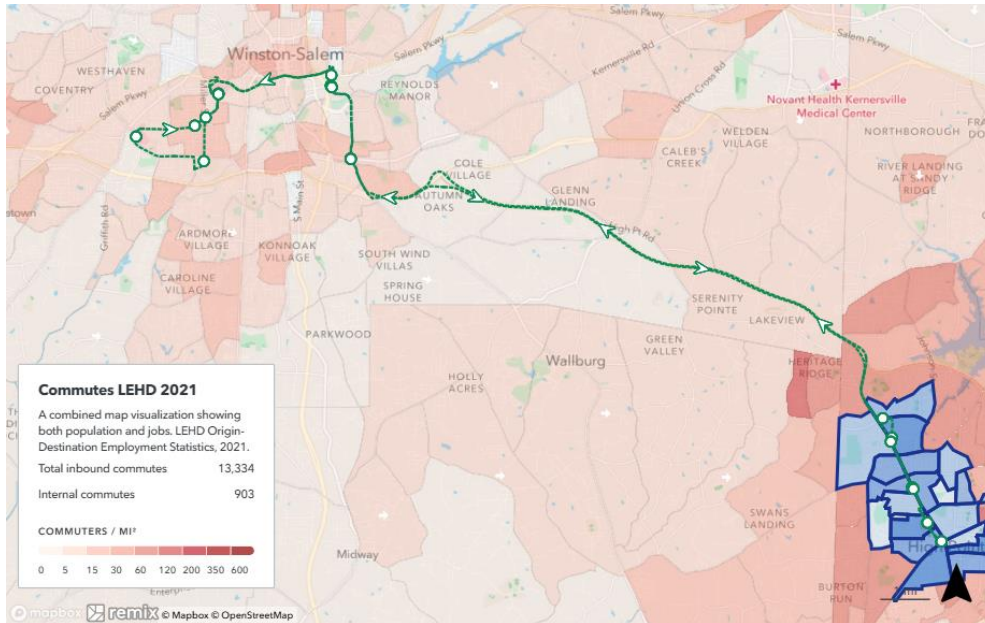


Figure 6

# Route Analysis for I-74 Corridor Winston-Salem to High Point

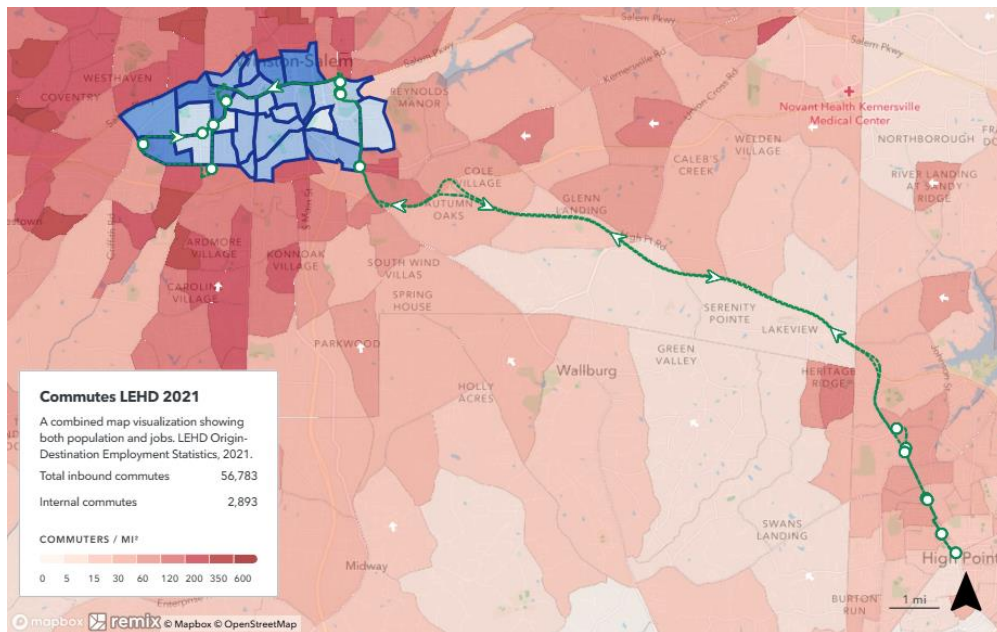


Figure 7

The next four maps show detail of the proposed route and its connections to WSTA and High Point Transit routes.

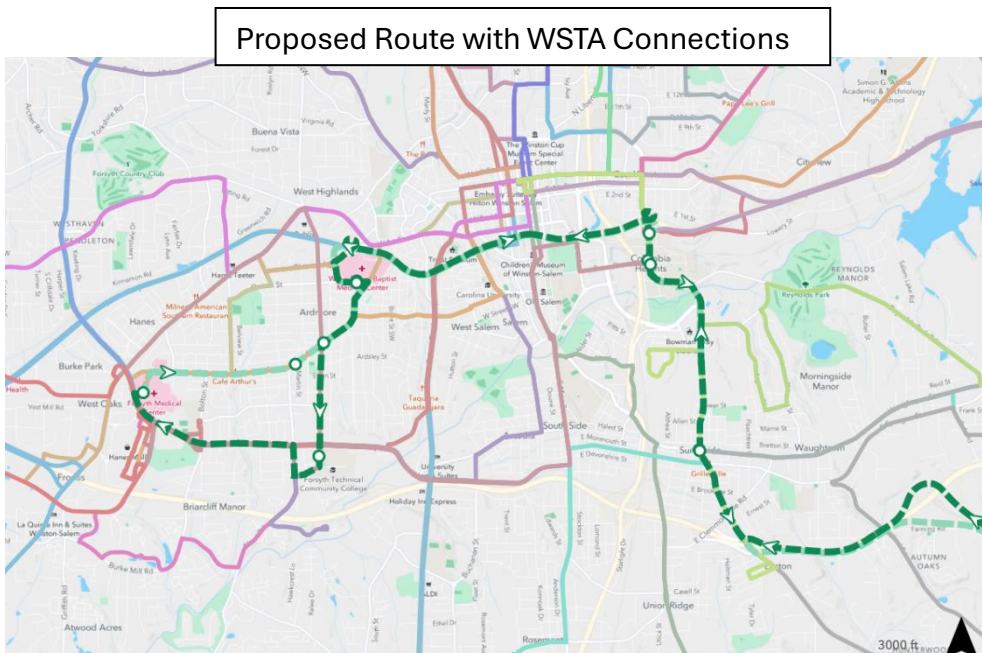


Figure 8

# Route Analysis for I-74 Corridor Winston-Salem to High Point

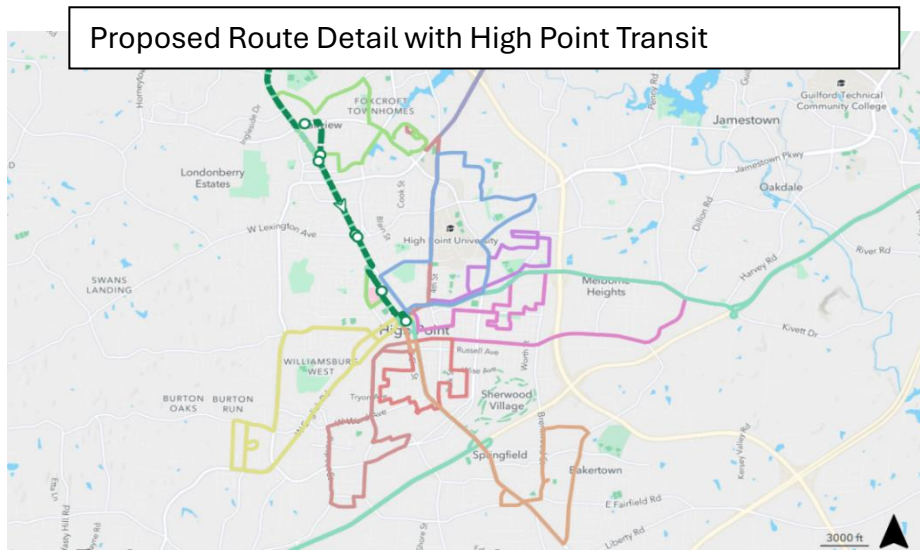


Figure 9

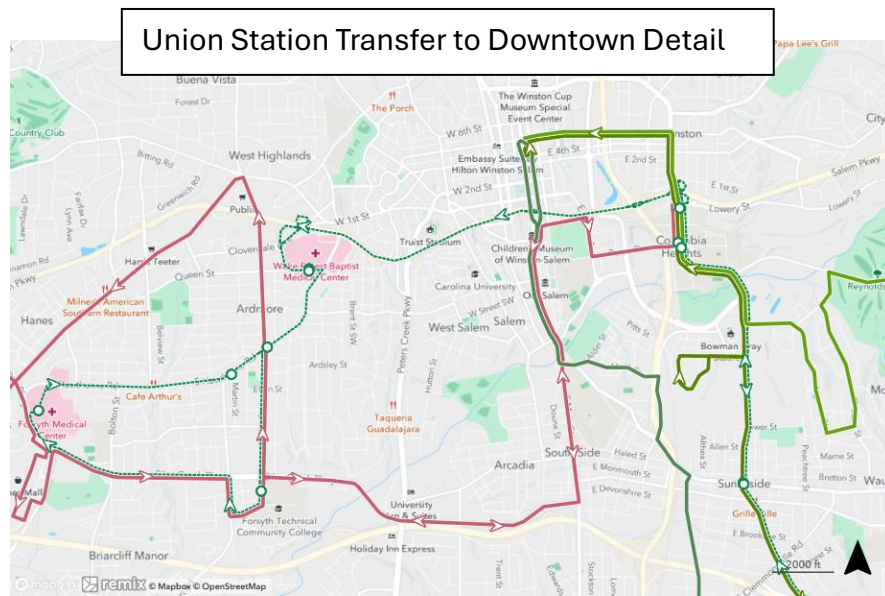


Figure 10

# Route Analysis for I-74 Corridor Winston-Salem to High Point

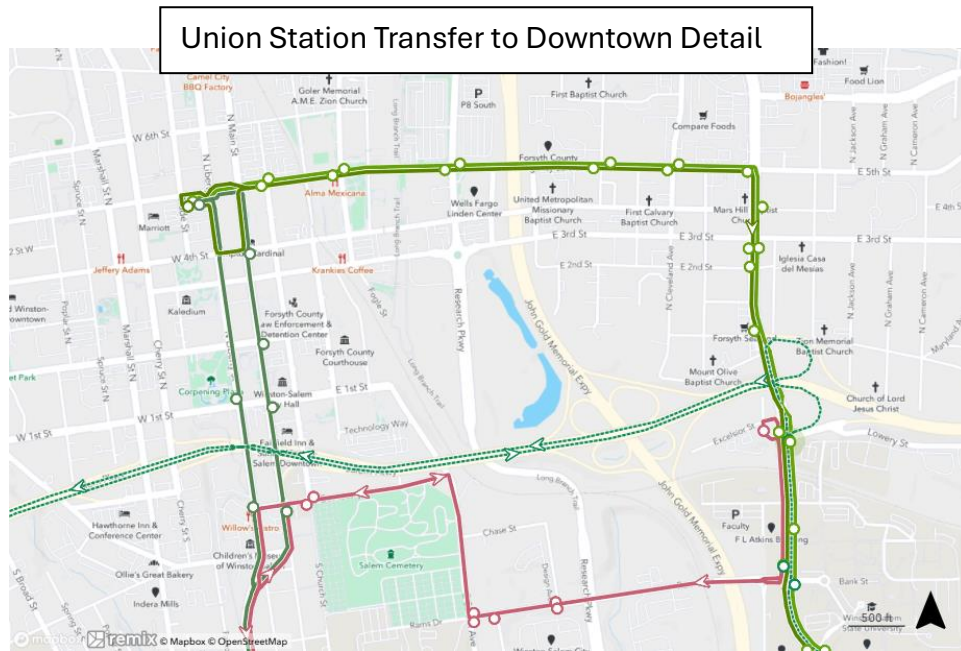


Figure 11

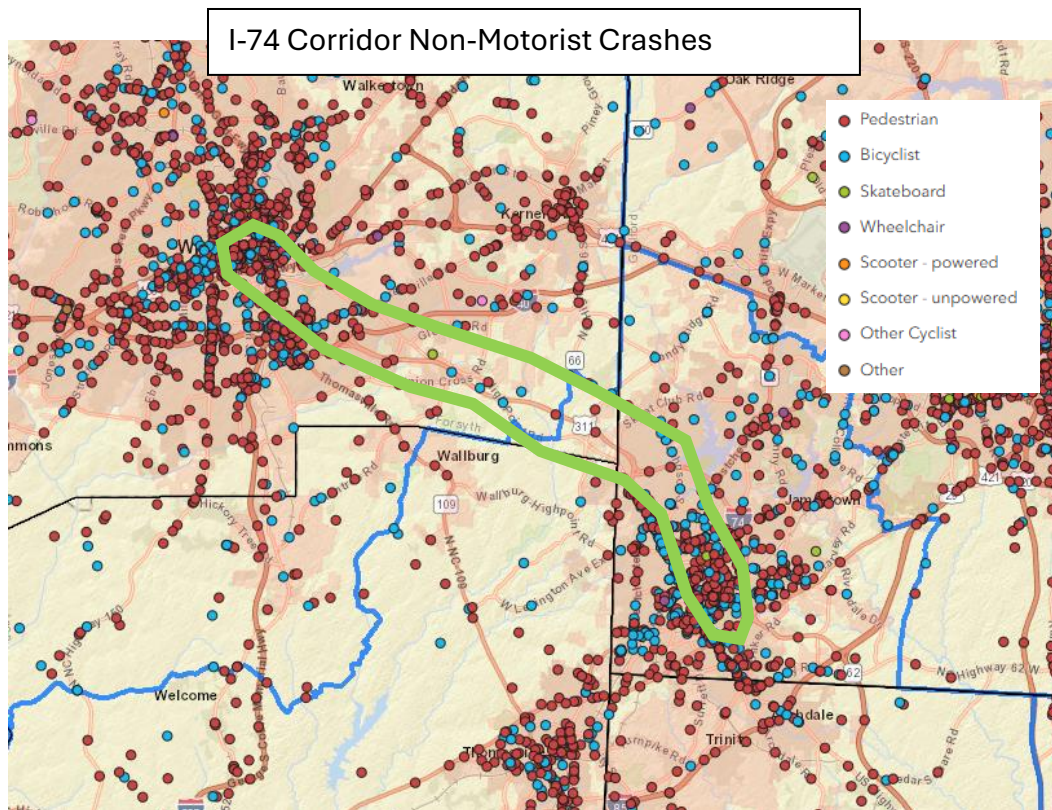


Figure 12

# Route Analysis for I-74 Corridor Winston-Salem to High Point

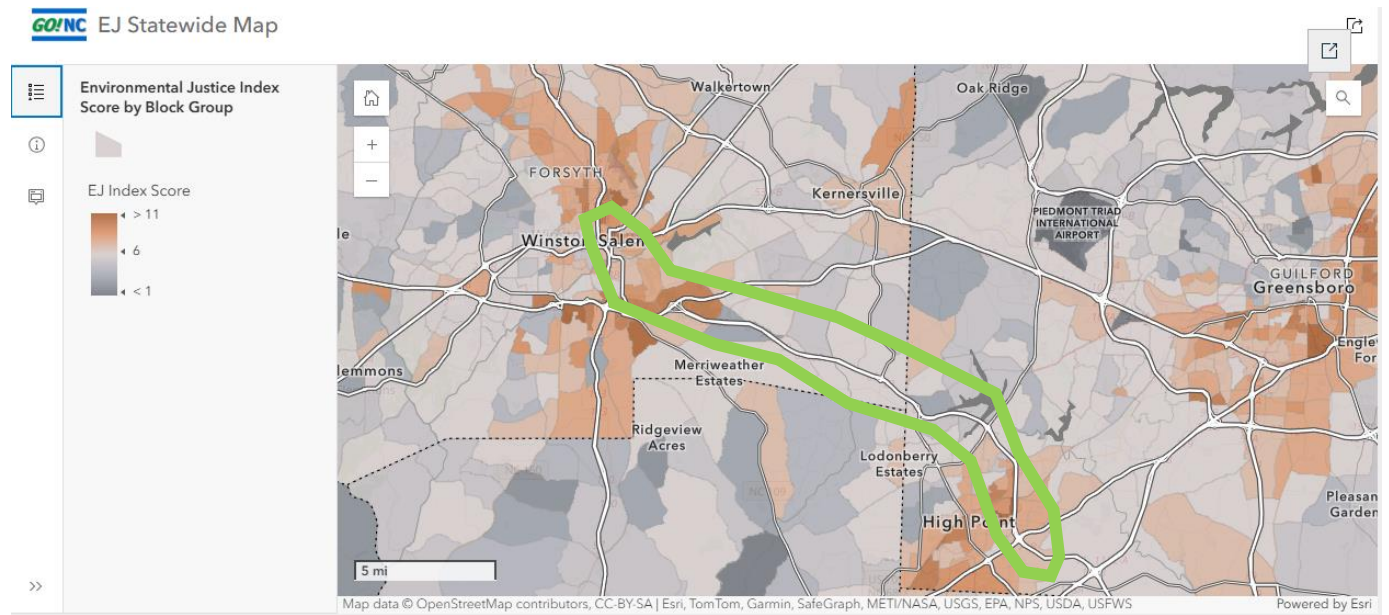


Figure 13





January 2, 2025

**BOARD OF TRUSTEES**

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Forsyth County

NCDOT Brd of Transportation  
Mike Fox Div. 7  
Andrew Perkins Div. 9

Mr. Jeffrey Fansler  
Director of Transportation  
City of Winston-Salem  
PO Box 2511  
Winston-Salem, NC 27102

Dear Mr. Fansler,

Please accept the enclosed application and support material seeking Congestion Mitigation Air Quality (CMAQ) funds from the Call for Projects notice utilizing CMAQ/CRP for the Winston-Salem Urbanized Area.

The Piedmont Authority for Regional Transportation (PART) is applying for CMAQ funding to open a daily service along the I-74 corridor connecting Winston-Salem to the Amtrak station in High Point while expanding the regional bus network between medical centers and Forsyth Technical Community College. PART staff has prepared a detailed analysis of the service utilizing professional planning tools to detail the benefits that the new service can provide to the general public.

The accompanying application material provides additional details on the route, reduction of emissions, equity, community enhancements and connectivity to local and national networks for mobility. PART is seeking \$1.8M in CMAQ funds and will commit to providing the 20% local match to support the expanded service for a three-year period. The proposed service would initially operate five days a week and may expand to include Saturday service with good results of ridership.

We are excited about the opportunity to enhance mobility options for citizens, employees and visitors to the Winston-Salem Urbanized Area and look forward to the opportunity to move forward with implementation following award of the requested funding.

If you have any questions or require any additional information, please contact me via email at [scottr@partnc.org](mailto:scottr@partnc.org), or by telephone at 336-291-4316.

Respectfully yours,

Scott W. Rhine  
CEO / General Manager

Cc: PART Board of Trustee's  
PART Operations, Planning, Finance, Marketing department staff

## **APPLICATION PACKAGE | Table of Contents**

- I. NCDOT CMAQ Application & Required Supporting Documents**
- II. Commonly Required CMAQ Toolkit Data Inputs**
- III. Checklist Assessment (WSUAMPO USE ONLY)**
- IV. Narrative Application**

## Application Package

---

### Part I. NCDOT CMAQ Application & Required Supporting Documents

1. On the following pages, please fill out **the NCDOT CMAQ Project Application Form**.
2. Please attach or combine a **PDF letter of support from the principal elected official or chief executive indicating support for 20% local match**.
3. Please attach or combine any other **supporting documentation** for the application, including project maps, Council minutes, feasibility studies, etc.



# CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY	
APP ID	STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

## GENERAL PROJECT INFORMATION

### 1 SELECT CMAQ PROJECT TYPE

PO Allocation    Competitive    DOT Allocation

### 2 SELECT MPO/RPO(S)

<input type="checkbox"/> Burlington-Graham MPO	<input type="checkbox"/> Gaston-Cleveland-Lincoln MPO	<input type="checkbox"/> Land of Sky RPO	<input type="checkbox"/> Triangle RPO
<input type="checkbox"/> Cabarrus-Rowan MPO	<input type="checkbox"/> Greensboro MPO	<input type="checkbox"/> NW Piedmont RPO	<input type="checkbox"/> Unifour RPO
<input type="checkbox"/> Capital Area MPO	<input type="checkbox"/> Hickory MPO	<input type="checkbox"/> Rocky Mount MPO	<input type="checkbox"/> Upper Coastal Plain RPO
<input type="checkbox"/> Charlotte Regional TPO	<input type="checkbox"/> High Point MPO	<input type="checkbox"/> Rocky River RPO	<input checked="" type="checkbox"/> Winston-Salem MPO
<input type="checkbox"/> Durham-Chapel Hill-Carrboro MPO	<input type="checkbox"/> Kerr-Tar RPO	<input type="checkbox"/> Southwestern RPO	

### 3 PROJECT SPONSOR INFORMATION

Agency	City of Winston-Salem		
Contact Name	Reid Hutchins		
Contact Title	Transportation Operations Manager		
Address	PO Box 2511, Winston-Salem, NC 27102 - Department of Transportation		
Telephone	336-747-6831	Email Address	reidh@cityofws.org

### 4 PROJECT INFORMATION

Title	Downtown Streetlight Procurement and Replacement
Description	Downtown Winston-Salem maintains over 125 pedestrian-level streetlights, many of which

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

## PROJECT COSTS & DELIVERY SCHEDULE

### 5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

- CMAQ projects are awarded by State Fiscal Years (FY). FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2020 is from July 1, 2019 through June 30, 2020.
- Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
- Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
- In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2020 Ford Escape lists for \$27,000 and a 2020 Ford Escape Hybrid lists for \$33,000. The total CMAQ-eligible funding for purchase of this AFV would be: \$33,000 - \$27,000 = \$6,000 (subject to local match).

Check box if this project is not typical 80/20 split. The minimum split is 80/20.

Phases(s)	CMAQ Amount	Matching Amount	Total	FY
<input type="checkbox"/> Planning, Engineering & Design			0	
<input type="checkbox"/> Right-of-Way			0	
<input checked="" type="checkbox"/> Construction	800000	200000	1000000	25-26
<input type="checkbox"/> Transit Operation			0	
<input type="checkbox"/> Transit Implementation			0	
<input type="checkbox"/> Non-transit Implementation			0	
<b>Project Total</b>	<b>800000</b>	<b>200000</b>	<b>1000000</b>	

### 6 ANTICIPATED PROJECT MILESTONE DATES

**139**

\* Milestone dates must coordinate with funding schedule in Section 5.

\* Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

Milestone(s)	Month/Year
Planning & Environmental document to be complete:	N/A
Plans, Specifications & Estimate package to be complete:	N/A
Right-of-Way acquisition to begin:	N/A
Anticipated let date (opening of bids):	12/25
Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses):	12/26

**7 LIST THE SOURCE(S) OF MATCHING FUNDS:**

City of Winston-Salem Capital Improvement Funds

**8 TRANSIT START-UP INFORMATION**

Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. *This funding is limited to three years.* Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.  
(ATTACH ADDITIONAL SHEET(S) IF NEEDED)

**GENERAL PROJECT INFORMATION**

**9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):**

\* Indicates partial county AQ designation

<input type="checkbox"/> Cabarrus	<input type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe	<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood*	<input type="checkbox"/> Lincoln	<input type="checkbox"/> Orange	<input type="checkbox"/> Swain*
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input checked="" type="checkbox"/> Forsyth	<input type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg	<input type="checkbox"/> Person	<input type="checkbox"/> Union
<input type="checkbox"/> Chatham*	<input type="checkbox"/> Durham	<input type="checkbox"/> Franklin	<input type="checkbox"/> Guilford	<input type="checkbox"/> Johnston	<input type="checkbox"/> Nash	<input type="checkbox"/> Rowan	<input type="checkbox"/> Wake

**10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):**

<input type="checkbox"/> Transportation Control Measures	<input type="checkbox"/> Extreme Low-Temperature Cold Start Programs
<input type="checkbox"/> Alternative Fuels	<input checked="" type="checkbox"/> Congestion Relief & Traffic Flow Improvements
<input type="checkbox"/> Transit Improvements	<input checked="" type="checkbox"/> Bicycle/Pedestrian Facilities & Programs
<input type="checkbox"/> Transportation Management Associations	<input type="checkbox"/> Carpooling & Vanpooling
<input checked="" type="checkbox"/> Freight/Intermodal	<input type="checkbox"/> Diesel Engine Retrofits
<input type="checkbox"/> Idle Reduction	<input type="checkbox"/> Training
<input type="checkbox"/> Travel Demand Management	<input type="checkbox"/> Public Education & Outreach Activities
<input type="checkbox"/> I/M Programs	<input checked="" type="checkbox"/> Experimental Pilot Projects

**11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):**

<input type="checkbox"/>	Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for single occupancy vehicle (SOV) travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
<input type="checkbox"/>	Programs for improved public transit
<input type="checkbox"/>	Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
<input type="checkbox"/>	Employer-based transportation management plans, including incentives
<input type="checkbox"/>	Trip-reduction ordinances
<input type="checkbox"/>	Traffic flow improvement programs that reduce emissions
<input type="checkbox"/>	Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
<input type="checkbox"/>	Multiple-occupancy vehicle programs or transit service
<input type="checkbox"/>	Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
<input type="checkbox"/>	Programs for the provision of all forms of high-occupancy, shared-ride services
<input type="checkbox"/>	Programs to limit portions of road surfaces/certain sections of roadway to the use of non-motorized vehicles or pedestrian

<input type="checkbox"/>	Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
<input type="checkbox"/>	Programs to control extended idling of vehicles
<input type="checkbox"/>	Reducing emissions from extreme cold-start conditions
<input type="checkbox"/>	Employer-sponsored programs to permit flexible work schedules
<input type="checkbox"/>	Public Education & Outreach Activities

**12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:**

<input type="checkbox"/> New facilities associated with a service increase	<input type="checkbox"/> New vehicles used to expand the transit fleet
<input type="checkbox"/> Operating assistance for new service (limit three years)	<input type="checkbox"/> Fare subsidies as part of program to limit exceedances of NAAQS

**13 EMISSIONS REDUCTION CRITERIA** **ATTENTION: WSUAMPO Staff and FCOEAP will fill out this section**  
**QUANTITATIVE** analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• **Indicate the type of analysis completed:**  Quantitative       Qualitative

**For QUANTITATIVE analyses, list the expected daily emissions BEFORE and AFTER project implementation:**

Pollutant	Daily Emissions Before (kg)	Daily Emission After (kg)	Daily Emissions Reduction (kg)
Carbon Monoxide (CO)			0.004
Volatile Organic Compounds (VOC)			0.002
Oxides of Nitrogen (NOx)			0.004
Particulate Matter (PM2.5)			0.003
Carbon Dioxide equivalent (CO <sub>2</sub> e)			24.466
<b>Total Daily Emissions (kg)</b>	<b>0</b>	<b>0</b>	<b>24.479</b>

• **Describe the method used to estimate the emissions reduction and show calculations: (ATTACH ADDITIONAL SHEET(S) IF NEEDED)**

**14 MISCELLANEOUS**

For construction of trails, has the Department of Interior been contacted	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Will the ITS project conform to the National ITS architecture	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A

**15 SUPPORTING INFORMATION CHECK LIST**

**Check supporting information included as attachment(s) to this application:**

<input type="checkbox"/>	MPO/RPO Support Resolution (Required for PO ALLOCATION proposals)
<input checked="" type="checkbox"/>	Additional project description and/or details
<input checked="" type="checkbox"/>	Map of general project location
<input checked="" type="checkbox"/>	Complete emissions calculations
<input checked="" type="checkbox"/>	Any assumptions used
<input type="checkbox"/>	Other, please specify:

**16 MPO/RPO PRIORITY INFORMATION (OPTIONAL)**

**This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests:**

**17 SUBMIT**

- 1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
- 2) Upload application as single PDF document to CMAQ Sharepoint Website

## Application Package

### Part II. Commonly Required CMAQ Toolkit Data Inputs

The tables below summarize input data needed to run CMAQ Toolkit models for the most requested project types. Please fill out the tables corresponding to your project type, if applicable. Please contact the designated MPO staff with any questions. Please also review the data requirements for the project types at the link below. If applicant prefers to submit a pre-filled spreadsheet, please include that with this application instead of filling out this form.

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/toolkit/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/)

#### Bicycle & Pedestrian Improvements

Estimate the shift in daily motorized passenger vehicle trips to non-motorized passenger trips due to the bicycle and pedestrian project. (Passenger Vehicle Trips / Day: Before and After Counts)	
Enter the typical one-way trip distance.	

#### EV & Infrastructure Purchase/Installation

Vehicle being replaced: Type / Model Year / Conventional Fuel Used	
Miles traveled by fleet (annual)	
Model year of EV to be purchased	
Miles traveled by new EV (annual)	
Will distance to your primary charging facility increase/decrease?	
If unrestricted access to infrastructure, estimate number of vehicles in your study area	
If unrestricted access, enter projected market share of replacement EVs after construction of facility	

#### Transit Bus Service and Fleet Expansion or Bus Replacement

# Days in Operation / Year		
Transit Bus Miles Traveled: Before and After		
Annual Passenger Vehicle Miles Traveled Before and After OR # Annual Passenger Trips Diverted by Project (Provide Before and After)		
Model Year of Replacement Bus vs. Current Bus	Current:	Replacement:
VMT of Replacement Bus vs. Current Bus	Current:	Replacement:

# Application Package

## Intersection Improvements

<u># Peak Hours</u>		<u>AADT</u>		<u>Peak Hour Volume</u>		<u># of Lanes</u>		<u>Truck %</u>	
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW1</u>	<u>RW1</u>	<u>RW2</u>
<u>Existing Delay per Vehicle (sec/veh)</u>		<u>Existing Left Turn Phase (Y/N)</u>		<u>Existing Right Turn Phase (Y/N)</u>		<u>Proposed Cycle Length (if Signalized intersection)</u>		<u>Left Turn Lanes to Add (#)</u>	
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>			<u>RW1</u>	<u>RW2</u>
<u>Proposed Left Turn Phase (Y/N)</u>		<u>Proposed Right Turn Phase (Y/N)</u>		<u>Ratio of Green Time per Cycle Time</u>					
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>				

Enter any other supporting information or data to help with running the model.



# Application Package

## PART III. Checklist Assessment

**THIS FORM FOR WINSTON-SALEM URBAN AREA MPO STAFF ONLY!  
INCLUDED FOR ILLUSTRATIVE PURPOSES**

Downtown Streetlight  
Procurement and Replacement  
  
30/60

CRITERIA	MPO STAFF NOTES
<input type="checkbox"/> Project located on, along, or adjacent to a congested corridor as determined by RITIS Analysis or Congestion Management Process (CMP) [5 pts.] <ul style="list-style-type: none"> <li>• CMP <a href="#">Congested Corridors</a> or Travel Time Index <math>\geq 1.5</math> per <a href="#">RITIS</a></li> </ul>	No (0)
<input type="checkbox"/> Project incorporates one or more strategies outlined in the <a href="#">CMP</a> [5 pts.]	Yes - 2, 3 (+5)
<input type="checkbox"/> Incorporates proven safety countermeasure as <a href="#">outlined by FHWA</a> or similar. [5 pts.]	Yes - Lighting (+5)
<input type="checkbox"/> Project improves the safety of a corridor with significant number of <a href="#">bicycle/pedestrian crashes</a> in the last 5 years (defined as within 0.5 miles of project area) per NCDOT's Bicycle and Pedestrian Crash Map. [5 pts.- 5 or more, 3 pts.- 2 to 4, 1 pt.- at least 1]	Yes - 5 or more bike/ped crashes (+5)
<input type="checkbox"/> Project provides enhanced connection to community health resources (defined as within 1/3 mile of recreational space, hospitals or medical facilities, access to fresh food, etc.) [5 pts.]	Yes - Bailey Park, Second Street Park, Corpening Plaza, Winston square Park (+5)
<input type="checkbox"/> Project is in a census block group with a TDI score of 12 or higher determined by the <a href="#">NCDOT Transportation Disadvantage Index</a> tool. [5 pts.]	No (0)
<input type="checkbox"/> Project is in a census block group with a minority and low-income population above the MPO average as identified in the Metropolitan Transportation Plan ( <a href="#">MTP</a> ). [5 pts.]	Yes (+5)
<input type="checkbox"/> Project will upgrade facilities to be ADA compliant and/or remove obstacles and other physical barriers to accessibility. [5 pts.]	No (0)
<input type="checkbox"/> Project is included in adopted plan. [5 pts.]	Yes - City of Winston-Salem Downtown Master Plan (+5)
<input type="checkbox"/> Engineering feasibility study or equivalent preparation complete. [5 pts.]	No (0)
<input type="checkbox"/> Applicant represents community or organization that has not received funding in the last 4 years of federal calls for projects. [5 pts.]	No (0)
<input type="checkbox"/> Project provides new link to existing or funded sidewalk, bicycle, or transit facilities. [5 pts. – 3 or more 3 pts. – 2 or more 1 pt. – 1 or more]	No (0)

### Part IV. Narrative Application

#### CMAQ & CRP Project Narrative Application

Please address the five (5) questions in the application below fully, limiting your response to 1–2 paragraphs per prompt. This section of the application will be evaluated by a project selection committee and ranked according to the rubric on the following pages and in the context of all other projects. It is worth 25% of the project’s cumulative ranking.

Project Title: Downtown Streetlight Procurement and Replacement

#### 1. Congestion Management

The CMAQ program focuses on reducing environmentally harmful emissions and relieving the congestion that gives rise to emissions. Congestion due to idling is a contributor to emissions in the Winston-Salem Urban Area and improving the mobility and accessibility for people and goods across the region is Goal #1 of the region’s Metropolitan Transportation Plan. Describe how your project would help address congestion concerns along the corridor, in its vicinity, and the transportation network as a whole. How might the project help contribute to performance measure goals as outlined in the Congestion Management Process?

The city of Winston-Salem maintains over 125 streetlights in downtown, but the current infrastructure, installed over 40 years ago, is now in a state of disrepair. This has led to suboptimal streetlighting conditions in an area that sees a high volume of pedestrians. The Downtown Streetlight Procurement and Replacement project aims to significantly enhance lighting levels by introducing LED fixtures and standardizing streetlights for easier maintenance. The primary goal of this project is to increase safety, making pedestrians feel more comfortable walking downtown to visit businesses, which in turn could help reduce vehicular congestion.

## Application Package

### 2. Community Health and Safety

Goals 3 through 6 of the Metropolitan Transportation Plan focus on “Healthy Community” and “Safety and Security.” Among other things, the plan prioritizes enhancing pedestrian and bicyclist safety, maintaining state of good repair, enabling active transportation and access to key health resources, and providing important interventions at crash hotspots and throughout the system to reduce injuries and fatalities for all transportation system users. Please describe how your project will contribute to the well-being and safety of our community. If your project incorporates specific safety countermeasures or designs, please specify those here.

In the Metropolitan Transportation Plan, one of the primary goals is to maintain transportation facilities in a good state of repair. Given the age of the current streetlights and the average lifespan of High-Pressure Sodium light fixtures (5-6 years), the existing infrastructure is not in optimal condition. Replacing these streetlights will not only significantly reduce the number of kilowatt hours consumed, leading to substantial cost savings from improved energy efficiency, but also help alleviate congestion by enhancing roadway and pedestrian lighting in a critical area of Winston-Salem. Adequate pedestrian lighting has been proven to increase sidewalk safety by improving visibility. Once completed, this project will create a more welcoming experience for pedestrians in downtown Winston-Salem.

### 3. Equity

Equity and access for historically disadvantaged, low-income, aging, disabled, and communities of color are key priorities in the WSUAMPO Metropolitan Transportation Plan. In addition to promoting equitable options for transportation for historically disadvantaged populations, the MTP and other MPO plans seek to make transportation investments in areas which have been historically disinvested or underinvested in the funding process. Please describe how your project will improve access and outcomes for underserved groups in the Winston-Salem Urban Area.

Downtown areas in any city should be welcoming to everyone, regardless of status. The City of Winston-Salem's downtown area has made exceptional strides in becoming a place for all to enjoy, feel safe, and connect with one another. This project will directly benefit underserved populations, individuals with disabilities, and all visitors by providing upgraded lighting that enhances pedestrian safety and comfort.

## Application Package

### 4. Project Readiness

Due to the time-sensitive nature of federal funding sources, WSUAMPO must be sure that the projects it allocates funding toward are able to meet key milestones on time and within budget. Please describe the steps your organization has taken to ensure accurate cost estimates, timelines, and track record of project delivery. Any additional information about support for the project, consultation with NCDOT, incorporation into plans, feasibility studies, timeline estimates, preliminary engineering, quotes, or other work in support of the project should be provided here.

If awarded, this project is ready to be bid out and awarded as it is a purchase and install contract. The City of Winston-Salem has a pre-approved streetlight specified in the City of Winston-Salem Downtown Master Plan. The city is confident in the project's readiness due to the ease of matching funds if awarded. Please see the attached support letter from the Department of Transportation. The project will be bid out using the City of Winston-Salem's purchasing policies, and a selected electrical contractor will carry out the work.

### 5. Connectivity and Innovation

Metropolitan Transportation Plan Goal #2 is to "Support smart regional growth and economic development," and MTP Goal #5 is to "Support transportation for tomorrow." In support of these goals, WSUAMPO is requesting information on how this project will provide a better-connected system that provides alternatives and more efficient ways to access jobs and community resources. If you are part of a member jurisdiction that has not received federal funding in recent cycles, have not received CMAQ or CRP funding, or are trying a new and innovative project type that has historically not been funded by the WSUAMPO, please tell us about it below.

Streetlighting is often an overlooked element of the transportation network, and downtown Winston-Salem is no exception. Located within the publicly maintained right-of-way, streetlighting provides significant benefits to citizens using the transportation system. The Metropolitan Transportation Plan (MTP) Goal #2 emphasizes "supporting smart regional growth and economic development." Upgrading the streetlighting infrastructure in this area will enhance the city's image, leading to increased foot traffic and supporting local businesses in the downtown economy.

## Application Package

### RUBRIC

<b>Prompt Subject</b>	<b>Non-Responsive</b>	<b>Semi-Responsive</b>	<b>Responsive</b>	<b>Highly Responsive</b>
<i>Congestion Management</i>	Narrative does not clearly address congestion management.	Narrative mentions congestion management and describes project benefits but may lack detail. / Narrative describes project benefits but how congestion management is addressed may be unclear.	Narrative clearly outlines how congestion management is addressed by the project with an explanation of benefits. The link between the stated benefits and congestion management is clear.	Narrative clearly outlines how congestion management is addressed by the project. Narrative uses specific examples and supporting data to describe project need, benefits, and how congestion management is addressed.
<i>Community Health and Safety</i>	Narrative does not clearly address community health and safety.	Narrative mentions community health and safety and describes project benefits but may lack detail. / Narrative describes project benefits but how community health and safety are addressed may be unclear.	Narrative clearly outlines how community health and safety are addressed by the project with an explanation of benefits. The links between the stated benefits and community health and safety are clear.	Narrative clearly outlines how community health and safety are addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how community health and safety are addressed.
<i>Equity</i>	Narrative does not clearly address equity.	Narrative mentions equity and describes project benefits but may lack detail. / Narrative describes project benefits but how equity is addressed may be unclear.	Narrative clearly outlines how equity is addressed by the project with an explanation of benefits. The link between the stated benefits and equity is clear.	Narrative clearly outlines how equity is addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how equity is addressed.

## Application Package

<i>Project Readiness</i>	Narrative does not clearly address project readiness.	Narrative mentions project readiness and describes project benefits but may lack detail. / Narrative describes project benefits but how project readiness is addressed may be unclear.	Narrative clearly outlines how project readiness is reflected within the project, along with an explanation of benefits. The link between the stated benefits and project readiness is clear.	Narrative clearly outlines how project readiness is reflected within the project. Narrative uses specific examples and supporting data to describe project benefits and how project readiness is addressed.
<i>Connectivity and Innovation</i>	Narrative does not clearly address connectivity and innovation.	Narrative mentions connectivity and innovation and describes project benefits but may lack detail. / Narrative describes project benefits but how connectivity and innovation are addressed may be unclear.	Narrative clearly outlines how connectivity and innovation are addressed by the project with an explanation of benefits. The links between the stated benefits and connectivity and innovation are clear.	Narrative clearly outlines how connectivity and innovation are addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how connectivity and innovation are addressed.

## General Comments

- Each existing 150 watt, HPS light fixture can be replaced by 50 watt LED fixture
- Each fixture replaced will result in energy reduction from ~220 kWh/yr to ~45 kWh/yr (savings = 175 kWh per fixture)
- Assume \$0.10 per kWh savings or \$17.50 per year per fixture replaced
- \$17.50 annual saving per fixture x 125 light replacements = \$2,187.50 savings per year

## Project Cost Estimate

Cost estimate – \$4,000 per pole x 125 – \$500,000

Construction and replacement – \$250,000

Total - \$750,000



**Winston-Salem**

December 18, 2024

**Department of  
Transportation**

City of Winston-Salem  
P.O. Box 2511  
Winston-Salem, NC 27102  
336-727-8000  
CityofWS.org

Mayor Mike Horn  
Chairman, Transportation Advisory Committee  
Winston-Salem Urban Area Metropolitan Planning Organization

Dear Chairman Horn,

The Winston-Salem Department of Transportation has submitted (1) project proposal for the Downtown Streetlight Procurement and Replacement for consideration for funding through the Winston-Salem Urban Area MPO's CMAQ and CRP Call for Projects. The City of Winston-Salem is committed to providing the 20% local match through funds already appropriated through the City of Winston-Salem Capital Improvement Plan. The City is also committed to managing the delivery of this project should it be funded.

Thank you for the opportunity to submit this important project that will provide improved connectivity for residents of Winston-Salem.

Sincerely,

Jeff Fansler  
Director of Transportation  
City of Winston-Salem

YOUR LINK TO CITY SERVICES



CALL: 311 [ 336-727-8000 ]  
TEXT: 855-481-LINK [5465]  
citylink@cityofws.org

**City Council:** Mayor Allen Joines; Denise D. Adams, Mayor Pro Tempore, North Ward; Barbara Hanes Burke, Northeast Ward; Robert C. Clark, West Ward; Vivian V. Joiner, South Ward; Regina Ford Hall, Northwest Ward; Scott Andree-Bowen, Southwest Ward; Annette Scippio, East Ward; James Taylor, Jr., Southeast Ward; City Manager: W. Patrick Pate



**CMAQ Target Allocations:**

**Federal Fiscal Year 2025**

	<b>FY 2025</b>
FY2025 Federal CMAQ Apportionment <sup>1</sup>	\$ 58,076,385
2% SPR Setaside	\$ 56,914,857
90% Obg. Limit	\$ 51,223,372
<b>Total Assumed CMAQ State Allocation<sup>3</sup></b>	<b>\$ 51,223,372</b>

Area	Pollutants	2020 Estimated NA Area Population <sup>3</sup>	Weighting Factors <sup>4</sup>	Adjusted Population	Percent (%)	FY 2025 Target	Adjusted FY 2025 Target	Notes
NCDOT Allocation <sup>5</sup>						45% \$ 23,050,517	\$ 22,797,709	
MPO/RPO Allocation <sup>7</sup>						55% \$ 28,172,854	\$ 28,425,663	
						\$ 51,223,372	\$ 51,223,372	
<b>Catawba Region</b>								
Hickory MPO	PM <sub>2.5</sub>	160,906	1.00	160,906	2.50%	\$ 703,857	\$ 703,857	Adjusted for 2020 Census data
<b>Great Smoky Mountain National Park Region</b>								
Land of Sky RPO	Ozone (1997)	49	1.00	49	0.00%	\$ 214	\$ 100,000	See note 8
Southwestern RPO	Ozone (1997)	68	1.00	68	0.00%	\$ 297	\$ 100,000	See note 8
<b>Metrolina Region</b>								
Cabarrus-Rowan MPO	Ozone (2008,1997)	372,646	1.00	372,646	5.79%	\$ 1,630,082	\$ 1,630,082	Adjusted for 2020 Census data
Charlotte Regional TPO	Ozone (1997, 2008), CO					\$ 8,633,568	\$ 8,633,568	Adjusted for 2020 Census data
Mecklenburg County	Ozone (1997, 2008), CO	1,115,482	1.44	1,606,294	24.94%	\$ 7,026,493		
All Other Areas	Ozone (1997, 2008)	306,155	1.20	367,386	5.70%	\$ 1,607,075		
Gaston Cleveland Lincoln MPO	Ozone (1997, 2008)	314,733	1.00	314,733	4.89%	\$ 1,376,754	\$ 1,376,754	Adjusted for 2020 Census data
Rocky River RPO	Ozone (1997, 2008)	17,437	1.00	17,437	0.27%	\$ 76,277	\$ 100,000	See note 8
<b>Rocky Mount Region</b>								
Rocky Mount MPO	Ozone (1997)	81,030	1.00	81,030	1.26%	\$ 354,453	\$ 354,453	Adjusted for 2020 Census data
Upper Coastal Plain RPO	Ozone (1997)	142,274	1.00	142,274	2.21%	\$ 622,355	\$ 622,355	Adjusted for 2020 Census data
<b>Triad Region</b>								
Burlington-Graham MPO	Ozone (1997), PM <sub>2.5</sub>	16,095	1.00	16,095	0.25%	\$ 70,403	\$ 100,000	See note 8
Greensboro MPO	PM <sub>2.5</sub>	409,075	1.00	409,075	6.35%	\$ 1,789,436	\$ 1,789,436	Adjusted for 2020 Census data
High Point MPO	PM <sub>2.5</sub>	261,051	1.00	261,051	4.05%	\$ 1,141,928	\$ 1,141,928	Adjusted for 2020 Census data
Winston-Salem MPO	CO, PM <sub>2.5</sub>	423,948	1.00	423,948	6.58%	\$ 1,854,497	\$ 1,854,497	Adjusted for 2020 Census data
NW Piedmont RPO	Ozone (1997)	30,042	1.00	30,042	0.47%	\$ 131,413	\$ 131,413	Adjusted for 2020 Census data
<b>Triangle Region</b>								
Capital Area MPO	Ozone (1997), CO					\$ 6,830,364	\$ 6,830,364	Adjusted for 2020 Census data
Wake County	Ozone (1997), CO	1,129,410	1.20	1,355,292	21.04%	\$ 5,928,522		
All Other Areas	Ozone (1997)	206,166	1.00	206,166	3.20%	\$ 901,842		
Durham-Chapel Hill-Carrboro MPO	Ozone (1997), CO					\$ 2,368,373	\$ 2,368,373	Adjusted for 2020 Census data
Durham County	Ozone (1997), CO	324,833	1.2	389,800	6.05%	\$ 1,705,120		
All Other Areas	Ozone (1997)	151,623	1.00	151,623	2.35%	\$ 663,253		
Kerr Tarr RPO	Ozone (1997)	98,952	1.00	98,952	1.54%	\$ 432,851	\$ 432,851	Adjusted for 2020 Census data
Central Pines RPO	Ozone (1997)	35,601	1.00	35,601	0.55%	\$ 155,730	\$ 155,730	Adjusted for 2020 Census data
<b>Totals</b>		<b>5,597,574</b>		<b>6,440,466</b>	<b>100%</b>	<b>\$ 51,223,372</b>	<b>\$ 51,223,372</b>	

Footnotes:

- 1 Source - <https://www.fhwa.dot.gov/fastact/estfy20162020apports.pdf>
- 3 Source - GIS Analysis of 2010 Census Population, 2010 Census Adjusted MPO & RPO Boundaries & EPA Pollutant Shapefiles
- 4 See "Table 2: SAFETEA-LU CMAQ Apportionment Factors" tab; Source - [http://www.fhwa.dot.gov/ENVIRONMENT/air\\_quality/cmaq/policy\\_and\\_guidance/2013\\_guidance/index.cfm](http://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm)
- 5 45% of NC CMAQ Apportionment, per NCDOT Guidelines
- 7 55% of NC CMAQ Apportionment, per NCDOT Guidelines
- 8 Per minimum CMAQ target allocation guidelines, a minimum yearly allocation will be guaranteed for any AQ region whose yearly allocation resulting from this formula is less than \$100,000 to ensure that each AQ region can program at least one CMAQ project that meets the \$100,000 minimum project amount during the TIP update cycle. Funds deducted from NCDOT Allocation to meet this \$100,000 min threshold.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

November 1, 2022

Ms. Kelly Garvin  
Planning Development Coordinator  
City of Winston-Salem, Department of Transportation  
P.O. Box 2511  
Winston-Salem, NC 27102

Subject: Winston-Salem/Forsyth UA MPO, Federal FY23 Carbon Reduction Program Allocation

Dear Mr. Graham:

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program (CRP) codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The Transportation Planning Division is pleased to inform you that the following funds have been made available to the Winston-Salem/Forsyth UA MPO, through the CRP. For Federal FY23, the Winston-Salem/Forsyth UA MPO will receive the allocation of \$ 893,286 in federal funds.

CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (*See* 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years. The federal share for CRP funded projects is 80% and will require a 20% non-federal match for projects.

Winston-Salem/Forsyth UA MPO is a TMA area and has selection authority per 23 CFR 450.332(c) but should coordinate with NCDOT on which projects are selected to ensure eligibility.

CRP funds can be used for a wide range of projects that reduce emissions. Eligible activities as identified in the statute are as follows: traffic management, truck stop electrification, public transportation, transportation alternatives, advanced transportation and congestion management technologies, intelligent transportation systems, development of a carbon reduction strategy, travel demand management, efforts to reduce the impacts of freight movement, deployment of alternative fuel vehicle, diesel engine retrofits, traffic flow improvements that do not involve construction of new capacity; and projects that reduce transportation emissions at port facilities. Other projects may be eligible with demonstration of emissions reductions. All projects selected must follow Title 23 requirements.

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING DIVISION  
1554 MAIL SERVICE CENTER  
RALEIGH NC 27699-1554

TELEPHONE: (919) 707-0900  
FAX: (919) 733-9794  
CUSTOMER SERVICE: 1-877-368-4968

*Location:*  
1 SOUTH WILMINGTON STREET  
RALEIGH NC 27601

WEBSITE: [NCDOT.GOV](http://NCDOT.GOV)

# ITEM #7

**Winston-Salem Area Transportation Planning Organization  
Transportation Advisory Committee  
Action Request**

**Meeting Date:** March 20, 2025      **Agenda Item Number:** 7

**Action Requested:** Consideration of a Resolution Approving a Letter of Support for the City of Winston-Salem on behalf of the Winston-Salem Transit Authority's (WSTA) Grant Application for the FY25 Bus and Bus Facilities Competitive Program and Low or No Emission Grant Program

**SUMMARY OF INFORMATION:**      **Attachments:** Yes X No     

The City of Winston-Salem on behalf of the Winston-Salem Transit Authority (WSTA) plan to apply for funding through the United States Department of Transportation (USDOT) Federal Transit Administration's (FTA) FY 25 Bus and Bus Facilities Competitive Program (5339(b)) and Low or No Emission Grant Program (5339(c)). The application, which would pursue funding for the purchase of five (5) diesel-electric hybrid buses. The diesel-electric hybrid buses would replace buses that have exceeded the end of their useful life.

The City of Winston-Salem was awarded funding in the FY24 cycle of the Low or No Emission Grant Program. With more of the fleet reaching the 500,000-mile, 12-year useful life threshold, there is a need to secure more fixed route buses.

The proposed project aligns with several key goals and objectives outlined in the Winston-Salem Area TPO's 2045 Metropolitan Transportation Plan, including:

- The enhancement of connections between major destinations such as employment and education centers.
- The prioritization of funding to support existing transit services and transit state of good repair.

Adoption of this item would approve a letter of support from the Winston-Salem Area Transportation Planning Organization (WSATPO) endorsing the City of Winston-Salem on behalf of the Winston-Salem Transit Authority's grant application to the FTA's FY25 Bus and Bus Facilities Competitive Grant Program and Low or No Emission Grant Program.

**TAC Vote: Motion by:** \_\_\_\_\_ **Second by:** \_\_\_\_\_

**Vote: For** \_\_\_\_\_ **Against** \_\_\_\_\_

**RESOLUTION APPROVING A LETTER OF SUPPORT FOR THE CITY OF WINSTON-SALEM ON BEHALF OF THE WINSTON-SALEM TRANSIT AUTHORITY'S (WSTA) GRANT APPLICATION FOR THE FY25 BUS AND BUS FACILITIES COMPETITIVE PROGRAM AND LOW OR NO EMISSION GRANT PROGRAM**

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

**WHEREAS**, the Federal Transit Administration (FTA) makes funding available for the purchase, replacement, and rehabilitation of buses under the Bus and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) and the Low or No Emission Grant Program (49 U.S.C. 5339(c)); and

**WHEREAS**, the City of Winston-Salem on behalf of the Winston-Salem Transit Authority (WSTA) is an eligible direct recipient for such funding; and

**WHEREAS**, the City of Winston-Salem is pursuing federal funding for the purchase of five (5) hybrid diesel-electric buses to replace a portion of the fleet exceeding the end of its useful life; and

**WHEREAS**, the City of Winston-Salem will provide the local match for the project through the Winston-Salem Transit Authority Reserve Fund; and

**WHEREAS**, the replacement of outdated vehicles in the Winston-Salem Transit Authority (WSTA) fleet would help the Winston-Salem Area Transportation Planning Organization (WSATPO) meet its stated objective of prioritizing a transit state of good repair, as in the 2045 Metropolitan Transportation Plan (MTP); and

**WHEREAS**, the Winston-Salem Area TPO recognizes the value of the project in helping enhance connections between major employment and education centers; and

**WHEREAS**, the Winston-Salem Area TPO seeks to lend support to its member agencies to meet community and regional objectives.

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization approves of the enclosed letter of support endorsing the City of Winston-Salem and Winston-Salem Transit Authority's grant application to the FTA's FY25 Bus and Bus Facilities Competitive Grant Program and Low or No Emission Grant Program.

Adopted on this the 20<sup>th</sup> day of March, 2025.

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Mike Horn, Chairman  
Transportation Advisory Committee

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Kelly Garvin, Secretary  
Transportation Advisory Committee



## WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION Transportation Advisory Committee

March 20, 2025

Bethania  
Bermuda Run  
Clemmons  
Davidson County  
Davie County  
Forsyth County  
Kernersville  
King  
Lewisville  
Midway  
Rural Hall  
Stokes County  
Tobaccoville  
Walkertown  
Wallburg  
Winston-Salem  
NC Board of  
Transportation  
Winston-Salem  
Transit Authority

### **Non-Voting Advisory Members**

City-County  
Planning Board  
Federal Highway  
Administration  
Forsyth County  
Airport Commission

The Honorable Sean Duffy  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: City of Winston-Salem and Winston-Salem Transit Authority (WSTA) FY25 Buses and Bus Facilities Competitive Program and Low or No Emissions Grant Program Application

Dear Secretary Duffy:

The Winston-Salem Area Transportation Planning Organization (WSATPO) Transportation Advisory Committee (TAC) is pleased to submit a letter of support for the City of Winston-Salem on behalf of the Winston-Salem Transit Authority's (WSTA) application to the Federal Transit Administration's (FTA) Fiscal Year 2025 Bus and Bus Facilities Competitive Grant Program and Low or No Emission Grant Program. This application, which seeks federal funding for the purchase of five (5) hybrid diesel-electric buses, will allow the Winston-Salem Transit Authority (WSTA) to replace buses that have exceeded their 500,000-mile and 12-year useful life.

Funding this vital project will help maintain a state of good repair and enhance service reliability across the Winston-Salem Transit Authority (WSTA) fixed route system. The USDOT's support of these bus replacements will support local businesses, improve job access, and strengthen the local economy.

This funding will build upon additional investments from the USDOT that have been programmed through our TPO Transportation Advisory Committee (TAC) to build high-quality public transportation in our region. Thank you for your consideration of this critical project to enhance public transit in our community.

Sincerely,

Mike Horn, Chairman  
Transportation Advisory Committee

# ITEM #8



**Winston-Salem Area Transportation Planning Organization  
Transportation Advisory Committee  
Action Request**

**Meeting Date:** March 20, 2025 **Agenda Item Number:** 8

**Action Requested:** Review and Consideration of an Appointment to the Winston-Salem Area Transportation Planning Organization (WSATPO) Regional Flexible Funding (RFF) Subcommittee

**SUMMARY OF INFORMATION:** **Attachments:** Yes      No X

The Regional Flexible Funding (RFF) Subcommittee, established by the Transportation Advisory Committee (TAC) on July 18, 2024, is charged with ensuring the Winston-Salem Area Transportation Planning Organization’s Regional Flexible Funding Program and Policy are carried out successfully. As specified in the RFF Program and Policy, the RFF Subcommittee provides oversight for projects funded through the TPO’s direct attributable funding sources, monitors project implementation progress, provides technical support for overcoming project obstacles, approves supporting materials for project applications and evaluations, reviews staff funding recommendations, and is responsible for continuous improvement of the RFF Program and Policy. The RFF Subcommittee meets quarterly, and minutes are published on the Committees subpage of the Winston-Salem Area TPO website.

Due to a recent retirement, there is an NCDOT member vacancy on the Regional Flexible Funding (RFF) Subcommittee. Winston-Salem Area TPO staff recommend that Matt Jones, Division Project Development Engineer serve for the remainder of Jeff Turner’s two-year term. Additionally, the Contract Engineer/Division Proposals Engineer position will serve as an alternate, eligible voting member in the event primary member Matt Jones is unable to attend an RFF Subcommittee Meeting.

Approval of this item will name Matt Jones, Division Project Development Engineer as a primary voting member of the Regional Flexible Funding (RFF) Subcommittee and allows NCDOT to designate the Contract Engineer/Division Proposals Engineer as an alternate as necessary.

**TAC Vote: Motion by:** \_\_\_\_\_ **Second by:** \_\_\_\_\_

**Vote: For** \_\_\_\_\_ **Against** \_\_\_\_\_

**RESOLUTION APPROVING AN APPOINTMENT TO THE WINSTON-SALEM AREA  
TRANSPORTATION PLANNING ORGANIZATION'S REGIONAL FLEXIBLE  
FUNDING (RFF) SUBCOMMITTEE**

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

**WHEREAS**, on July 18, 2024, the Transportation Advisory Committee (TAC) of the Winston-Salem Area Transportation Planning Organization (WSATPO) adopted the Regional Flexible Funding (RFF) Program and Policy; and

**WHEREAS**, the RFF Program and Policy governs the evaluation, selection, recommendation, programming, and implementation of the TPO's direct attributable funding sources; and

**WHEREAS**, the RFF Program and Policy establishes the RFF Subcommittee to support the successful implementation of the established program; and

**WHEREAS**, the RFF Subcommittee shall be made up of four to five members of the Technical Coordinating Committee and affiliated agencies serving two-year terms; and

**WHEREAS**, the retirement of RFF Subcommittee member Jeff Turner, North Carolina Department of Transportation (NCDOT) Division 9, has left a vacancy on the subcommittee; and

**WHEREAS**, the Winston-Salem Area TPO wishes to retain at least one member of NCDOT Division 9 on the RFF Subcommittee to provide expertise and coordination in the development of project schedules and cost estimates; and

**WHEREAS**, Winston-Salem Area TPO staff recommend the appointment of Division Project Development Engineer Matt Jones of NCDOT Division 9 to serve the remainder of the term begun July 18, 2024; and

**WHEREAS**, Winston-Salem Area TPO staff further recommend the acceptance of the named NCDOT Division 9 Division Proposals Engineer or Contract Engineer to serve as an alternate member.

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization approves the nomination of Matt Jones, Division Project Development Engineer for NCDOT Division 9 to the Regional Flexible Funding (RFF) Subcommittee and approves of an alternate designation to be filled as needed by the Division Proposals Engineer or Contract Engineer.

Adopted on this the 20<sup>th</sup> day of March, 2025.

\_\_\_\_\_  
Mike Horn, Chairman  
Transportation Advisory Committee

\_\_\_\_\_  
Kelly Garvin, Secretary  
Transportation Advisory Committee

# ITEM #9

**Winston-Salem Area Transportation Planning Organization  
Transportation Advisory Committee  
Action Request**

**Meeting Date:** March 20, 2025 **Agenda Item Number:** 9

**Action Requested:** Review of the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) Amendments and Modifications for the Winston-Salem Area Transportation Planning Organization (WSATPO) and Amending the 2045 Metropolitan Transportation Plan (MTP).

**SUMMARY OF INFORMATION:** **Attachments:** Yes X No     

The Fiscal Year (FY) 2024-2033 Transportation Improvement Program (TIP) is a comprehensive list of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2045 Metropolitan Transportation Plan (MTP) and match Winston-Salem Area Transportation Planning Organization (WSATPO) projects in the FY 2024-2033 State Transportation Improvement Program (STIP). The 2045 MTP Update was adopted by the TAC on November 19, 2020 and amended by the TAC September 21, 2023.

The North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects. Any STIP amendment for new statewide projects or projects within the Winston-Salem Area Transportation Planning Organization (WSATPO) triggers the amendment of the TIP. Modifications to the STIP do not require adoption but are provided for information.

The attached document describes the additions, deletions, amendments, and modifications to the Winston-Salem Urban Area FY 2024-2033 TIP.

As required by the WSATPO's Public Participation Policy, the amendments and modifications to the FY 2024-2033 TIP will be made available for public review and comment for at least thirty (30) days.

Adoption of this resolution approves the additions, deletions, and modifications to the 2024-2033 TIP and amends the 2045 Winston-Salem Urban Area Metropolitan Transportation Plan (MTP) to ensure continued consistency between the two documents.

**TAC Vote: Motion by:** \_\_\_\_\_ **Second by:** \_\_\_\_\_

**Vote: For** \_\_\_\_\_ **Against** \_\_\_\_\_

**RESOLUTION  
APPROVING THE FISCAL YEAR 2024 – 2033 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) AMENDMENTS AND MODIFICATIONS FOR  
THE WINSTON-SALEM AREA TRANSPORTATION PLANNING  
ORGANIZATION (WSATPO) AND AMENDING THE 2045 METROPOLITAN  
TRANSPORTATION PLAN (MTP).**

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

**WHEREAS**, the Transportation Improvement Plan (TIP) is a comprehensive listing of all transportation projects programmed for the Winston-Salem Urban Area and must match the State Transportation Improvement Program (STIP); and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects; and

**WHEREAS**, any STIP amendment for new statewide projects or projects within the Winston-Salem Area Transportation Planning Organization (WSATPO) triggers the amendment of the TIP; modifications to the STIP do not require adoption but are provided for information; and

**WHEREAS**, the attached document describes the amendments and modifications to the Winston-Salem Urban Area Fiscal Year 2024-2033 TIP; and

**WHEREAS**, as required by the WSATPO’s Public Participation Policy, the amendments and modifications to the TIP and MTP were available for public review and comment for at least thirty (30) days.

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization adopts the amendments and modifications to the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) as shown on the attached list and amends the 2045 Metropolitan Transportation Plan (MTP) accordingly.

Adopted on this the 15<sup>th</sup> of May, 2025.

\_\_\_\_\_  
Mike Horn, Chairman  
Transportation Advisory Committee

\_\_\_\_\_  
Kelly Garvin, Secretary  
Transportation Advisory Committee

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION

STIP MODIFICATIONS

<p>* I-5880 FORSYTH <b>PROJ.CATEGORY</b> REGIONAL</p>	<p>- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION</p>	<p>I-40 / US 311, NC 109 (THOMASVILLE ROAD) / CLEMMONSVILLE ROAD SPLIT-DIAMOND INTERCHANGE IN WINSTON-SALEM. CONVERT HALF DIAMOND INTERCHANGE AT NC 109 TO FULL DIAMOND, AND REMOVE CONNECTOR ROADS AND HALF DIAMOND INTERCHANGE AT CLEMMONSVILLE ROAD <b><u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u></b></p>	<p>RIGHT-OF-WAY  CONSTRUCTION</p>	<table border="0"> <tr> <td>FY 2025 -</td> <td>\$576,000</td> <td>(NHP)</td> </tr> <tr> <td>FY 2026 -</td> <td>\$360,000</td> <td>(NHP)</td> </tr> <tr> <td>FY 2027 -</td> <td>\$360,000</td> <td>(NHP)</td> </tr> <tr> <td>FY 2025 -</td> <td>\$16,792,000</td> <td>(NHP)</td> </tr> <tr> <td>FY 2026 -</td> <td>\$18,925,000</td> <td>(NHP)</td> </tr> <tr> <td>FY 2027 -</td> <td><u>\$9,283,000</u></td> <td>(NHP)</td> </tr> <tr> <td></td> <td>\$46,296,000</td> <td></td> </tr> </table>	FY 2025 -	\$576,000	(NHP)	FY 2026 -	\$360,000	(NHP)	FY 2027 -	\$360,000	(NHP)	FY 2025 -	\$16,792,000	(NHP)	FY 2026 -	\$18,925,000	(NHP)	FY 2027 -	<u>\$9,283,000</u>	(NHP)		\$46,296,000	
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FY 2026 -	\$360,000	(NHP)																							
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FY 2025 -	\$16,792,000	(NHP)																							
FY 2026 -	\$18,925,000	(NHP)																							
FY 2027 -	<u>\$9,283,000</u>	(NHP)																							
	\$46,296,000																								

\* INDICATES FEDERAL AMENDMENT

# ITEM #10

**Winston-Salem Area Transportation Planning Organization  
Transportation Advisory Committee  
Action Request**

**Meeting Date:** March 20, 2025      **Agenda Item Number:** 10

**Action Requested:** Review of an amendment to the Winston-Salem Area Transportation Planning Organization (WSATPO) Transportation Advisory Committee (TAC) By-laws for the addition of a consent agenda.

**SUMMARY OF INFORMATION:**

**Attachments:** Yes X No     

The Winston-Salem Area TPO's (WSATPO) Memorandum of Understanding (MOU) outlines the policies, structure, membership and the roles and responsibilities of WSATPO and is the governing document of the WSATPO while the TAC By-laws define the purpose, membership, quorum requirements, and other rules for conducting TAC meetings. The By-laws along with the MOU were last amended on September 19, 2013 and had an effective date of January 16, 2014. These documents are periodically revised to reflect changes in legislation, organization structure, and MPO best practices.

In an effort to streamline and improve various processes and address some coordination and timeline issues between the TPO and state and federal partners, staff conducted a peer review of other MPO's by-laws and processes in the state. It was determined that many MPOs across the State used a consent agenda for their meetings. This allowed TAC members to spend more time on items that are more complex in nature or require more in depth discussion and deliberation from the board.

Staff recommends the following revisions to the TAC By-laws "Article V "Meetings", Section 5 "Agenda":

- Incorporate the use of a consent agenda
- Allow for consent agent items to be brought before the board once as an action item after the required public participation period if applicable.

**TAC Vote: Motion by:** \_\_\_\_\_ **Second by:** \_\_\_\_\_

**Vote: For** \_\_\_\_\_ **Against** \_\_\_\_\_



Consent agenda items would be acted upon collectively under a single motion and could be removed from the consent agenda for discussion at the discretion of TAC members. Examples of consent agenda items would include:

- Transportation Improvement Program (TIP) amendments,
- Unified Planning Work Program (UPWP) amendments,
- letters of support, and
- annual self-certification.

Consent agenda items would be subject to direct action and would not require an informational item.

Proposed revisions to Article V “Meetings”, Section 5 “Agenda” of the TAC By-laws appear in red in the attached revised by-laws.

Amendments to the TAC By-laws will be made available for public review and comment for at least thirty (30) days prior to the May 15, 2025 TAC meeting.

**RESOLUTION  
AMENDING THE BY-LAWS OF THE  
TRANSPORTATION ADVISORY COMMITTEE (TAC) OF THE  
WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION**

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

**WHEREAS**, the Winston-Salem Area Transportation Planning Organization (WSATPO) is involved in a comprehensive, continuing, and cooperative transportation planning process; and

**WHEREAS**, the WSATPO TAC is governed by its by-laws which, as last amended on September 19, 2013, provide for the operation and framework for the TAC while defining its Functions; Relationship with the Membership and Terms; Time and Place of Meeting; Agendas; Officers; Quorum and Voting Procedures; and process for the Amendments of By-laws; and

**WHEREAS**, the TAC by-laws provide detailed procedural guidance to the TAC in completing the transportation planning process and in constituting membership; and

**WHEREAS**, from time to time language in the by-laws needs to be revised and updated to reflect changes in Federal or State legislation and policies or changes in organization, department or staff position names; and

**WHEREAS**, the Consent Agenda allows the TAC to act on routine administrative items or items deemed as non-controversial in one motion if no member or the public wishes an item be removed and discussed on the regular agenda; and

**WHEREAS**, Members of the TAC may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other member objects to the change; and

**NOW, THEREFORE, BE IT RESOLVED** that the TAC of the Winston-Salem Area TPO approves an amendment to the TAC by-laws to allow for the use of a consent agenda at its meetings.

Adopted on this the 15<sup>th</sup> day of May, 2025.

\_\_\_\_\_  
Mike Horn, Chairman  
Transportation Advisory Committee

\_\_\_\_\_  
Kelly Garvin, Secretary  
Transportation Advisory Committee

*Adopted in September 2013; to be effective upon execution of the amended MOU by all parties.  
Effective January 16, 2014*

**BY-LAWS  
WINSTON-SALEM URBAN AREA  
TRANSPORTATION ADVISORY COMMITTEE**

**ARTICLE I - NAME**

The name of this organization shall be the **Winston-Salem Urban Area Transportation Advisory Committee**, hereinafter referred to as the "TAC."

**ARTICLE II - PURPOSE**

The purpose and goals of this committee shall be:

1. To develop and direct a Continuing Comprehensive transportation planning process carried on Cooperatively by the State and local communities in conformance with the Federal guidelines for that process within the Winston-Salem Urban Area Planning Area;
2. To advise the policy boards within the Winston-Salem Urban Area Planning Area on the status and needs identified through the continuing transportation planning process;
3. To facilitate coordination and communication between the policy boards and agencies represented on the TAC and the staff group, known as the Technical Coordinating Committee (TCC);
4. To facilitate coordination between the policy boards of the Winston-Salem Urban Area TAC and the North Carolina Department of Transportation (NCDOT);
5. To assist the general public in understanding decisions and policies of the policy boards;
6. To act as a forum for cooperative decision-making by elected officials of the Winston-Salem Urban Area TAC in cooperation with the State, thereby fulfilling the requirements for a cooperative planning process; and
7. Other duties and responsibilities as outlined in the most recent "Memorandum of Understanding" approved by the participating members of the Winston-Salem Urban Area TAC.

## **ARTICLE III - MEMBERS**

Section 1 - Number and Qualifications: As specified in the most recent “Memorandum of Understanding” and “Addendums” thereto, the TAC shall include the following voting members:

- Three elected officials from the City of Winston-Salem City Council, one of which shall be the Mayor;
- Two elected officials from the Forsyth County Board of Commissioners;
- One elected official from the Town of Bermuda Run Town Council;
- One elected official from the Town of Bethania Town Council;
- One elected official from the Village of Clemmons Village Council;
- One elected official from the City of King City Council;
- One elected official from the Town of Kernersville Town Council;
- One elected official from the Town of Lewisville Town Council;
- One elected official from the Town of Midway Town Council;
- One elected official from the Town of Rural Hall Town Council;
- One elected official from the Village of Tobaccolville Village Council;
- One elected official from the Town of Walkertown Town Council;
- One elected official from the Town of Wallburg Town Council;
- One elected official from the Davidson County Board of Commissioners;
- One elected official from the Davie County Board of Commissioners;
- One elected official from the Stokes County Board of Commissioners;
- One member of the Board of Directors of the Winston-Salem Transit Authority;
- One representative of the North Carolina Department of Transportation, from the Board of Transportation; and
- One elected official from each municipality added to the MPO and granted voting rights by the TAC.

The Chairman of the City-County Planning Board (CCPB), the Secretary to the TAC, the Chairman of the Forsyth County Airport Commission, and the Division Administrator, North Carolina Division, Federal Highway Administration, United States Department of Transportation, shall all serve as advisory, non-voting members of the TAC.

As permitted in the Memorandum of Understanding, the TAC may add members by majority vote of the Committee's membership. At the pleasure of the TAC, those new members may be full voting members, partial voting members, or advisory, non-voting members, provided that new member(s) must become a party to the Memorandum of Understanding by adopting and executing an Addendum to the Memorandum of Understanding.

Section 2 - Terms of Office: Members of the TAC shall remain in office until; (1), their designation has been rescinded by their respective governing board; (2), their governing board has designated a duly qualified replacement member, or; (3), their membership in their respective

governing board has ceased.

Section 3 - Alternates: Each board represented on the TAC may appoint one (1) alternate member for each regular member, provided the alternate meets the membership qualifications. That alternate member may serve as a full voting member during any meeting where one of that board's representatives is not in attendance. Proxy and absentee voting are not permitted.

#### **ARTICLE IV - OFFICERS**

Section 1 - Officers Defined: The officers of the TAC shall consist of a Chairman and Vice-Chairman, elected by the members of the committee. The Transportation Planning Coordinator of the City-County Planning Board shall serve as Secretary to the TAC.

Section 2 - Duties: The Chairman shall call and preside at meetings and appoint committees. In the absence of the Chairman, the Vice-Chairman shall preside and complete all other duties of the Chairman. The Secretary will provide staff services for the committee, as needed, and will maintain a current copy of the By-Laws as an addendum to the Memorandum of Understanding, to be distributed to the public on request.

Section 3 - Elections: Officers shall be elected annually at the TAC's first regular meeting of the calendar year, as the first agenda item. The newly elected Chairman and Vice-Chairman shall take office immediately following the election.

#### **ARTICLE V - MEETINGS**

Section 1 - Regular Meetings: Meetings shall be held bi-monthly but may be canceled due to the lack of agenda items. Meetings will be held on the third Thursday of the months of January, February, March, May, July, September and November.

Section 2 - Special Meetings: Special meetings may be called by the Chairman or at the request of a majority of the eligible voting members. At least seven (7) days notice shall be given.

Section 3 - Quorums: A quorum is constituted by the presence of at least fifty-one percent (51%) of the eligible voting members at the beginning of the meeting, who together represent a minimum of fifty-one percent (51%) of the votes.

Section 4 - Attendance: Each member shall be expected to attend each regular meeting and each special meeting provided at least seven (7) days notice is provided.

Section 5 - Agenda: **The agenda for meetings of the TAC shall be divided into two parts, the Regular Agenda and the Consent Agenda.** The **Regular Agenda** is the list of considerations for discussion at a meeting. Items on the **Regular Agenda** originate as a carryover from previous TAC meetings or are placed on the **Regular Agenda** prior to its distribution by any member of the TAC, by request from any jurisdiction party to the

Memorandum of Understanding, or by request of the Chairman of the TCC. Additional items may be placed on the regular agenda following discussion of the last item on the **Regular Agenda**, as long as a majority concurrence of the eligible voting members present at any meeting is received. Items may be placed on the agenda by citizens with two-thirds concurrence by eligible voting committee members present at any meeting.

**The Consent Agenda groups routine meeting discussion points into a single agenda item. Consent Agenda items can be approved in one action, rather than through the filing of multiple motions. As part of a Consent Agenda, the TAC may act on routine administrative items or items deemed by the TAC as non-controversial in one motion if no member or the public wishes an item to be removed and discussed on the regular agenda. These items include, but not limited to TIP amendments, UPWP amendments, letters of support, and annual self-certification of the transportation planning process that have been subject to a 30 day public review process. Members of the TAC may raise questions, seek clarification, or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other member objects to the change. Consent agenda items will be subject to direct action and do not require an informational item.**

Section 6 - Voting Procedures: The Chairman and any member may call for a vote on any issue, provided that the motion is seconded and within the purposes set forth in Article II, and provided the issue is on the agenda as outlined in Section 5 of this article. A majority vote of the voting members shall be sufficient for approval of matters coming before the TAC with the exception that a TAC member may invoke the weighted voting schedule on any matter. If the weighted voting schedule is invoked, an item coming before the TAC that receives a majority of the number of eligible votes for the item shall be deemed approved. The Chairman is permitted to vote, but advisory members are not. Abstentions shall be considered affirmative votes. In the absence of any direction from the By-Laws, procedures governing voting shall be decided by the Chairman.

As outlined in the Memorandum of Understanding, a weighted voting schedule is established as part of these By-laws to include 100 (one hundred) total votes to be apportioned based on the population of each jurisdiction as of the most recent decennial census with a minimum of one (1) vote per voting member. Votes for the North Carolina Board of Transportation Representative and the Winston-Salem Transit Authority Board Member will be allocated by the TAC from the total votes or from the apportioned votes of the most populous jurisdiction. The following weighted vote schedule is established:

JURISDICTION	VOTES
City of Winston-Salem	
Mayor	26
Council Member	10
Council Member	10
Forsyth County	
Commissioner	7
Commissioner	7
Town of Bermuda Run	1
Town of Bethania	1
Village of Clemmons	5
Town of Kernersville	6
City of King	2
Town of Lewisville	3
Town of Midway	1
Town of Rural Hall	1
Village of Tobaccoville	1
Town of Walkertown	1
Town of Wallburg	1
Davidson County	5
Davie County	2
Stokes County	3
North Carolina Board of Transportation Member	5
Winston-Salem Transit Authority	2

#### **ARTICLE VI – PARLIAMENTARY PROCEDURES**

The rules contained in the current edition of *Robert’s Rules of Order, Newly Revised*, shall govern the TAC in all cases to which they are applicable and in which they are not inconsistent with the “Memorandum of Understanding”, these bylaws and/or any special rules of order the TAC may adopt.

#### **ARTICLE VII - AMENDMENTS TO BY-LAWS**

Amendments to the By-laws of the TAC shall require the affirmative vote of at least two-thirds (2/3) of the eligible votes provided, however, that written notice of the proposed amendment has been sent to each member of the committee at least seven (7) days prior to the meeting at which the amendment is to be considered, and provided that such amendment does not conflict with the letter or fundamental intent of the Memorandum of Understanding (MOU) governing this document. The MOU shall carry precedence over the By-laws of the TAC in the event of any conflict.

# ITEM #11



**Winston-Salem Area Transportation Planning Organization  
Transportation Advisory Committee  
Action Request**

**Meeting Date:** March 20, 2025 **Agenda Item Number:** 11

**Action Requested:** Review of a Proposed Modification Request to Winston-Salem Urban Area Federal Functional Class Network.

**SUMMARY OF INFORMATION:** **Attachments:** Yes X No     

Functional classification of a roadway describes the primary function or purpose of the roadway in relation to the area road network. Roadways can be assigned to one of several possible functional classes based on the character of travel services that each roadway provides. Federal functional classification is used to determine a roadways eligibility for federal funding, key roadway design elements, program and project prioritization.

As traffic patterns change over time through either roadway construction or land use changes, roadway functions may change as well. Reclassifying roadways to match their current purpose helps to maintain a proper local street network hierarchy, which reflects the importance of each roadway’s function in the network.

From October 1, 2024 to November 25, 2024, the Winston-Salem Area TPO conducted an open call period for FFC roadway modifications. During the call period the Village of Clemmons submitted an FFC change request application for Stadium Drive from local to major collector. The TPO’s Streets & Highways subcommittee met on February 10, 2025 to discuss the submitted application and provide a recommendation to the TCC and TAC for review. The Streets & Highways subcommittee recommended the Stadium Drive FFC change request.

The attached application and supporting documents have been reviewed by the Streets & Highways subcommittee and are provided here for further review and action. This item will be made available for public review and comment for at least thirty (30) days prior to the May 15, 2025 TCC meeting.

**TAC Vote: Motion by:** \_\_\_\_\_ **Second by:** \_\_\_\_\_

**Vote: For** \_\_\_\_\_ **Against** \_\_\_\_\_

**RESOLUTION  
APPROVING THE MODIFICATIONS TO THE FEDERAL FUNCTIONAL  
CLASSIFICATION NETWORK FOR THE WINSTON-SALEM AREA  
TRANSPORTATION PLANNING ORGANIZATION**

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

**WHEREAS**, the functional classification of a roadway describes the primary function or purpose of the roadway in relation to the area road network; and

**WHEREAS**, the functional purpose of the roadway facilities changes over time, either as a result of land use or traffic changes, the Winston-Salem Area Transportation Planning Organization (WSATPO) is responsible for initiating changes to the functional classification of roadways within the Winston-Salem urban area; and

**WHEREAS**, the WSATPO and the North Carolina Department of Transportation (NCDOT) receive State and Federal funding for road improvements and maintenance based on the functional classification of roadways; and

**WHEREAS**, an open call period between October 1, 2024 and November 25, 2024 was held for modification to the Winston-Salem Urban Area Federal Functional Class Network; and

**WHEREAS**, the Streets & Highways Subcommittee reviewed this request for a modification on February 10, 2025 and provided a recommendation to the Transportation Advisory Committee and Technical Coordinating Committee for this application.

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization recommends the proposed Federal Functional Classification modifications be submitted to the North Carolina Department of Transportation and Federal Highway Administration for final consideration.

Adopted on this the 15th day of May, 2025.

\_\_\_\_\_  
Mike Horn, Chairman  
Transportation Advisory Committee

\_\_\_\_\_  
Kelly Garvin, Secretary  
Transportation Advisory Committee

# FFC Change Request Portal

Submitted by: Anonymous user

Submitted time: Oct 17, 2024, 2:00:26 PM

## Applicant Information

Applicant Name

**Amy Flyte**

Applicant Agency

**CLEMMONS**

Applicant Email

**[aflyte@clemmons.org](mailto:aflyte@clemmons.org)**

Applicant Phone Number

**3,367,667,511**

## FFC Change Request Form

Street Name

**Stadium Drive**

Location From

**US Hwy 158**

**178**

Location To

**Lewisville-Clemmons Rd**

Current Functional Classification

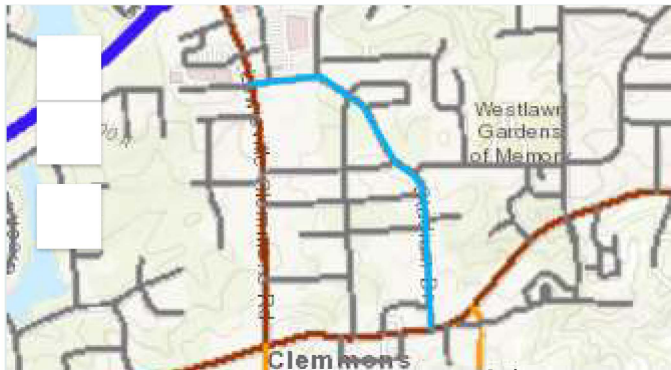
**Local**

Requested Functional Classification

**Major Collector**

Draw the facility to be reclassified.

**Length: 0.87 Miles**



Davie County, State of North Carolina DOT, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA | North Carolina Department of Information Te... Powered by Esri

Annual Average Daily Traffic (AADT)

**9700**

Speed Limit

**35**

Divided or Undivided

**Undivided**

Surrounding Land Uses

- **Moderate/low Density Residential**
- **Office**

Land Use Description

**It is the connector road between US HWy 158 and Lewisville-Clemmons Road. It is also the access to our local library and an elementary school. There are areas of strong commercial with two shopping center access points on the L-C Rd side and office and multi family near the library. It will be even more heavily used when it becomes the detour for Kinnamon Road when that bridge is eventually replaced.**

Multimodal Elements

- **Sidewalks**

How the transportation system will be enhanced by this change?

**We see Stadium in need of safety improvements, particularly at the intersection with US Hwy 158. We see the need for other safety improvements to support other modes of transit to the school and library. We would like to see a safety intersection improvement at the Ridgecrest Dr intersection as that is the cut through to some of our established neighborhoods.**

## WSATPO Federal Functional Class Matrix

	Arterials					Collectors		Local
	Interstate	Freeway	Expressway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
<b>Description</b>	An interstate has full control of access; the only way a vehicle can get on or off an interstate is by the means of an interchange. Roadways are officially designated as Interstates by the USDOT Secretary of Transportation.	A freeway has full control of access; the only way a vehicle can get on or off a freeway is by the means of an interchange or where all intersections are grade separated.	Expressways have limited or partial controls of access; the only way a vehicle can get on or off an expressway is by the means of where major cross streets and at grade intersections are for minor cross streets; and the use of acceleration and deceleration lanes for at grade intersections.	A non-interstate arterial; principal arterials are considered to be the highest traffic volume corridors, have long trip desires and carry a high proportion of total travel on a minimum of mileage. They also serve major centers of metropolitan areas; provide a high degree of mobility and can also provide mobility through rural areas; can serve abutting land uses directly.	Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and inter-county service. Provide service to corridors with trip length and travel density greater than those predominantly served by collector or local systems. Provide service for trips of moderate length; serve geographic areas that are smaller than their higher arterial counterparts; offer connectivity to the higher arterial system.	Provide land access and traffic circulation; collect local traffic in residential neighborhoods and channel it to other collectors or arterials. Serve primarily intra-county travel (rather than statewide); gather traffic from Local Roads and funnel to the arterial network; offer more mobility (while minor collectors offer more access); when compared to minor collectors, are longer in length, have higher speed limits and may have more travel lanes.	Provide land access and traffic circulation; collect local traffic in residential neighborhoods and channel it to other collectors or arterials. Only federally eligible for disaster recovery in urbanized areas, not in rural areas. Minor collectors offer more access (while major collectors offer more mobility); gather traffic from local roads and onto the arterial network; when compared to major collectors, minor collectors have lower speed limits; are spaced at shorter intervals and have lower traffic volume; in rural areas, AADT and spacing may be the most significant designation factors.	Any road that is not on the Functional Classification System network.
<b>Divided/Undivided</b>	Divided	Undivided/Divided	Undivided/Divided	Undivided/Divided	Undivided/Divided**	Undivided/Divided**	Undivided	Undivided
<b>AADT (urban)</b>	35,000 – 129,000	13,000 – 55,000	13,000 – 55,000	7,000 - 27,000	3,000 – 14,000	1,100 – 6,300	1,100 – 6,300	80 - 700
<b>Lane Width (ft)</b>	12	11-12	11-12	11-12	10-12	10-12	10-11	8-10
<b>Outside Shoulder (ft)</b>	10 – 12	8 -12	8-12	8-12	4-8	1-6	1-4	0-2
<b>Inside Shoulder (ft)</b>	4-12	0-6	0-6	0	0	0	0	0
<b>Multimodal Element<sup>^</sup></b>		HOV/HOT lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW).	HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW).	Bus stops, busways, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban), shared use paths	Bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)	Bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)	Bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)	Bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
<b>Speed Limit<sup>^</sup></b>	+55	+55	45 - 60	30 - 55	25 - 55	25 – 45	25 - 45	15 - 45
<b>Surrounding Land Uses*</b>		High/moderate density housing High/moderate intensity commercial, office and industrial uses	Moderate/low density residential Moderate/low intensity commercial, office and industrial uses	Moderate density residential Moderate/low intensity commercial, office and industrial uses	High/moderate density housing High/moderate intensity commercial, office and industrial uses	Moderate/low density residential Moderate/low intensity commercial, office and industrial uses	Primarily residential Low intensity commercial, office and industrial uses	
<b>Driveways<sup>^</sup></b>	Not Allowed	Not Allowed	Right-in/right-out only; direct driveway access via service roads or other alternate connections.	Primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway.	Full movement on two lane roadway with center turn lane.	Full movement on two lane with center turn lane as permitted	Full movement	Full movement
<b>Functional Purpose<sup>^</sup></b>	High Mobility			Balanced Mobility/Access		Mobility	Access	Access
	Partially/Fully controlled access		Limited/partial control access	Partially/uncontrolled access		Uncontrolled access	Uncontrolled access	Uncontrolled access
	High Volume			Balanced Volume		Low Volume	Low Volume	Low Volume
<b>System Connectivity</b>	Describe road connectivity as it relates to immediately adjacent and connecting classified roads.							

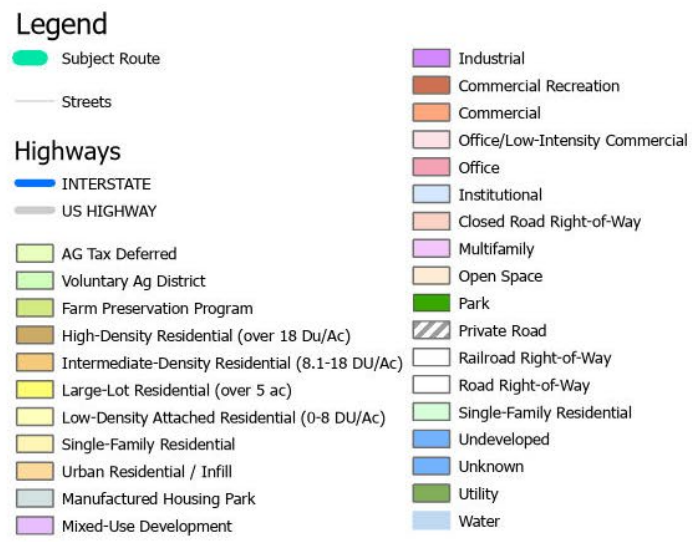
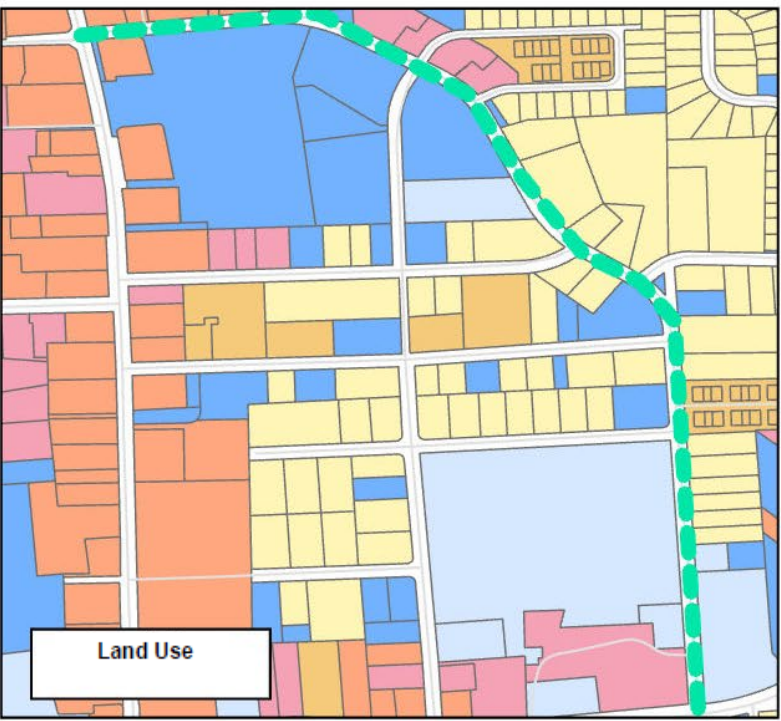
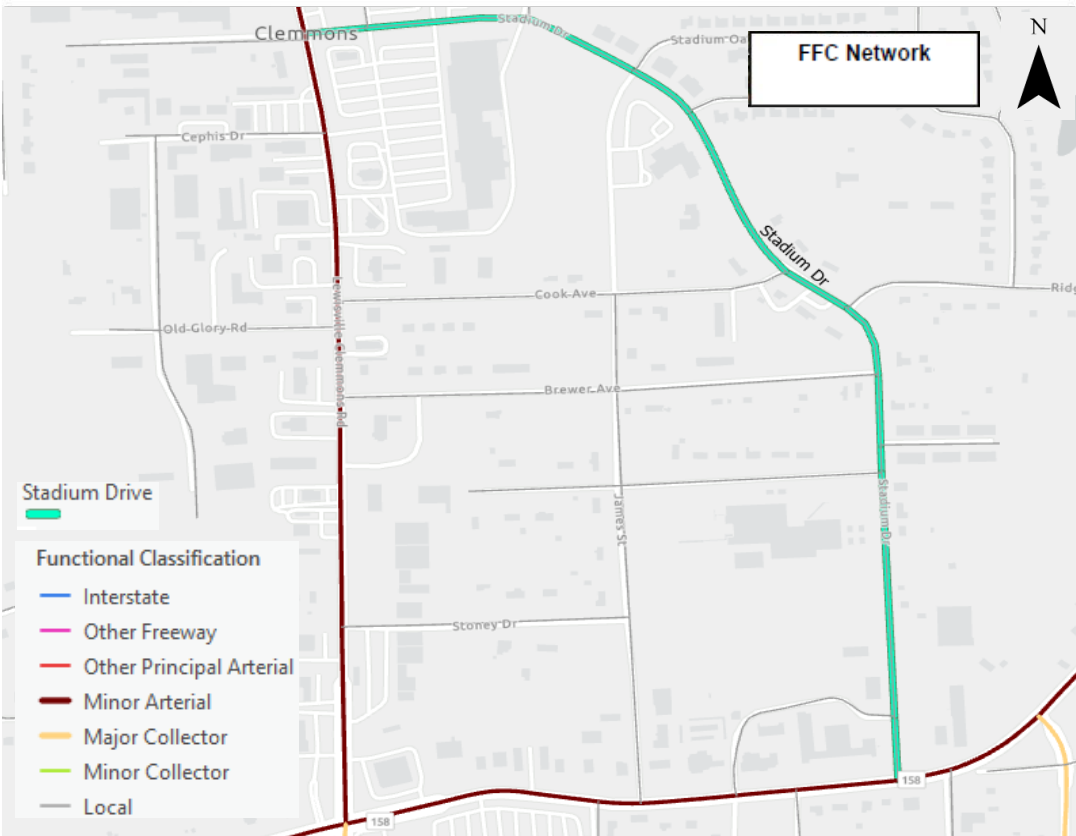
<sup>^</sup>As defined in WSMPO CTP (2012)    \*Reflect local land use descriptions/definitions    \*\*Locally adjusted and approved by NCDOT & FHWA

**Stadium Drive FFC Application**

Submitting Locality: Clemmons  
 Route Name: Stadium Drive  
 Modification Requested: Upgrading  
 Requesting Modified Class: Minor Collector  
 Segment Start: US 158 (Clemmons Road  
 Segment End: Lewisville-Clemmons Road

**Roadway Information**

Inside Shoulder: 0  
 Outside Shoulder: 0  
 Road ROW: 60'  
 Lane Width: 11'  
 Speed Limit: 35 MPH  
 Number of Lanes: 2 with center turn lane  
 AADT: 9,700 (2023)  
 Divided/Undivided: Undivided  
 Multimodal: Yes  
 Driveways: Full Movement  
 System Connectivity:  
 - Lewisville Clemmons Road (Minor Arterial)  
 - US 158 (Minor Arterial)



# STAFF REPORTS



Winston-Salem Area TPO  
**NCDOT Division 9 Transportation Update**  
 March 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>Projects Under Construction</b>								
2023CPT.09...1091 2023CPT.09.02.20291 (C204871)	Milling, resurfacing, and shoulder reconstruction on 2 section of US-64 and 5 sections of secondary roads.	April 18, 2023	TBA	49% Complete	\$6,185,165	J. T. Russell and Sons	Eric Goldston (704) 630-3220	Contractor plans to begin work on Nov. 4th will be utilizing multiple crews and subcontractors to finish contract. Contractor has completed paving on 5 of the 8 maps, permanent striping has not been completed due to weather restrictions. No estimated completion date at this point.
2024CPT.09...10291 2024CPT.09.02.20291 (C204906)	Milling, resurfacing, and shoulder reconstruction on 1 section of NC 109, 2 sections of NC 8, and 11 sections of secondary roads.	November 21, 2023	September 26, 2025	0% Complete	\$7,681,070	J. T. Russell and Sons	Eric Goldston (704) 630-3220	Contractor plans to complete this contract in summer 2025.
2025CPT.09.11.20292.3 (DI00364)	Asphalt Surface Treatment (AST) on various secondary (109 Sections) in Davidson County	January 22, 2025	October 15, 2025	0% Complete	\$1,558,894	Waugh Asphalt, Inc.	Eric Goldston (704) 630-3220	Work start date TBD.
9.102939.1 9.102919.2 (DI00366)	Permanent pavement markings on various Primary and Interstate routes in Davidson, Davie, Forsyth, Rowan, and Stokes County	January 22, 2025	August 29, 2025	0% Complete	\$1,243,855	WL Markers, Inc.	Eric Goldston (704) 630-3220	WL Markers awarded the contract. Estimated work start in March 2025.
2025CPT.09.01.10291 (C204986)	2025-2026 Davidson County Resurfacing - Milling, resurfacing, and shoulder reconstruction.	October 15, 2024	October 30, 2026	0% Complete	\$7,057,484	Vecellio & Grogan Inc.	Eric Goldston (704) 630-3220	
2024CPT.09.05.10341 (C204927)	2024 Forsyth County Resurfacing - Milling, resurfacing, and shoulder reconstruction.	March 19, 2024	November 14, 2025	24% Complete	\$8,955,273	APAC Atlantic, Inc.	Scott Jones (336) 747-7900	
2025CPT.09.05.10341 (C204985)	2025 Forsyth County Resurfacing - Milling, resurfacing, and shoulder reconstruction.	October 15, 2024	October 30, 2026	0% Complete	\$6,804,757	APAC Atlantic, Inc.	Scott Jones (336) 747-7900	
2025CPT.09.13.20342.3 (DI00356)	Asphalt Surface Treatment – AST on 46 Sections of Various Secondary Routes in Forsyth County	October 23, 2024	TBA	0% Complete	\$841,331	Waugh Asphalt, Inc.	Scott Jones (336) 747-7900	Preconstruction conference to be scheduled in 2025.
HS-2409A (DI00365)	Grading, Paving, Drainage on NC 150 Intersection with SR 2983 (Fishel Road)	April 7, 2025	TBA	0% Complete	\$1,018,919	Atlantic Contracting Company, Inc.	Scott Jones (336) 747-7900	
HS-2009H (DI00362)	Grading, Drainage, Paving on SR 1528 (Northpoint Blvd) at University Plaza / BP Gas Main Driveway and SR 1528 at Northpoint Drive/Northcliff Drive	October 23, 2024	January 30, 2026	0% Complete	\$864,985	APAC Atlantic, Inc.	Scott Jones (336) 747-7900	Preconstruction conference held in January 2025.
U-2579B(L) (DI00352)	NC 74 (Future I-74) – Winston-Salem Northern Beltway from US 421 to US 52 – Landscaping	August 28, 2024	September 29, 2028	11% Complete	\$2,432,486	Country Boy Landscaping, Inc.	Scott Jones (336) 747-7900	Contractor started construction.
BP9.R002 (formerly 17BP.9.R.43)	Replace Bridge No. 261 over Mill Creek on SR 1525 (Yadkinville Rd)	August 26, 2026	TBA	ROW Acquisition March 6, 2025	\$1,800,000	TBA	Jeremy Keaton (336) 747-7800	Project is on schedule.
BP9.R010 BP9.R010.3 (formerly 17BP.9.R.102)	Replace Bridge #210 over Salem Creek on SR 2377 (Old Greensboro Rd) in Kernersville	April 26, 2028	TBA	ROW Acquisition July 28, 2026	\$1,400,000	TBA	Jeremy Keaton (336) 747-7800	Planning and Design underway. Project will likely be delayed due to funding challenges.

Winston-Salem Area TPO  
**NCDOT Division 9 Transportation Update**  
 March 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>Projects Under Construction</b>								
BP9.R011 BP9.R011.3 (formerly 17BP.9.R.103)	Replace Bridge #110 over US 421 on SR 1301 (Scott Rd) in Forsyth Co	October 27, 2027	TBA	ROW Acquisition January 27, 2026	\$2,500,000	TBA	Jeremy Keaton (336) 747-7800	The PE work for this project has been temporarily suspended.
HI-0005	Pavement & Bridge Rehabilitation –SR 3010 (Old US 52) in Davidson County to SR 4205 (S. Main St.) in Forsyth County	September 16, 2025	TBA	Planning/Design In Progress	\$28,800,000	TBA	Jeremy Keaton (336) 747-7800	Division Design Raleigh Let (DDRL) - Revised & reduced project limits. Design underway. Project is on schedule.
2024CPT.09.09.10851 (DI00340)	Milling, Paving, Pavement Markings on 1 Primary Route and 11 Secondary Routes in Stokes County	December 13, 2023	August 29, 2025	26% Complete	\$3,673,711	APAC Atlantic, Inc.	Nicholas Librandi (336) 747-7950	Maps 7 & 11 complete. Other maps not scheduled until early 2025.
2025CPT.09.15.20852.3 (DI00357)	Asphalt Surface Treatment – AST on 39 Sections of Various Secondary Routes in Stokes County	October 23, 2024	TBA	0% Complete	\$1,309,723	Carolina Road Solutions, LLC	Nicholas Librandi (336) 747-7950	Expected start August/September 2025.
2025CPT.09.10.20851 (DI00367)	Milling, Paving, Pavement Markings on 6 Sections of Secondary Routes in Stokes County	April 7, 2025	TBA	0% Complete	\$3,962,603	APAC Atlantic, Inc.	Nicholas Librandi (336) 747-7950	
U-2579AA (C204746)	W-S Northern Beltway, Eastern Section (Future I-74) – I-74 / US 311 to I-40	October 18, 2022	March 30, 2027	64% Complete	\$126,045,010	Flatiron Constructors	Nicholas Librandi (336) 747-7950	Raleigh Let - Field construction began on December 1, 2022. High Point Road closed to thru traffic between Glenn Hi Road and Glenn Landing. Grading, widening and bridge construction along High Point Rd and Existing I-74. Contractor plans to have roadway complete by end of 2025.
U-5760 46381.3.1	Kernersville Southern Loop (Phase I)- Widen Big Mill Farm Rd and SR 2649 (Hopkins Rd) to multilanes with sidewalk and bike lanes from south of US 421/ Salem Parkway to NC 66 (West Mountain St) and Construct Interchange at US 421/Salem Parkway.	November 18, 2025	TBA	0% Complete	\$85,255,000	TBA	Nicholas Librandi (336) 747-7950	(DDRL) Division Design Raleigh Let - (Previous Con Cost: \$71,500,000)
U-6003 47138.3.1 (C204880)	New Road with Bicycle/Pedestrian Accommodations from SR 1969 (Piney Grove Road) to NC 150 (North Main Street - Macy Grove Road)	November 21, 2023	January 11, 2027	47% Complete	\$10,745,693	Triangle Grading and Paving	Nicholas Librandi (336) 747-7950	Contractor has completed widening and curb and gutter on Piney Grove Road. Contractor will continue paving at intersection of Piney Grove Road and new roadway in late 2024. Paving and widening at North Main Street end will occur during spring and summer of 2025. Installation of culverts and storm drainage systems along the new portion of roadway is underway. This facility is tentatively scheduled to be open for traffic on July 15, 2026.
R-2247EB 34409.3.17 (C204137)	DESIGN BUILD - W-S Northern Beltway -Western Section (Future I-74) - Interchange at US 52	August 21, 2018	April 15, 2025	97% Complete	\$134,150,000	Blythe Construction	Thomas Scott (336) 293-9610	Design Build Project - Project will consist of designing and constructing a six-lane divided facility for the extension of Future I-74 from east of Westinghouse Rd to west of University Parkway. Project will tie to the U-2579 D, E, F projects to complete the Northern Beltway from US 421/Salem Parkway to US 52 by Summer 2024. Current overall completion for the project is April 15, 2025 due to transmission utility delays. NC-74 is open in both directions.
R-2577A (C204913)	US 158 (Reidsville Rd, Widen to Multi-lanes North of US 421/ Salem Parkway to SR 1965 (Belews Creek Rd), in Forsyth County	May 28, 2024	March 30, 2029	11% Complete	\$87,840,561	APAC Atlantic/Smith-Rowe	Thomas Scott (336) 293-9610	Contractor has finished clearing and grubbing from the NC-74 interchange to the northern end of the project. Structure crews have completed Culvert 1 Stage 1 and will begin construction of Culvert 2 Stage 1 soon. Storm drainage and other wet utility work has begun north of NC-66. Anticipated substantial completion date October 1, 2028.

Winston-Salem Area TPO  
**NCDOT Division 9 Transportation Update**  
 March 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>Projects Under Construction</b>								
U-2729 (C204837)	Widen SR 1672 (Hanes Mill Rd) to Multi-lanes with curb & gutter, from Museum Dr. to SR 4000 (University Pkwy) in Winston-Salem	June 20, 2023	March 14, 2027	26% Complete	\$23,925,289	Caton Construction Group	Thomas Scott (336) 293-9610	Structure crews working on Stage 1 superstructure for Hanes Mill Road bridge over US 52. Bridge deck pours are scheduled for February 2025. Roadway crews working on grading and drainage system installation from beginning of project to Museum Drive. Utility crews working on wet utility (sewer, water) installation on Hanes Mill Road and University Parkway. Contract Completion Date is March 14, 2027.
U-5536 44108.3.1	Construct a new route, Great Wagon Rd, from SR 1001 (Shallowford Rd) to SR 1308 (Lewisville-Vienna Rd) in Lewisville	February 18, 2025	TBA	0% Complete	\$25,150,000	Branch Civil	Thomas Scott (336) 293-9610	Division Design Raleigh Let (DDRL) - (Previous Con Cost: \$22,000,000)
U-5824 44395.3.1 (C204879)	Widen NC 66 (Old Hollow Rd) to Multi-lanes, from Harley Dr to Bellaire Cir/Whitehall Village Ln in Walkertown	November 21, 2023	April 13, 2027	17% Complete	\$27,921,302	Yates Construction	Thomas Scott (336) 293-9610	Contractor currently installing wet utilities (water, sewer), storm drain systems, and grading between Darrow Road and US 158. Contract Completion Date is April 13, 2027.
U-2579AB (C204633)	W-S Northern Beltway, Eastern Section (Future I-74) – I-40 to US 421/NC 150 / Salem Parkway	December 21, 2021	April 30, 2027	69% Complete	\$261,764,022	Webber	Larry Shaver (336) 867-6230	Contractor continues grading, paving, and structure operations. Bridge construction continues at the I-40 / I-74 interchange. Eastbound I-40 traffic was shifted to the new alignment on July 14, 2024. As weather allows, crews are working within the I-40 median area. The work will construct the new concrete pavement required to place westbound I-40 traffic onto the new alignment. The westbound traffic shift is currently scheduled for Spring 2025. The Contractor also continues construction of new bridges on Sedge Garden Road, and Glenn Hi Road. The new bridge on Kernersville Road was opened to traffic on November 10th. Bridges on Sedge Garden Road and Glenn Hi Road are scheduled to open in April 2025. Paving operations continue, as permitted by the weather along the new I-74 (beltway) section of the project.
<b>Locally Administered Projects Under Construction</b>								
EB-5840	US 158/US 421/NC 150 (Salem Parkway) from Green Street to the Strollway in Winston-Salem. Construct multiuse path.	December 31, 2023	TBA	50% Complete	\$2,000,000	Smith-Rowe	Jeff Fansler (336) 747-6883	Construction is ongoing. Bridge construction underway.
C-5620H	City of Winston-Salem - Meadowlark Drive Improvements - left turn lanes and bike/pedestrian facilities	Bids opened Oct. 13, 2020	TBA	95% Complete	\$7,685,944	Smith-Rowe	Wes Kimbrell (336) 747-6844	Non-DOT let - City of Winston-Salem - Phase 1a complete. Phase 3 complete. Work continues.
<b>Projects Under Development</b>								
RX-2009C	Highway-Railway Grade Crossing Signals and Gates on SR 2381 (Williston Road) at Norfolk Southern Railway Crossing 470210K in Walkertown, Forsyth County, NC	June 27, 2025	TBA	Preliminary Engineering Underway	\$601,480	TBA	Nancy Horne (919) 707-4110	Non - DOT Let (Rail)
HL-0059	SR 1686 (Oak Summit Road). Construct left turn lanes and signal improvements.	2026	TBA	ROW Acquisition In Progress	\$3,036,000	TBA	Jeremy Keaton (336) 747-7800	Right of way and related septic challenges continue to be formidable and may lead to project delays. There is now a residential relocation that will be necessary, and more right-of-way parcels than originally anticipated. Utility impacts and relocations will also be more complex than originally scoped. (Previous Let Date: 3/26/2025; Previous Con Cost: \$1,244,000)
HL-0061	NC 109, Ray Lanning Road to Wallburg Road. Construct turn Lane and Traffic Signal.	April 30, 2027	TBA	ROW Acquisition February 28, 2025	\$2,007,000	TBA	Jeremy Keaton (336) 747-7800	Division Let - Design underway. Delays are likely due to design challenges. (Previous Con Cost: \$1,684,000)
HB-0033	Polo Road. Replace bridge 330284 over SR 4000 (University Parkway) in Winston-Salem.	2029	TBA	ROW Acquisition 2027	\$6,000,000	TBA	Jeremy Keaton (336) 747-7800	Previous Let Date: 10/17/28. Previous ROW Date: 10/30/26.

Winston-Salem Area TPO  
NCDOT Division 9 Transportation Update  
March 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>Projects Under Development</b>								
HS-2009L	NC 62 (Cloninger Drive) at 2055 (Liberty Drive). Improve vertical alignment.	June 25, 2025	TBA	No ROW Required	\$530,000	TBA	Jeremy Keaton (336) 747-7800	Project is on schedule. (Previous Con Cost: \$325,000)
B-5775 45731.3.1	Replace Bridge #275 on Robinhood Rd over NC 67 (Silas Creek Pkwy) in Winston-Salem	July 20, 2027	TBA	ROW Acquisition August 26, 2025	\$4,500,000	TBA	Joel Perlin (919) 707-6051	PMU Managed. PE in progress.
BR-0168 67168.3.1	Replace Bridge #289 on SR 4000 over US 52	May 19, 2026	TBA	ROW Acquisition November 21, 2024	\$12,500,000	TBA	Joel Perlin (919) 707-6051	PMU managed. PE in progress.
I-5980	I-40 at Macy Grove Road (SR 1860) convert grade separation to interchange	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$43,700,000	Not Included in Draft 2026-2033 STIP	Bryan Key (919) 707-6263	Previous Let Date: 1/21/31. Previous ROW Date: 7/21/28. Previous Con Cost: \$43,700,000.
I-5981A 47527.3.2	Widen I-40 to 6-lanes, from I-74/US 311 in Forsyth Co to SR 2635 (Union Cross Rd)	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$64,700,000	Not Included in Draft 2026-2033 STIP	Bryan Key (919) 707-6263	Previous Let Date: 1/20/32. Previous ROW Date: 10/19/29. Previous Con Cost: \$64,700,000.
I-5981B 47527.3.3	Widen I-40 to 6-lanes, from SR 2635 (Union Cross Rd) to NC 66 in Forsyth Co.	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$31,300,000	Not Included in Draft 2026-2033 STIP	Bryan Key (919) 707-6263	Previous Let Date: 1/20/32. Previous ROW Date: 10/19/29. Previous Con Cost: \$31,300,000.
I-5981C 47527.3.4	Widen I-40 to 6 lanes from NC 66 in Forsyth Co to US 421/I-40 Business in Guilford Co	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$83,100,000	Not Included in Draft 2026-2033 STIP	Bryan Key (919) 707-6263	Previous Let Date: 1/20/32. Previous ROW Date: 10/19/29. Previous Con Cost: \$83,100,000.
R-2247A 34409.3.12	<b>DESIGN BUILD</b> - W-S Northern Beltway - Western Section - from US 158 (S. Stratford Rd) to South of I-40	Not Funded	Not Funded	Not Funded	\$39,101,000	Not Funded	Bryan Key (919) 707-6263	Included in Draft 2026-2035 STIP - Not Funded. Previously Included in 2024-2033 STIP - Not Funded. Previous Let Date: 1/1/40; Previous ROW Date: 1/1/40.
R-2247B 34409.3.13	<b>DESIGN BUILD</b> - W-S Northern Beltway - Western Section - from South of I-40 to South of US 421 Interchange.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$149,499,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Previous Let Date: 1/1/40. Previous ROW Date: 1/1/40. Previous Con Cost: \$149,500,000.
R-2247CA 34409.3.14	<b>DESIGN BUILD</b> - W-S Northern Beltway, Western Section - Interchange with US 421	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$140,900,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Previous Let Date: 10/19/32. Previous ROW Date: 10/18/30.
R-2247CB 34409.3.15	<b>DESIGN BUILD</b> - W-S Northern Beltway - N. of US 421 to SR 1314 (Robinhood Rd)	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$92,002,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Previous Let Date: 10/19/32. Previous ROW Date: 10/18/30. Previous Con Cost: \$92,000,000.
R-2247D 34409.3.21	W-S Northern Beltway - (SR 1314) Robinhood Rd/Meadowlark Dr. to NC 67 (Reynolda Rd)	2031	TBA	ROW Acquisition October 16, 2028	\$159,100,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - Production ROW - October 2025 (Previous Let Date: 10/15/30)
R-2247EA 34409.3.16	W-S Northern Beltway - NC 67 (Reynolda Rd) to South of US 52	2030	TBA	ROW Acquisition August 20, 2027	\$284,575,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - Production ROW - August 2025 (Previous Let Date: 10/16/29; Previous Con Cost: \$270,400,000)

Winston-Salem Area TPO  
**NCDOT Division 9 Transportation Update**  
 March 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>Projects Under Development</b>								
U-6068	Widen US 421/NC 150 (Salem Parkway) to 6-lanes, from I-74 in Kernersville to I-40 in Guilford County.	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$110,500,000	Not Included in Draft 2026-2033 STIP	Bryan Key (919) 707-6263	Not Included in Draft 2026-2033 STIP.
BR-0075 67075.3.1	Replace Bridge #135 over I-40 on SR 1109 (Kinnamon Rd) in Winston-Salem	January 16, 2029	TBA	ROW Acquisition January 30, 2027	\$12,000,000	TBA	Connie James (336) 747-7800	Raleigh Let - Division took over management. To be scoped with Kimley-Horn. (Previous Con Cost: \$7,000,000)
HB-0031	Replace bridges over US 52/ US 311 in downtown winston-Salem. Third Street, Fourth Street, Fifth Street	September 21, 2027	TBA	ROW Acquisition May 29, 2026	\$9,500,000	TBA	Connie James (336) 747-7800	(DDRL) Division Design Raleigh Let - Planning started in April 2024.
R-2577B 37405.3.2	US 158 (Reidsville Rd), Widen to Multi-lanes from SR 1965 (Belews Creek Rd) in Forsyth Co. to North of SR 1969 (Piney Grove Rd)/SR 1962 (Kernersville Rd) in Forsyth Co.	Not Funded	Not Funded	Not Funded	\$60,300,000	Not Funded	Connie James (336) 747-7800	Included in Draft 2026-2033 STIP - Not Funded. Previously: Funded for Preliminary Engineering Only.
U-5899 44689.3.1	Construct new 2-lane roadway on new location - Forum Parkway Connector, from existing SR 3955 (Forum Parkway) to NC 66 (University Pkwy/Broad St) in Rural Hall.	June 17, 2025	TBA	ROW Acquisition In Progress	\$16,000,000	TBA	Connie James (336) 747-7800	New project due to additional revenue (HB 97) - (DDRL) Division Design Raleigh Let - Rail agreement received.
U-6004 47139.3.1	SR 1103 (Lewisville-Clemmons Rd) from US 158 (Clemmons Rd) to SR 1891 (S Peace Haven Rd) in Clemmons - includes access management and operational improvements	2029	TBA	ROW Acquisition In Progress	\$37,425,000	TBA	Connie James (336) 747-7800	Division Design Raleigh Let (DDRL) - In design. (Previous Let Date: 10/20/26; Previous Con Cost: \$32,700,000)
U-6059A 47483.3.2	Replace Bridge 211 on SR 2662 (Linville Rd) over Norfolk Southern Railroad	August 15, 2028	TBA	ROW Acquisition February 27, 2026	\$6,800,000	TBA	Connie James (336) 747-7800	DPOC (Division Purchase Order) - PE will include planning for U-6059B, the Linville Road interchange at Salem Parkway. (Previous Con Cost: \$7,300,000)
U-6059B	Upgrade Interchange - SR 2662 (Linville Road) at Linville Road	Not Funded	Not Funded	Not Funded	\$42,900,000	Not Funded	Connie James (336) 747-7800	Included in Draft 2026-2033 STIP - Not Funded. Previous Let Date: 1/1/40; Previous ROW Date: 1/1/40.
U-6188 48648.3.1	Widen SR 1969 (Piney Grove Rd) to 3-lanes, from North of Nelson St to SR 2031 (Brown Rd) in Kernersville	2030	TBA	2028	\$6,800,000	TBA	Connie James (336) 747-7800	DDRL (Division Design Raleigh Let) - (Previous Let Date: 2/20/29; Previous ROW Date: 11/20/26)
U-6189 48649.3.1	Widen SR 1156 (Lewisville-Clemmons Rd) to 3-lanes with Bicycle and Pedestrian Accommodations, from SR 1103 (Styers Ferry Rd) to SR 1101 (Shallowford Rd) in Lewisville	2033	TBA	2030	\$27,000,000	TBA	Connie James (336) 747-7800	DDRL (Division Design Raleigh Let) - (Previous Let Date: 1/15/30; Previous ROW Date: 7/31/26)
U-6190 48650.3.1	Widen NC 65 (Bethania-Rural Hall Rd) to multi-lanes, from SR 1647 (Glade St) to NC 66 in Rural Hall	2030	TBA	2028	\$3,800,000	TBA	Connie James (336) 747-7800	Previous Let Date: 3/20/29. Previous ROW Date: 8/31/26.

Winston-Salem Area TPO  
**NCDOT Division 9 Transportation Update**  
 March 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>Projects Under Development</b>								
B-5950 45985.3.1	Replace Bridge #7 and #295 on NC 67 (Silas Creek Parkway) over Salem Creek in Winston-Salem	January 19, 2027	TBA	ROW Acquisition January 16, 2026	\$8,500,000	TBA	Ryan Newcomb (336) 747-7800	Raleigh Let - Project restarted. Field scoping meeting held on July 13, 2023. Utility coordination has started. Coordinating planned greenway with WSDOT staff. Division staff presented traffic control alternatives to the City of Winston-Salem Public Works Committee on January 17, 2024. Division moving forward with a plan to close Silas Creek Parkway to accelerate construction timeline. NTP for the next phase of design work was issued May 28, 2024. 25% plans are approved. Drainage redlines are under review. Public input site will go live on February 1st. Division staff will meet with businesses within the project area in February.
BR-0184	Replace Bridge #60 on SR 2747 (E Clemmons Rd) over I-285/US 52 in Winston-Salem	August 17, 2027	TBA	ROW Acquisition February 18, 2026	\$17,000,000	TBA	Ryan Newcomb (336) 747-7800	Division Design Raleigh Let (DDRL) - Design and initial planning and environmental work has started. 25% plans are approved.
HB-0036	Replace 16th Street bridges #244 over US 52 and #390 over Railroad in Winston-Salem.	September 21, 2027	TBA	ROW Acquisition October 31, 2025	\$4,200,000	TBA	Ryan Newcomb (336) 747-7800	(DDRL) Division Design Raleigh Let - Survey complete. Planning and design work has started.
I-5880 53080.3.1	I-40/US 311 at NC 109 (Thomasville Rd) and Clemmons Rd in Winston-Salem. Convert Half Split Diamond Interchange at NC 109 to Full Split Diamond Interchange, and remove Half Split Diamond Interchange and Connector Roads at Clemmons Rd.	August 19, 2025	TBA	ROW Acquisition In Progress	\$26,600,000	TBA	Ryan Newcomb (336) 747-7800	Division Design Raleigh Let (DDRL) - Updated traffic analysis complete. 25% plan revisions are complete. Hydro plans approved. Utility coordination has started. ROW plans complete. Let delayed to allow additional time for the Design Noise Report, noise wall plans, noise wall balloting and the structure widening plans to be completed. Pre-Let Field Inspection held September 27, 2024. Let delayed to August 2025 due to a major conflict with AT&T lines in the intersection of Clemmons Road and Thomasville Road. Clearing for utility relocations is scheduled to begin in March 2025.
U-5786 44358.3.1	Widen SR 1508 (Hickory Tree Rd) to multi-lanes from US 52/NC 8/Future I-285 to NC 150 (Peters Creek Parkway)	2033	TBA	2030	\$45,700,000	TBA	Ryan Newcomb (336) 747-7800	(DDRL) Division Design Raleigh Let - Survey update and traffic forecast update are complete. Planning and design work has started. (Previous Let Date: 10/17/28; Previous ROW Date: 12/31/25)
U-6005 47140.3.1	Widen NC 65 (Bethania-Rural Hall Rd) to multi-lanes, from N. of US 52 to SR 3983 (Northridge Dr) in Rural Hall	2026	TBA	ROW Acquisition In Progress	\$17,150,000	TBA	Ryan Newcomb (336) 747-7800	Division Design Raleigh Let (DDRL) - Pre-Let Field Inspection held January 25, 2024. Clearing for utility relocations is complete. Duke relocation work has started. (Previous Let Date: 7/15/25; Previous Con Cost: \$14,000,000)
U-6187	New Route from Baltimore Road (SR 1630) to I-40. Construct 2-lane extension of Baltimore road and interchange at I-40.	2026	TBA	ROW Acquisition In Progress	\$64,410,000	TBA	Ryan Newcomb (336) 747-7800	Division Design Raleigh Let (DDRL) - 25% plans are complete. Utilities underway. Combined Field Inspection to be held May 2, 2024. NTP for right-of-way acquisition issued. Meetings with relocation property owners were held the summer of 2024. Pre-Let Field Inspection scheduled for April 24, 2205. (Previous Let Date: 10/21/25; Previous Con Cost: \$53,900,000)
B-5148 42309.3.1	Replace Bridge #276 on SR 1001 (Country Club Rd) over NC 67 (Silas Creek Pkwy) in Winston-Salem	January 18, 2028	TBA	ROW Acquisition September 27, 2025	\$4,375,000	TBA	David Stutts (919) 707-6442	Raleigh Let - Project restarted. PE in progress.
BR-0018 67018.3.1	Replace Bridge #48 over US 52 on NC 8 (Germanton Rd) in Winston-Salem	September 15, 2026	TBA	ROW Acquisition December 20, 2024	\$14,300,000	TBA	David Stutts (919) 707-6442	Raleigh Let - Project restarted. PE in progress.
51462	Construct left turn lane on NC 66 at SR 2624 (Watkins Ford Road)	August 29, 2025	TBA	Design In Progress	\$700,000	State Forces	Dan Ulrich (336) 747-7800	High impact/low cost (HILC) project. Construction by state forces.

Winston-Salem Area TPO  
**NCDOT Division 9 Transportation Update**  
 March 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>State Forces Under Development</b>								
48922	SR 2643 (Union Cross Rd) - widen to three lane typical section between Constantine Ct (NS) and intersection of Union Cross / SR 2640 (Shields Rd/Whicker Rd)	May 15, 2025	TBA	Utility Relocations Underway	\$647,358	State Forces	Dan Ulrich (336) 747-7800	HILC Project - Due to an emergency shoulder repair in another part of the county the construction will need to be delayed until Spring 2025 for the Union Cross turn lane. This will also better align for all work on Union Cross and Shields to be completed at one time.
<b>Locally Administered Projects Under Development</b>								
43670	Aesthetic enhancements associated with Salem Creek Connector (See U-2925C)	September 20, 2025	TBA	TBA	\$318,000	TBA	Jeff Fansler (336) 747-6883	Non-DOT Let (LAP) City of Winston-Salem
U-5539A 50099.3.2	Streetscape Improvement project on SR 4394 (US 311/Martin Luther King Jr., Dr) in Winston-Salem	September 30, 2026	January 31, 2032	ROW Acquisition September 30, 2025	\$2,188,000	TBA	Jeff Fansler (336) 747-6883	Non-DOT let - City of Winston-Salem -
BL-0018	Brewer road from Buchanan Street to Clemmonsville road. Construct five-Foot Sidewalk.	September 30, 2028	TBA	ROW Acquisition September 30, 2026	\$2,326,000	TBA	Jeff Fansler (336) 747-6883	Agreement executed.
BL-0019	Long Branch Trail Phase II from Martin Luther King, Jr. Drive to 27th Street. Construct Ten-Foot Trail.	September 30, 2025	TBA	To Be Updated ROW Acquisition July 31, 2025	\$8,600,000	TBA	Jeff Fansler (336) 747-6883	RR agreement is signed. Design underway. ROW date will need to be delayed once City provides an updated schedule.
BL-0072	Salem Creek Greenway Bridge, West of Salem Lake. Construct greenway trail.	September 29, 2028	TBA	ROW Acquisition September 30, 2027	\$575,000	TBA	Jeff Fansler (336) 747-6883	Feasibility to be done in 2025. Schedule change to come in 2025.
EB-5722 50418.3.1	Construct sidewalk on north side of NC 67 (Silas Creek Parkway) to connect existing sections, from Bolton St. to Lockland Avenue in Winston-Salem	September 30, 2026	TBA	ROW Acquisition January 07, 2022	\$4,038,000	TBA	Randy Comer (336) 747-6844	Non-DOT let - City of Winston-Salem - Supplemental funding agreement pending.
EB-5810 44662.3.1	Construction of 760 Linear Foot of Sidewalk on Barbara Jane Avenue from Old Greensboro Road to Woodrow Powell Drive.	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$671,000	TBA	Randy Comer (336) 747-6844	Non-DOT let - City of Winston-Salem - 90% plans being reviewed by City with NCDOT review to follow. Additional funds pending.
EB-5812 44664.3.1	Construct new Salem Creek Greenway, Forsyth Technical Community College to existing greenway at Marketplace Mall in Winston-Salem.	September 30, 2027	TBA	ROW Acquisition September 2026	\$10,400,000	TBA	Jeff Fansler (336) 747-6883	Non-DOT let - City of Winston-Salem - City to evaluate how to proceed with project, perhaps in phases.
EB-5952 48429.3.10	Fairlawn Drive sidewalk project - from NC 67 (Reynolda Rd) to SR 1528 (Silas Creek Parkway) in Winston-Salem	September 30, 2025	TBA	ROW Acquisition In Progress	\$741,000	TBA	Randy Comer (336) 747-6844	Non-DOT let - City of Winston-Salem - Final plans pending.
EB-5953 48429.3.1	Construct sidewalk on SR 4000 (University Parkway) in Forsyth County from SR 1686 (Shattalon Drive) to Robinwood Lane in Winston-Salem	September 30, 2025	TBA	CE Complete	\$635,000	TBA	Randy Comer (336) 747-6844	Non-DOT let - City of Winston-Salem -
EB-5954 48430.3.1	Construct sidewalk on Griffith Road in Forsyth County, from Kimwell Drive to Burke Mill Road in Winston-Salem	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$741,000	TBA	Randy Comer (336) 747-6844	Non-DOT let - City of Winston-Salem - Funding increase pending.

Winston-Salem Area TPO  
**NCDOT Division 9 Transportation Update**  
 March 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>Locally Administered Projects Under Development</b>								
EB-5955 48431.3.1	Construct sidewalk on SR 1348 (Robinhood Rd) in Forsyth County, from Speaks Farm Rd to Muddy Creek Greenway in Winston-Salem	September 30, 2024	TBA	ROW Acquisition In Progress	\$470,000	TBA	Wes Kimbrell (336) 747-6844	Non-DOT let - City of Winston-Salem - CON authorized. Bid opening in Mid-October. Bids reopened in January, working on award. Available February/March 2025.
EB-6008	US 158/US 421 (Salem Parkway) from Lockland Avenue to NC 150 (Peters Creek Parkway) in Winston-Salem	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$2,255,000	TBA	Jeff Fansler (336) 747-6883	Non-DOT let - City of Winston-Salem -
U-2925C	New route, Salem Creek Connector, from SR 4326 (Rams Drive) to SR 4325 (MLK JR Dr) in Winston-Salem. Landscaping and lighting on new location.	September 30, 2025	TBA	Planning/Design In Progress	\$1,358,000	TBA	Jeff Fansler (336) 747-6883	Non-DOT let - City of Winston-Salem - City has requested that this project be removed from the STIP.
EB-5959 48435.3.1	Construct sidewalk on SR 3000 (Idols Rd) from SR 1103 (Middlebrook Drive) to Tanglewood Park Rd in Clemmons	September 30, 2027	TBA	ROW Acquisition August 31, 2026	\$897,000	TBA	Mike Gunnell (336) 439-5187	Non-DOT let - Village of Clemmons – Village and County on location of Force Main, which will affect schedule to construct.
EB-5960 48449.3.1	Construct sidewalks and crosswalks on SR 1101 (Harper Rd) in Forsyth County, where gaps exist, between Jerry Long YMCA on Peace Haven Rd to roundabout, West of Frank Morgan Elementary School in Clemmons	September 30, 2026	TBA	TBA	\$3,129,000	TBA	Mike Gunnell (336) 439-5187	Non-DOT let - Village of Clemmons - Working on ROW Plans. Let with EB-6040.
EB-6040	SR1101 (Harper Rd) from Village Point Drive to east of I-40 interchange. Construct sidewalk and Pedestrian safety features.	September 30, 2026	TBA	TBA	\$1,587,000	TBA	Mike Gunnell (336) 439-5187	Non-DOT let - Village of Clemmons - Working on ROW Plans. Let with EB-5960.
HL-0125	SR 1103 (Lewisville-Clemmons Road) Lewisville-Clemmons Road intersection at Holder Road in Clemmons. Install Traffic Signal.	September 30, 2027	TBA	TBA	\$251,250	TBA	Mike Gunnell (336) 439-5187	NON - DOT LET (LAP) - Municipal agreement signed. Construction phase removed. PE firm rates approved.
BL-0014	SR 4278 (South Cherry Street) from Oakhurst Street to Holy Cross Church in Kernersville. Construct Five-Foot Sidewalk.	June 30, 2027	TBA	ROW Acquisition June 30, 2026	\$2,257,000	TBA	Chris Jensen (336) 992-0206	NON - DOT LET (LAP) - Utility phase added to the project.
BL-0015	Broad Street, SR 4309 (East Mountain Street) to Harmon Lane in Kernersville. Construct Five-Foot Sidewalk.	September 30, 2027	TBA	ROW Acquisition September 30, 2026	\$994,000	TBA	Chris Jensen (336) 992-0206	NON - DOT LET (LAP) - Utility phase added to the project.
BL-0016	Harmon Lane from SR 4315 (South Main Street) to Broad Street in Kernersville. Construct Five-Foot Sidewalk.	September 30, 2027	TBA	ROW Acquisition September 30, 2026	\$346,000	TBA	Chris Jensen (336) 992-0206	NON - DOT LET (LAP) - Kernersville working on RFLOI.
BL-0017	Southern Street Greenway from Southern Street to Kerners Mill Creek Greenway in Kernersville. Construct Multi-Use Paved Path.	September 30, 2027	TBA	ROW Acquisition September 30, 2026	\$851,000	TBA	Chris Jensen (336) 992-0206	NON - DOT LET (LAP) - Utility phase added to the project. Agreement execution scheduled for July 2025.
HL-0015	NC 66/SR 4309 (West Mountain Street) from Beaucrest Street to Asbury Drive. Construct turn-lane between Kernersville YMCA and Deere-Hitachi's East entrance and extend existing sidewalk from Beaucrest Street to Asbury Drive.	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$3,181,000	TBA	Chris Jensen (336) 992-0206	NON - DOT LET (LAP) - Utility phase added to the project. NEPA in-progress. Will need a new schedule from Kernersville to update current ROW and Let
BL-0020	Depot Street from US311 (Main Street) to SR 1992 (Sullivantown Road) in Walkertown. Construct Sidewalk.	September 30, 2025	TBA	Planning/Design In Progress	\$479,000	TBA	Scott Snow (336) 595-4212	NON - DOT LET (LAP) - Environmental work has started. MPO adding funds to the project. Let date likely to shift.



Winston-Salem Area TPO  
**NCDOT Division 9 Transportation Update**  
 March 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
<b>Locally Administered Projects Under Development</b>								
EB-5956 48432.3.1	Install bicycle/pedestrian facilities and construct sidewalk on SR 1992 (Sullivantown Rd) in Forsyth County, from US 311 at Harley Drive to Walkertown Middle/High School in Walkertown.	September 30, 2025	TBA	Planning/Design In Progress	\$560,000	TBA	Scott Snow (336) 595-4212	Non-DOT let - Town of Walkertown - Environmental document, ROW certification, and proposal approval required before construction authorization.
B-5007 41111.3.1	Replace Bridge #296 over NSRR on West First St. in Winston-Salem	September 30, 2025	TBA	ROW Acquisition In Progress	\$6,100,000	TBA	Randy Comer (336) 747-6844	Non-DOT let - Municipal Bridge Project - City of Winston-Salem -
EB-4020C 33974.1.FD3	Brushy Fork Greenway from Lowery St. to Reynolds Park Rd in Winston-Salem	September 30, 2026	TBA	ROW Acquisition In Progress	\$2,158,000	TBA	Randy Comer (336) 747-6844	Non-DOT let - City of Winston-Salem - City working with RR on easement. Updating environmental and DEQ documents. Funding is being updated by MPO and City to request an extension of agreement date to LPMO.
EB-5920	SR 1122 (Jonestown Rd) from east of US 421 to SR 1001 (Country Club Rd) in Winston-Salem. Construct sidewalk on east side and west side of Jonestown Rd.	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$900,000	TBA	Randy Comer (336) 747-6844	Non-DOT let - Waiting on PE funding to be approved. RFLOI for engineering services is advertised.
U-4741OK 39745.3.28	Winston-Salem - Piedmont Regional Greenway	September 30, 2027	TBA	ROW Acquisition September 30, 2025	\$900,000	TBA	Randy Comer (336) 747-6844	Non-DOT let - City of Winston-Salem - RFLOI in-progress.
BL-0114	Shallowford road from Lowes foods Drive to Shallowford Reserve Drive in Lewisville. Construct Sidewalk.	September 29, 2028	TBA	ROW Acquisition September 30, 2027	\$1,314,667	TBA	Stacy Tolbert (336) 945-1023	Non - DOT Let (LAP) - Town is working with the MPO to defund this project and shift funding to U-6154.
C-5705	Extend sidewalk on Lewisville-Vienna Rd in Lewisville	September 30, 2028	TBA	ROW Acquisition September 30, 2027	\$1,512,000	TBA	Stacy Tolbert (336) 945-1023	Non - DOT Let (LAP) - Town is working to remove this project from STIP due to current costs.
U-6154 48436.3.1	Convert existing signalized intersection to a single-lane roundabout at SR 1308 (Lewisville-Vienna Rd) and SR 1348 (Robinhood Road) in Lewisville	September 30, 2025	TBA	ROW Authorized	\$1,867,000	TBA	Stacy Tolbert (336) 945-1023	Non-DOT let - Town of Lewisville - ROW certification and final PS&E package reviewed by NCDOT on June 18, 2024. Utilities are being scheduled for moving.
HM-0004	Old Greensboro Road: Replace Bridge 330330 over Brushy fork Creek.	September 30, 2028	TBA	ROW Acquisition September 30, 2027	\$2,800,000	TBA	Jeff Fansler (336) 747-6883	Non-DOT let - City of Winston-Salem -
BL-0147	SR 1112 (Main Street) Kirby Road to King City Hall. Construct ADA-compliant sidewalk.	September 30, 2027	TBA	ROW Acquisition September 30, 2026	\$323,000	TBA	Ben Marion (336) 983-8265	Non-DOT let - City of King -
BL-0148	Ingram Drive/Campbell Drive to East of five forks Street. Construct ADA-compliant sidewalk connecting to existing sidewalks.	September 30, 2027	TBA	ROW Acquisition TBD	\$213,000	TBA	Ben Marion (336) 983-8265	Non-DOT let - City of King -

Regional Flexible Funding Report as of 2/28/2025

Agency	STIP ID	Project Title	Primary Concept	Primary Mode	PE Authorization	ROW Authorization	CON Authorization	Stage - Status	Latest Update
Winston-Salem	B-5007	West First Street Bridge Replacement	Bridge	Highway/Intersection	10/20/2011	8/18/2023		Delivery - ROW	ROW nearing completion. RFF supplemental application anticipated.
Kernersville	BL-0014	South Cherry Street Sidewalk	Sidewalk	Bicycle/Pedestrian				Delivery - Funded	TIP/STIP updated February 2025 to reflect new phase and schedule.
Kernersville	BL-0015	Broad Street Sidewalk	Sidewalk	Bicycle/Pedestrian				Delivery - Funded	TIP/STIP updated February 2025 to reflect new phase and schedule.
Kernersville	BL-0016	Harmon Lane Sidewalk	Sidewalk	Bicycle/Pedestrian	5/16/2024			Delivery - PE	TIP/STIP updated February 2025 to reflect schedule. RFF supplemental application anticipated.
Kernersville	BL-0017	Southern Street Greenway	Sidewalk	Bicycle/Pedestrian				Delivery - Funded	TIP/STIP updated February 2025 to reflect new phase and schedule.
Winston-Salem	BL-0018	Brewer Road Sidewalk	Sidewalk	Bicycle/Pedestrian				Delivery - Funded	Schedule change to be approved in 3/20/25 TIP.
Winston-Salem	BL-0019	Long Branch Trail Extension (Long Branch Trail Phase II)	Multi-Use Path	Bicycle/Pedestrian	3/12/2024			Delivery - PE	RR agreement is signed and design is underway. Schedule change anticipated for ROW. Public input meeting on 3/5.
Walkertown	BL-0020	Depot Street Sidewalk	Sidewalk	Bicycle/Pedestrian				Delivery - PE	PE work underway.
Winston-Salem	BL-0072	Salem Creek Greenway Bridge	Bridge	Bicycle/Pedestrian				Delivery - Funded	Schedule subject to change. Project first to be studied through Feasibility in FY25-26 UPWP.
Lewisville	BL-0114	Shallowford Road Sidewalk	Sidewalk	Bicycle/Pedestrian				Deprogramming	Project to be deprogrammed from STIP.
Clemmons	BL-0142	West Forsyth High School Sidewalk and Crosswalk	Sidewalk	Bicycle/Pedestrian				Delivery - Funded	TIP/STIP updated February 2025. LGA eligible to submit project agreement.
Walkertown	BL-0143	Friendly Road and Ruxton Drive Pedestrian Improvements	Sidewalk	Bicycle/Pedestrian				Delivery - Funded	LGA to pursue local project agreement.
Bermuda Run	BL-0144	NC 801 Sidewalk	Sidewalk	Bicycle/Pedestrian				Delivery - Funded	Register new staff in EBS, LGA to pursue local project agreement.
Clemmons	BL-0145	Marty Lane Sidewalk	Sidewalk	Bicycle/Pedestrian				Delivery - Funded	LGA may start project agreement.
Bermuda Run	BL-0146	Blue Heron Trail Phase III	Multi-Use Path	Bicycle/Pedestrian				Delivery - Funded	Register new staff in EBS, LGA to pursue local project agreement.
King	BL-0147	S Main Street Sidewalk	Sidewalk	Bicycle/Pedestrian				Delivery - Funded	LGA to pursue local project agreement.
King	BL-0148	Ingram Drive Sidewalk	Sidewalk	Bicycle/Pedestrian				Delivery - Funded	LGA to pursue local project agreement.
Winston-Salem	BN-0030	Winston-Salem Greenway Wayfinding System	Streetscaping	Other				Selection - Programming	STIP/TIP programming to be complete March 2025.
Winston-Salem	C-5620H	Meadowlark Drive Turn Lane and Multiuse Path	Turn Lane	Highway/Intersection		7/24/2019	9/11/2019	Delivery - CON	Construction underway.
Lewisville	C-5705	Lewisville-Vienna Road Sidewalk Extension	Sidewalk	Bicycle/Pedestrian				Deprogramming	Project to be deprogrammed from STIP.
Winston-Salem	EB-4020C	Brushy Fork Greenway	Greenway	Bicycle/Pedestrian	12/14/2011			Delivery - ROW	RFF supplemental application anticipated.
Winston-Salem	EB-5722	Silas Creek Parkway Sidewalk	Sidewalk	Bicycle/Pedestrian	9/24/2019	1/6/2022		Delivery - ROW	Supplemental funding agreement pending.
Winston-Salem	EB-5810	Barbara Jane Avenue Sidewalk	Sidewalk	Bicycle/Pedestrian	8/26/2019			Delivery - ROW	90% plans under review. ROW acquisition in progress. Let construction September 2025.
Winston-Salem	EB-5812	Salem Creek Greenway Extension	Greenway	Bicycle/Pedestrian				Delivery - Funded	Remains programmed in 2026-2035 Draft STIP.
Winston-Salem	EB-5840	Salem Parkway Multiuse Path (East)	Multi-Use Path	Bicycle/Pedestrian	4/10/2023	4/10/2023	6/20/2023	Delivery - CON	Project under construction.
Winston-Salem	EB-5920	Jonestown Road Sidewalk	Sidewalk	Bicycle/Pedestrian	8/23/2024			Delivery - PE	Awaiting PE funding approval.
Winston-Salem	EB-5952	Fairlawn Drive Sidewalk	Sidewalk	Bicycle/Pedestrian	9/11/2019	1/13/2022		Delivery - ROW	Final plans pending.
Winston-Salem	EB-5953	University Parkway Sidewalk	Sidewalk	Bicycle/Pedestrian	9/11/2019			Delivery - ROW	Let September 2025 on schedule.
Winston-Salem	EB-5954	Griffith Road Sidewalk	Sidewalk	Bicycle/Pedestrian				Delivery - ROW	ROW acquisition anticipated 9/30/25.

Regional Flexible Funding Report as of 2/28/2025

Agency	STIP ID	Project Title	Primary Concept	Primary Mode	PE Authorization	ROW Authorization	CON Authorization	Stage - Status	Latest Update
Winston-Salem	EB-5955	Robinhood Road Sidewalk	Sidewalk	Bicycle/Pedestrian	8/26/2019	4/28/2022		Delivery - ROW	Construction authorization - need date to add to report.
Walkertown	EB-5956	Sullivantown Road Sidewalk	Sidewalk	Bicycle/Pedestrian	9/24/2019			Delivery - PE	PE work underway.
Clemmons	EB-5959	Idols Road Sidewalk	Sidewalk	Bicycle/Pedestrian				Delivery - PE	TIP/STIP updated February 2025 to reflect new phase and schedule.
Clemmons	EB-5960	Harper Road Sidewalk	Sidewalk	Bicycle/Pedestrian	9/26/2022			Delivery - PE	TIP/STIP updated February 2025. LGA eligible to submit project agreement.
Winston-Salem	EB-6008	Salem Parkway Multiuse Path (West)	Multi-Use Path	Bicycle/Pedestrian	8/13/2021			Delivery - PE	PE work underway.
Clemmons	EB-6040	Harper Road Sidewalk	Sidewalk	Bicycle/Pedestrian	2/21/2023			Delivery - PE	TIP/STIP updated February 2025 to reflect new phase and schedule.
Kernersville	HL-0015	West Mountain Street Turn Lane and Sidewalk	Turn Lane	Bicycle/Pedestrian	6/12/2023			Delivery - PE	TIP/STIP updated February 2025 to reflect new phase and schedule.
NCDOT Division 9	HL-0059	NC 8 at Oak Summit Road Intersection Improvement	Intersection Improvements	Highway/Intersection	12/5/2022	11/15/2023		Delivery - UTIL	ROW acquisition in progress. Utility and ROW impacts escalating, may require supplemental funding.
Wallburg	HL-0061	NC 109 Improvements	Turn Lane	Highway/Intersection	3/27/2024			Delivery - PE	Design underway.
Clemmons	HL-0125	Lewisville-Clemmons Road / Holder Road Intersection Improvement	Signalization	Highway/Intersection	6/7/2024			Delivery - PE	90% plans provided for review. February 2025 TIP/STIP corrected to reflect ROW phase.
Walkertown	HL-0153	Main Street at Harley Drive Intersection Project	Intersection Improvements	Highway/Intersection				Delivery - Funded	LGA to pursue local project agreement.
Winston-Salem	HL-0154	Salem Parkway Controlled Access Streetlighting	Streetlighting	Other				Delivery - Funded	LGA to pursue local project agreement.
Winston-Salem	HM-0004	Old Greensboro Road Bridge	Bridge	Highway/Intersection				Delivery - Funded	Project transferred to WSDOT. LGA submitted agreement request in EBS.
Piedmont Authority for Regional Transportation (PART)	TBD	PART Express: Winston-Salem to High Point	Transit Service	Transit				Selection - 2025 CMAQ Call	Project to be approved by TAC in March 2025 and follow CMAQ oversight.
Winston-Salem	TBD	Downtown Streetlight Replacement and Procurement	Streetscaping	Other				Selection - 2025 CMAQ Call	Project to be approved by TAC in March 2025 and follow CMAQ oversight.
Davidson County Transportation System (DCTS)	TL-0014	Lexington Bus Stop Improvement Project	Transit Amenity	Transit				Delivery - Implementation	DCTS working with Jericho Palm on bus shelter project. Project is in progress.
Winston-Salem Transit Authority (WSTA)	TL-0054	WSTA Bus Replacements	Bus Replacement	Transit				Delivery	FY24 programming flex complete. FY25 allocation flex under review by FTA/FHWA. RFF supplemental funding anticipated.
Piedmont Authority for Regional Transportation (PART)	TL-0063	PART Vehicle Purchase	Bus Replacement	Transit				Delivery - Funded	TIP/STIP reflects project as of February 2025. PART may proceed with flexing to FTA funds as needed.
Winston-Salem	U-2925C	Salem Creek Connector Landscaping and Lighting	Streetscaping	Other				Deprogramming	Project to be deprogrammed from STIP.
Winston-Salem	U-4741OK	Piedmont Regional Greenway	Greenway	Bicycle/Pedestrian	2/6/2014			Delivery - PE	New PE firm anticipated to start work soon. RFF supplemental funding application anticipated.
Winston-Salem	U-5539A	Martin Luther King Jr. Drive Streetscaping Improvements	Streetscaping	Other	5/13/2015			Delivery - PE	Public meeting planned March 2025.
Lewisville	U-6154	Lewisville-Vienna Road and Robinhood Road Roundabout	Intersection Improvements	Highway/Intersection	8/26/2019	12/12/2022		Delivery - ROW	Project approaching CON. Transferred funds to be available Summer 2025.



# Forsyth County

## Office of Environmental Assistance and Protection

March 20, 2025

### ➤ Air Quality Notes:

- What is the Bipartisan Infrastructure Law (BIL)?
  - The BIL continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.
  - Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).
  - BIL requires that an amount equal to 25% of the amount of the State's CMAQ apportionment attributable to the weighted population of such areas in the State must be used for projects targeting PM2.5 reductions in those PM2.5 nonattainment and maintenance areas, including for diesel replacements (in addition to retrofits)
  - BIL requires States to prioritize benefits to disadvantaged communities or low-income populations living in or adjacent to such area, to the extent practicable.
  - BIL continues all prior CMAQ eligibilities, and adds four new eligibilities: shared micromobility, including bike sharing and shared scooter systems; the purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment and in alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations.

### ➤ Air Quality Report:

- What is Ozone(O3)?
  - Ozone (O3) is a gas made up of three oxygen atoms. It can be found in the Earth's atmosphere, where it can be beneficial or harmful depending on where it occurs.
  - Tropospheric or ground-level ozone – **what we breathe** – is formed primarily from photochemical reactions between two major classes of air pollutants, volatile organic compounds (VOC) and nitrogen oxides (NOx).
  - These reactions have traditionally been viewed as depending upon the presence of heat and sunlight, resulting in higher ambient ozone concentrations in summer months.
  - Breathing ground-level ozone can result in a number of health effects that are observed in broad segments of the population.
  - Some of these effects include: induction of respiratory symptoms, decrements in lung function, and inflammation of airways.
  - Respiratory symptoms can include: coughing, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath
  - In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity.
  - The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.



**WSTA**  
WINSTON-SALEM TRANSIT AUTHORITY

**Trans-AID Ridership**  
2024 - 13,884  
2025- 11,070

**Customer Service Calls**  
32,206

## Ridership

February 2025	
Route	Ridership
80	4,695
81	2,658
82	751
83	9,459
84	3,903
85	4,120
86	5,402
87	14,449
88	1,360
89	7,042
90	3,190
91	5,312
92	7,835
93	4,656
94	4,815
95	2,368
96	7,757
97	2,405
98	1,493
99	697
100	162
101	2,975
102	466
103	6,273
104	2,809
105	4,840
106	3,356
107	5,495
108	1,598
109	3,031
110	315
Total	125,688

February 2024	
Route	Ridership
80	4,721
81	2,788
82	830
83	10,337
84	4,521
85	4,740
86	6,630
87	15,374
88	1,591
89	7,003
90	3,567
91	5,978
92	8,742
93	5,223
94	4,864
95	2,663
96	8,954
97	2,273
98	1,771
99	708
100	339
101	3,232
102	350
103	7,008
104	2,955
105	5,517
106	3,501
107	6,165
108	1,713
109	3,165
110	561
SE	70
Total	137,854

### WHAT IS NEW AT WSTA



2025 is a HUGE year for WSTA and the Winston Salem community! To kick it off, WSTA is running the Switching Gears campaign, this campaign is all about embracing change and improving how our community moves. As public transportation evolves, this initiative focuses on introducing new routes that better serve riders, enhancing efficiency to reduce wait times, and rolling out new ways to track your bus in real time. Additionally, better ways to pay make riding even more convenient, offering seamless options for purchasing fares and boarding with ease. These upgrades mean fewer delays, more direct travel options, and a transit system that works smarter for everyone. Switching Gears isn't just about change—it's about creating a faster, more reliable, and more accessible public transportation experience.

Supporting the Switching Gears campaign is simple but impactful. Community members can stay informed by following updates on route changes, testing out the new bus tracking tools, and providing feedback on their experiences. Riders can help by exploring the improved payment options, spreading the word, and using the new systems to plan their trips more efficiently. Every action—big or small—helps shift the future of transportation in a positive direction, proving that when we switch gears together, we drive progress forward.



## Beyond Traffic

A Metropolitan Planning Organization (MPO) plays a vital role in planning the urban landscape. These organizations are federally mandated with the comprehensive planning and coordination of transportation initiatives within a specific metropolitan planning area. Their primary responsibility is to create a long-range transportation plan (LRTP) that outlines strategies for addressing the mobility needs of the region, ensuring that the transportation infrastructure effectively supports economic growth and community development. One important tool for preparing the LRTP is the regional travel demand model maintained by PART. In North Carolina the LRTP is evaluated on a four year cycle, a cycle that all four of the Triad's MPOs are currently in ... **making this a prime time to get much valued community input!**

MPOs undertake extensive data analysis and public engagement to identify transportation issues, prioritize projects, and allocate funding efficiently. For example, an MPO may analyze traffic patterns, public transit usage, and pedestrian safety concerns to propose enhancements such as improved bus routes, expanded bike lanes, or upgraded roadways. Moreover, they work closely with local governments, state agencies, and community stakeholders to foster a collaborative approach to solving regional transportation challenges.

Metropolitan Planning Organizations serve as the cornerstone of regional transportation planning. Their efforts not only enhance mobility and connectivity but also contribute to the overall quality of life in metropolitan areas, making them essential for future growth and sustainability in urban environments. The Triad's Four Regional MPOs are actively in planning phases at the time of this article, and they need community input.

**Scan your MPO's QR code below ... or visit your MPO's website and get connected ...  
have a voice in your community's' planning efforts!**

The Greensboro metropolitan planning area includes the City of Greensboro, the majority of unincorporated Guilford County, and the towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield. [www.greensboro-nc.gov/departments/transportation/metropolitan-planning-organization](http://www.greensboro-nc.gov/departments/transportation/metropolitan-planning-organization)



The High Point metropolitan planning area includes the municipalities of High Point, Archdale, Denton, Jamestown, Lexington, Thomasville, Trinity, and Wallburg. It also includes parts of Davidson, Forsyth, Guilford, and Randolph Counties. [www.highpointnc.gov/261/HPMPO](http://www.highpointnc.gov/261/HPMPO)



The Burlington Graham metropolitan planning area includes the City of Burlington, City of Graham, City of Mebane, Town of Elon, Town of Gibsonville, Town of Green Level, Town of Haw River, Town of Whitsett, Village of Alamance, and all of Alamance County. [www.bgmpo.org](http://www.bgmpo.org)



The Winston-Salem metropolitan planning area includes Winston-Salem, Lewisville, Clemmons, Bermuda Run, Tobaccoville, Bethania, Rural Hall, Midway, Walkertown, Kernersville, Wallburg, and parts of Forsyth, Davie, Davidson, and Stokes counties. [www.cityofws.org/1466/Metropolitan-Planning-Organization](http://www.cityofws.org/1466/Metropolitan-Planning-Organization)





In the wake of COVID-19, public transportation faced unprecedented challenges. Ridership plummeted as health concerns kept people off buses, and across the board, impacted all ride sharing options. However, as public confidence began to return, transit systems started to adapt. In North Carolina, cities across our region have embraced this opportunity to rethink and revitalize their public transportation offerings. Rider behavior guided change and flexibility and willingness from providers to adapt, proved to be a formula for success.

According to data from the American Public Transportation Association (APTA), ridership across the U.S. has rebounded to approximately 70% of pre-pandemic levels. North Carolina's Triad region has mirrored this trend, showing a promising uptick in daily commuters

utilizing buses and other public transit options. Local transit authorities have reported steady increases in ridership. One of the most encouraging aspects of this reboot is the emphasis on sustainability. Public transit is inherently greener than individual car travel, significantly reducing carbon footprints and traffic congestion. In the Triad, local transit authorities are not only focusing on increasing ridership but also integrating environmentally friendly practices into their operations with a focus on messaging about environmental stewardship.

In our region, public transportation is more than just a means to get from point A to point B; it's a vital thread that weaves communities together. In the Triad, transit systems are working collaboratively to ensure that they serve not just major urban centers but also suburban and rural areas. This approach fosters agency partnerships, allowing residents access to jobs, education, and essential services.

Innovation is at the heart of the resurgence of public transportation. Cities across North Carolina are adopting technology-driven solutions to enhance the user experience. For instance, real-time bus tracking is now commonplace, allowing riders to monitor bus schedules and routes from their smartphones. This technology reduces anxiety and uncertainty and broadens customer support ... making public transit more user-friendly and accessible.

Moreover, ride-sharing services are becoming in higher demand. By integrating these platforms with traditional public transit, cities can offer more flexible and comprehensive transportation options. This model is especially beneficial for those who may live in areas with limited direct transit access, enabling them to reach their final destinations more efficiently. PART's long standing Vanpool Program is a classic example of how having options is key to comprehensive regional mobility. This program has also seen steady growth in the past four years. Having planners and transportation experts at the helm of this customer driven program gives PART's Vanpool Program an exceptional advantage in the pool of other mobility options. With the main focus of the program to provide employers and employees with options for getting to and from work everyday, it not only reduces parking demands but reduces commuter cost ... while at the same time reducing the carbon footprint of those sharing the ride!

**EXPLORE MOBILITY OPTIONS.**

**RideTheTriad.org**  
Regional Mobility Options

Logos: PART, GTA, WSTA, LINK TRANSIT, High Point

## Explore Mobility Options

PART's **Explore Mobility Options** marketing campaign kicked off this month ... focused on driving traffic to a regional website **RideTheTriad.org**. Designed, produced and managed by PART, the website was crafted through a collaborative effort to be a landing site to access local and regional mobility options.

In addition to directing users to the website, the campaign is also softly messaging four popular mobility options that are utilized in our area and modes that **RideTheTriad.org** offers information on.

**Bus** **Train** **Walk** **Bike**

## **Winston-Salem Area TPO Calendar of Activities**

### ***March 20, 2025***

- Technical Coordinating Committee (2 PM)
  - BAS 5th Floor Conference Room
- Transportation Advisory Committee (4:15 PM)
  - Virtual (Zoom)
- Anticipated Adoption of the CMAQ/CRP Projects

### ***April 15-17, 2025***

- North Carolina Association of Metropolitan Planning Organizations (NCAMPO) Conference 2025 – Wilmington, NC

### ***Spring 2025***

- Anticipated Launch of 5307/5310 Call for Projects

### ***May 15, 2025***

- Technical Coordinating Committee (2 PM)
- Transportation Advisory Committee (4:15 PM)
  - Bryce A. Stuart Municipal Building 5th Floor Conference Room (Arnold G. King Public Meeting Room) 100 E First Street, Winston-Salem, NC 27101
- Anticipated Adoption of the Federal Functional Classification of Roadways Update
- Anticipated Adoption of PM2 and PM3 Targets (Condition and System Performance)\*

### ***Summer 2025***

- Announcement of Prioritization 8.0 Call for Projects for 2028-2037 STIP

### ***July 2025***

- North Carolina Board of Transportation (NCBOT) Adoption of the 2026-2035 State Transportation Improvement Program (STIP)

### ***July 17, 2025***

- Technical Coordinating Committee (2 PM)
  - BAS 5th Floor Conference Room
- Transportation Advisory Committee (4:15 PM)
  - Virtual (Zoom)
- Anticipated Adoption of the RFF Supplemental Funding Projects



**September 18, 2025**

- Technical Coordinating Committee (2 PM)
  - BAS 5th Floor Conference Room
- Transportation Advisory Committee (4:15 PM)
  - Virtual (Zoom)
- Anticipated Adoption of the 2050 MTP

**Fall 2025**

- MPO Adoption of the 2026-2035 Transportation Improvement Program

**November 20, 2025**

- Technical Coordinating Committee (2 PM)
- Transportation Advisory Committee (4:15 PM)
  - Bryce A. Stuart Municipal Building 5th Floor Conference Room (Arnold G. King Public Meeting Room) 100 E First Street, Winston-Salem, NC 27101



# Infrastructure Investment and Jobs Act

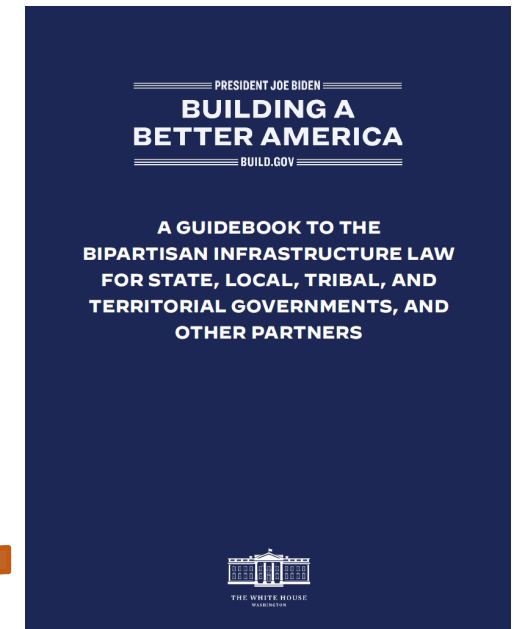
A Guide for the Winston-Salem Metropolitan Planning Area

# 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**



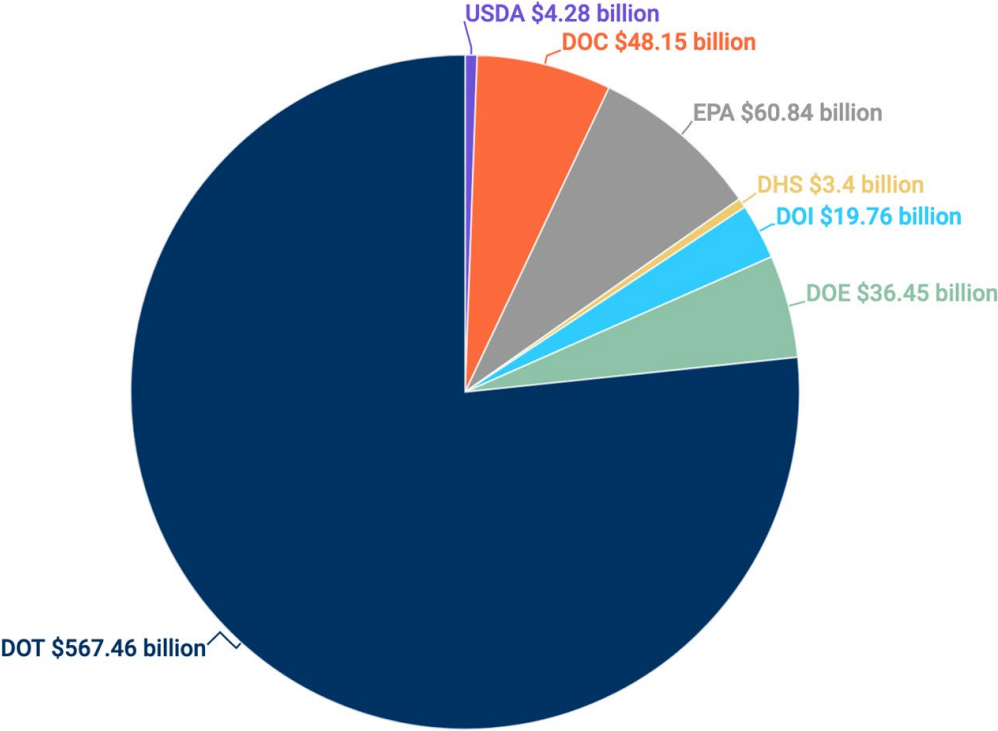
Read the Guidebook:  
[build.gov](https://www.build.gov)

# Building a Better America Guidance Themes

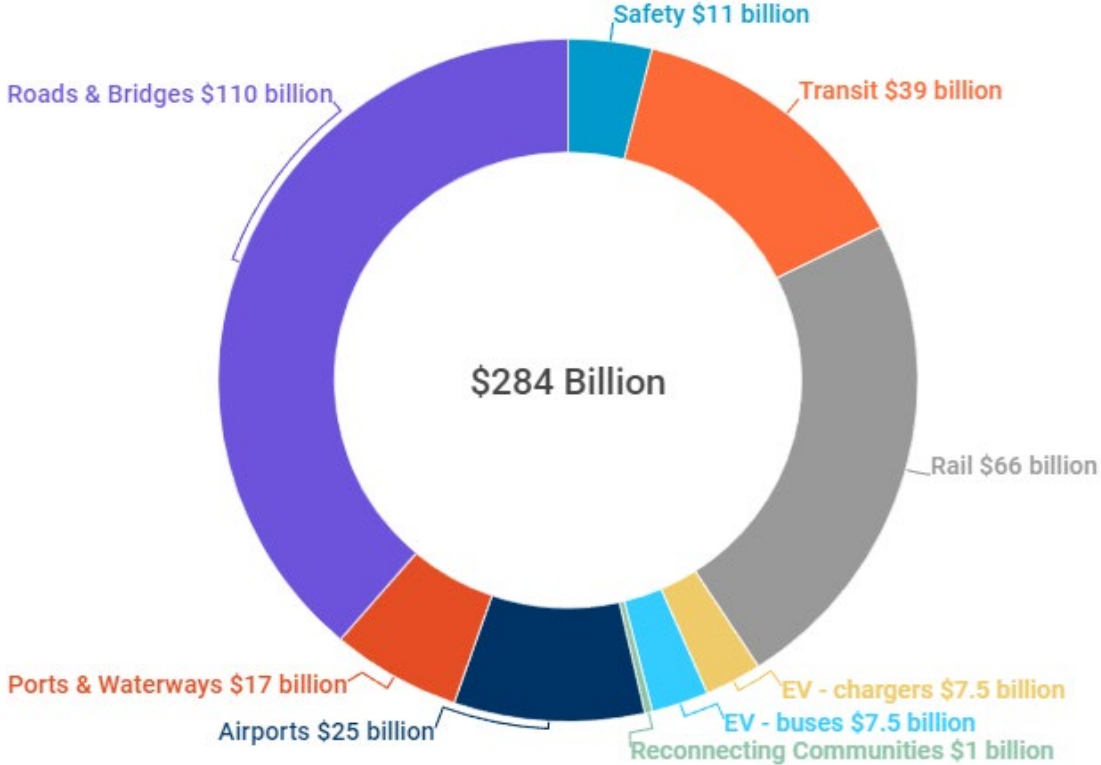
- Summarized from the Federal Highway Administration Memo: “Policy on Using Bipartisan Infrastructure Law Resources to Build A Better America”
  - ✓ **Safety**
  - ✓ **Equity**
  - ✓ **Climate and Resilience**
  - ✓ **Multimodal Systems**
- These core themes will pop up throughout the implementation process and the competitive funding application process

# IIJA: By the Numbers

BY THE NUMBERS: FUNDING BY FEDERAL AGENCY



Funding by Federal Agency



New Investments in Transportation by Category

Source: [Legislative Analysis for Counties: The Bipartisan Infrastructure Law](#)

# Helpful IJA Resources: Implementation

U.S. Department of Transportation, “Key Notices of Funding Opportunity”  
<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>



Accelerator for America, U.S. Conference of Mayors, and Drexel University’s Nowak Metro Finance Lab,  
“Infrastructure Investment & Jobs Act: A Federal Investment Guide for Local Leaders”  
<https://drexel.edu/~media/Files/nowak-lab/IJA%20Investment%20Guide%201216compressed.ashx>

National Conference of State Legislatures, “Infrastructure Investment and Jobs Act: Implementation and Key Resources”  
<https://www.ncsl.org/ncsl-in-dc/publications-and-resources/infrastructure-investment-and-jobs-act-implementation-and-resources.aspx>

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 IJA programs are funded for five years (FY22 – FY26), with applications opening annually.
  - **“5 Years, 5 Installments”**

Program Name	Period of Availability	Funding Mechanism	Recipients	Program Description	Next Program Milestone	Cost Share/Matc
<a href="#">Large Bridge Project Grant</a>	Opening Date: September 27, 2023	Discretionary Grant	<ul style="list-style-type: none"> <li>• States</li> <li>• Federal lands management agencies</li> <li>• MPOs</li> <li>• Local and Tribal governments</li> </ul>	<p>Program focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition</p> <p>Bridges with total eligible project costs up to \$100 M</p> <p>Minimum grant awards of \$2.5 M</p> <p>Maximum grant awards of 80% of the total eligible project costs</p>	Closing Date: August 1, 2025	80 percent Federal / 20 percent non-Federal
<a href="#">Mobility, Access and Transportation Insecurity (MATI) Program</a>	(Round 2) January 13, 2025	Competitive Grant	<p>Communities with jurisdictions of fewer than 50,000 people</p> <p>Non-traditional groups such as community-based organizations or nonprofits</p>	<p>Program seeks to support the planning and development of community-shaped, innovative demonstration projects that can help address issues of transportation insecurity. Transportation insecurity refers to when a person cannot access needed services or destinations comfortably, conveniently, and affordably.</p> <p>Round 2 RFP will focus on rural and small communities. Phase 1 will fund up to 3 applicants to support their development and submission of a plan for a proposed demonstration project to address transportation insecurity (~9 to 12 months).</p> <p>Phase 2 will fund 1 applicant for the deployment of the proposed demonstration.</p>	<p>Expression of interest form is due by 5 pm CDT on March 14, 2025.</p> <p>Full proposal is due by 5 pm CDT on April 30, 2025.</p>	<b>No</b>

Program Name	Period of Availability	Funding Mechanism	Recipients	Program Description	Next Program Milestone	Cost Share/Matc
<a href="#">Rural and Tribal Assistance Pilot Program</a>	2:00 p.m. ET March 4, 2025	Discretionary Grant	<ul style="list-style-type: none"> <li>• Federally recognized Native American Tribal governments               <ul style="list-style-type: none"> <li>• City or township governments</li> </ul> </li> <li>• Department of Hawaiian Home Lands               <ul style="list-style-type: none"> <li>• Special District governments                   <ul style="list-style-type: none"> <li>• State governments</li> <li>• County governments</li> </ul> </li> </ul> </li> <li>• <b>Project CANNOT be in a Census Bureau 2020 urban area that has a population of more than 150,000</b></li> </ul>	<p>\$27 M is available to award for planning and design phase activities for developing transportation projects in rural or tribal communities. Grants will support hiring staff or expert firms to provide technical, legal, or financial assistance to advance transportation projects that would be reasonably expected to be eligible for select Department of Transportation discretionary grant or credit programs. <b>THERE IS NO LOCAL MATCH REQUIRED TO PARTICIPATE IN THIS PROGRAM.</b></p> <p><b>Applications are reviewed in the order in which they are received.</b></p> <p><b>Grants are awarded on a first-come, first-served basis. Applications can only be submitted through <a href="https://www.transportation.gov/buildamerica/RuralandTribalGrants">https://www.transportation.gov/buildamerica/RuralandTribalGrants</a> NOT grants.gov.</b></p> <p>\$10 M available to award single-project grants (\$200,000 min, \$750,000 max)</p> <p>\$17 M available to award multi-community grants (\$500,000 min, \$2.25 M max)</p>	April 3, 2025	<b>No</b>



# Next Steps and Future Discussions

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

Questions?

E-mail [ridwaanasa@cityofws.org](mailto:ridwaanasa@cityofws.org)

# Project Update

March 6, 2025

The 2050 MTP aims to define a 20-year vision for enhancing transportation safety, mobility, and connectivity in the Winston-Salem region. The planning process is divided into multiple tasks, including project management, community engagement, existing conditions assessment, plan development, and prioritization, with federal compliance and financial planning components.

## Community Engagement

- Conducted Phase 1 engagement activities, including online surveys, regional pop-up events, and stakeholder interviews.
- Priorities identified from engagement include safety, travel options, congestion relief, addressing communities of need, maintenance, and economic development. Findings shared with Steering Committee.

## Existing Conditions Assessment

- Reviewed data from the 2045 MTP and collected and analyzed data on transportation safety, environmental justice, transit ridership, and Intelligent Transportation Systems (ITS). Initial findings presented to Steering Committee.

## Plan Development

- Finalized revisions to the MTP goals in communication with the TPO and Steering Committee.
- Worked with jurisdictions to generate an unconstrained list of projects.

## Congestion Management Plan

- **Refinement of the CMP Network:** Narrowing down the CMP Network to focus on critical corridors, prioritizing arterials and regionally significant roadways. This refinement ensures a more targeted approach to congestion management, emphasizing strategic interventions before considering capacity expansion.
- **Integration of Travel Time Reliability & Data Resilience:** Travel Time Reliability (TTR) data has been analyzed for both morning (7-9 AM) and evening (3-6 PM) peak periods, identifying congestion trends across the network. Working to ensure consistent data availability and measurement across CMP cycles to improve long-term decision-making.

## Comprehensive Transportation Plan

- TPO Staff is coordinating with NCDOT on review and update of Comprehensive Transportation Plan (CTP) project network.
- Updated CTP will be used as an inventory of needs assisting with MTP project selection.

## Ongoing Prioritization and Next Steps

- Developing a revised project prioritization methodology based on public engagement and federal guidelines.
- Creating the financial plan to fiscally constrain recommended projects to expected funding.
- Development of MTP document outline, including checklist of federal requirements to identify where each requirement will be met within the plan document.

# ACRONYMS

## TRANSPORTATION ACRONYMS/ABBREVIATIONS

<u>ACRONYM</u>	<u>CORRESPONDING TERM</u>
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State and Highway Transportation Officials
ACTT	Accelerated Construction Technology Transfer
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFV	Alternative Fuel Vehicle
AICP	American Institute of Certified Planners
AMPO	Association of Metropolitan Planning Organizations
APTA	American Public Transportation Association
AQCDR	Air Quality Conformity Determination Report
AQI	Air Quality Index
ARID	Attribute Road Inventory Database
ASLA	American Society of Landscape Architects
AVL	Automatic Vehicle Locator
B/C	Benefit/Cost Ratio
BGMPO	Burlington-Graham Metropolitan Planning Organization
BMP	Best Management Practices
CAA/CAAA	Clean Air Act/Clean Air Act Amendments of 1990
CAD	Computer Assisted Design
CBD	Central Business District
C <sup>3</sup>	Creative Corridors Coalition
CCPB	City-County Planning Board
CDP	Census Designated Place
CE	Categorical Exclusion
CEI	Construction Engineering and Inspection Services
CERCLA	Comprehensive Environmental Response, Compensation & Liability Act
CFR	Combined Federal Register
CIA	Community Impact Assessment
CIP	Capital Improvements Program
CMAQ	Congestion Mitigation and Air Quality Program
CMP/CMS	Congestion Management Processes/System
CO	Carbon Monoxide
CSS/CSD	Context Sensitive Solutions/Context Sensitive Design
CTP	Comprehensive Transportation Plan
CTPP	Census Transportation Planning Package
DAQ/NCDAQ	(North Carolina) Division of Air Quality (Division of NCDENR)
DEIS	Draft Environmental Impact Statement
DENR/NCDENR	(North Carolina) Department of Environment & Natural Resources
DBE	Disadvantaged Business Enterprise
DHV	Design Hour Volume
DMU	Diesel Multiple Unit
EAC	Early Action Compact
EIS/EA	Environmental Impact Statement/Environmental Assessment
EJ	Environmental Justice
EPA/USEPA	(United States) Environmental Protection Agency
EO	Executive Order
FAA	Federal Aviation Administration
FAQs	Frequently Asked Questions
FCAC	Forsyth County Airport Commission
FCOEAP	Forsyth County Office Environmental Assistance and Protection
FFC	Federal Functional Class



<b>FFY</b>	Federal Fiscal Year (Oct. 1 – Sept. 30)
<b>FHWA</b>	Federal Highway Administration
<b>FY</b>	Fiscal Year (July 1 – June 30) (State/Local)
<b>FONSI</b>	Finding of No Significant Impact
<b>FRA</b>	Federal Railroad Administration
<b>FTA</b>	Federal Transit Administration
<b>GIS</b>	Geographic Information System
<b>GPS</b>	Global Positioning System
<b>GUAMPO</b>	Greensboro Urban Area Metropolitan Planning Organization
<b>HCM</b>	Highway Capacity Manual
<b>HOT</b>	Heart of the Triad
<b>HOT Lanes</b>	High Occupancy Toll Lanes
<b>HOV</b>	High Occupancy Vehicle
<b>HPMPO</b>	High Point Metropolitan Planning Organization
<b>HPMS</b>	Highway Performance Monitoring System
<b>I/M</b>	Inspection/Maintenance Program
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act
<b>ITE</b>	Institute of Transportation Engineers
<b>ITS</b>	Intelligent Transportation Systems
<b>IVHS</b>	Intelligent Vehicle Highway Systems
<b>JARC</b>	Job Access and Reverse Commute Program
<b>LEDPA</b>	Least Environmentally Damaging Preferred Alternative
<b>LEED</b>	Leadership in Energy and Environmental Design
<b>LEP</b>	Limited English Proficiency
<b>LGE</b>	Local Government Entity
<b>LPM</b>	Local Program Manager or Management
<b>LPMO</b>	Local Program Management Office
<b>LOS</b>	Level of Service
<b>LPA</b>	Lead Planning Agency
<b>LRT</b>	Light-Rail Transit
<b>LRTP</b>	Long Range Transportation Plan
<b>MAB</b>	Metropolitan Area Boundary
<b>MAC</b>	Metro Activity Center
<b>MAP-21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century
<b>MIS</b>	Major Investment Study
<b>MLI</b>	Minority and Low Income (Populations)
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MSA</b>	Metropolitan Statistical Area
<b>MTP</b>	Metropolitan Transportation Plan
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>MVEB</b>	Motor Vehicle Emission Budget
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NCAMPO</b>	North Carolina Association of Metropolitan Planning
<b>NCAPA</b>	Organizations North Carolina Chapter of the American Planning
<b>NCARPO</b>	Association North Carolina Association of Rural Planning
<b>NCBOT</b>	Organizations North Carolina Board of Transportation
<b>NCDAQ</b>	North Carolina Division of Air Quality
<b>NCDENR</b>	North Carolina Dept. of Environment & Natural Resources
<b>NCDOT</b>	North Carolina Department of Transportation
<b>NCSITE</b>	North Carolina Section of the Institute of Transportation Engineers
<b>NEI</b>	National Emission Inventory
<b>NEPA</b>	National Environmental Protection Act

<b>NHS</b>	National Highway System
<b>NLEB</b>	Northern Long-Eared Bat
<b>NOx</b>	Nitrogen Oxide
<b>OCT</b>	Overall Contract Time
<b>O/D</b>	Origin/Destination
<b>PART</b>	Piedmont Authority for Regional Transportation
<b>PDB</b>	Program Development Branch (of NCDOT)
<b>PDS</b>	Planning and Development Services (City-County Planning & Inspections)
<b>PE</b>	Professional Engineer or Preliminary Engineering
<b>PEDA</b>	Project Development and Environmental Analysis Branch (of NCDOT)
<b>PEF</b>	Private or Professional Engineering Firm
<b>PIDS</b>	Project Information Data Sheet
<b>PL Funds</b>	Funds for transportation planning designed under <u>Public Law</u> 93-87, the Federal Highway Act of 1973
<b>PM</b>	Project Manager
<b>PM 2.5</b>	Particulate Matter 2.5 Microns in Size
<b>PMP</b>	Program Management Plan
<b>PPP or P<sup>3</sup></b>	Public Participation Policy
<b>PS&amp;E</b>	Plans, Specifications & Engineering or Estimates
<b>PTD</b>	Public Transportation Division (of NCDOT)
<b>PTRC</b>	Piedmont Triad Regional Council
<b>PTRM</b>	Piedmont Triad Regional Model
<b>RED</b>	Real Estate Disclosure form
<b>RFP/RFQ</b>	Request for Proposals/Request for Qualifications
<b>ROD</b>	Record of Decision
<b>ROW</b>	Right of Way
<b>RPO</b>	Rural Planning Organization
<b>SA</b>	Supplemental Agreement
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SEI</b>	Statement of Economic Interest
<b>SIP</b>	State Implementation Plan
<b>SHPO</b>	State Historic Preservation Office
<b>SHRP</b>	Strategic Highway Research Program
<b>SMF</b>	Strategic Mobility Formula
<b>SOV</b>	Single Occupant/Occupancy Vehicle
<b>SPOT</b>	Strategic Planning Office of Transportation (of NCDOT)
<b>SPR</b>	Statewide Planning and Research
<b>SRTS</b>	Safe Routes to School
<b>STI</b>	Strategic Transportation Investments
<b>STIP</b>	State Transportation Improvement Program
<b>STP-DA</b>	Surface Transportation Program – Direct Attributable
<b>STP-EB</b>	Surface Transportation Program – Enhancements
<b>TAC</b>	Transportation Advisory Committee
<b>TAP</b>	Transportation Alternatives Program
<b>TAZ</b>	Traffic Analysis Zone
<b>TEA</b>	Transportation Equity Act
<b>TCC</b>	Technical Coordinating Committee
<b>TCM</b>	Transportation Control Measure
<b>TDM</b>	Transportation Demand Management
<b>TDP</b>	Transportation Development Plan
<b>TSM</b>	Transportation System Management
<b>TEA-21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>TIGER (line data)</b>	Topologically Integrated Geographic Encoding and Referencing
<b>TIGER</b>	Transportation Investment Generating Economic Recovery

<b>TIP</b>	Transportation Improvement Program
<b>TIS</b>	Transportation Impact Study
<b>TMA</b>	Transportation Management Area
<b>TPB</b>	Transportation Planning Branch (of NCDOT)
<b>TRANSCAD</b>	Transportation Computer Assisted Design
<b>TRB</b>	Transportation Research Board
<b>UAB</b>	Urbanized Area Boundary
<b>UA</b>	Urbanized Area or Urban Area
<b>UC</b>	Urban Cluster
<b>UDO</b>	Unified Development Ordinances
<b>UPWP</b>	Unified Planning Work Program
<b>USC</b>	United States Code
<b>USDOT</b>	United States Department of Transportation
<b>USEPA/EPA</b>	(United States) Environmental Protection Agency
<b>UZA</b>	Urbanized Area
<b>V/C Ratio</b>	Volume/Capacity Ratio
<b>VHP</b>	Vehicles Per Hour
<b>VHT</b>	Vehicle Hour Traveled
<b>VMS</b>	Variable Message Sign
<b>VMT</b>	Vehicle Miles Traveled
<b>VOC</b>	Volatile Organic Compound
<b>VOR</b>	Vehicle Occupancy Rate
<b>WFIQ</b>	Wake Forest Innovation Quarter
<b>WSDOT</b>	Winston-Salem Department of Transportation
<b>WSMAB</b>	Winston-Salem Metropolitan Area Boundary
<b>WSTA</b>	Winston-Salem Transit Authority
<b>WSATPO</b>	Winston-Salem Area Transportation Planning Organization
<b>WSUA</b>	Winston-Salem Urban Area