



TRANSPORTATION ADVISORY COMMITTEE



January 16, 2025
Meeting Agenda

Arnold G. King
Public Meeting Room



MEMORANDUM

DATE: January 9, 2025

TO: Winston-Salem Area TPO Transportation Advisory Committee (TAC)

FROM: Kelly Garvin, Assistant Director of Transportation
e-mail: kellym@cityofws.org; office phone: (336) 747-6881

SUBJECT: Agenda for the January 16, 2025 TAC Meeting at 4:15 p.m.

PLACE: Bryce A. Stuart Building – 5th Floor Conference Room, 100 E First Street,
Winston-Salem, NC 27101

AGENDA

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

Action Items

2. Election of Officers. (Chairman, Mike Horn)
3. Consideration of the November 21, 2024 TAC Meeting Minutes. (Enclosed) (Chairman, Mike Horn)
4. 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)
5. Consideration of the Winston-Salem Area Transportation Planning Organization (WSATPO) Congestion Management Process (CMP) Status of the Systems Report Card. (Enclosed) (Hunter Staszak)

Information Items for Future Action

6. 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)
7. Review the Fiscal Year 2025-2026 Unified Planning Work Program (UPWP) for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) (Enclosed) (Kelly Garvin)
8. Review of a Checklist Certifying the Winston-Salem Urban Area Metropolitan Planning Organization's (MPO) Transportation Planning Process for Fiscal Year 2024-2025 (WSUAMPO) (Enclosed) (Kelly Garvin)
9. Review of Targets for Safety Performance Measures Established by the North Carolina Department of Transportation (NCDOT) and Amending the 2045 Metropolitan Transportation Plan (MTP). (Ridwaana Allen)
10. Review 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 (TIP) (Enclosed) (Hunter Staszak)

11. Review 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. (Enclosed) (Hunter Staszak)
12. Review of the City of Winston-Salem 2024 Updates to the Winston-Salem Transit Authority (WSTA) Public Transportation Agency Safety Plan (Enclosed) (Kelly Garvin)

Information Only

13. Review of an Adjustment to the “Smoothed” Winston-Salem Urbanized Area Boundary (Enclosed) (Hunter Staszak)

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

14. TPO Staff Reports (Enclosed)
 - a. NCDOT Division 9 Transportation Projects Update (John Rhyne)
 - b. NCDOT Transportation Planning Update (Pam Cook)
 - c. NCDOT Integrated Mobility Division (Alex Rotenberry)
 - d. FHWA Update (Suzette Morales/Nick Morrison)
 - e. Piedmont Triad Regional Council of Governments Update (Carter Spradling)
 - f. Forsyth County OEAP Air Quality Update (Cary Gentry)
 - g. Bicycle and Pedestrian Facilities Projects Update (Ben Woeber)
 - h. Winston-Salem Transit Authority (WSTA) Update (Bruce Adams)
 - i. Piedmont Authority for Regional Transportation (PART) Update (Scott Rhine)
 - j. Davidson County Transportation (DCT) (Richard Jones)
 - k. Title VI Compliance Update (Kelly Garvin)
 - l. TPO Calendar of Activities (Hunter Staszak)
 - m. Infrastructure Investment and Jobs Act Funding Opportunity Report (Ridwaana Allen)
 - n. Ethics Liaison (Kelly Garvin)
 - o. Moving Times Magazine (Ridwaana Allen)
 - p. 2050 CTP/MTP Update (John Hanes)
 - q. 2024 Public Participation Plan Update (Ridwaana Allen)
15. Next Meeting/Adjourn Meeting (Chairman, Mike Horn)

Next meeting: February 20, 2025

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ITEM #3

**MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
NOVEMBER 21ST, 2024**

2:30 P.M.

IN-PERSON MEETING

**Bryce A. Stuart Municipal Building, 5th Floor Arnold G. King Public Meeting Room, 100 E
First Street, Winston-Salem, NC, 27101**

MEMBERS PRESENT:

Robert Clark, Council Member, City of Winston-Salem
John Larson, Council Member, City of Winston-Salem
Jeff MacIntosh, Council Member, City of Winston-Salem
Mike Brannon, Mayor, Town of Bermuda Run
Brent Rockett, Mayor, Town of Bethania
Mike Combest, Council Member, Village of Clemmons
Mark Lane, Council Member, Town of Rural Hall
Wesley Hutchins, Town Council, Town of Walkertown
Allen Todd, Mayor, Town of Wallburg
Benita Finney, Commissioner, Davie County
Willie Clark, Member, Winston-Salem Transit Authority
Myron Marion, Mayor, Village of Tobaccoville
Nick Morrison, FHWA

PRESIDING: Mike Horn, Chairman, Lewisville

STAFF PRESENT:

Pat Ivey, NCDOT
Phillip Craver, NCDOT
Kelly Garvin, WSDOT
Hunter Staszak, WSDOT
Ben Woeber, WSDOT
Alex Rotenberry, IMD
Scott Rhine, PART
Maricelis Hernandez, WSDOT
Jason Myers, NCDOT Rail Division
Pam Cook, NCDOT
Tia Ramsey, WSDOT
Ridwaana Allen, WSDOT

RECORDING SECRETARY: Nateja Hale, WSDOT

OTHERS:

Chairman Horn welcomed all members.

- Ethics Awareness and Conflict of Interest Statement

No ethics concerns.

Chairman Horn proposed that information item 6 be expedited to an action item.

MOTION: Mike Combest
SECOND: Jeff MacIntosh

VOTE:
FOR: Unanimous
AGAINST: None
Abstained: None

Chairman Horn presented Pat Ivey with resolution that recognizes his incredible work with the city of Winston-Salem and WSUAMPO. Once the resolution was read Chairman Horn asked for a motion and second for the honoring of Mr. Ivey.

Presented by Mike Horn

MOTION: Jeff MacIntosh
SECOND: Robert Clark

VOTE:
FOR: Unanimous
AGAINST: None
Abstained: None

1. **Public Comments (Chairman, Jeff Fansler)**
 - No Public Comments

Action Items

2. **Consideration of the September 19, 2024, TCC Meeting Minutes.**

Presented by Mike Horn

MOTION: Allen Todd
SECOND: Robert Clark

VOTE:
FOR: Unanimous
AGAINST: None
Abstained: None

3. **Consideration of the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) Amendments and Modifications for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) 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 Urban Area Metropolitan Planning Organization (WSUAMPO) 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 Urban Area Metropolitan Planning Organization (WSUAMPO) triggers the amendment of the TIP. Modifications to the STIP do not require adoption but are provided for information.
- As required by the WSUAMPO'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 October 14, 2024 and November 14, 2024.
- 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.
- *No comments.*

MOTION: Mike Brannon
SECOND: Jeff MacIntosh

VOTE:
FOR: Unanimous
AGAINST: None
Abstained: None

4. Consideration of a Resolution approving a letter of support for the Workshop of Davidson and Davidson County Department of Senior Services Letters of Support for North Carolina Department of Transportation's (NCDOT) Federal Transit Administration's Section 5310 Funding.

Presented by John Hanes

- The North Carolina Department of Transportation (NCDOT) Integrated Mobility Division (IMD) administers the application and selection process for the allocation of Federal Transit Administration (FTA) Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities funding program in rural areas. The Section 5310 program provides funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options.

- The Workshop of Davidson and Davidson County Department of Senior Services provide services within the Metropolitan Planning Area and in rural areas in Davidson County for disabled persons and individuals 65 years and older. Only services provided in the urbanized area (UZA) of the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) are eligible for funding by the Winston-Salem Urban Area MPO. For areas determined not to be within the MPO's UZA, these providers can apply for funding through the State's Section 5310 funding program. The letters of support acknowledge the Workshop of Davidson and Davidson County Department of Senior Services desire to participate in the State's competitive selection process for services provided outside the MPO's UZA and the Transportation Advisory Committee's (TAC) support for these agencies to apply for the State's 5310 funding program.
- The Workshop of Davidson has requested \$191,100 and Davidson County Department of Senior Services has requested \$500,000 from the State's 5310 program. Funds will be used to provide trips for the following: medical, shopping, pharmacy, nutrition sites and social opportunities at the two senior centers located in the county.
- If approved by the TAC, these letters of support will be provided to the agencies to include in their application to NCDOT for Section 5310 funding opportunities provided by the State.
- *No comments.*

MOTION: Allen Todd
 SECOND: Jeff MacIntosh

VOTE:
 FOR: Unanimous
 AGAINST: None
 Abstained: None

5. Consideration of the Division Needs Point Assignment for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO).

Presented by Hunter Staszak

- The State Transportation Improvement Program (STIP) identifies the construction funding and scheduling of transportation projects at the state level over a 10-year period. The North Carolina Department of Transportation (NCDOT) proactively updates the STIP every two years to ensure it accurately reflects the state's current financial situation.
- The Strategic Transportation Investments law mandates ongoing evaluation and improvement to ensure the process continues to be responsive to North Carolina's diverse needs. This is accomplished through what is known as the strategic prioritization process. Prioritization 7.0 began in Spring 2023.
- NCDOT has released the preliminary scores for projects evaluated for the 2026-2035 STIP. Projects that did not score high enough to be funded in the Statewide category

are considered and potentially funded in the Regional Impact category. Eight projects of regional significance in the Winston-Salem Urban Area were selected for programming as a result of the Regional Impact point assignment period. Projects that do not score high enough to be funded in the Regional Impact category can be considered and potentially funded in the Division Needs category. Projects in these categories are scored and ranked 50% on quantitative data and 50% on local input.

- From September 23 through November 29, NCDOT's 14 divisions – as well as metropolitan and regional planning organizations will rank Division Needs category projects, which involves assigning what are called "local input points." NCDOT will then combine the local input points assigned by each group with the quantitative score to generate the total score for each project. Programmed projects will be announced with the release of the Draft 2026-2035 STIP in early 2025.
- The Winston-Salem Urban Area MPO has a pool of 1,400 local input points at the Division Needs level. The maximum number of points that can be applied to any given project at each level is 100. The MPO exercised its ability to “flex” points in the Regional Impact point assignment window, thereby reducing the number of points available in the Division Needs level. The “flex” was exercised because no available funding is anticipated at the Division Needs level.
- *Mayor Horn wanted to clarify how or if new projects are entertained.*
 - *Hunter Staszak noted that there are two processes: Call for Projects and Regional Flexible Funding Committee Review. Currently, WSUAMPO will begin accepting supplemental Call for Projects in January 2025 only accepting supplemental funding requests, meaning projects that are already included in the TIP are eligible to apply to help the completion of existing projects. But the next round of prioritization consideration for new projects will begin in Summer 2025, and for RFF in early 2026.*

MOTION: Wesley Hutchins

SECOND: Mike Brannon

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

Additional Comments

Mayor Horn briefly asked Kelly Garvin to update the committee on CMAQ and CRP call for projects.

- Kelly Garvin noted that there were no applicants for the CMAQ and CRP call for projects for either supplemental funding or new projects. Carbon Reduction Program funding has an expiration date; therefore staff is planning to meet with NCDOT STIP Unit to reallocate/swap funding for eligible projects that would meet the required dates.

Continuance of Action Items

6. Review and Consideration of the Winston-Salem Urban Area Metropolitan Planning Organization Logo and Moniker change to Winston-Salem Area Transportation Planning Organization

Presented by John Hanes

- The Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO), founded in 1974, was created following the North Carolina Department of Transportation's (NCDOT) letter to the Winston Salem, City-County Planning Board (CCPB) designating them as the Lead Planning Agency (LPA). Later in 1991, the Winston-Salem Department of Transportation was formed and undertook the role of LPA for the MPO. The MPO's main objective is to make continuous transportation improvements for all its member jurisdictions.
- During the 2024 Federal Certification Review process, MPO staff was challenged by members of the public as well as the Federal Highway Administration to find ways to differentiate the MPO from the City of Winston-Salem. In response, staff investigated ways to create a brand for the MPO that would increase its visibility, transparency and lead to a more direct access to the community. The first step on this path would be the creation of a logo and moniker that could better identify and distinguish the WSUAMPO.
- Currently, the Winston-Salem MPO does not have a formalized, adopted logo, even though it is a standard practice among many of our peer agencies across the state. Our new logo, like those of our peers, would serve to distinguish our MPO from others and would be used on official documents, mailings, and the MPO's website.

MOTION: Allen Todd

SECOND: John Larson

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 Urban Area Metropolitan Planning Organization (WSUAMPO) 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 Urban Area Metropolitan Planning Organization (WSUAMPO) 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 Urban Area Metropolitan Planning Organization (WSUAMPO) triggers the amendment of the TIP. Modifications to the STIP do not require adoption but are provided for information.
- As required by the WSUAMPO'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.
- *No Comments*

8. Review of the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) Congestion Management Process (CMP) Status of the Systems Report Card.

Presented by Hunter Staszak

- The Congestion Management Process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance, and assesses alternative strategies for congestion management that meet state and local needs. All metropolitan planning organizations serving populations of 200,000 or more persons are required to submit a Congestion Management Process. The Congestion Management Process was part of the 2045 Metropolitan Transportation Plan Update, which the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) approved on November 19, 2020.
- The MPO approved an additional update to the Congestion Management Process (CMP) on November 17, 2022, which brought the CMP into compliance with Federal Highway Administration (FHWA) regulations. The 2022 Update establishes a commitment to a "Status of the Systems Report" to fulfill the federal requirement for the "implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of the evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation."
- The 2024 Status of the Systems Report provides an update on MPO adopted performance measures and allows the MPO to analyze whether adopted strategies and projects have been effective at addressing congestion in the Winston-Salem Urban Area.
- *Mayor Mike Brannon questioned whether the CMP targets are self-defined.*

- *Hunter Staszak verified that the noted CMP targets are self-defined. The targets generally define the direction in which the MPO would like to go, and the MPO has tended not to set prescriptive (specific number) goals.*

9. Review of the Federal Transit Administration (FTA) Section 5307 Grant Program Funding Allocation for the Winston-Salem Urban Area for Fiscal Year 2024 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP)

Presented by Kelly Garvin

- Transit systems located in urbanized areas of more than 200,000 in population are eligible to use Federal Transit Administration (FTA) Section 5307 funds for operating and capital assistance. The Winston-Salem Urban Area received \$6,884,746 in FY 2024. MPO staff anticipates the FY 2025 apportionment to be approximately the same. The 2025 Federal Fiscal year began October 1, 2024. Staff is bringing this item for information so that when FTA announces the FY 2025 Section 5307 funding availability; there will not be a delay in allocating these funds to eligible agencies in the MPO therefore expediting the application process through FTA.
- Currently, there are three (3) transit agencies in the MPO eligible to receive 5307 funding based upon data reported to the National Transit Database (NTD). Those agencies are Davidson County Transportation, Piedmont Authority for Regional Transportation (PART), and Winston-Salem Transit Authority (WSTA). The number of eligible agencies may increase in future years. Additionally, activities traditionally eligible under the Job Access Reverse Commute (JARC) program, which provides job access for low-income individuals, continue to be an eligible activity for these funds.
- Based upon policies adopted by the Winston-Salem Urban Area MPO in 2017, funding will be distributed in accordance with the percentages developed by FTA. Each year, MPO staff coordinate a joint allocation meeting with eligible agencies to confirm that the funding identified can be used by the agency. Staff use that information for recommendation to the TAC for final approval and distribution. MPO staff will coordinate this meeting once a funding apportionment is announced and recommend approval of an amendment to the Transportation Improvement Program (TIP).
- *Chairman Horn asked whether the MPO will continue to use the same formula that has been used in the past.*
 - *Kelly Garvin answer yes and noted that the formula was provided by the Federal Transit Administration (FTA).*

10. Review of the Federal Transit Administration (FTA) Section 5307 and Section 5339 Bus and Bus Facilities Grant Program Funding Allocation for the Winston-Salem Urban Area for Fiscal Year 2024 and Plans to Amend the Metropolitan Transportation Improvement Program (MTIP)

Presented by Kelly Garvin

- The Federal Transit Administration Section 5339 program is a formula-based grant program to replace, rehabilitate and purchase buses and bus facilities. The program provides available federal resources to eligible direct recipients that operate fixed route bus services or that allocate funding to fixed route bus operators. The program originated through the Moving Ahead for Progress in the 21st Century Act (MAP-21) which changed the program from discretionary to formula based. Funding is now designated to states and designated recipients in urbanized areas (200,000 people or more).
- The Winston Salem Urban Area received \$580,168 in FY 2024 and expects to be apportioned a similar amount for FY25. The 2025 Federal Fiscal year began October 1, 2024. Staff is bringing this item for information so that when FTA announces the FY 2025 Section 5339 funding availability, there will not be a delay in allocating these funds therefore expediting the application process through FTA.
- The Winston-Salem Transit Authority (WSTA) intends to use the forthcoming funding to purchase three (3) Trans-Aid vans to replace aging fleet and the remaining funds for transit facility rehabilitation projects and capital items. In accordance with the Winston-Salem Urban Area Metropolitan Planning Organization's Public Participation Plan, these projects will be made available for public comment for 30 days.
- MPO staff will bring an item for final approval of allocation once a funding apportionment is announced. Staff will also recommend approval of an amendment to the Transportation Improvement Program (TIP).
- *No Comments.*

Information Item

11. Review of a Briefing on the Rail Corridor Identification and Development Program for the Winston-Salem Urban Area MPO.

Presented by Jason Myers, NCDOT Rail Division

- *Allen Todd questioned the status of damage to the rail system caused by Hurricane Helene.*
 - *Jason Myers noted that the North Wilkes Southern Railroad and the Railroad connecting Asheville to Knoxville, Tennessee were both damaged immensely. Jason further discussed findings and potential reopening's for Western North Carolina.*
- *Mike Brannon asked whether there has been any analysis done regarding ridership specifically for the Winston-Salem to Greensboro connection. He also questioned whether the value of the connection would add any benefits to the area.*
 - *Jason Myers noted that there is ridership tools used but there hasn't been any analysis done recently. He mentioned that NCDOT Rail Division will not justifying the service by commuters only but will assess the travel across the state and even to other states and back to Winston-Salem. The plan is to provide transportation for multiple purposes that will eventually generate ridership.*
- *Wesley Hutchins questioned whether high speed rails are being considered.*
 - *Jason Myers answer that the NCDOT Rail Division is not currently considering high speed rail for this corridor. However, the Raleigh to Richmond corridor has plan for up to 110mph travel. High speed rail is a part of long-term rail projects but is not considered immediately.*
- *Chairman Horn asked Scott Rhine to Briefly discuss PART services*
 - *Scott Rhine talked about the future of local and regional investments.*

Kelly Garvin encouraged TAC members to share the MTP/CTP with their constituents. WSUAMPO is looking to hear from the communities regarding what their priorities are transportation wise. Currently there are 217 responses to the survey as of 11/21/2024.

Staff Reports

12. MPO Staff Reports

MPO Calendar of Activities and Prioritization 7.0 Update (Hunter Staszak)

- a. Hunter Staszak referred staff to TAC booklet for proposal to move the January 2025 back to its original date of January 16th, 2025. Other Calendar notes are that we will be adopting our annual safety targets in February 2025 and performance measures in March 2025. Hunter briefly discussed the call for projects for federal functional classifications which closes November 25th. Will receive the 2026-2035 STIP draft in January 2025. RFF call for projects will begin in January 2025 as well.

13. Next Meeting/Adjourn Meeting (Chairman Horn)

Next Meeting: January 16th, 2025

ADJOURNMENT: _____3:41_____ P.M.

ITEM #4

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

Meeting Date: January 16, 2025 **Agenda Item Number:** 4

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 October 14, 2024 and November 14, 2024.

Adoption of this resolution approves the additions, deletions, and modifications to the 2024-2033 TIP and amends the 2045 Winston-Salem Area Transportation Planning Organization's 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 October 14, 2024 and November 14, 2024 and received no public comments.

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 16th day of January, 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* BL-0147 STOKES PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1112 (MAIN STREET), KIRBY ROAD TO KING CITY HALL. CONSTRUCT ADA-COMPLIANT SIDEWALK. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2025 - \$8,000 (CRPDA) FY 2025 - \$2,000 (L(M)) FY 2026 - \$78,000 (CRPDA) FY 2026 - \$20,000 (L(M)) FY 2027 - \$258,000 (CRPDA) FY 2027 - \$65,000 (L(M)) \$431,000
* BL-0148 STOKES PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	INGRAM DRIVE, CAMPBELL DRIVE TO EAST OF 5 FORKS STREET. CONSTRUCT ADA-COMPLIANT SIDEWALK CONNECTING TO EXISTING SIDEWALKS <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING CONSTRUCTION	FY 2025 - \$30,000 (CRPDA) FY 2025 - \$8,000 (L(M)) FY 2027 - \$170,000 (CRPDA) FY 2027 - \$43,000 (L(M)) \$251,000
* BR-0075 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1109 (KINNAMON ROAD), REPLACE BRIDGE 330135 OVER I-40. <u>ADD PROJECT AT THE REQUEST OF THE STRUCTURES MANAGEMENT UNIT.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2027 - \$700,000 (BGOFF) FY 2027 - \$100,000 (BGOFF) FY 2029 - \$4,800,000 (BGOFF) FY 2030 - \$4,800,000 (BGOFF) FY 2031 - \$2,400,000 (BGOFF) \$12,800,000
* HL-0154 FORSYTH PROJ.CATEGORY EXEMPT	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 421 (SALEM PARKWAY), SILAS CREEK PARKWAY TO MARTIN LUTHER KING JR DRIVE. REPLACE EXISTING LIGHTING ON SALEM PARKWAY WITH LED LIGHTING. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING CONSTRUCTION	FY 2025 - \$32,000 (CRPDA) FY 2025 - \$8,000 (L(M)) FY 2026 - \$768,000 (CRPDA) FY 2026 - \$192,000 (L(M)) \$1,000,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-2729	- WINSTON-SALEM URBAN AREA	SR 1672 (HANES MILL ROAD), MUSEUM DRIVE TO SR	ENGINEERING	FY 2025 -	\$78,000	(T)
FORSYTH	METROPOLITAN PLANNING ORGANIZATION	4000 (UNIVERSITY PARKWAY) IN WINSTON-SALEM.		FY 2026 -	\$78,000	(T)
PROJ.CATEGORY		WIDEN TO MULTI-LANE DIVIDED FACILITY.		FY 2027 -	\$78,000	(T)
DIVISION		<u>PROJECT TO UTILIZE BUILD NC BONDS FOR</u>		FY 2028 -	\$78,000	(T)
		<u>CONSTRUCTION.</u>		FY 2029 -	\$78,000	(T)
				FY 2030 -	\$78,000	(T)
				FY 2031 -	\$78,000	(T)
				FY 2032 -	\$78,000	(T)
				FY 2033 -	\$78,000	(T)
			BUILD NC ROW	FY 2025 -	\$49,000	(T)
				FY 2026 -	\$49,000	(T)
				FY 2027 -	\$49,000	(T)
				FY 2028 -	\$49,000	(T)
				FY 2029 -	\$49,000	(T)
				FY 2030 -	\$49,000	(T)
				FY 2031 -	\$49,000	(T)
				FY 2032 -	\$49,000	(T)
				FY 2033 -	\$49,000	(T)
			BUILD NC CON	FY 2025 -	\$644,000	(T)
				FY 2026 -	\$644,000	(T)
				FY 2027 -	\$644,000	(T)
				FY 2028 -	\$644,000	(T)
				FY 2029 -	\$644,000	(T)
				FY 2030 -	\$644,000	(T)
				FY 2031 -	\$644,000	(T)
				FY 2032 -	\$644,000	(T)
				FY 2033 -	\$644,000	(T)
				AFTER FY 2033 -	\$3,864,000	(T)
			CONSTRUCTION	FY 2025 -	\$0	(T)
				FY 2026 -	\$3,151,000	(T)
					<u>\$13,954,000</u>	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-5824	- WINSTON-SALEM URBAN AREA	NC 66 (OLD HOLLOW ROAD), HARLEY DRIVE TO US 158	BUILD NC CON	FY 2025 -	\$858,000	(T)
FORSYTH	METROPOLITAN PLANNING ORGANIZATION	IN WALKERTOWN. WIDEN TO A MULTI-LANE DIVIDED		FY 2026 -	\$858,000	(T)
PROJ.CATEGORY		FACILITY.		FY 2027 -	\$858,000	(T)
DIVISION		<u>PROJECT TO UTILIZE BUILD NC BONDS FOR</u>		FY 2028 -	\$858,000	(T)
		<u>CONSTRUCTION.</u>		FY 2029 -	\$858,000	(T)
				FY 2030 -	\$858,000	(T)
				FY 2031 -	\$858,000	(T)
				FY 2032 -	\$858,000	(T)
				FY 2033 -	\$858,000	(T)
				AFTER FY 2033 -	\$5,148,000	(T)
			CONSTRUCTION	FY 2025 -	\$0	(T)
				FY 2026 -	\$4,328,000	(T)
				FY 2027 -	\$1,990,000	(T)
					<u>\$19,188,000</u>	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TO-0004 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
PUBLIC TRANS

STATEWIDE, SYSTEM SAFETY OVERSIGHT GRANT FOR CONSTRUCTION
NCDOT RAIL DIVISION.

MODIFY FUNDS AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION.

FY 2025 -	\$500,000	(S)
FY 2025 -	\$1,810,000	(SSO)
FY 2026 -	\$500,000	(S)
FY 2026 -	<u>\$1,000,000</u>	(SSO)
	\$3,810,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BL-0142 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1103 (LEWISVILLE-CLEMMONS ROAD), AUGUST DRIVE TO BRANDON FARM ROAD. CONSTRUCT SIDEWALK AND IMPROVE CROSSWALK AT WEST FORSYTH HIGH SCHOOL. <u>ADD CONSTRUCTION IN FY 26 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE MPO.</u>	ENGINEERING	FY 2025 -	\$10,000	(TADA)
				FY 2025 -	\$3,000	(L(M))
			RIGHT-OF-WAY	FY 2025 -	\$35,000	(TADA)
				FY 2025 -	\$9,000	(L(M))
			CONSTRUCTION	FY 2026 -	\$210,000	(TADA)
	FY 2026 -	\$53,000	(L(M))			
					\$320,000	
* HL-0153 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 311 (HARLEY DRIVE), US 311 (MAIN STREET) INTERSECTION). CONSTRUCT INTERSECTION IMPROVEMENTS. <u>MODIFY PROJECT SCOPE AT THE REQUEST OF THE MPO.</u>	ENGINEERING	FY 2025 -	\$10,000	(BGDA)
				FY 2025 -	\$3,000	(L(M))
			RIGHT-OF-WAY	FY 2026 -	\$10,000	(BGDA)
				FY 2026 -	\$3,000	(L(M))
			CONSTRUCTION	FY 2027 -	\$1,190,000	(BGDA)
	FY 2027 -	\$297,000	(L(M))			
					\$1,513,000	
* HS-2409C FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1725 (UNIVERSITY PARKWAY), WEST 14TH STREET INTERSECTION IN WINSTON-SALEM. UPGRADE TRAFFIC SIGNAL, INSTALL PEDESTRIAN SIGNALS AND CROSSWALKS, AND MODIFY SIDEWALK AND MEDIAN. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2025 -	\$515,000	(HSIP)
					\$515,000	
TG-6783 FORSYTH PROJ.CATEGORY PUBLIC TRANS	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION, ROUTINE CAPITAL, PASSENGER SHELTERS, PASSENGER AMENITIES, SHOP EQUIPMENT, SPARE PARTS. <u>ADD FUNDS AT THE REQUEST OF THE MPO.</u>	CAPITAL	FY 2025 -	\$44,000	(L)
				FY 2025 -	\$176,000	(5307)
				FY 2026 -	\$44,000	(L)
				FY 2026 -	\$176,000	(5307)
				FY 2027 -	\$44,000	(L)
				FY 2027 -	\$176,000	(5307)
				FY 2028 -	\$44,000	(L)
				FY 2028 -	\$176,000	(5307)
			\$880,000			

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TO-6150	- WINSTON-SALEM URBAN AREA	PIEDMONT AUTHORITY FOR REGIONAL	OPERATIONS	FY 2025 -	\$546,000	(L)
FORSYTH	METROPOLITAN PLANNING ORGANIZATION	TRANSPORTATION, OPERATING ASSISTANCE.		FY 2025 -	\$546,000	(5307)
PROJ.CATEGORY		<u>ADD FUNDS AT THE REQUEST OF THE MPO.</u>		FY 2026 -	\$546,000	(L)
PUBLIC TRANS				FY 2026 -	\$546,000	(5307)
				FY 2027 -	\$546,000	(L)
				FY 2027 -	\$546,000	(5307)
				FY 2028 -	\$546,000	(L)
				FY 2028 -	\$546,000	(5307)
					\$4,368,000	

* INDICATES FEDERAL AMENDMENT

ITEM #5

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

Meeting Date: January 16, 2025 **Agenda Item Number:** 5

Action Requested: Review of the 2024 Congestion Management Process (CMP) Status of the Systems Report for the Winston-Salem Area Transportation Planning Organization (WSATPO).

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

The Congestion Management Process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance, and assesses alternative strategies for congestion management that meet state and local needs. All metropolitan planning organizations serving populations of 200,000 or more persons are required to submit a Congestion Management Process. The Congestion Management Process was part of the 2045 Metropolitan Transportation Plan Update approved on November 19, 2020.

The TPO approved an additional update to the Congestion Management Process (CMP) on November 17, 2022, which brought the CMP into compliance with Federal Highway Administration (FHWA) regulations. The 2022 Update establishes a commitment to a “Status of the Systems Report” to fulfill the federal requirement for the “implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area’s established performance measures. The results of the evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.”

The 2024 Status of the Systems Report provides an update on TPO adopted performance measures and allows the TPO to analyze whether adopted strategies and projects have been effective at addressing congestion in the Winston-Salem Urban Area.

The enclosed report makes several findings:

- The Winston-Salem Urban Area’s highway and freight network is highly reliable and performing above expectations among areas of comparable size.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

- The bicycle and pedestrian networks have expanded, and transit ridership has begun to rebound post-COVID.
- Project delivery challenges and delayed project implementation have impacted the ability to analyze the effectiveness of all identified strategies.
- Continuation of all recommended strategies is recommended, along with a shift in the prioritization of projects identified to support those strategies.
- Safety targets continue to be unmet and safety strategies should continue to be prioritized.

The full 2024 Status of the Systems Report is enclosed. The report was subject to thirty (30) days of public review between December 9, 2024 and January 9, 2025 and no comments were received. Approval of this item by the Transportation Advisory Committee (TAC) will adopt the 2024 Congestion Management Process (CMP) Status of the Systems Report. The next iteration of the Congestion Management Process will be published at the end of 2025 as part of the adoption of the 2050 Metropolitan Transportation Plan (MTP).

RESOLUTION ADOPTING THE 2024 CONGESTION MANAGEMENT PROCESS (CMP) STATUS OF THE SYSTEMS REPORT 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, Winston-Salem Area Transportation Planning Organization (WSATPO) serves a population of more than 200,000 and is federally required to submit a Congestion Management Process (CMP); and

WHEREAS, the Winston-Salem Area Transportation Planning Organization (WSATPO) integrated the Congestion Management Process (CMP) into the 2045 Metropolitan Transportation Plan (MTP) Update adopted on November 19, 2020; and

WHEREAS, the Winston-Salem Area Transportation Planning Organization (WSATPO) adopted an updated, federally-compliant Congestion Management Process that established a biennial timeline for a Status of the Systems Report on November 17, 2022; and

WHEREAS, the enclosed Status of the Systems Report serves as the mechanism for evaluating the effectiveness of congestion management strategies and provides an update on the condition of the Winston-Salem Area TPO transportation system in terms of adopted performance measures; and

WHEREAS, the report finds:

- The Winston-Salem Urban Area’s highway and freight network is highly reliable and performing above expectations among areas of comparable size.
- The bicycle and pedestrian networks have expanded, and transit ridership has begun to rebound post-COVID.
- Project delivery challenges and delayed project implementation have impacted the ability to analyze the effectiveness of all identified strategies.
- Continuation of all recommended strategies is recommended, along with a shift in the prioritization of projects identified to support those strategies.
- Safety targets continue to be unmet and safety strategies should continue to be prioritized; and

WHEREAS, in keeping with the biennial schedule for producing a Status of the Systems Report, the draft was published in November 2024 and presented as an information item to the Technical Coordinating Committee and Transportation Advisory Committee of the Winston-Salem Area TPO; and

WHEREAS, in keeping with the TPO’s public participation policy, the Winston-Salem Urban Area Metropolitan Planning Organization made the Congestion Management Process Status of the Systems Report available for public review for thirty (30) days.

NOW, THEREFORE, BE IT RESOLVED that the Winston-Salem Area Transportation Planning Organization adopts the enclosed 2024 Congestion Management Process (CMP) Status of the Systems Report.

Adopted on this the 16th day of January, 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

STATUS OF THE SYSTEMS



2024
REPORT



2024 STATUS OF THE SYSTEMS REPORT

The Winston-Salem Urban Area has an efficient and reliable transportation network for vehicles. The performance of alternative modes of transportation has steadily rebounded post-pandemic. Planned and programmed projects will help address system needs in the areas of freight, bicycle and pedestrian, and transit performance.

As a metropolitan planning organization (MPO) representing a transportation management area (TMA), the Winston-Salem Area Transportation Planning Organization (WSATPO) is required to have a Congestion Management Process (CMP). To fulfill the CMP requirement of evaluating the effectiveness of strategies, the Winston-Salem Area TPO has committed to a once-every-two-years "Status of the Systems Report." The objective of the report is to provide an update on the function of the transportation network, key performance measures, and to provide a look back on strategies and projects identified in the 2022 Congestion Management Process document. Much of the data presented in this document is for the period between 2021 and 2023 unless otherwise indicated. Where partial data for 2024 is available, it is provided across several performance measures.

The document is organized as follows:








- I. System Overview**
- II. Performance Measures and CMP Goals Report**
- III. Evaluation of Strategies and Project Progress**
- IV. Summary of Findings and Directions for Future CMPs**
- V. Appendix**

The 2024 report card reflects a reliable transportation system that has largely returned to pre-COVID-19 levels of performance while contending with challenges old and new. Winston-Salem Urban Area's roadway network continues to rank among the least congested in the United States. The freight network generally performs better than expected for an urban area of this size, and there are several programmed highway projects promising improvement for the movement of freight. Like most areas around the country, the TPO has seen an increase in roadway safety incidents. The maintenance of the highway system and bridges will continue to be a challenge with rising costs. The movement of people by way of public transit has begun to slowly rebound post-pandemic. Local transit systems still face significant barriers to adoption by new users, including the continued suspension of night service for some routes and inconvenient service frequency. Planned service improvements and the restoration of night service is expected to result in higher quality systems and increased ridership by the next report card. Disruptions in the micromobility space resulted in uneven data and an uncertain future for shared scooters and e-bikes in the Winston-Salem Urban Area. Bicycle and pedestrian networks have expanded modestly, primarily supported by new development and with the completion of a handful of federally funded projects. Federally funded, locally administered bicycle and pedestrian projects continue to face delays as a result of staffing shortages at agencies and escalating costs. These challenges are expected to persist through subsequent status of the systems report cards, although the TPO and partners are taking steps to improve project delivery through the Regional Flexible Funding (RFF) Program and other approaches.

The next iteration of the Congestion Management Process will be published as an appendix to the 2050 Metropolitan Transportation Plan, set to be adopted in September 2025.

SYSTEM OVERVIEW

An overall summary of how systems are performing in relation to targets set in the November 2022 CMP Update.

Performance Measure Target or Desired Trend Since 2022 CMP	Target Met?	Finding?
Improve truck travel time reliability.		Truck travel time reliability has improved since 2018 but not 2021.
Maintain/improve travel time index across the system.		Travel time index has remained stable.
Reduce the amount of time and miles users spend in congestion.		14% of the system experienced congestion during 2023 PM Peak Hours, up from 2018 and 2021 levels.
Increase transit ridership (PART, WSTA).		Ridership is up across both systems and on most routes.
Increase on-time performance of transit services.		On-time performance has improved in some areas and faltered in others.
Increase miles of sidewalk and bicycle facilities.		The sidewalk and bike network expanded from 2021 levels.
Regularly evaluate signalized intersections and upgrade signal systems along areas of congestion.		WSDOT's Traffic Engineering Team evaluated or improved 126 intersections from 2021 to 2024.
Improve the availability of bicycle and pedestrian infrastructure around transit stops.		A larger share of bus stops are now accessible by sidewalk.
Increase usage of micromobility in Downtown Winston-Salem.		Use of micromobility has declined slightly from 2021 levels.
Reduce the number and rate of fatal and serious injury crashes (motorized and non-motorized) in accordance with NCDOT goals.		Safety targets have not been met.
Increase percentage of highway miles in good condition, reduce percentage of highway miles in poor condition.		The share of poor condition miles has decreased, but so has good condition mileage.
Increase percentage of bridges in good condition, reduce percentage of bridges in poor condition.		The share of poor condition bridges has decreased, but so has the share of good condition bridges.



Target Achieved



31 Target Not Met

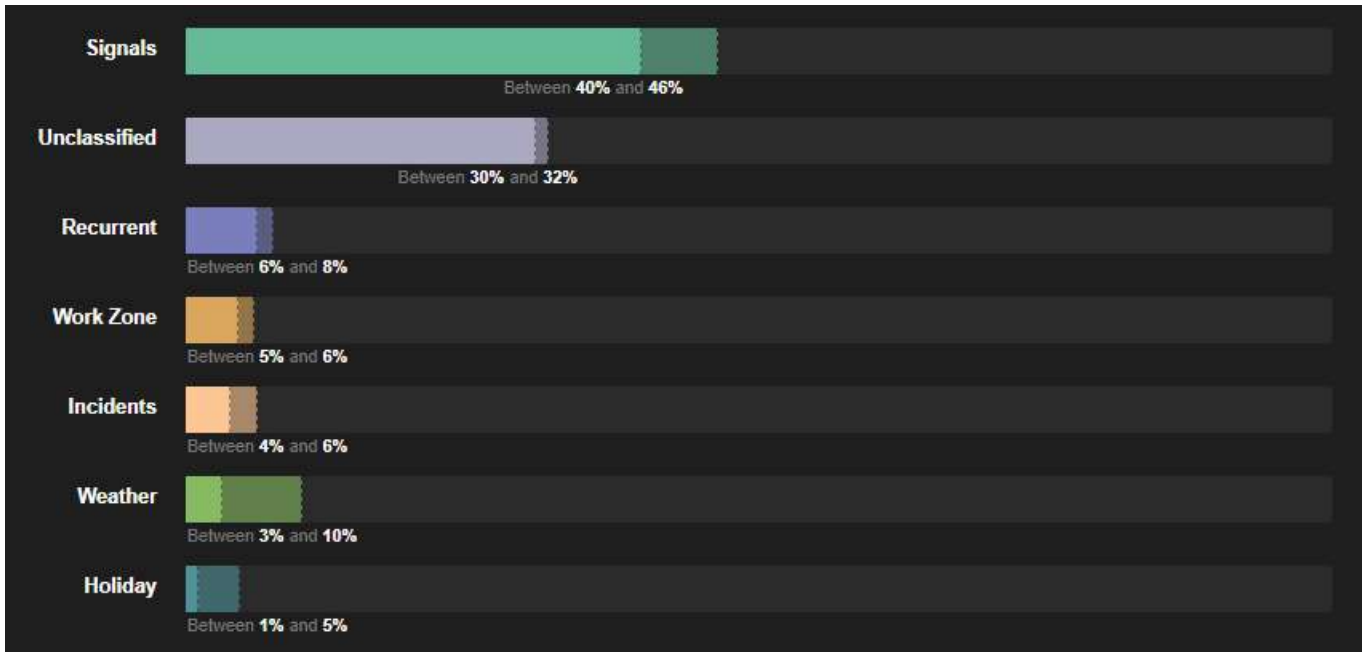


Target Partially Met

SYSTEM OVERVIEW: BOTTLENECKS AND CAUSES

Providing a quick summary of the state of transportation systems in the Winston-Salem Urban Area in 2023.

Causes of Congestion in 2023



The Regional Integrated Transportation Information System (RITIS) Performance Data Analysis Suite Causes of Congestion Tool is a useful application for analyzing the factors driving congestion. The tool uses probe data, construction alerts, weather conditions, time of day, and records of highway incidents or crashes to determine potential causes. The tool is not a substitute for corridor studies but can be used to glean big picture insights on what may be impacting congestion across the system. Using results for all Tuesday-Thursday periods across 2023, signals are flagged as the leading cause of congestion, up to 46%. This indicates a need to retime signals, review and update corridor coordination plans, modernize signal systems, and pursue other intersection and signal improvements. Use of the mapped visualizations of congestion from RITIS and Bottleneck Ranking tools could provide more specific guidance. Additionally, the TPO's Turning Movement Count Inventory Program, set to launch in early 2025, is expected to provide useful information to support retiming, lane assignment, and other improvements at signalized intersections. Unclassified and recurrent congestion causes are broader categories and harder to isolate. The relatively low share of congestion attributed to incidents, such as vehicular crashes, suggests that the area is performing well in terms of incident response times. Still, there may be incidents unaccounted for within the "unclassified" category, meaning that safety improvements to the road network could still have a positive impact on congestion.

Top Bottlenecks 2023

Using the Bottleneck Ranking Tool in RITIS, the following facilities were identified as the top bottlenecks within the Winston-Salem Area TPO based on available probe data through INRIX in 2023.

US 158 W @ Hanes Mall Boulevard	US 52 N @ Moore RJR / Exit 122
I-40 E @ Union Cross Road / Exit 201	US 421 E @ Lowery Street
Hanes Mall Boulevard @ US 158 W	Patterson Ave N @ 5th Street
US 421 E @ Broad Street	NC 67 W @ Kirklees Road
US 52 N @ Exit 117	US 158 E @ Knollwood

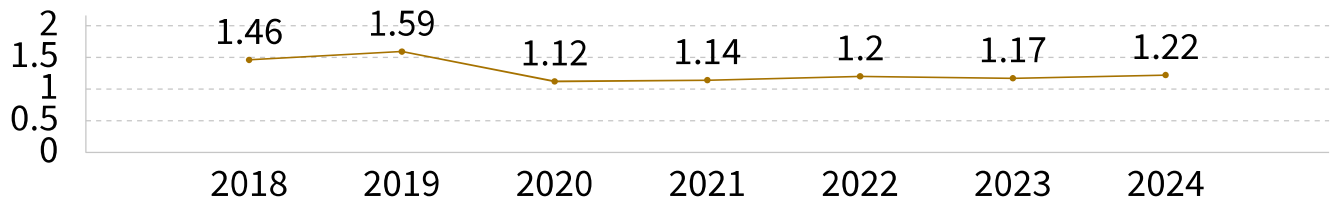


CONGESTION AND DELAY: FREIGHT

GOAL: Reduce congestion and delays for freight and all users of the regional transportation system.

Truck Travel Time Reliability Index (TTTRI)

The reliability of freight infrastructure is critical to the economic competitiveness of the Winston-Salem Urban Area and for the safe and efficient delivery of goods to people and businesses. Truck Travel Time Reliability Index measures the consistency of commercial truck travel times on the Interstate system in a 12-month period by comparing the difference between the 95th percentile travel time to the 50th percentile travel time. Values closer to "1" are indicative of a more reliable system for trucks.

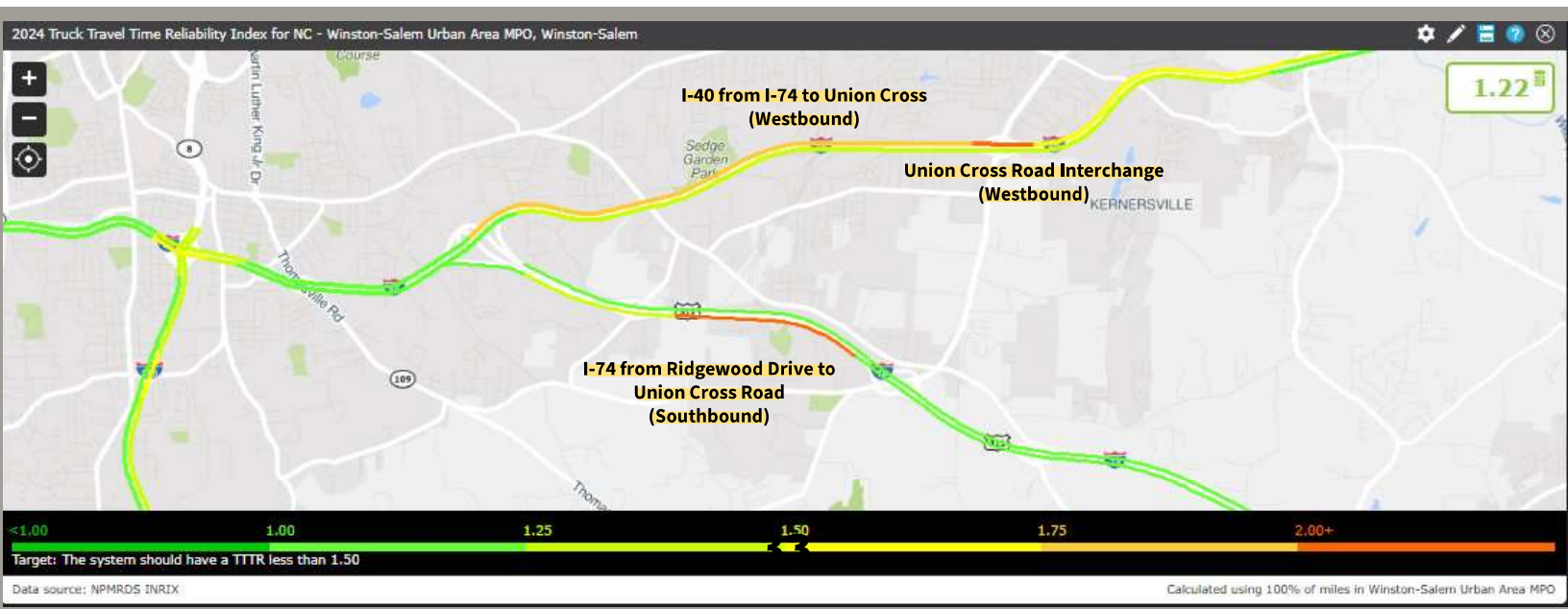


Source: National Performance Measures Research Dataset (NPMRDS)

The Winston-Salem Area TPO uses INRIX vehicle probe data from the National Performance Measure Research Dataset (NPMRDS) as its source for determining the truck travel time reliability index. The availability of this data is restricted to the interstate freight network. The interstate network, made up of I-40, I-285, and I-74, has averaged a truck travel time index of under 1.5 in five out of six years. The increase in the TTTRI since 2021 indicates a busier transportation network that is still functioning with a higher level of reliability than in 2018 and 2019.

Although the Northern Beltway has not yet been reflected in the INRIX probe data, both the existing and future segments of the eastern section are anticipated to have a positive effect on the movement of freight in the Winston-Salem Urban Area overall.

While the interstate system within the Winston-Salem Area TPO is largely reliable, there are a few segments that have a truck travel time reliability index rating of 1.75 or higher in 2024 according to NPMRDS data. These segments along I-40 and I-74 are shown in the figure below. State Transportation Improvement Program (STIP) projects I-5981A, I-5981B, and I-5981C would add capacity on I-40 by widening it to six lanes. This project is funded only for preliminary engineering at this time and will not have an immediate impact on congestion in the area.



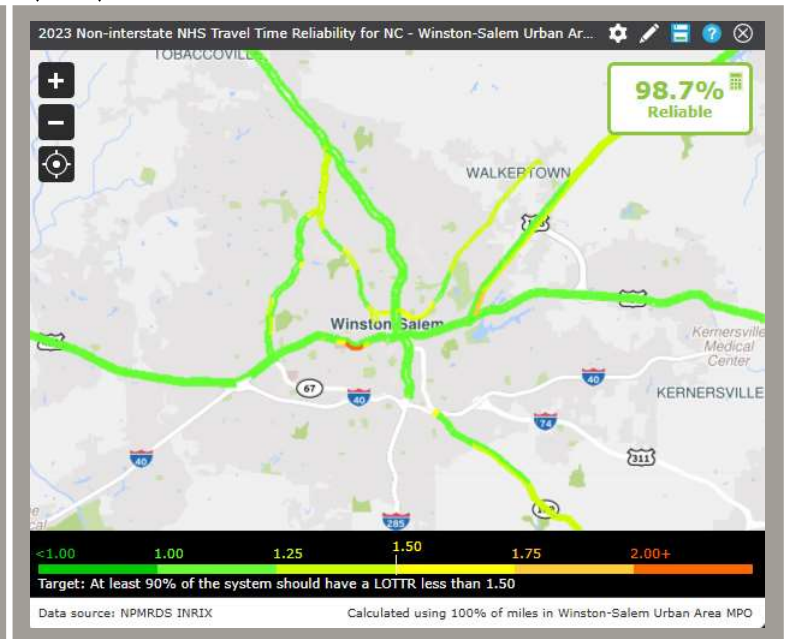
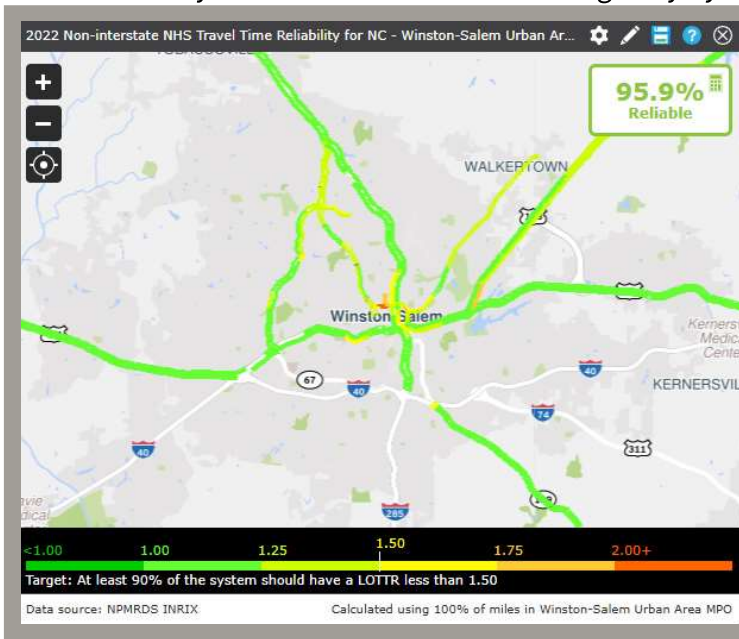


CONGESTION AND DELAY: FREIGHT

GOAL: Reduce congestion and delays for freight and all users of the regional transportation system.

An Expanded Look at the Truck Network

With data availability limited to the interstate system, truck travel time reliability index (TTTRI) may provide only a partial view of the actual conditions for freight across the TPO. North Carolina Truck Network (NCTN) corridors that are important to the movement of freight that are left out of the TTTRI reporting include US 52, US 421, US 158, along with many North Carolina highways and secondary routes (SRs). Another dataset provided through the National Performance Measures Research Dataset (NPMRDS) that can be used to fill these gaps is general travel time reliability for non-interstate National Highway System (NHS) facilities.



The reliability of the non-interstate NHS roadways within the TPO improved between 2022 and 2023, with improved performance along US 52 and around the US 52 and US 421 interchange. US 421 between Hawthorne Road and Peters Creek Parkway remains a point of congestion, particularly during peak commuting hours. Additionally, there are brief points along Martin Luther King Jr. Drive and University Parkway near signalized intersections that indicate poorer levels of travel time reliability. Overall, the non-interstate NHS system is highly reliable, with 95.9% of the system reporting a level of travel time reliability (LOTTR) below 1.5 in 2022, and 98.7% in 2023.

Freight Delay

Compared to urban areas in the region, the Winston-Salem Urban Area has lower delays for freight. 85th in overall population among the 101 urban areas studied by the Texas A&M Mobility Institute, the Winston-Salem Urban Area performs at or above expectations in terms of key indicators of freight movement.

\$19 million

annual cost of delay, 2022
(Texas A&M Urban Mobility Report, 2023)

Urban Area	Annual Cost of Delay for Freight
Greensboro, NC	\$28 million
Raleigh, NC	\$52 million
Charlotte, NC	\$118 million
Richmond, NC	\$53 million

Among the seven urbanized areas with populations between 400,000 and 500,000 nationally, the Winston-Salem Urban Area has the lowest freight delay costs, indicating strong performance both regionally and versus peers.



CONGESTION AND DELAY: TRAVEL TIME

GOAL: Reduce congestion and delays for freight and all users of the regional transportation system.

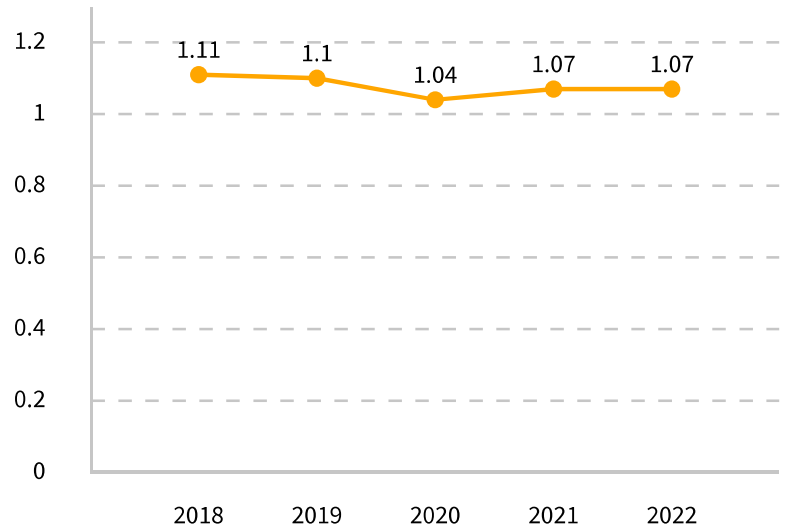
Travel Time Index

Travel Time Index (TTI) is the ratio of travel time in the peak period to travel time in free-flow. Values closer to "1" are indicative of a more reliable system.

Among the 101 urban areas studied by Texas A&M University's Transportation Institute, the Winston-Salem Urban Area reports the lowest, or best, travel time index in the nation. The 2023 report, complete through 2022, shows that the travel time index has begun to rebound post-COVID, the Urban Area remains below its high-water mark of 1.12 in 2010 as of 2022.

In addition to the Texas A&M Urban Mobility Report, the Winston-Salem Area TPO utilizes aggregated vehicle probe data from INRIX through the RITIS platform to get more current data across a more granular collection of roads. The data, displayed below, echoes that travel times during the PM Peak Hours have returned to pre-COVID levels.

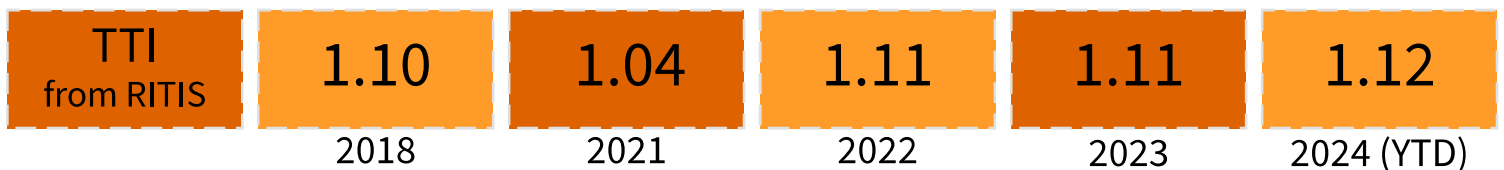
The data, across interstates, US highways, state highways, and all major routes for which there is probe data show a highly reliable system with generally low levels of delay. The TPO has reached its target of maintaining travel times across the system. Given the generally strong reliability of the system, future analyses of congestion should focus on the few corridors with documented issues.



Source: Texas A&M Urban Mobility Report, 2023

A listing of segments with travel time indices of 1.5 and maps of system reliability is provided in the appendix.

For the data below, note that the data source changed (HERE to INRIX) in 2022, and the TPO now analyzes data for a portion of the Winston-Salem Urbanized Area within the High Point MPO. RITIS has also extended the PM Peak period in the Temporal Comparison Tool from 4 to 8 PM. Data reported in 2018 and 2021 uses a PM peak of 3 to 6 PM. Thus, comparisons over each year are not a perfect 1:1, but the data can be used to expose general trends about the function of the area's roadways.



Percent of System Experiencing Congestion

The percent of the system in congestion is measured by calculating the number of 15-minute intervals where speed falls below 75% of free flow during PM Peak Hours (3-6 PM) over the total number of 15-minute intervals across all INRIX TMC segments. In 2018, 13.3% of the system was estimated to be in congestion during PM Peak Hours. In 2021 10.5% of the system was congested during PM Peak Hours. This figure has risen to 14% in 2023, which is consistent with the findings that travel time index and other measures of function have returned to approximately 2018 levels. **35**

14%

Percent of System Experiencing Congestion During PM Peak Hours, 2023



CONGESTION AND DELAY: TRANSIT

GOAL: Reduce congestion and delays for freight and all users of the regional transportation system.

Transit System On-Time Performance

The transit systems of the Winston-Salem Urban Area provide a transportation alternative to single-occupant vehicle (SOV) travel, taking cars off the road and reducing delay for all users. A key indicator of transit system reliability is on-time performance. This measure refers to whether buses are picking passengers up and reaching destinations on time. On-time performance is both an indicator of the roadway and transit network's reliability, as well as an indicator of the transit system's ability to encourage future mode shift away from single-occupancy vehicles. Perceptions of service reliability are a key factor in rider choice.



83%
On-Time Performance,
Route 1



92%
On-Time Performance,
Route 17

The on-time performance for the Piedmont Authority for Regional Transportation (PART) Route 1 - Winston-Salem Express was 83% and Route 17 - Kernersville Express was 92% for the period of October 2022 through October 2023. This represents decreased on-time performance on Route 1 (94% in last CMP) and improved on-time performance on Route 17 (86% in last CMP).

The on-time performance for the Winston-Salem Transit Authority (WSTA) routes for all combined routes was 90.4% for 2021 and 83.8% for January and February of 2022. WSTA lost the ability to track on-time performance data in March of 2022. On-time performance reporting is expected to resume before the end of 2024.

Ridership

Ridership measures the number of riders taking the bus. Increased ridership is an indicator of more demand for transit services and higher use of a non-SOV form of travel. The MPO is meeting its target of increased ridership across the PART and WSTA systems as indicated in the 2022 Congestion Management Process.

PART ridership on Route 1 - Winston-Salem Express ridership in 2023 represents a 15.5% increase in ridership over 2021. Overall ridership is down from the peak of nearly 140,000 riders in 2011. Increased use of Route 1, which connects Greensboro and Winston-Salem helps relieve pressure on I-40 and US-421 by providing an alternative to SOV travel between the two major metropolitan areas. PART ridership on Route 17 - Kernersville Express has grown 35% since 2021 and is projected to reach record ridership in 2024. Increased ridership on Route 17 should help alleviate pressure on facilities connecting Winston-Salem and Kernersville.

WSTA's ridership of 1,570,340 in 2023 represents an increase of approximately 7.5% over 2021. This increase is not spread uniformly across the system, and some routes have seen decreases in ridership since 2021. Please see the Appendix for full figures on WSTA and PART ridership and changes, including a breakdown by ward for WSTA.

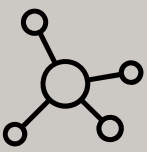


22 of 31

WSTA routes reporting increased ridership since

2021

36



SYSTEM IMPROVEMENTS

GOAL: Support growth and system improvements that enable the efficient movement of goods and people.

Bicycle and Pedestrian Network Expansion

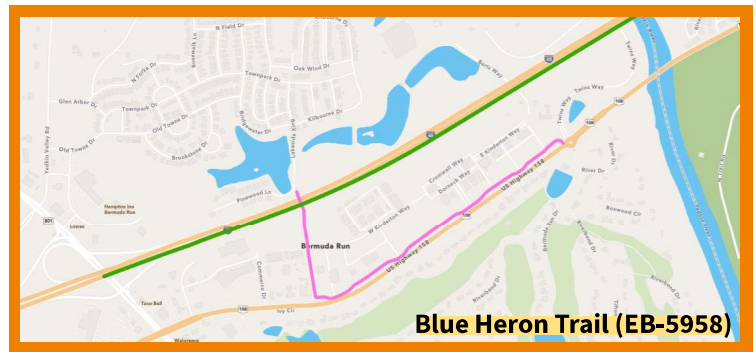
The expansion of bicycle and pedestrian networks provides an alternative to single-occupant vehicle (SOV) travel, with specific potential to reduce demand for short, local car trips. The Winston-Salem Area TPO CMP monitors the growth of bicycle and pedestrian infrastructure as a key performance measure.



2.2 miles of MPO-funded greenway added

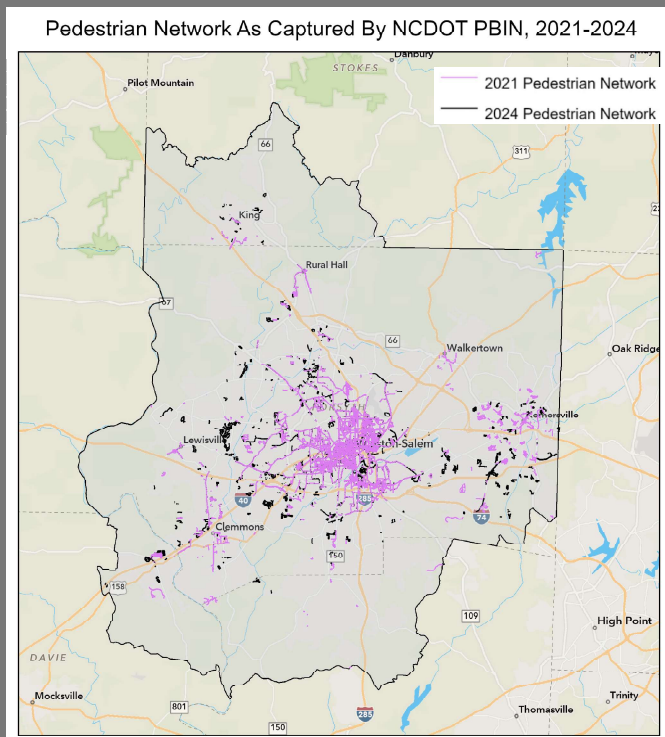
since Congestion Management Process November 2022 Update

EB-5958 Blue Heron Trail - The Town of Bermuda Run opened the Blue Heron Trail in July 2023. The Trail, which runs along US 158, connects residences, restaurants, businesses, and the Town Center. In making a connection under I-40 to a walkable residential development, the Blue Heron Trail has the potential to replace shorter car trips to daily activities in Bermuda Run, taking pressure off of NC 801 and US 158, which can face increased travel times, particularly during peak hours.



U-4741NB Kerner Mill Greenway - The Town of Kernersville opened the Kerner Mill Greenway in fall 2023, connecting Downtown Kernersville, Main Street Market Shopping Center, Etta Lea and Lawrence Pope Memorial Park, and several dense residential developments. The trail has the potential to replace shorter car-trips with bicycle or pedestrian trips to local attractions, taking pressure off of the parallel Main Street in Kernersville and providing a safer path for alternative transportation users.

Sidewalk Additions



The Winston-Salem Area TPO uses the Pedestrian and Bicycle Infrastructure Network (PBIN) dataset to monitor the growth of pedestrian infrastructure. The data represents the most thorough inventory of bicycle and pedestrian infrastructure for the Winston-Salem Area TPO, though it is not free of errors of omission/comission. The map to the left reflects newly captured sidewalks in the PBIN database in 2021 vs. 2024. Given the complexity of tracking this data and the tendency for aerial imagery to "lag," this report does not make any claims as to the precise mileage added since 2021, only that sidewalk infrastructure is expanding primarily due to residential development. The reported mileage of 752.90 is higher than the 688.3 in the 2022 CMP.

Efforts should be made in subsequent CMPs to work with local planning and development departments to track when sidewalks are installed due to new residential or commercial development. This will allow the TPO to distinguish between sidewalks added via development, local investment, and federal investment coordinated through the Winston-Salem Area TPO.

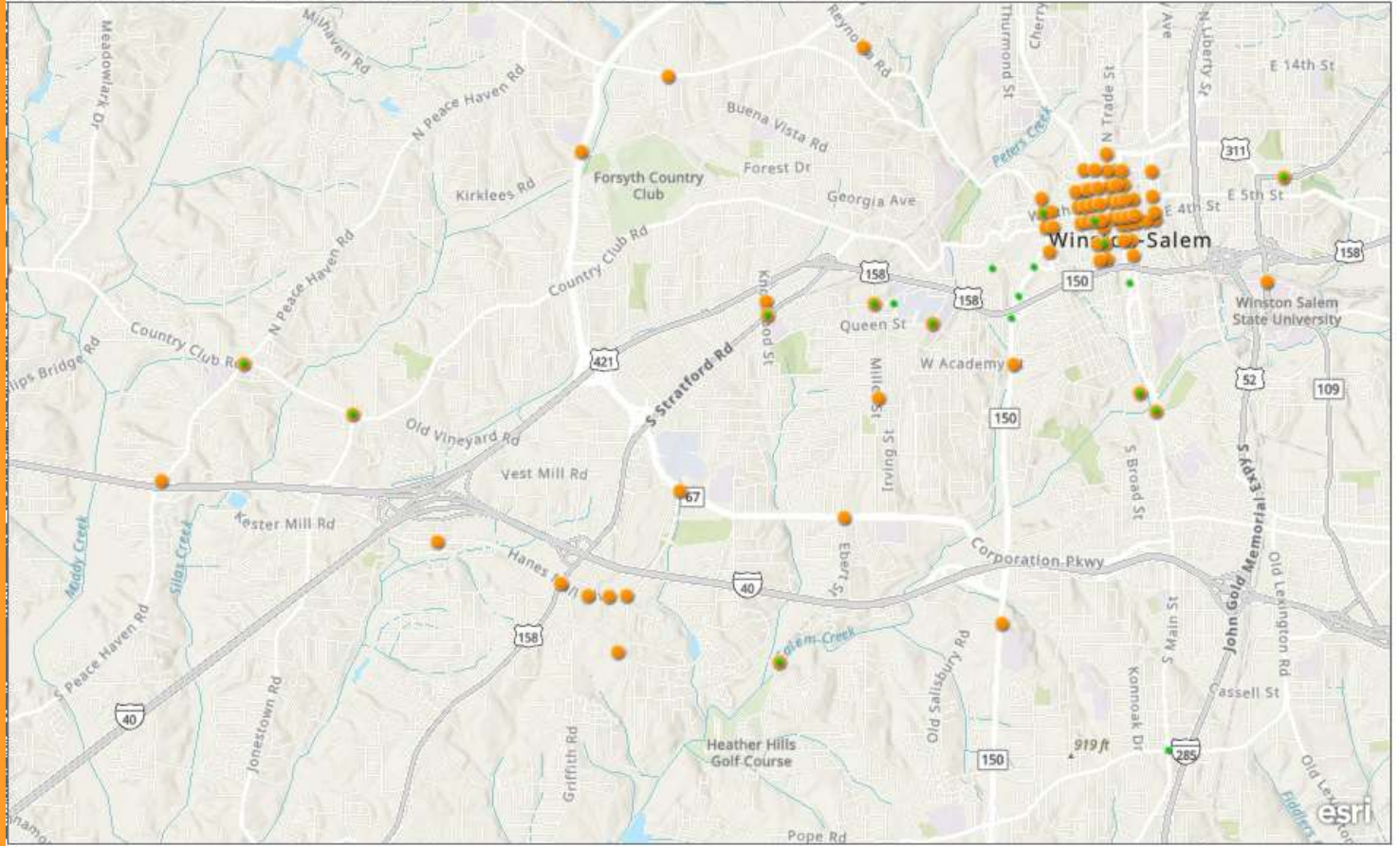


SYSTEM IMPROVEMENTS

GOAL: Support growth and system improvements that enable the efficient movement of goods and people.

Signal System and Intersection Improvements

WSUAMPO Intersection Retimings and Improvements 2021 to 2024



Esri, NASA, NGA, USGS, FEMA | State of North Carolina DOT, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Source: Winston-Salem Department of Transportation

The Winston-Salem Area TPO tracks signal system and intersection improvements completed by the Winston-Salem Department of Transportation (WSDOT) as part of the Congestion Management Process (CMP). Signal retiming refers to the reallocation of signal times based on daily traffic volume. Times can be shortened or lengthened. Signal improvements are made to enhance the flow of traffic along corridors and improve safety. Improvements can include adding pedestrian signals, protected left turns, and improving sight distance for incoming traffic, and more. Signal retiming and improvements help alleviate congestion.



126 intersections evaluated



87 signals retimed



23 other improvements made

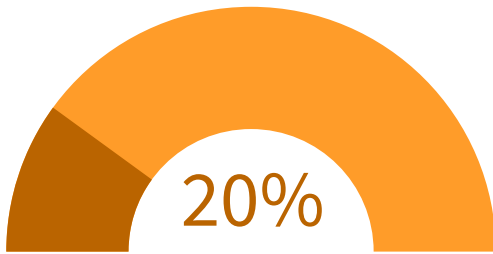


MODE SHIFT

GOAL: Create an environment that enables mode shift to reduce single-occupancy vehicle travel.

Micromobility in Downtown Winston-Salem

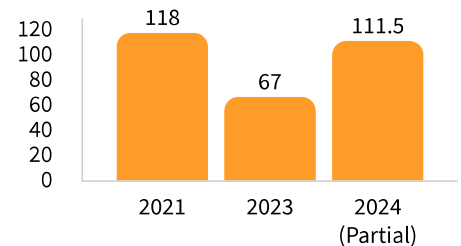
The Winston-Salem Area TPO monitors the performance of shared micromobility in Downtown Winston-Salem. Spin operated in Winston-Salem between March 12th, 2021, and December 16th, 2023. Between January 1, 2023, and October 31, 2023, there were a total of 20,255 trips taken on Spin scooters, with a median number of 58 trips per day. In November of 2023, Spin decided not to renew its operating permit with the City of Winston-Salem. Reduced demand, vandalism, and strict rules of operation were among the reasons Spin declined to renew. At the March 4th, 2024, meeting, the Winston-Salem City Council approved an ordinance that no longer limits operational hours. Now, a new shared mobility operator, Lime, is expected to deploy 200 scooters. The deployed number may change based on demand. The scooters can be ridden anywhere within City limits (excepting no-ride zones where applicable), and the trips are typically concentrated in the downtown area. The previous scooters were only operational between 6 A.M. and 9 P.M., whereas Lime scooters will have 24-hour availability. The extended hours are expected to increase trip numbers, especially on the weekends.



Percent of respondents that would have taken a car trip - Summer 2022 Survey of SPIN Users in Winston-Salem

~4,000

Estimated car trips replaced by scooters in 2023



Scooter trips per day

Overall, the target of increased micromobility ridership over the 2021 numbers has not been met. Winston-Salem was not immune to the overall instability of the micromobility and shared scooter industry of the last few years. Micromobility has showed signs of promise at addressing last-mile challenges with transit and replacing short-distance car trips in the urban core of Winston-Salem, with approximately 20% of respondents reporting that their trip would have otherwise been taken by car if not for the presence of the e-scooter. Applying this assumption, scooters replaced approximately 4,000 car trips in downtown Winston-Salem in 2023.

WSTA Stops and Bicycle/Pedestrian Access

Pedestrian and bicycle access to and from bus stops is critical to creating a truly connected and multimodal system. Bus stops that are accessible by sidewalk, multiuse path, bicycle lane, or other comparable facility are more likely to be used for both boarding and alighting. In creating a more walkable and bike-friendly environment around bus stops, trips by transit, bike, and foot are induced due to increased convenience.



637/977 stops accessible by sidewalk

Using the updated PBIN and WSTA Stops layers, analysis shows that the number of WSTA stops accessible by sidewalk has increased from 60.6% to 65.2% since the November 2022 report using 2021 data. The MPO is meeting the general target of increasing the number of stops that are connected by sidewalk. The TPO is no longer reporting the number of bus stops accessible within 1/4-mile of a bikeshare due to the discontinuation of FLOWBikes.



SAFETY IMPROVEMENTS

GOAL: Improve the safety of the regional transportation system for all users.

MPO Performance: State Safety Targets (PM1)

Table 2: Winston-Salem Urban Area MPO Safety Performance Target Achievement Determination Summary for CY 2021

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2017 - 2021	2017 - 2021	2015 - 2019			
Fatalities (5 Year Average)	43.8	50.6	47.6	No	No	No
Fatality Rate (5 Year Average)	0.837	0.996	0.916	No	No	
Serious Injuries (5 Year Average)	128.5	187.6	138.4	No	No	
Serious Injury Rate (5 Year Average)	2.440	3.708	2.639	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	21.3	29.6	21.4	No	No	

Roadway safety and congestion management go hand-in-hand. A reduction in crashes of all types results in fewer slow downs and network disruptions. The TPO uses the federally required PM1 safety performance measures in both the Metropolitan Transportation Plan and Congestion Management Process. The TPO sets its safety targets in alignment with NCDOT's Strategic Highway Safety Plan (SHSP), which aims for zero roadway injuries and deaths by 2050, and a reduction in half by 2035. Neither the State nor TPO have met their targets and have seen an unfortunate increase in roadway injuries and fatalities. Increased emphasis on highway safety projects and driver behavior are needed.



Possible Programs for Addressing Safety:

- Highway Safety Improvement Program (HSIP)
- NCDOT Spot Safety Projects
- TPO Call for Projects - Regional Flexible Funding Program (STBG-DA, TAP, CMAQ, CRP)
- Safe Streets and Roads for All (SS4A)

Safety Action Plans in the WSATPO

The Village of Clemmons is working on a Safety Action Plan and supporting ADA Transition Plan through the Safe Streets and Roads for All (SS4A) Program. The City of Winston-Salem was recently awarded a grant to develop a Safety Action Plan in the FY24 SS4A call. These plans will result in the listing of actionable strategies and project proposals that could be incorporated in future MTP/CTP and CMP



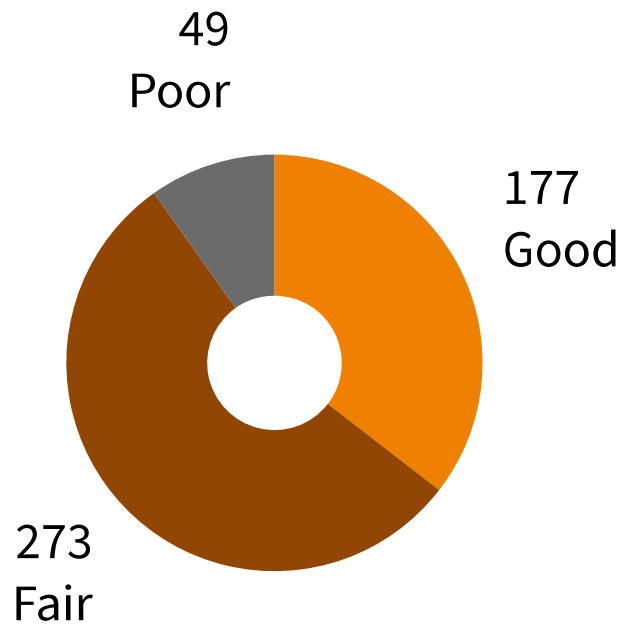
STATE OF GOOD REPAIR

GOAL: Improve existing infrastructure and maintain a state of good repair.

Bridge Conditions

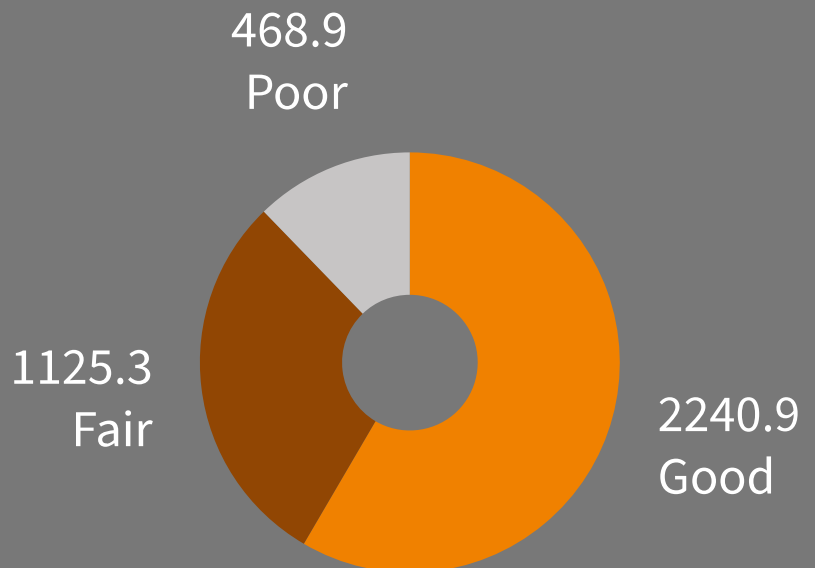
The maintenance of bridges in the Winston-Salem Urban Area is critical to minimizing network disruptions such as bridge closures, weight restrictions limiting the transport of freight, and other factors. The share of bridges in good condition has declined to 35.4% from 38.4% since 2021. The share of bridges in fair condition has increased to 54.7% from 49.8% and the share of bridges in poor condition has dropped to 9.8% from 11.5%.

There are 499 National Bridge Inventory bridges in the Winston-Salem Area TPO. The TPO has met its general target of reducing the number of bridges in poor condition, but has not met its target of increasing the share of bridges in good condition.



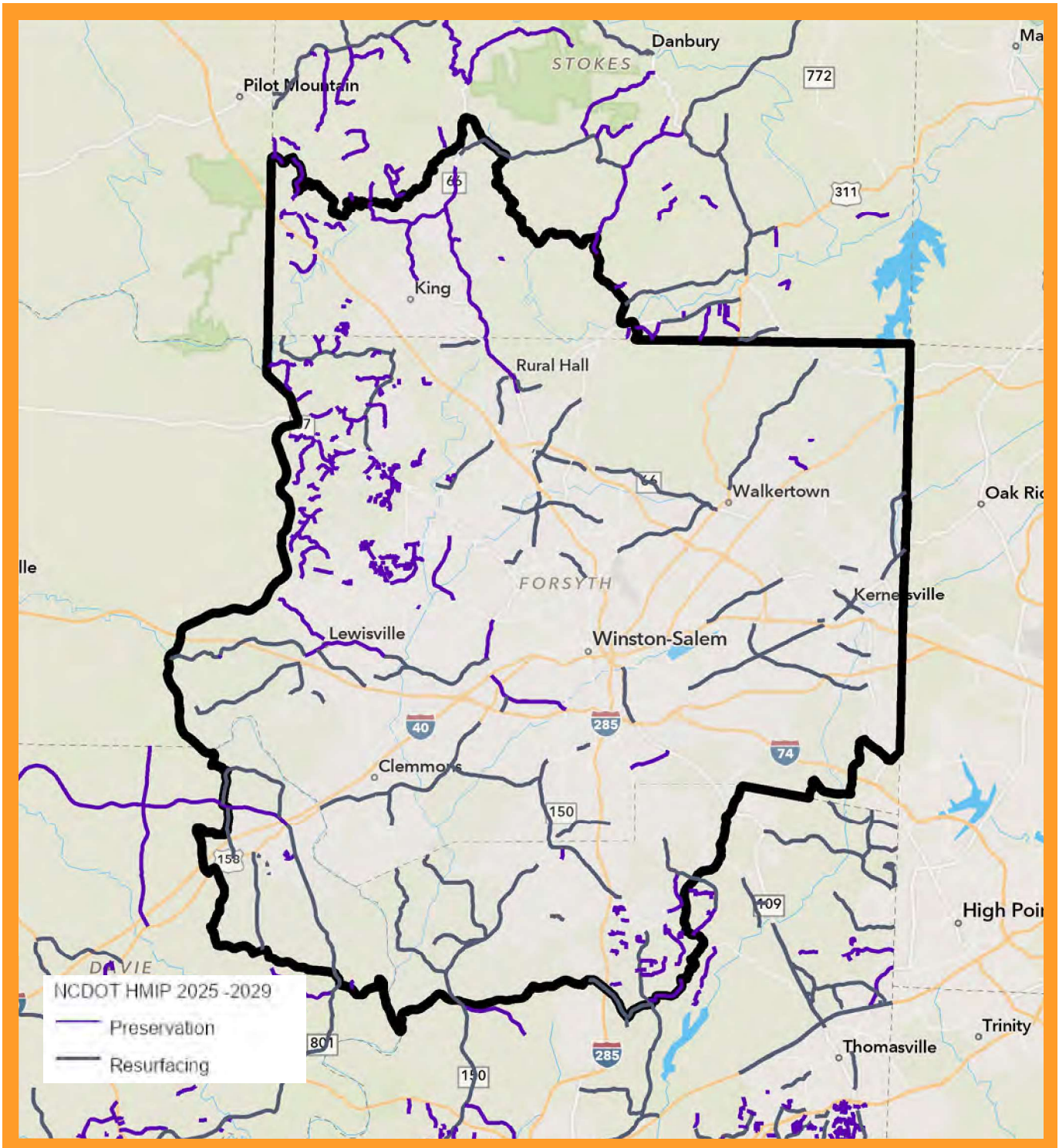
Highway Conditions

The maintenance of highways in the Winston-Salem Urban Area is critical to minimizing network disruptions that can cause delay. The TPO has met its general target of reducing the share of lane miles in poor condition, with 12.4% of lane miles in poor condition as compared to the 2022 report. The TPO has not met its target of increasing the share of lane miles in good condition, with the share dropping to 58.3% from 62.8%. Lane mileage in fair condition has increased to 29.3% total.





STATE OF GOOD REPAIR: PLANNED MAINTENANCE



2025-2029 Highway Maintenance Improvement Program Projects

Over the course of the next five years, NCDOT plans to resurface 193.24 miles of roadway and preserve 130.62 miles of roadway within the Winston-Salem Urban Area. These planned improvements, along with other local maintenance efforts, should help keep the region on target to improve its highway infrastructure.



PROJECT AND STRATEGY PROGRESS

Checking in on previously identified projects and strategies to address congestion and improve mobility in the Winston-Salem Urban Area.

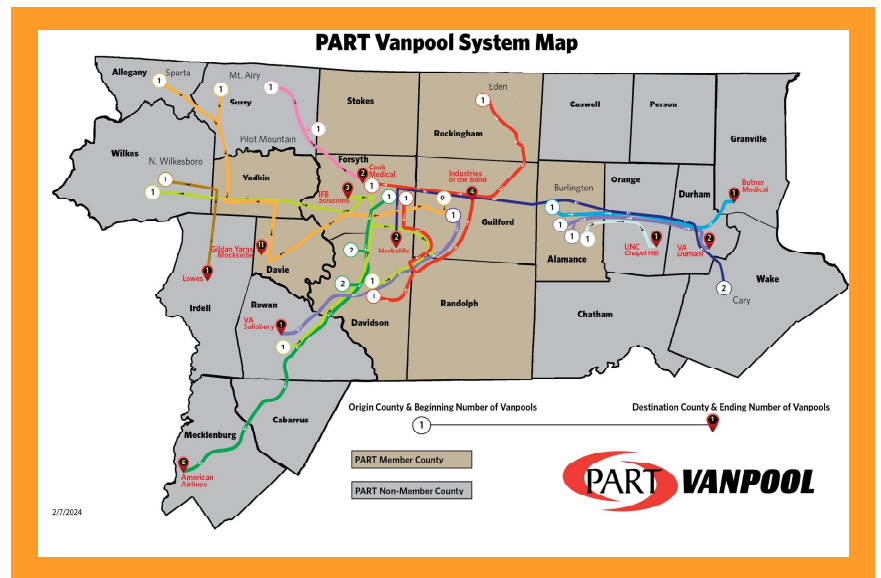
Transportation Demand Management

The Winston-Salem Area TPO continues to participate in and support Piedmont Authority for Regional Transportation's (PART) growing Transportation Demand Management (TDM) efforts across the region. The major ways in which the TPO tracks progress as it relates to TDM is the vanpool program and the annual TDM Report provided by PART.

PART Vanpool Program

PART's Vanpool continues to be an effective program for replacing single-occupancy vehicle travel, grouping multiple passengers with similar origins and destinations into a 7- or 15-passenger van.

As of June 2024, the PART Vanpool is operating 34 vanpools across 10 different regional companies throughout the region (pictured right). A detailed listing of vanpools can be found in the Appendix.



Vanpools operate during A.M. and P.M. Peak commuting hours.

The regional vanpool program continues to be a small but effective strategy and tool to reduce travel volumes, particularly along heavily traveled regional corridors during A.M. and P.M. Peak commuting hours. The number of vanpools has rebounded post-pandemic, and eight vanpools and 69 participants have joined since mid-2023, according to PART's FY24 TDM Report.

*Funding Source: Federal/Local/Fees
Responsible Party: PART*

Piedmont Triad TDM Program: Key Numbers for FY24



407 commuters represented by 21 employer and community partners



9 regional college and university partners engaged with the TDM Program



~17,000 TDM website visitors per quarter since 2022



2,000+ interactions with the Transit-to-Trails Map



PROJECT AND STRATEGY PROGRESS

Checking in on previously identified projects and strategies to address congestion and improve mobility in the Winston-Salem Urban Area.

Public Transportation

The transit projects identified in the 2022 Update to the Congestion Management Process remain unmet. Thus, the projects listed under this strategy cannot yet be evaluated for their effectiveness. Pandemic and post-pandemic challenges related to bus driver shortages and ridership changes have altered local transit agencies' approach and prioritization of projects. The ongoing Winston-Salem Transit Authority (WSTA) Route Study, RATP Dev, and the City have charted a new direction, which includes the following strategies to be implemented through 2025:

- **Restoration of Night Service on Routes 80, 81, 82, 83, 84, 85, 86, 87, 89, 90, 91, 92, 83, 84, 96, 97, 101, 103, 104, 105, 106, 107, 108.**
 - Restoration of night service in November 2024 is expected to result in increased ridership and enable a reduction in single-occupant vehicle (SOV) travel. Riders who may have previously had to travel by personal vehicle will be able to once again use the bus to run errands, travel to work, and reach other destinations.
- **Increase frequency on Routes 83, 107, 90** from 60- to 30-minute headways in 2025.
 - Route 83 is one of WSTA's highest ridership routes and runs primarily along Peters Creek Parkway. While Peters Creek Parkway functions well, with an average PM Peak travel time index rating well under 1.5, this is a high-volume road that approaches an average travel time index above 1.5 between I-40 and Clemmons Road at certain points during mid-day. 30-minute headways should encourage new riders who previously opted for vehicular travel because the 60-minute headways were inconvenient.
 - Route 107 is another critical service in the WSTA system, connecting the two major medical employers in the area as well as significant commercial attractions like Hanes Mall. Portions of Cloverdale Avenue, Hawthorne Road, and Silas Creek Parkway report lower levels of reliability during peak commute times. In upgrading frequency to 30-minutes, WSTA becomes more of a viable commuting option for more users, potentially resulting in a reduction in SOV demand.
 - Route 90 provides a connection between Downtown Winston-Salem and a major employer and educational hub in Wake Forest University, running along Thurmond Street and University Parkway. Portions of University Parkway, particularly southbound, report higher levels of delay in and around the University Parkway and Coliseum Drive intersection. In upgrading frequency to 30 minutes, WSTA becomes more of a viable commuting option for more users, potentially resulting in a reduction in SOV demand and providing relief along a busy corridor.
- **Increase frequency on Route 87** from 30 to 45 minutes to 15 to 30 minutes in 2025. Route 87 provides a connection between Downtown Winston-Salem, neighborhoods along Patterson Avenue, critical services, jobs, and commercial areas along Hanes Mill Road and University Parkway. Improvements to frequency will improve the viability of Route 87 as a service to replace SOV travel. Portions of Patterson, University Parkway, and Hanes Mill Road exceed travel time index values of 1.5 during peak hours. Shifting demand toward transit could provide relief.
- **Optimize Routes 95 and 106** in 2025.
- **Mobile Ticketing and Real-Time Bus Tracking in 2025.** New users are likely to be attracted to the convenience of mobile ticketing options and real-time bus tracking via a mobile app, resulting in higher ridership across the system.



PROJECT AND STRATEGY PROGRESS

Checking in on previously identified projects and strategies to address congestion and improve mobility in the Winston-Salem Urban Area.

Bicycle and Pedestrian Infrastructure

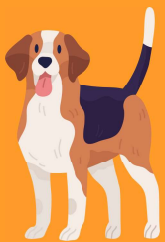
The projects identified in the November 2022 Update to the Congestion Management Process have progressed through project development, but are not yet implemented. Thus, these projects cannot be assessed for their effectiveness in addressing congestion at this stage.

EB-5722 - Silas Creek Parkway Sidewalk - This project will build out the sidewalk network between major employment centers and along a busy transit corridor. Once constructed, the project has the potential to induce shorter local trips by foot and transit. The project is currently in the ROW phase and construction is expected to begin in late 2025.

EB-5840 and EB-6008 - Salem Parkway Multiuse Path East and West - Construction is underway on the eastern section of the Salem Parkway Multiuse Path, which extends from West Fourth Street to Liberty Street, connecting important commercial and residential neighborhoods in Downtown Winston-Salem as well as popular community attractions like Truist Stadium and the Strollway. Right-of-way work is anticipated to begin on the western section from West Fourth Street to Lockland Avenue near Atrium Wake Forest Baptist Hospital, the region's largest employer. Once constructed, this project is expected to replace local trips and has the potential to provide congestion relief on parallel routes like Salem Parkway, parts of which have travel time index values in excess of 2.0 during peak hours.

BL-0017 and BL-0014 - Southern Street Greenway and South Cherry Street Sidewalk - Various multimodal projects in the Town of Kernersville connecting Downtown Kernersville and areas of significant commercial activity will provide convenient pedestrian and bicycle access to replace short, local trips. Work on project agreements is underway and ROW is scheduled for 2026.

Quick Mention: Regional Flexible Funding (RFF) Program



The Regional Flexible Funding (RFF) Program creates new incentives for the improvement of project delivery and development of realistic cost estimates and schedules for locally administered projects. While the Regional Flexible Funding (RFF) Program itself is not a congestion management strategy, it funds locally administered bicycle, pedestrian, small roadway, and transit projects that could be used to alleviate congestion of the local transportation network. Improved delivery of projects will allow the TPO to more effectively track the impacts of projects as they relate to congestion and system reliability. Additionally, projects that address congested corridors and other elements of the Congestion Management Process (CMP) can receive higher scores during the project evaluation process.

Project EB-5958 - Blue Heron Trail (Bermuda Run), Project U-4741NB Kerner Mill Greenway (Kernersville), and Project U-5617 Williams Road Gateway Improvements (Lewisville) are all projects completed in 2023 and 2024 that expand mode choice in their respective areas, providing improved options for bicycle and pedestrian travel. While it is too early to draw conclusions on the specific impact of these projects on congestion and there is no available data on pedestrian and cyclist usage of these new facilities, the availability of these facilities makes replacement of short car trips between local destinations possible and safer. Bicycle and pedestrian projects are effective tools in the congestion mitigation toolbox that the Winston-Salem Area TPO will continue to employ.



PROJECT AND STRATEGY PROGRESS

Checking in on previously identified projects and strategies to address congestion and improve mobility in the Winston-Salem Urban Area.

Roadway Modernization, Operational Improvements, Access Management, Innovative Intersections, and Capacity Expansion

Due to the scale and size of the roadway projects, rising costs, and complex funding picture, many of the projects identified in the 2022 Update of the Congestion Management Process are not yet complete but still expected to provide the stated benefits. Many of these projects were also identified as longer-term strategies and not expected to be complete by the next Status of the Systems Report.

Project U-6003 - Piney Grove Road to NC 150 (N. Main Street) will construct a two-lane divided facility with bicycle and pedestrian accommodations. This project is anticipated to be approximately 37% complete as of November 2024, with the facility anticipated to be open to the public in Summer 2026.

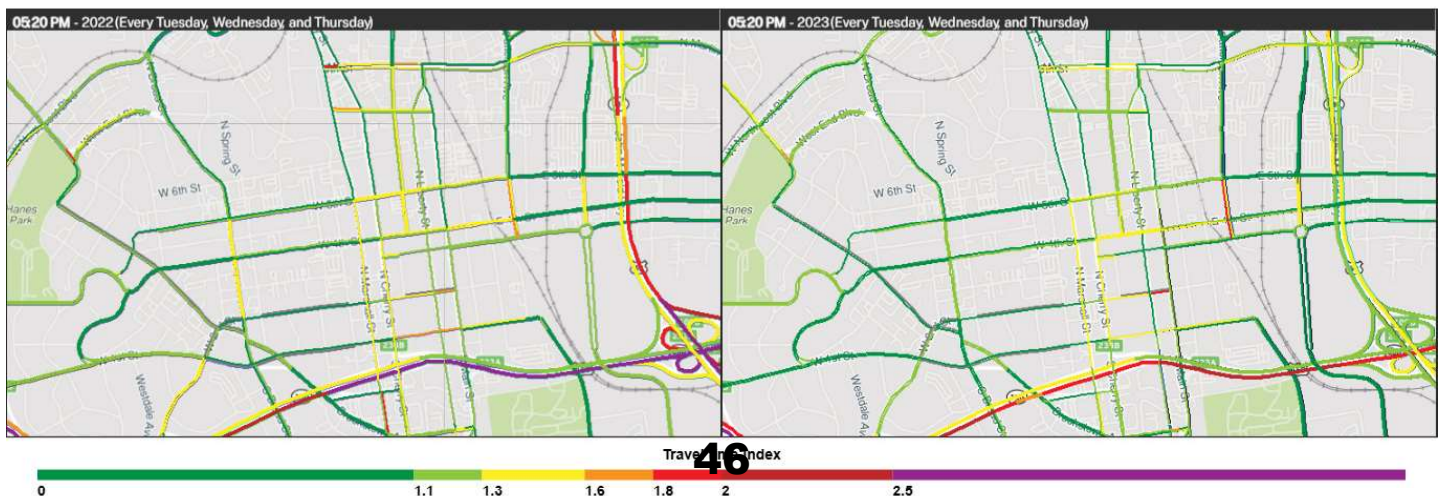
Project U-5899 - Forum Parkway Connector will be a new two-lane roadway on new location from existing SR 3955 (Forum Parkway) to NC 66 (University Pkwy/Broad St) in Rural Hall. This project is expected to be let in Summer 2025.

Signal Retimings and Intersection Improvements

In 2022, the Winston-Salem Department of Transportation (WSDOT) retimed 51 intersections on 1st, 2nd, 3rd, 4th, 5th, 6th, and 7th in Winston-Salem's Central Business District. Preliminary indications show improvements in the function of the system in 2023 compared to 2022, characterized by a lower reported average travel time index (TTI). This indicates that traffic is moving through downtown Winston-Salem more easily during peak hours. Below, a screenshot summarizes the performance of the system at 5:30 P.M. in 2022 versus 5:30 P.M. in 2023. Signal retimings, intersection improvements, and signal coordination updates will continue to be useful for addressing congestion throughout the TPO. The WSATPO Turning Movement Count Inventory Program, anticipated to begin in 2025, will collect traffic counts at intersections throughout the area to inform potential changes to signalized intersections.

Signal Retiming/Improvement Anticipated Funding Sources: Local | Responsible Party: Winston-Salem DOT

Trend Map for WSUrbanizedArea Travel time index for 2022 (Every Tuesday, Wednesday, and Thursday) and 2023 (Every Tuesday, We



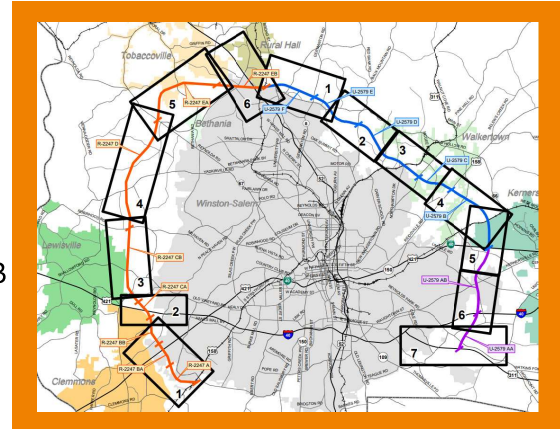


PROJECT AND STRATEGY PROGRESS

Checking in on previously identified projects and strategies to address congestion and improve mobility in the Winston-Salem Urban Area.

Roadway Improvements

The Northern Beltway projects identified in the Metropolitan Transportation Plan, Congestion Management Process, and State Transportation Improvement Program remain a critical endeavor for addressing congestion and maintaining a reliable network in the Winston-Salem Area TPO. Completion of eastern sections U-2579B, U-2579C, U-2579D, U-2579E, and U-2579F has had a positive impact on the movement of general traffic and freight, taking pressure off of US 52, resulting in better reliability thus far in 2023. Once U-2579AA and U-2579AB are completed (currently anticipated: 2027), improvement to the function of US 311/I-74 and I-40 is also expected. Western sections of the Beltway are generally programmed further out in the STIP and have longer timelines for implementation.



The long-term impacts of the Beltway related to congestion are not yet known. The other listed projects for widening US 52 and I-40 have horizon years of 2045 and thus no update to expected impacts on the network or assessment of strategy effectiveness can be made at this time.

Additional capacity improvement projects funded through STI include U-2729 Hanes Mill Road Widening and U-5824 Old Hollow Road Widening. Each project is intended to relieve pressure on roads that are over capacity. The projects are anticipated to be completed in 2026 and 2027, respectively.

Intelligent Transportation Systems (ITS)

The projects identified in the November 2022 Update to the Congestion Management Process were identified for long-term implementation. Thus, no intelligent transportation systems (ITS) projects have been implemented to assess for strategy effectiveness. The advancement of ITS projects still remains a longer-term priority of the TPO and the TPO anticipates participation in an ITS coordination plan for the Triad Region to occur within the next few years, likely prior to the 2055 MTP.

Parking Management and Pricing

Parking management is unchanged across most TPO communities. The City of Winston-Salem is undergoing changes to its parking system anticipated to begin in early 2025. The City of Winston-Salem has set parking rates so that parkers are encouraged to park in off-street parking deck structures for longer periods of time instead of utilizing on-street time-restricted spaces that require high rates of turnover. If parking rates are set to where it is more cost effective to park on the street then more vehicles will travel the streets leading to higher rates of congestion in downtown areas. Additionally, parking violation costs are set to discourage parking in restricted areas so that valuable curb space is available and prioritized for different uses other than personal vehicles.



SUMMARY OF FINDINGS AND DIRECTIONS FOR FUTURE CMPs

Four findings and possible directions for future iterations of the Congestion Management Process.

Findings



1) Narrow the network down for more intentional analysis.

The Winston-Salem Area TPO has a highly reliable road network largely free of congestion. Where there are corridors or intersections with lower reliability, future Congestion Management Processes (CMPs) could identify these as corridors of interest and recommend specific strategies and supporting projects along each corridor. Narrowing the CMP network down from all facilities for which there is available probe data to a more targeted field of corridors can allow for a more intentional and focused approach. There are also cases where some level of congestion may be desirable, as indicators of economic and social activity; thresholds for acceptable levels of congestion on these facilities should be established.



2) Ensure data resiliency, consistent data availability and measurement between CMPs.

The Winston-Salem Area TPO should continually evaluate the viability of performance measures in terms of data availability and sources. Between the November 2022 Update to the Congestion Management Process and now, there have been changes within the RITIS platform related to the source of probe data (HERE to INRIX) and modifications to the parameters and capabilities of the tools offered in the Probe Data Analytics Suite and National Performance Measures Research Dataset. Additionally, changes in the micromobility industry and disruptions to transit technology resulted in data gaps. While these changes were largely outside of the TPO's control, thought should be given about adopting goals and associated performance measures that can be measured with minimal disruption in advance of each Congestion Management Process. Additionally, post-pandemic trends should be monitored to establish new baselines as appropriate.



3) Prepare to incorporate all of the Winston-Salem Urbanized Area into the 2050 MTP CMP.

Per discussions between Federal Highway Administration (FHWA), High Point MPO, and Winston-Salem Area TPO, the CMP released as part of the 2050 Metropolitan Transportation Plan (MTP) should formally incorporate the areas of the Winston-Salem Urbanized Area within the High Point MPO's metropolitan planning area. This action step is partially incorporated in the calculation of travel time index (TTI) in this report but will need to be integrated across all steps of the Congestion Management Process.



4) Tackling project delivery challenges will help with the CMP.

Project delivery persists as a challenge across the state, region, and TPO. Delays to projects have occurred due to staffing shortages, cost increases, and other factors. As a result, projects identified in support of certain congestion management strategies may not be implemented within the biennial timeframe of a typical Status of the Systems Report. Future iterations of Congestion Management Processes (CMPs) should consider distinguishing between short-, medium-, and long-term strategies. Tackling project delivery challenges will also aid in the completion of vital bicycle and pedestrian, transit, roadway, and intersection projects that can relieve congestion and prevent it from worsening.



APPENDIX

- **Travel Time Index Data (Texas A&M University Report)**
- **Travel Time Index >1.5 Segment Listing (INRIX/RITIS Data)**
- **Transit Ridership Data - PART and WSTA**
- **PART Vanpool Listing**

Performance Measure Summary - Winston-Salem NC

There are several inventory and performance measures listed in the pages of this Urban Area Report for the years from 1982 to 2020. There is no single performance measure that experts agree "says it all". A few key points should be recognized by users of the Urban Mobility Scorecard data.

Use the trends - The multi-year performance measures are better indicators, in most cases, than any single year. Examining a few measures over many years reduces the chance that data variations or the estimating procedures may have caused a "spike" in any single year. (5 years is 5 times better than 1 year.)

Use several measures - Each performance measure illustrates a different element of congestion. (The view is more interesting from atop several measures.)

Compare to similar regions - Congestion analyses that compare areas with similar characteristics (for example, population, growth rate, road and public transportation system design) are usually more insightful than comparisons of different regions. (Los Angeles is not Peoria.)

Compare ranking changes and performance measure values - In some performance measures, a small change in the value may cause a significant change in rank from one year to the next. This is the case when there are several regions with nearly the same value. (15 hours is only 1 hour more than 14 hours.)

Consider the scope of improvement options - Any improvement project in a corridor within most of the regions will only have a modest effect on the regional congestion level. (To have an effect on areawide congestion, there must be significant change in the system or service.)

Performance Measures and Definition of Terms

Travel Time Index - A measure of congestion that focuses on each trip and each mile of travel. It is calculated as the ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates that a 20-minute free-flow trip takes 26 minutes in the peak.

Planning Time Index - A travel time reliability measure that represents the total travel time that should be planned for a trip. Computed with the 95th percentile travel time it represents the amount of time that should be planned for a commute trip to be late for only 1 day a month. If it is computed with the 80th percentile travel time it represents the amount of time that should be planned for a trip to be late for only 1 day a week. A PTI of 2.00 means that for a 20-minute trip in light traffic, 40 minutes should be planned.

Peak Commuters - Number of travelers who begin a trip during the morning or evening peak travel periods (6 to 10 a.m. and 3 to 7 p.m.). "Commuters" are private vehicle users unless specifically noted.

Annual Delay per Commuter - A yearly sum of all the per-trip delays for those persons who travel in the peak period (6 to 10 a.m. and 3 to 7 p.m.). This measure illustrates the effect of traffic slowdowns as well as the length of each trip.

Total Delay - The overall size of the congestion problem. Measured by the total travel time above that needed to complete a trip at free-flow speeds. The ranking of total delay usually follows the population ranking (larger regions usually have more delay).

Free-Flow Speeds - These values are derived from time periods with lighter traffic volumes in the INRIX speed database. They are used as the national comparison thresholds. Other speed thresholds may be appropriate for urban project evaluations or sub-region studies.

Excess Fuel Consumed - Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

Congestion Cost - Value of travel delay for 2020 (estimated at \$20.17 per hour of person travel and \$55.24 per hour of truck time) and excess fuel consumption estimated using state average cost per gallon.

Urban Area - The developed area (population density more than 1,000 persons per square mile) within a metropolitan region. The urban area boundaries change frequently (every year for most growing areas), so increases include both new growth and development that was previously in areas designated as rural.

Number of Rush Hours - Time when the road system might have congestion.

Annual Greenhouse Gases (CO₂) Produced - Tons of CO₂ produced from all vehicle travel.

Excess Greenhouse Gases (CO₂) Produced due to Congestion - Tons of CO₂ produced due to congested portion of travel. The excess CO₂ is a subset of the total CO₂ produced.

Mobility Data for Winston-Salem NC

Inventory Measures	2022	2021	2020	2019	2018	2017
Urban Area Information						
Population (1000s)	425	425	420	420	420	420
Rank	85	85	84	84	84	84
Commuters (1000s)	211	207	217	217	217	217
Daily Vehicle-Miles of Travel (1000s)						
Freeway	6,344	6,189	5,501	6,359	6,577	6,390
Arterial Streets	2,441	2,381	2,265	2,618	2,596	2,527
Cost Components						
Value of Time (\$/hour)	23.12	22.00	20.17	19.14	18.71	18.12
Commercial Cost (\$/hour)	64.68	62.43	55.24	49.49	54.71	52.14
Gasoline (\$/gallon)	3.31	3.09	2.19	2.43	2.71	2.20
Diesel (\$/gallon)	4.63	3.47	2.70	2.88	3.10	2.45
System Performance	2022	2021	2020	2019	2018	2017
Congested Travel (% of peak VMT)	9.6	8.8	4.0	12.3	11.3	12.2
Congested System (% of lane-miles)	7.0	6.5	3.4	8.1	8.3	9.2
Congested Time (number of "Rush Hours")	0.7	0.6	0.3	0.9	0.7	0.9
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	2,576	2,604	1,606	2,794	2,802	2,738
Rank	95	93	92	94	95	95
Fuel per Peak Auto Commuter (gallons)	9	10	6	10	10	10
Rank	99	98	95	98	98	98
Annual Delay						
Total Delay (1000s of person-hours)	7,202	6,699	4,455	7,752	7,842	7,930
Rank	93	92	90	90	90	90
Delay per Auto Commuter (pers-hrs)	25	24	15	26	27	27
Rank	99	98	94	98	97	97
Travel Time Index						
	1.07	1.07	1.04	1.10	1.11	1.11
Rank	101	100	101	97	96	96
Commuter Stress Index						
	1.08	1.08	1.04	1.11	1.12	1.12
Rank	101	100	101	98	97	96
Freeway Planning Time Index (95th Pctile)						
	1.14	1.12	-	1.28	1.23	1.24
Rank	95	96	1	75	85	87
Congestion Cost						
Total Cost (\$ millions)	185	176	111	183	188	188
Rank	93	92	90	92	90	90
Cost per Auto Commuter (\$)	523	508	339	562	576	575
Rank	100	100	96	99	99	98
Truck Congestion						
Annual Person-Hours of Delay (000)	288	283	195	290	304	333
Rank	96	95	90	95	94	91
Annual Gallons of Wasted Fuel (000)	553	527	315	470	490	535
Rank	95	95	92	95	95	93
Annual Congestion Cost (\$ million)	19	19	11	16	19	19
Rank	96	95	91	96	94	92
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	25,904	26,151	16,029	27,893	--	--
Rank	95	93	92	94	--	--
Due to All Travel (tons)	1,641,145	1,595,147	956,204	1,663,949	--	--
Rank	82	82	82	82	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	25,904	26,151	16,029	27,893	--	--
Rank	95	93	92	94	--	--
Due to Truck Travel (tons)	1,641,145	1,595,147	956,204	1,663,949	--	--
Rank	82	82	82	82	--	--

*Note: Zeros in the table reflect values less than 0.5.

Mobility Data for Winston-Salem NC

Inventory Measures	2016	2015	2014	2013	2012	2011
Urban Area Information						
Population (1000s)	415	415	415	410	405	400
Rank	84	84	84	84	84	84
Commuters (1000s)	214	214	214	215	213	210
Daily Vehicle-Miles of Travel (1000s)						
Freeway	6,306	5,871	5,931	4,792	4,685	4,777
Arterial Streets	2,440	2,440	2,359	1,766	1,765	1,665
Cost Components						
Value of Time (\$/hour)	17.91	17.69	17.67	17.39	17.14	16.79
Commercial Cost (\$/hour)	50.20	46.87	44.82	41.23	39.66	44.62
Gasoline (\$/gallon)	2.10	2.15	3.20	3.44	3.49	3.32
Diesel (\$/gallon)	2.23	2.47	3.58	3.89	3.89	3.64
System Performance	2016	2015	2014	2013	2012	2011
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	2,676	2,616	2,546	2,483	2,471	2,464
Rank	95	95	94	94	95	95
Fuel per Peak Auto Commuter (gallons)	9	9	8	7	7	7
Rank	98	98	99	98	98	98
Annual Delay						
Total Delay (1000s of person-hours)	7,642	7,278	6,956	6,664	6,513	6,435
Rank	91	91	91	91	92	91
Delay per Auto Commuter (pers-hrs)	26	24	22	21	21	20
Rank	97	97	97	98	98	98
Travel Time Index						
	1.11	1.11	1.11	1.11	1.11	1.11
Rank	96	96	97	96	94	93
Commuter Stress Index						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	178	167	162	153	148	144
Rank	91	91	91	91	92	92
Cost per Auto Commuter (\$)	557	530	502	489	483	493
Rank	98	98	98	97	97	96
Truck Congestion						
Annual Person-Hours of Delay (000)	321	306	292	280	274	270
Rank	92	92	93	93	93	93
Annual Gallons of Wasted Fuel (000)	523	511	497	485	483	482
Rank	93	93	93	93	94	94
Annual Congestion Cost (\$ million)	18	17	16	15	13	15
Rank	92	91	92	92	93	93
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

*Note: Zeros in the table reflect values less than 0.5.

Mobility Data for Winston-Salem NC

Inventory Measures	2010	2009	2008	2007	2006	2005
Urban Area Information						
Population (1000s)	395	380	375	370	360	350
Rank	84	84	84	85	85	86
Commuters (1000s)	206	198	194	191	185	178
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,740	4,600	4,440	4,685	4,545	4,565
Arterial Streets	1,700	1,860	1,945	1,845	1,855	1,835
Cost Components						
Value of Time (\$/hour)	16.28	16.01	16.07	15.47	15.06	14.58
Commercial Cost (\$/hour)	42.50	41.83	40.77	39.30	37.88	36.51
Gasoline (\$/gallon)	2.70	2.24	3.42	2.95	2.62	2.27
Diesel (\$/gallon)	2.93	2.53	4.11	3.33	2.80	2.44
System Performance	2010	2009	2008	2007	2006	2005
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	2,480	2,414	2,512	2,557	2,523	2,341
Rank	94	94	93	93	93	93
Fuel per Peak Auto Commuter (gallons)	7	7	7	8	8	8
Rank	99	97	98	97	98	97
Annual Delay						
Total Delay (1000s of person-hours)	6,414	6,186	6,131	6,241	6,156	5,711
Rank	90	89	90	88	88	89
Delay per Auto Commuter (pers-hrs)	20	21	21	22	22	21
Rank	98	96	96	94	94	95
Travel Time Index						
	1.12	1.11	1.11	1.11	1.12	1.12
Rank	89	92	96	95	88	86
Commuter Stress Index						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	138	130	133	129	123	110
Rank	91	90	92	90	89	90
Cost per Auto Commuter (\$)	502	495	486	514	522	500
Rank	95	95	95	95	95	94
Truck Congestion						
Annual Person-Hours of Delay (000)	269	260	258	262	259	240
Rank	92	91	91	88	88	91
Annual Gallons of Wasted Fuel (000)	485	471	491	499	493	457
Rank	93	93	92	93	91	92
Annual Congestion Cost (\$ million)	13	12	13	12	12	10
Rank	92	92	90	89	88	91
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

*Note: Zeros in the table reflect values less than 0.5.

Mobility Data for Winston-Salem NC

Inventory Measures	2004	2003	2002	2001	2000	1999
Urban Area Information						
Population (1000s)	340	335	325	320	310	305
Rank	87	87	87	87	88	88
Commuters (1000s)	172	169	161	156	149	144
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,335	4,280	4,130	4,100	4,005	3,900
Arterial Streets	1,815	1,750	1,660	1,570	1,545	1,480
Cost Components						
Value of Time (\$/hour)	14.10	13.73	13.43	13.22	12.85	12.43
Commercial Cost (\$/hour)	35.19	33.92	32.69	31.51	30.38	29.28
Gasoline (\$/gallon)	1.89	1.46	1.33	1.43	1.46	1.05
Diesel (\$/gallon)	1.90	1.47	1.32	1.47	1.44	1.06
System Performance	2004	2003	2002	2001	2000	1999
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	2,119	1,945	1,813	1,738	1,652	1,483
Rank	94	94	94	94	94	94
Fuel per Peak Auto Commuter (gallons)	7	6	5	5	6	4
Rank	96	97	97	96	94	97
Annual Delay						
Total Delay (1000s of person-hours)	5,171	4,748	4,426	4,241	4,032	3,619
Rank	91	92	93	91	90	93
Delay per Auto Commuter (pers-hrs)	20	18	18	17	17	16
Rank	95	95	95	95	95	95
Travel Time Index						
	1.11	1.10	1.10	1.10	1.10	1.09
Rank	91	91	91	87	85	86
Commuter Stress Index						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	95	84	76	72	67	57
Rank	92	93	93	93	91	93
Cost per Auto Commuter (\$)	466	442	423	409	399	367
Rank	95	95	94	94	94	94
Truck Congestion						
Annual Person-Hours of Delay (000)	217	199	186	178	169	152
Rank	92	92	93	92	91	92
Annual Gallons of Wasted Fuel (000)	415	380	355	339	323	290
Rank	93	92	92	92	91	91
Annual Congestion Cost (\$ million)	9	8	7	7	6	4
Rank	91	91	92	89	91	92
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

*Note: Zeros in the table reflect values less than 0.5.

Mobility Data for Winston-Salem NC

Inventory Measures	1998	1997	1996	1995	1994	1993
Urban Area Information						
Population (1000s)	295	290	280	270	260	250
Rank	88	87	88	89	89	89
Commuters (1000s)	138	133	127	120	114	108
Daily Vehicle-Miles of Travel (1000s)						
Freeway	3,800	3,765	3,600	3,500	3,330	3,100
Arterial Streets	1,400	1,335	1,270	1,265	1,240	1,250
Cost Components						
Value of Time (\$/hour)	12.17	11.98	11.71	11.37	11.06	10.78
Commercial Cost (\$/hour)	28.89	28.50	28.12	27.75	27.38	27.02
Gasoline (\$/gallon)	1.02	1.14	1.21	1.13	1.02	1.07
Diesel (\$/gallon)	1.12	1.20	1.28	1.19	1.08	1.13
System Performance	1998	1997	1996	1995	1994	1993
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	1,362	1,196	1,031	883	778	659
Rank	94	94	94	94	95	95
Fuel per Peak Auto Commuter (gallons)	5	5	4	3	2	2
Rank	93	92	92	94	96	96
Annual Delay						
Total Delay (1000s of person-hours)	3,324	2,919	2,516	2,154	1,898	1,609
Rank	92	93	94	94	94	94
Delay per Auto Commuter (pers-hrs)	15	14	12	11	10	9
Rank	95	95	96	96	96	97
Travel Time Index						
	1.09	1.08	1.07	1.06	1.06	1.05
Rank	83	87	90	93	91	93
Commuter Stress Index						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	51	45	38	31	27	22
Rank	92	93	94	94	94	94
Cost per Auto Commuter (\$)	349	307	277	246	218	195
Rank	94	95	95	96	97	97
Truck Congestion						
Annual Person-Hours of Delay (000)	140	123	106	90	80	68
Rank	92	93	93	93	93	93
Annual Gallons of Wasted Fuel (000)	266	233	201	173	152	129
Rank	92	93	94	94	94	94
Annual Congestion Cost (\$ million)	4	4	3	3	2	2
Rank	91	87	92	89	93	93
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

*Note: Zeros in the table reflect values less than 0.5.

Mobility Data for Winston-Salem NC

Inventory Measures	1992	1991	1990	1989	1988	1987
Urban Area Information						
Population (1000s)	240	230	220	210	200	190
Rank	90	90	90	90	92	93
Commuters (1000s)	102	96	91	86	81	77
Daily Vehicle-Miles of Travel (1000s)						
Freeway	2,950	2,800	2,700	2,585	2,505	2,400
Arterial Streets	1,460	1,440	1,410	1,400	1,380	1,360
Cost Components						
Value of Time (\$/hour)	10.47	10.17	9.75	9.25	8.83	8.48
Commercial Cost (\$/hour)	26.66	26.30	25.95	25.60	25.26	24.93
Gasoline (\$/gallon)	1.08	1.12	1.08	1.08	1.00	1.00
Diesel (\$/gallon)	1.15	1.21	1.07	0.98	0.91	0.91
System Performance	1992	1991	1990	1989	1988	1987
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	613	581	542	501	464	438
Rank	95	95	94	94	93	93
Fuel per Peak Auto Commuter (gallons)	2	2	2	1	1	1
Rank	95	94	93	97	94	93
Annual Delay						
Total Delay (1000s of person-hours)	1,496	1,419	1,321	1,222	1,133	1,070
Rank	95	94	93	94	94	93
Delay per Auto Commuter (pers-hrs)	9	9	9	9	8	8
Rank	97	96	94	92	92	92
Travel Time Index						
	1.05	1.05	1.05	1.05	1.05	1.05
Rank	92	92	89	86	83	79
Commuter Stress Index						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	20	19	17	15	13	12
Rank	95	94	93	94	93	93
Cost per Auto Commuter (\$)	178	184	172	176	167	165
Rank	97	97	97	96	96	95
Truck Congestion						
Annual Person-Hours of Delay (000)	63	60	55	51	48	45
Rank	94	93	92	93	93	92
Annual Gallons of Wasted Fuel (000)	120	114	106	98	91	86
Rank	94	94	94	93	93	93
Annual Congestion Cost (\$ million)	2	2	1	1	1	1
Rank	90	88	92	90	89	86
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

*Note: Zeros in the table reflect values less than 0.5.

Mobility Data for Winston-Salem NC

Inventory Measures	1986	1985	1984	1983	1982	--
Urban Area Information						
Population (1000s)	185	180	175	170	170	--
Rank	93	94	94	94	92	--
Commuters (1000s)	74	71	69	67	66	--
Daily Vehicle-Miles of Travel (1000s)						
Freeway	2,335	2,290	2,125	2,000	1,970	--
Arterial Streets	1,345	1,320	1,300	1,280	1,250	--
Cost Components						
Value of Time (\$/hour)	8.18	8.03	7.75	7.43	7.20	--
Commercial Cost (\$/hour)	24.60	24.27	23.94	23.63	23.31	--
Gasoline (\$/gallon)	0.98	1.28	1.29	1.32	1.38	--
Diesel (\$/gallon)	0.89	1.16	1.17	1.20	1.26	--
System Performance	1986	1985	1984	1983	1982	--
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	416	392	352	322	280	--
Rank	92	92	92	92	91	--
Fuel per Peak Auto Commuter (gallons)	1	1	1	1	1	--
Rank	91	90	87	86	82	--
Annual Delay						
Total Delay (1000s of person-hours)	1,016	956	860	787	684	--
Rank	91	91	92	91	91	--
Delay per Auto Commuter (pers-hrs)	8	8	7	7	6	--
Rank	90	90	90	85	90	--
Travel Time Index						
	1.05	1.05	1.04	1.04	1.03	--
Rank	74	64	75	68	76	--
Commuter Stress Index						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	11	10	9	8	7	--
Rank	91	91	91	91	90	--
Cost per Auto Commuter (\$)	169	151	141	138	126	--
Rank	95	95	93	92	91	--
Truck Congestion						
Annual Person-Hours of Delay (000)	43	40	36	33	29	--
Rank	90	90	91	90	90	--
Annual Gallons of Wasted Fuel (000)	81	76	68	63	55	--
Rank	91	91	91	91	89	--
Annual Congestion Cost (\$ million)	1	1	1	1	1	--
Rank	86	86	82	79	78	--
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

*Note: Zeros in the table reflect values less than 0.5.

2023 TTI Index Segments 1.5 and Higher

FACILITY	INTERSECTION	LENGTH	TTI
REYNOLDS PARK RD	NC-109/S MARTIN LUTHER KING JR DR		0.005 3.15
WALLBURG RD	NC-109		0.029 2.81
SHATTALON DR	ROBINHOOD RD		0.009 2.46
YADKINVILLE RD	NC-67/REYNOLDA RD		0.008 2.43
FAIRVIEW DR	NC-8/COTTON GROVE RD		0.018 2.38
TRANSOU RD	YADKINVILLE RD		0.008 2.23
LEWISVILLE CLEMMONS RD	SHALLOWFORD RD		0.034 2.18
BETHABARA RD	UNIVERSITY PKWY		0.009 2.09
GUMTREE RD	WALLBURG RD		0.032 2.09
SILAS CREEK PKY	S MAIN ST		0.015 2.08
STYERS FERRY RD	COUNTRY CLUB RD		0.019 2.05
HAWTHORNE RD	NC-67/SILAS CREEK PKWY		0.013 2.03
BETHABARA RD	UNIVERSITY PKWY		0.009 2.02
HARPER RD	US-158/CLEMMONS RD		0.006 2.01
SALISBURY RIDGE RD	NC-67/SILAS CREEK PKWY		0.017 2
GLENN HI RD	UNION CROSS RD		0.043 2
PATTERSON AVE	E 3RD ST		0.014 1.99
BETHABARA PARK BLVD	NC-67/REYNOLDA RD		0.017 1.98
OAK SUMMIT RD	UNIVERSITY PKWY		0.006 1.97
BOLTON ST	S HAWTHORNE RD		0.14 1.92
RIDGEWOOD RD	HIGH POINT RD		0.016 1.9
OAK GROVE RD	GLENN HI RD		0.058 1.88
HARPER RD	US-158/CLEMMONS RD		0.006 1.87
HANES MALL BLVD	NC-67/SILAS CREEK PKWY		0.013 1.86
LINVILLE RD	KERNERSVILLE RD		0.013 1.85
W CENTER ST EXT	W CENTER ST		0.027 1.84
US-421	1ST ST/EXIT 4B		0.251 1.83
US-158	HAWTHORNE RD/W 1ST ST/EXIT 4B		0.251 1.83
E CLEMMONSVILLE RD	WAUGHTOWN ST		0.012 1.82
HANES MILL RD	UNIVERSITY PKWY		0.129 1.81
ROBINHOOD RD	REYNOLDA RD		0.006 1.79
PATTERSON AVE	E 3RD ST		0.143 1.79
JONESTOWN RD	US-158/S STRATFORD RD		0.01 1.77
HIGH POINT RD	UNION CROSS RD		0.056 1.77
CLEMMONSVILLE RD	US-158/S STRATFORD RD		0.019 1.77
REYNOLDS PARK RD	NC-109/S MARTIN LUTHER KING JR DR		0.005 1.77
MOUNTAIN VIEW RD	E KING ST		0.029 1.76
MILLER ST	NC-67/SILAS CREEK PKWY		0.006 1.76
REYNOLDS PARK RD	WAUGHTOWN ST		0.009 1.74
NC-150	NC-67/SILAS CREEK PKWY		0.03 1.74
US-421	PETERS CREEK PKWY/EXIT 5A		0.151 1.74
US-158	PETERS CREEK PKWY/EXIT 5A		0.151 1.74
US-158	HANES MALL BLVD		0.122 1.73
POLO RD	INDIANA AVE		0.006 1.72

EBERT	FRIEDBERG CHURCH RD	0.012	1.71
POLO RD	ROBINHOOD RD	0.016	1.71
OLD GREENSBORO RD	US-158/REIDSVILLE RD	0.09	1.71
COLISEUM DR	ROBINHOOD RD	0.01	1.71
CLEMMONSVILLE RD	US-52/NC-8/JOHN GOLD MEMORIAL EXPY	0.106	1.7
US-421	PETERS CR PKY/EXIT 5	0.206	1.7
I-40-BR	NC-150/PETERS CREEK PKY/EXIT 5A	0.206	1.7
MILLER ST	NC-67/SILAS CREEK PKWY	0.006	1.69
OLD LEXINGTON RD	NC-1711/GUMTREE RD	0.014	1.69
NORTHWEST BLVD	W 1ST ST	0.003	1.69
WALLBURG-HIGHPOINT RD	NC-109	0.022	1.69
BETHABARA PARK BLVD	UNIVERSITY PKWY	0.039	1.68
TOBACCOVILLE RD	NC-67/REYNOLDA RD	0.016	1.67
SHATTALON DR	NC-67/REYNOLDA RD	0.032	1.67
W 2ND ST	N LIBERTY ST/N MAIN ST	0.05	1.67
BETHABARA PARK BLVD	UNIVERSITY PKWY	0.039	1.66
OLD GREENSBORO RD	I-40 BUS/US-421/W MOUNTAIN ST	0.119	1.66
UNIVERSITY PKY	27TH ST/COLISEUM DR	0.087	1.65
N CHERRY ST	BETHABARA RD/UNIVERSITY PKWY	0.122	1.65
SPRAGUE ST	WAUGHTOWN ST	0.007	1.65
STRATFORD RD	REYNOLDA RD	0.023	1.64
SALISBURY RIDGE RD	NC-67/SILAS CREEK PKWY	0.017	1.63
HANES MILL RD	US-52/JOHN GOLD MEMORIAL EXPY	0.129	1.63
PINE HALL RD	US-311 (WALKERTOWN)	0.005	1.62
POLO RD	NC-67/REYNOLDA RD	0.008	1.62
W CENTER ST EXT	W CENTER ST	0.027	1.62
NORTH POINT BLVD	UNIVERSITY PKWY	0.014	1.61
MOUNTAIN ST	NC-66/E BODENHAMER ST	0.044	1.61
PINEY GROVE RD	NC-150/N CHERRY ST/N MAIN ST	0.01	1.61
LEWISVILLE CLEMMONS RD	US-158/CLEMMONS RD	0.014	1.6
SILAS CREEK PKY	S MAIN ST	0.188	1.6
BETHABARA RD	N POINT BLVD/SILAS CREEK PKWY	0.011	1.59
MILLER ST	CLOVERDALE AVE	0.01	1.58
E 14TH ST	US-311/NEW WALKERTOWN RD	0.024	1.58
NORTH POINT BLVD	INDIANA AVE	0.036	1.58
PATTERSON AVE	US-52/UNIVERSITY PKWY	0.012	1.58
AKRON DR	N LIBERTY ST	0.008	1.58
REYNOLDS PARK RD	WAUGHTOWN ST	0.009	1.58
NC-109	WAUGHTOWN ST	0.044	1.57
CLEVELAND AVE	US-311/N MARTIN LUTHER KING JR DR	0.012	1.57
NC-66	I-40 BUS/US-421	0.103	1.57
KNOLLWOOD ST	COUNTRY CLUB RD	0.006	1.57
ROBINHOOD RD	YADKINVILLE RD	0.029	1.57
TEAGUE RD	NC-109/THOMASVILLE RD	0.004	1.57
US-158	I-40	0.21	1.56
COLISEUM DR	ROBINHOOD RD	0.015	1.56

TOBACCOVILLE RD	NC-65/BETHANIA-RURAL HALL RD	0.022	1.56
TRANSOU RD	YADKINVILLE RD	0.008	1.56
OLD LEXINGTON RD	WAUGHTOWN ST	0.008	1.56
NC-8	FAIRVIEW DR	0.143	1.55
CLEMMONSVILLE RD	US-158/S STRATFORD RD	0.019	1.55
SHATTALON DR	NC-67/REYNOLDA RD	0.032	1.55
US-421	1ST ST/EXIT 4B	0.265	1.55
NC-67	I-40/NC-150/PETERS CREEK PKWY	0.015	1.55
JONESTOWN RD	US-158/S STRATFORD RD	0.01	1.55
US-158	1ST ST/EXIT 4B	0.265	1.55
HAWTHORNE RD	W NORTHWEST BLVD	0.013	1.54
TRANSOU RD	NC-67/REYNOLDA RD	0.018	1.54
CLEMMONSVILLE RD	US-52/NC-8/JOHN GOLD MEMORIAL EXPY	0.106	1.54
POLO RD	NC-67/REYNOLDA RD	0.008	1.54
NORTH POINT BLVD	UNIVERSITY PKWY	0.015	1.53
TEAGUE RD	OLD LEXINGTON RD	0.012	1.53
PATTERSON AVE	E 3RD ST	0.014	1.53
NC-67	I-40/NC-150/PETERS CREEK PKWY	0.015	1.52
SILAS CREEK PKY	NC-150/PETERS CREEK PKWY	0.042	1.52
LEWISVILLE CLEMMONS RD	I-40	0.163	1.52
LINVILLE RD	I-40 BUS/US-421	0.116	1.52
INDIANA AVE	BETHABARA RD	0.003	1.52
MOUNTAIN VIEW RD	E KING ST	0.029	1.52
LEWISVILLE CLEMMONS RD	US-158/CLEMMONS RD	0.014	1.51
W 8TH ST	N MARSHALL ST/N CHERRY ST	0.038	1.51
COLISEUM DR	UNIVERSITY PKWY	0.007	1.51
US-158	HANES MALL BLVD	0.366	1.51
NC-109	WAUGHTOWN ST	0.044	1.5
OLD GREENSBORO RD	US-158/REIDSVILLE RD	0.09	1.5
FAIRVIEW DR	E CENTER ST	0.014	1.5

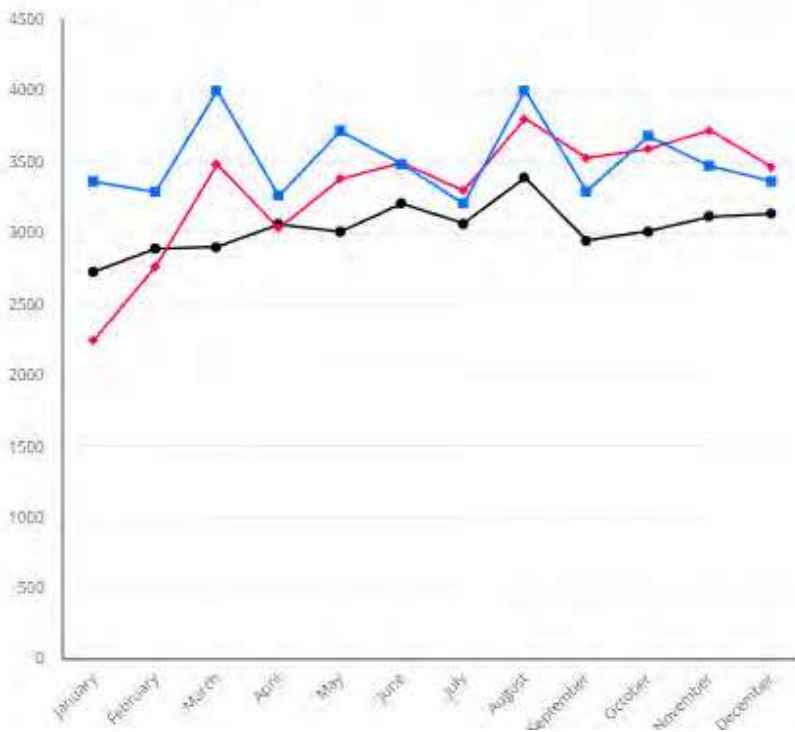
2024 TTI Segments 1.5 and Higher

FACILITY	INTERSECTION	LENGTH	TTI
REYNOLDS PARK RD	NC-109/S MARTIN LUTHER KING JR		3.02
WALLBURG RD	NC-109		2.46
YADKINVILLE RD	NC-67/REYNOLDA RD		2.46
GLENN HI RD	UNION CROSS RD		2.25
BOLTON ST	S HAWTHORNE RD		2.25
SHATTALON DR	ROBINHOOD RD		2.23
HARPER RD	US-158/CLEMMONS RD		2.2
TRANSOU RD	YADKINVILLE RD		2.19
FAIRVIEW DR	NC-8/COTTON GROVE RD		2.19
SALISBURY RIDGE RD	NC-67/SILAS CREEK PKWY		2.13
HARPER RD	US-158/CLEMMONS RD		2.08
LEWISVILLE CLEMMONS RD	SHALLOWFORD RD		2.08
HAWTHORNE RD	NC-67/SILAS CREEK PKWY		2.05
HIGH POINT RD	UNION CROSS RD		2.03
US-421	1ST ST/EXIT 4B		2
US-158	HAWTHORNE RD/W 1ST ST/EXIT 4B		2
STYERS FERRY RD	COUNTRY CLUB RD		1.96
PATTERSON AVE	E 3RD ST		1.94
W CENTER ST EXT	W CENTER ST		1.93
MILLER ST	NC-67/SILAS CREEK PKWY		1.92
RIDGEWOOD RD	HIGH POINT RD		1.92
SILAS CREEK PKY	S MAIN ST		1.91
TRANSOU RD	YADKINVILLE RD		1.9
E CLEMMONSVILLE RD	WAUGHTOWN ST		1.87
BETHABARA PARK BLVD	NC-67/REYNOLDA RD		1.84
US-421	PETERS CREEK PKWY/EXIT 5A		1.84
US-158	PETERS CREEK PKWY/EXIT 5A		1.84
REYNOLDS PARK RD	NC-109/S MARTIN LUTHER KING JR		1.84
OAK SUMMIT RD	UNIVERSITY PKWY		1.84
US-158	HANES MALL BLVD		1.81
ROBINHOOD RD	REYNOLDA RD		1.8
NORTHWEST BLVD	W 1ST ST		1.8
GUMTREE RD	WALLBURG RD		1.8
POLO RD	ROBINHOOD RD		1.78
US-52	EXIT 117		1.78
BOLTON ST	MAPLEWOOD AVE		1.76
US-421	PETERS CR PKY/EXIT 5		1.75
I-40-BR	NC-150/PETERS CREEK PKY/EXIT 5/		1.75
HANES MALL BLVD	NC-67/SILAS CREEK PKWY		1.74
KNOLLWOOD ST	COUNTRY CLUB RD		1.74
HANES MILL RD	UNIVERSITY PKWY		1.74
POLO RD	NC-67/REYNOLDA RD		1.73
HANES MILL RD	US-52/JOHN GOLD MEMORIAL EXP'		1.73
EBERT	FRIEDBERG CHURCH RD		1.72

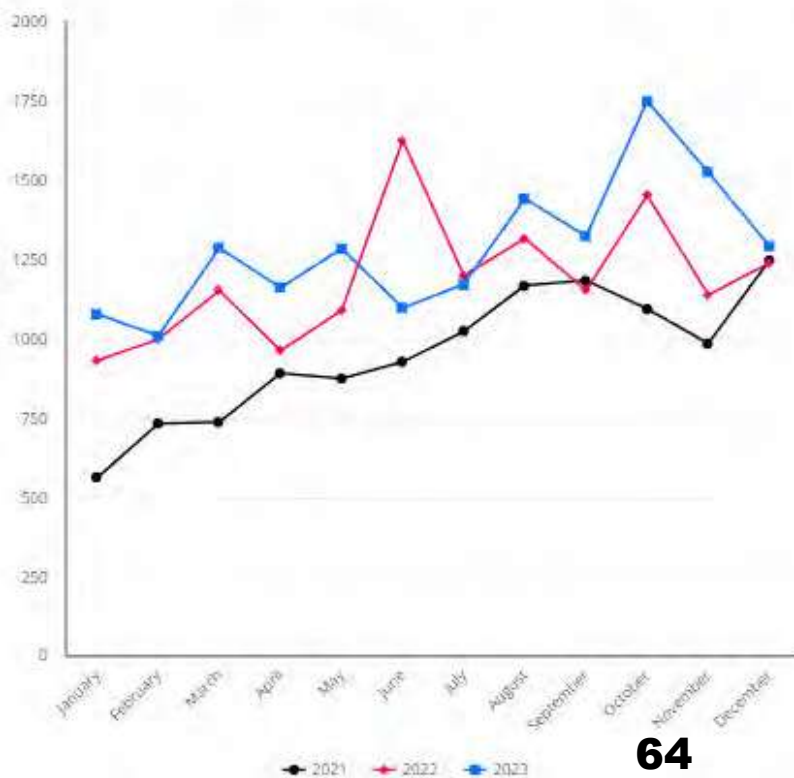
W 8TH ST	N MARSHALL ST/N CHERRY ST	0.038	1.72
SALISBURY RIDGE RD	NC-67/SILAS CREEK PKWY	0.017	1.72
PATTERSON AVE	E 3RD ST	0.143	1.72
NC-150	NC-67/SILAS CREEK PKWY	0.03	1.69
LEWISVILLE CLEMMONS RD	US-158/CLEMMONS RD	0.014	1.69
US-421	1ST ST/EXIT 4B	0.265	1.68
SHATTALON DR	NC-67/REYNOLDA RD	0.032	1.68
US-158	1ST ST/EXIT 4B	0.265	1.68
JONESTOWN RD	US-158/S STRATFORD RD	0.01	1.66
LINVILLE RD	KERNERSVILLE RD	0.013	1.66
MOUNTAIN VIEW RD	E KING ST	0.029	1.66
CLEMMONSVILLE RD	US-158/S STRATFORD RD	0.019	1.66
TEAGUE RD	NC-109/THOMASVILLE RD	0.004	1.65
OLD GREENSBORO RD	US-158/REIDSVILLE RD	0.09	1.64
REYNOLDS PARK RD	WAUGHTOWN ST	0.009	1.64
PINEY GROVE RD	NC-150/N CHERRY ST/N MAIN ST	0.01	1.61
STRATFORD RD	REYNOLDA RD	0.023	1.6
HANES MILL RD	NC-8/GERMANTON RD	0.008	1.6
KERNERSVILLE RD	LINVILLE RD	0.48	1.59
NC-67	I-40/NC-150/PETERS CREEK PKWY	0.015	1.59
MILLER ST	NC-67/SILAS CREEK PKWY	0.006	1.59
N CHERRY ST	BETHABARA RD/UNIVERSITY PKWY	0.122	1.59
NORTH POINT BLVD	UNIVERSITY PKWY	0.014	1.59
PEACE HAVEN RD	US-421	0.098	1.59
NORTHWEST BLVD	W 1ST ST	0.003	1.58
SALISBURY RIDGE RD	NC-67/SILAS CREEK PKWY	0.129	1.58
NORTH POINT BLVD	UNIVERSITY PKWY	0.015	1.57
MILLER ST	CLOVERDALE AVE	0.01	1.57
COLISEUM DR	UNIVERSITY PKWY	0.007	1.57
POLO RD	NC-67/REYNOLDA RD	0.008	1.57
MOUNTAIN ST	NC-66/E BODENHAMER ST	0.044	1.57
SILAS CREEK PKY	NC-150/PETERS CREEK PKWY	0.042	1.56
W CENTER ST EXT	W CENTER ST	0.027	1.56
FAIRVIEW DR	E CENTER ST	0.014	1.56
BROOKSTOWN AVE	S MAIN ST/OLD SALEM RD	0.022	1.55
HIGH POINT RD	UNION CROSS RD	2.137	1.54
SHATTALON DR	NC-67/REYNOLDA RD	0.032	1.54
EBERT	S HAWTHORNE RD	0.028	1.54
NC-109	WAUGHTOWN ST	0.044	1.53
SHATTALON DR	UNIVERSITY PKWY	0.01	1.53
ACADEMY ST	PETERS CREEK PKWY	0.01	1.53
UNIVERSITY PKY	27TH ST/COLISEUM DR	0.087	1.52
COUNTRY CLUB RD	STYERS FERRY RD	0.016	1.52
NC-67	I-40/NC-150/PETERS CREEK PKWY	0.015	1.52
AKRON DR	N LIBERTY ST	0.008	1.52
MOUNTAIN VIEW RD	E KING ST	0.029	1.52

NC-8	E HANES MILL RD	0.009	1.51
CLEMMONSVILLE RD	US-158/S STRATFORD RD	0.019	1.51
CLEMMONSVILLE RD	US-52/NC-8/JOHN GOLD MEMORIA	0.106	1.51
JONESTOWN RD	US-158/S STRATFORD RD	0.01	1.51
MILLER ST	CLOVERDALE AVE	0.01	1.51
PATTERSON AVE	NC-8/GERMANTON RD	0.033	1.51
PATTERSON AVE	US-52/UNIVERSITY PKWY	0.012	1.51
US-158	I-40	0.21	1.5
COLISEUM DR	ROBINHOOD RD	0.015	1.5
W 2ND ST	N LIBERTY ST/N MAIN ST	0.05	1.5

Route 1: Winston-Salem Express Monthly Ridership 2021 - 2023



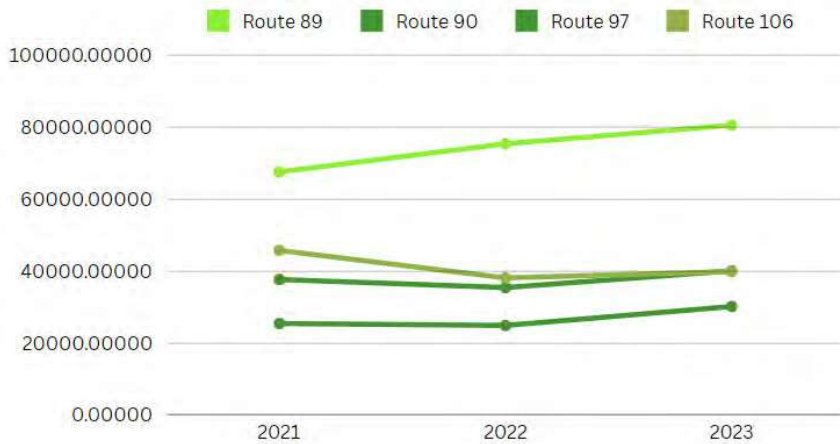
Route 17: Kernersville Express Monthly Ridership 2021 - 2023



Northeast Ward Routes' Ridership 2021 - 2023



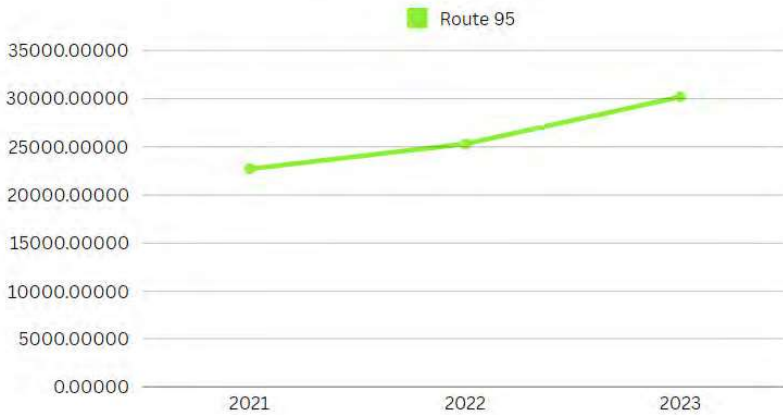
North Ward Routes' Ridership 2021 - 2023



Northwest Ward Routes' Ridership 2021 - 2023



West Ward Route's Ridership 2021 - 2023



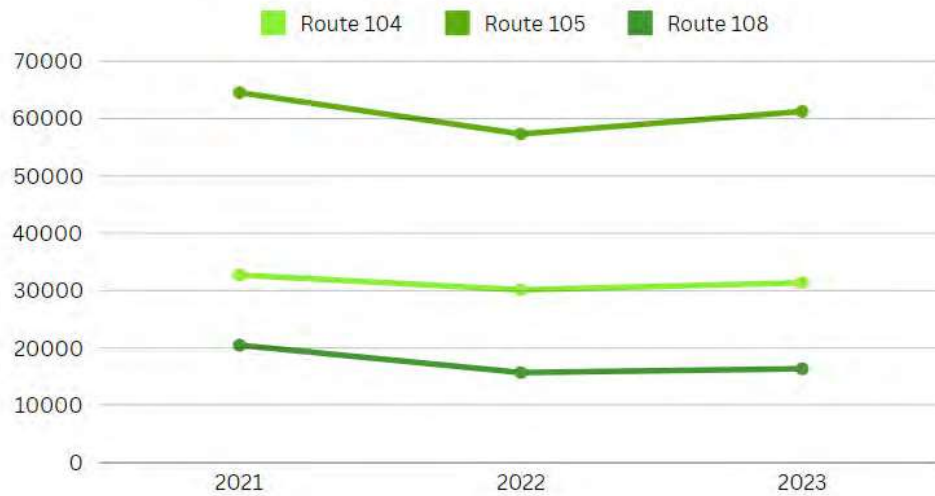
Southwest Ward Routes' Ridership 2021 - 2023



South Ward Routes' Ridership 2021 - 2023



Southeast Routes' Ridership 2021 - 2023



East Ward Routes' Ridership 2021 - 2023



Route	Percent Change
95	32.90%
99	30.50%
92	19.30%
89	19.20%
97	18.50%
85	16.30%
80	13.80%
98	13.00%
109	12.60%
87	12.10%
83	11.70%
86	10.50%
107	9.30%
96	8.50%
91	8.00%
100	6.90%
84	6.70%
90	6.40%
103	5.90%
82	5.30%
94	3.20%
81	0.00%
102	-2.70%
88	-3.30%
104	-4.10%
105	-5.10%
93	-5.80%
101	-10.20%
106	-12.80%
110	-19.50%
108	-20.00%

Route	2021	2022	2023
80	51,342	52,846	58,402
81	32,511	29,758	32,504
82	9,061	8,183	9,543
83	107,361	115,503	119,887
84	46,561	44,482	49,699
85	47,813	51,002	55,601
86	68,769	68,577	76,005
87	162,780	171,685	182,491
88	19,773	18,694	19,121
89	67,626	75,414	80,578
90	37,748	35,510	40,160
91	63,199	59,393	68,263
92	82,539	94,746	98,433
93	63,382	61,342	59,683
94	52,132	54,442	53,815
95	22,711	25,299	30,183
96	85,322	91,025	92,582
97	25,529	24,993	30,252
98	15,677	16,921	17,721
99	6,230	7,584	8,129
100	2,700	2,428	2,886
101	39,459	35,654	35,453
102	5,272	4,895	5,128
103	77,403	81,023	81,992
104	32,724	30,138	31,373
105	64,532	57,316	61,251
106	45,818	38,190	39,958
107	67,166	68,151	73,398
108	20,479	15,707	16,373
109	30,200	32,955	34,007
110	6,793	5,802	5,471
Total	1,460,610	1,479,658	1,570,340

**PART Vanpool Groups
February 2024**

Van No.	Company	Orgin	Destination	To Work Start Time	Arrive Work Time	From Work Start Time	Arrive Home End Time	
1	1823	American Airlines	Welcome	Charlotte	5:00 AM	6:45 AM	3:15 PM	4:30 PM
2	1925	American Airlines	Welcome	Charlotte	5:00 AM	6:45 AM	3:15 PM	4:30 PM
3	1930	American Airlines	Welcome	Charlotte	12:45 PM	2:30 PM	11:00 PM	12:30 AM
4	1935	American Airlines	Welcome	Charlotte	9:00 PM	10:15 PM	7:00 AM	8:15 AM
5	1939	American Airlines	Kernersville	Charlotte	4:30 AM	6:30 AM	3:00 PM	4:30 PM
6	1711	Cook Medical	Pilot Mountain	Winston-Salem	6:25 AM	7:00 AM	3:30 PM	4:05 PM
7	1713	Cook Medical	Mt. Airy	Winston-Salem	6:05 AM	7:00 AM	3:30 PM	4:20 PM
8	1944	Federal Correctional Complex	Burlington	Butner	6:00 AM	7:00 AM	4:00 PM	5:00 PM
9	1406	Gildan Yarns, LLC	Greensboro, Salisbury	Mocksville	6:00 AM	7:00 AM	7:00 PM	8:00 PM
10	1415	Gildan Yarns, LLC	Sparta, Elkin	Mocksville	6:00 AM	7:00 AM	7:00 PM	8:00 PM
11	1419	Gildan Yarns, LLC	Cana Va., Mt. Airy, Yadkinville	Mocksville	6:00 PM	7:00 PM	7:00 AM	8:00 AM
12	1603	Gildan Yarns, LLC	Greensboro	Mocksville	6:00 PM	7:00 PM	7:00 AM	8:00 AM
13	1604	Gildan Yarns, LLC	Greensboro	Mocksville	6:00 PM	7:00 PM	7:00 AM	8:00 AM
14	1606	Gildan Yarns, LLC	Greensboro	Mocksville	6:00 AM	7:00 AM	7:00 PM	8:00 PM
15	1608	Gildan Yarns, LLC	Greensboro	Mocksville	6:00 AM	7:00 AM	7:00 PM	8:00 PM
16	1609	Gildan Yarns, LLC	Greensboro	Mocksville	6:00 AM	7:00 AM	7:00 PM	8:00 PM
17	1715	Gildan Yarns, LLC	Greensboro	Mocksville	5:30AM	7:00AM	7:00PM	8:30PM
18	1717	Gildan Yarns, LLC	Sparta, Elkin	Mocksville	6:00 PM	7:00 PM	7:00 AM	8:00 AM
19	1720	Gildan Yarns, LLC	Greensboro, Salisbury	Mocksville	6:00 AM	7:00 AM	7:00 PM	8:00 PM
20	1405	Herbalife	Cary	Kernersville	6:30 AM	8:00 AM	5:00 PM	6:30 PM
21	1421	Herbalife	Cary	Kernersville	6:30 AM	8:00 AM	5:00 PM	6:30 PM
22	1718	IFB Solutions	High Point, Lexington, Thomasville	Winston-Salem	6:00 PM	7:30 AM	5:30 PM	7:00 PM
23	1719	IFB Solutions	N. Wilkesboro, Yadkinville	Winston-Salem	6:00 AM	7:30 AM	5:30 PM	7:00 PM
24	5825	IFB Solutions	Salisbury, Lexington	Winston-Salem	6:00 AM	7:30 AM	5:30 PM	7:00 PM
25	1424	Industries Of the Blind	Eden, Reidsville	Greensboro	5:45 AM	7:15 AM	4:00 PM	5:45 PM
26	1710	Industries Of the Blind	Lexington, Thomasville	Greensboro	4:45 AM	7:15 AM	4:00 PM	7:45 PM
27	1926	Industries Of the Blind	Kernersville, High Point, Archdale	Greensboro	4:45 AM	7:15 AM	4:00 PM	6:45 PM
28	1649	Industries Of the Blind	Winston-Salem	Greensboro	5:30AM	7:30 AM	4:30 PM	6:30 PM
29	1714	Lowe's Home Improvement	N. Wilkesboro, Yadkinville	Mooreville	6:45 AM	7:45 AM	4:30 PM	5:30 PM
30	2447	UNC-Chapel Hill	Graham	Chapel Hill	6:30 AM	7:30 AM	4:00 PM	4:45 PM
31	1416	Veterans Administration	Graham	Durham	6:30 AM	7:30 AM	4:00 PM	5:00 PM
32	1922	Veterans Administration	Burlington	Durham	6:00 AM	7:15 AM	3:30 PM	4:30 PM
33	2446	Veterans Administration	Greensboro	Salisbury	6:30 AM	7:30 AM	4:00 PM	5:15 PM

ITEM #6

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

Meeting Date: January 16, 2025 **Agenda Item Number:** 6

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 WSATMPO'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 20th day of February, 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

<p>* BO-2424 STATEWIDE PROJ.CATEGORY EXEMPT</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, INTEGRATED MOBILITY DIVISION BICYCLE AND PEDESTRIAN COORDINATION ACTIVITIES. <u>ADD PROJECT AT THE REQUEST OF THE OFFICE OF STRATEGIC INITIATIVES.</u></p>	<p>ENGINEERING</p>	<p>FY 2025 - \$367,000 (CMAQ) FY 2026 - \$367,000 (CMAQ) FY 2027 - <u>\$366,000</u> (CMAQ) \$1,100,000</p>
<p>* HN-0037 STATEWIDE PROJ.CATEGORY EXEMPT</p>	<p>- STATEWIDE PROJECT</p>	<p>STATEWIDE, DEVELOP CARBON REDUCTION STRATEGY AND EMISSIONS TOOL. <u>ADD PROJECT AT THE REQUEST OF THE OFFICE OF STRATEGIC INITIATIVES.</u></p>	<p>IMPLEMENTATION</p>	<p>2025 <u>\$250,000</u> CRPANY \$250,000</p>
<p>* HO-0024 STATEWIDE PROJ.CATEGORY EXEMPT</p>	<p>- STATEWIDE PROJECT</p>	<p>STATEWIDE, IMPROVE 1000 ISOLATED CLOSED-LOOP SYSTEM SIGNALS. <u>ADD PROJECT DUE TO AWARD OF FEDERAL GRANT. DP FUNDS REPRESENT FEDERAL ATTAIN GRANT.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2025 - \$2,965,000 (DP) FY 2025 - \$991,000 (HF(M)) FY 2026 - \$3,021,000 (DP) FY 2026 - \$1,005,000 (HF(M)) FY 2027 - \$3,060,000 (DP) FY 2027 - \$1,015,000 (HF(M)) FY 2028 - \$2,990,000 (DP) FY 2028 - <u>\$975,000</u> (HF(M)) \$16,022,000</p>
<p>* M-0531DIV STATEWIDE PROJ.CATEGORY DIVISION</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, TRANSPORTATION SCHOLARSHIP, INTERNSHIP PROGRAMS, TRAINING, AND EDUCATIONAL OUTREACH FOR HISTORICALLY BLACK COLLEGES AND UNIVERSITIES (HBCU) AND MINORITY SERVING INSTITUTIONS (MSI). <u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.</u></p>	<p>IMPLEMENTATION</p>	<p>FY 2025 - \$420,000 (BGANY) FY 2026 - <u>\$420,000</u> (BGANY) \$840,000</p>

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* M-0531REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, TRANSPORTATION SCHOLARSHIP, INTERNSHIP PROGRAMS, TRAINING, AND EDUCATIONAL OUTREACH FOR HISTORICALLY BLACK COLLEGES AND UNIVERSITIES (HBCU) AND MINORITY SERVING INSTITUTIONS (MSI).	IMPLEMENTATION	FY 2025 - \$420,000 (BGANY) FY 2026 - <u>\$420,000</u> (BGANY) \$840,000
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ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.

* M-0531SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, TRANSPORTATION SCHOLARSHIP, INTERNSHIP PROGRAMS, TRAINING, AND EDUCATIONAL OUTREACH FOR HISTORICALLY BLACK COLLEGES AND UNIVERSITIES (HBCU) AND MINORITY SERVING INSTITUTIONS (MSI)	IMPLEMENTATION	FY 2025 - \$560,000 (BGANY) FY 2026 - <u>\$560,000</u> (BGANY) \$1,120,000
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ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.

STIP MODIFICATIONS

TA-6665 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5311 CAPITAL PROJECTS FOR RURAL AREAS	CAPITAL	FY 2025 - \$10,000,000 (S) FY 2025 - \$10,000,000 (L) FY 2025 - <u>\$42,000,000</u> (5311) \$62,000,000
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MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.

TC-0008 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION	CONSTRUCTION	FY 2025 - \$100,000 (L) FY 2025 - <u>\$400,000</u> (5339) \$500,000
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MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TC-0010 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>MODIFY FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	CONSTRUCTION	FY 2025 - \$1,400,000 (L) FY 2025 - <u>\$4,200,000</u> (5339) \$5,600,000
TC-0018 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5310 CAPITAL PROJECTS FOR RURAL AND URBAN AREAS. <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2025 - \$5,000,000 (S) FY 2025 - \$5,000,000 (L) FY 2025 - <u>\$10,000,000</u> (5310) \$20,000,000
TC-0021 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5339 STATEWIDE RURAL <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2025 - \$7,000,000 (S) FY 2025 - \$7,000,000 (L) FY 2025 - <u>\$13,000,000</u> (5339) \$27,000,000
TM-0023 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS(5310 ADMIN/OPERATING/CAPITAL PURCHASE SERVICE) <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2025 - <u>\$6,000,000</u> (5310) \$6,000,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TM-0027	- STATEWIDE PROJECT	NCDOT, 5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS	ADMINISTRATIVE	FY 2025 - \$7,000,000 (S)
STATEWIDE				FY 2025 - \$7,000,000 (L)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		FY 2025 - <u>\$28,000,000</u> (5311)
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>		\$42,000,000
TM-0028	- STATEWIDE PROJECT	NCDOT, 5311 OPERATING FUNDS FOR FTA GRANTS	OPERATIONS	FY 2025 - \$5,000,000 (L)
STATEWIDE				FY 2025 - <u>\$10,000,000</u> (5311)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		\$15,000,000
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>		
TM-0029	- STATEWIDE PROJECT	NCDOT, 5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS	ADMINISTRATIVE	FY 2025 - <u>\$7,000,000</u> (5311)
STATEWIDE				\$7,000,000
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>		
TM-0031	- STATEWIDE PROJECT	NCDOT, RTAP STATEWIDE FUNDS FOR FTA GRANTS	ADMINISTRATIVE	FY 2025 - \$700,000 (S)
STATEWIDE				FY 2025 - <u>\$1,400,000</u> (RTAP)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		\$2,100,000
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>		
TM-0032	- STATEWIDE PROJECT	NCDOT, 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS	OPERATIONS	FY 2025 - \$10,000,000 (S)
STATEWIDE				FY 2025 - \$30,000,000 (L)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		FY 2025 - <u>\$30,000,000</u> (5311)
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>		\$70,000,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TO-0004	- STATEWIDE PROJECT	STATEWIDE, SYSTEM SAFETY OVERSIGHT GRANT FOR CAPITAL	FY 2025 -	\$800,000	(S)
STATEWIDE		NCDOT RAIL DIVISION.	FY 2025 -	\$2,200,000	(SSO)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>	FY 2026 -	\$500,000	(S)
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>	FY 2026 -	<u>\$1,000,000</u>	(SSO)
				\$4,500,000	
TQ-6954	- STATEWIDE PROJECT	STATEWIDE, 5310 OPERATING PROJECTS FOR RURAL OPERATIONS	FY 2025 -	\$7,000,000	(L)
STATEWIDE		AREAS	FY 2025 -	<u>\$10,000,000</u>	(5310)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		\$17,000,000	
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>			
TU-0011	- STATEWIDE PROJECT	NCDOT, NCDOT-IMD SECTION 5304 PROGRAM FUNDS PLANNING	FY 2025 -	\$3,000,000	(S)
STATEWIDE		TO SUPPORT THE INTEGRATED MOBILITY DIVISION	FY 2025 -	\$3,000,000	(L)
PROJ.CATEGORY		URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES.	FY 2025 -	<u>\$8,000,000</u>	(5303)
PUBLIC TRANS		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		\$14,000,000	
		<u>INTEGRATED MOBILITY DIVISION.</u>			

* INDICATES FEDERAL AMENDMENT

Wednesday, January 8, 2025

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0014 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION	SR 4278 (SOUTH CHERRY STREET), OAKHURST	ENGINEERING	FY 2025 -	\$289,000	(BGDA)	
		STREET TO HOLY CROSS CHURCH IN KERNERSVILLE.		FY 2025 -	\$72,000	(L)	
		CONSTRUCT FIVE-FOOT SIDEWALK.	RIGHT-OF-WAY	FY 2026 -	\$116,000	(BGDA)	
		<u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY</u>		FY 2026 -	\$29,000	(L)	
		<u>PRELIMINARY ENGINEERING FROM FY 22 TO FY 25.</u>	UTILITIES	FY 2026 -	\$612,000	(BGANY)	
		<u>ADD UTILITIES NOT PREVIOUSLY PROGRAMMED IN FY</u>		FY 2026 -	\$153,000	(L)	
		<u>26 AT THE REQUEST OF THE MPO. THIS ACTION ADDS</u>	CONSTRUCTION	FY 2027 -	\$889,000	(BGANY)	
		<u>PRELIMINARY ENGINEERING TO THE FEDERALLY</u>		FY 2027 -	\$305,000	(BGDA)	
		<u>APPROVED STIP.</u>		FY 2027 -	\$298,000	(L)	
						\$2,763,000	
* BL-0015 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION	BROAD STREET, SR 4309 (EAST MOUNTAIN STREET)	ENGINEERING	FY 2025 -	\$38,000	(BGDA)	
		TO HARMON LANE IN KERNERSVILLE. CONSTRUCT		FY 2025 -	\$9,000	(L)	
		FIVE-FOOT SIDEWALK..	RIGHT-OF-WAY	FY 2026 -	\$79,000	(BGDA)	
		<u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY</u>		FY 2026 -	\$20,000	(L)	
		<u>RIGHT-OF-WAY FROM FY 25 TO FY 26 AND</u>	UTILITIES	FY 2026 -	\$268,000	(BGDA)	
		<u>CONSTRUCTION FROM FY 26 TO FY 27. ADD UTILITIES</u>		FY 2026 -	\$66,000	(L)	
		<u>NOT PREVIOUSLY PROGRAMMED IN FY 26 AT THE</u>	CONSTRUCTION	FY 2027 -	\$503,000	(BGDA)	
		<u>REQUEST OF THE MPO.</u>		FY 2027 -	\$127,000	(L)	
						\$1,110,000	
		* BL-0017 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION	SOUTHERN STREET GREENWAY, SOUTHERN STREET	ENGINEERING	FY 2025 -	\$117,000
TO KERNERS MILL CREEK GREENWAY IN				FY 2025 -	\$29,000	(L)	
KERNERSVILLE. CONSTRUCT MULTI-USE PAVED PATH.	RIGHT-OF-WAY			FY 2026 -	\$40,000	(BGDA)	
<u>ADD UTILITIES NOT PREVIOUSLY PROGRAMMED IN FY</u>				FY 2026 -	\$10,000	(L)	
<u>26 AT THE REQUEST OF THE MPO.</u>	UTILITIES			FY 2026 -	\$162,000	(BGDA)	
				FY 2026 -	\$41,000	(L)	
	CONSTRUCTION			FY 2027 -	\$519,000	(BGDA)	
				FY 2027 -	\$129,000	(L)	
						\$1,047,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-4020C FORSYTH PROJ.CATEGORY TRANSITION	- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION	BRUSHY FORK GREENWAY, LOWERY STREET TO REYNOLDS PARK ROAD <u>TO REFLECT THE LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>	CONSTRUCTION	FY 2026 - \$1,726,000 (BGANY) FY 2026 - <u>\$432,000</u> (L) \$2,158,000
* HL-0015 FORSYTH PROJ.CATEGORY EXEMPT	- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION	NNC 66 / SR 4309 (WEST MOUNTAIN STREET), BEAUCREST STREET TO ASBURY DRIVE IN KERNERSVILLE. CONSTRUCT TURN-LANE BETWEEN KERNERSVILLE YMCA AND DEERE-HITACHI EAST ENTRANCE, AND EXTEND EXISTING SIDEWALK FROM BEAUCREST STREET TO ASBURY DRIVE. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 25. ADD UTILITIES NOT PREVIOUSLY PROGRAMMED IN FY 25 AT THE REQUEST OF THE MPO.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2025 - \$226,000 (BGDA) FY 2025 - \$56,000 (L(M)) FY 2025 - \$230,000 (BGANY) FY 2025 - \$58,000 (L(M)) FY 2025 - \$2,315,000 (BGANY) FY 2025 - \$186,000 (BGDA) FY 2025 - <u>\$624,000</u> (L(M)) \$3,695,000

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

* R-5753 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
EXEMPT

FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) CONSTRUCTION
AND EMERGENCY RELIEF FOR FEDERALLY OWNED
ROADS (ERFO). ROAD AND BRIDGE IMPROVEMENTS
TO BE CONSTRUCTED ON TRANSPORTATION
FACILITIES THAT ARE OWNED BY THE FEDERAL
GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL
LANDS.

FY 2025 -	\$677,000	(ERFO)
FY 2025 -	\$11,500,000	(FLTP)
FY 2026 -	\$12,791,000	(FLTP)
FY 2027 -	\$5,992,000	(ERFO)
FY 2027 -	\$21,059,000	(FLTP)
FY 2028 -	<u>\$6,500,000</u>	(FLTP)
	\$58,519,000	

**COST INCREASE EXCEEDING \$2 MILLION AND 25%
THRESHOLDS.**

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* TC-0025 FORSYTH PROJ.CATEGORY EXEMPT	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WINSTON-SALEM TRANSIT AUTHORITY; PURCHASE ONE LARGE HYBRID-DIESEL REPLACEMENT BUS AND ONE SMALL HYBRID-DIESEL REPLACEMENT BUS. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	CAPITAL	FY 2025 - \$984,000 (CMAQ) FY 2025 - \$246,000 (L(M)) \$1,230,000
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* TM-0037 FORSYTH PROJ.CATEGORY PUBLIC TRANS	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WINSTON-SALEM TRANSIT AUTHORITY; CONTINUATION OF WSTA NIGHT, SATURDAY, AND SUNDAY SERVICES. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	OPERATIONS	FY 2025 - \$810,000 (CMAQ) FY 2025 - \$203,000 (L(M)) \$1,013,000
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STIP MODIFICATIONS

B-5007 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WEST FIRST STREET, REPLACE BRIDGE 330296 OVER NORFOLK SOUTHERN RAILWAY IN WINSTON-SALEM. <u>TO ALLOW ADDITIONAL TIME FOR UTILITY RELOCATION, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>	CONSTRUCTION	FY 2025 - \$6,100,000 (BFPOFF) \$6,100,000
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BL-0014 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 4278 (SOUTH CHERRY STREET), OAKHURST STREET TO HOLY CROSS CHURCH IN KERNERSVILLE. CONSTRUCT FIVE-FOOT SIDEWALK. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 26 AND CONSTRUCTION FROM FY 25 TO FY 27.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2026 - \$116,000 (BGDA) FY 2026 - \$29,000 (L) FY 2027 - \$1,501,000 (BGANY) FY 2027 - \$305,000 (BGDA) FY 2027 - \$451,000 (L) \$2,402,000
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* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0016 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	HARMON LANE, SR 4315 (SOUTH MAIN STREET) TO BROAD STREET IN KERNERSVILLE. CONSTRUCT FIVE- FOOT SIDEWALK. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 25.</u>	RIGHT-OF-WAY	FY 2025 -	\$64,000	(BGDA)	
					FY 2025 -	\$15,000	(L)
			UTILITIES	FY 2025 -	\$15,000	(BGDA)	
				FY 2025 -	\$4,000	(L)	
			CONSTRUCTION	FY 2025 -	\$277,000	(BGDA)	
			FY 2025 -	\$69,000	(L)		
					\$444,000		
* BL-0017 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SOUTHERN STREET GREENWAY, SOUTHERN STREET TO KERNERS MILL CREEK GREENWAY IN KERNERSVILLE. CONSTRUCT MULTI-USE PAVED PATH. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 23 TO FY 25, RIGHT-OF-WAY FROM FY 25 TO 26, AND CONSTRUCTION FROM FY 26 TO 27. THIS ACTION ADDS PRELIMINARY ENGINEERING TO THE</u>	ENGINEERING	FY 2025 -	\$117,000	(BGDA)	
				FY 2025 -	\$29,000	(L)	
			RIGHT-OF-WAY	FY 2026 -	\$40,000	(BGDA)	
				FY 2026 -	\$10,000	(L)	
			CONSTRUCTION	FY 2027 -	\$681,000	(BGDA)	
	FY 2027 -	\$170,000	(L)				
					\$1,047,000		
* BL-0114 FORSYTH PROJ.CATEGORY EXEMPT	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SHALLOWFORD ROAD, LOWES FOODS DRIVE TO SHALLOWFORD RESERVE DRIVE IN LEWISVILLE. CONSTRUCT SIDEWALK. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 24 TO FY 26, RIGHT-OF-WAY FROM FY 25 TO 27, AND CONSTRUCTION FROM FY 25 TO 28.</u>	ENGINEERING	FY 2026 -	\$167,000	(CRPDA)	
				FY 2026 -	\$42,000	(L)	
			RIGHT-OF-WAY	FY 2027 -	\$127,000	(CMAQ)	
				FY 2027 -	\$32,000	(L)	
			CONSTRUCTION	FY 2028 -	\$758,000	(CMAQ)	
	FY 2028 -	\$190,000	(L)				
					\$1,316,000		
EB-4020C FORSYTH PROJ.CATEGORY TRANSITION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BRUSHY FORK GREENWAY, LOWERY STREET TO REYNOLDS PARK ROAD <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>	CONSTRUCTION	FY 2025 -	\$1,726,000	(BGANY)	
				FY 2025 -	\$432,000	(L)	
					\$2,158,000		

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-5952 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	FAIRLAWN DRIVE, NC 67 (REYNOLDA ROAD) TO SR 1528 (SILAS CREEK PKWY) IN WINSTON-SALEM. CONSTRUCT SIDEWALK.	CONSTRUCTION	FY 2025 -	\$593,000	(BGDA)
				FY 2025 -	\$148,000	(L)
					\$741,000	
<u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>						
EB-5953 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 4000 (UNIVERSITY PARKWAY), SR-1686 (SHATTALON DRIVE) TO ROBIN WOOD LANE IN WINSTON-SALEM. CONSTRUCT SIDEWALK.	CONSTRUCTION	FY 2025 -	\$508,000	(BGDA)
				FY 2025 -	\$127,000	(L)
					\$635,000	
<u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>						
EB-5954 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	GRIFFITH ROAD, KIMWELL DRIVE TO BURKE MILL ROAD IN WINSTON-SALEM. CONSTRUCT SIDEWALK.	ENGINEERING	FY 2025 -	\$32,000	(BGANY)
				FY 2025 -	\$8,000	(L)
			RIGHT-OF-WAY CONSTRUCTION	FY 2025 -	\$234,000	(BGANY)
				FY 2025 -	\$59,000	(L)
				FY 2026 -	\$2,944,000	(BGANY)
				FY 2026 -	\$736,000	(L)
					\$4,013,000	
* EB-5959 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 3000 (IDOLS ROAD), SR 1103 (MIDDLEBROOK DRIVE) TO TANGLEWOOD PARK ROAD IN CLEMMONS. CONSTRUCT SIDEWALK.	ENGINEERING	FY 2025 -	\$154,000	(BGANY)
				FY 2025 -	\$38,000	(L)
			RIGHT-OF-WAY	FY 2025 -	\$196,000	(BGANY)
				FY 2025 -	\$49,000	(L)
			UTILITIES	FY 2025 -	\$336,000	(BGANY)
				FY 2025 -	\$84,000	(L)
CONSTRUCTION	FY 2027 -	\$120,000	(BGANY)			
	FY 2027 -	\$30,000	(L)			
					\$1,007,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* EB-5960 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1101 (HARPER ROAD), CONSTRUCT SIDEWALK AND CROSSWALKS WHERE GAPS EXIST BETWEEN JERRY LONG YMCA ON PEACEHAVEN ROAD TO ROUNDABOUT WEST OF FRANK MORGAN ELEMENTARY SCHOOL IN CLEMMONS.	RIGHT-OF-WAY	FY 2025 -	\$206,000	(BGANY)
				FY 2025 -	\$51,000	(L)
			UTILITIES	FY 2025 -	\$160,000	(BGANY)
				FY 2025 -	\$40,000	(L)
			CONSTRUCTION	FY 2026 -	\$2,137,000	(BGANY)
				FY 2026 -	\$534,000	(L)
					\$3,128,000	
EB-6008 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 158 / US 421 (SALEM PARKWAY), LOCKLAND AVENUE TO NC 150 (PETERS CREEK PARKWAY) IN WINSTON-SALEM. CONSTRUCT MULTI-USE PATH. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>	RIGHT-OF-WAY	FY 2025 -	\$238,000	(CMAQ)
				FY 2025 -	\$88,000	(TAANY)
				FY 2025 -	\$82,000	(L(M))
			CONSTRUCTION	FY 2026 -	\$2,265,000	(CMAQ)
				FY 2026 -	\$286,000	(CRPDA)
				FY 2026 -	\$1,804,000	(TAANY)
				FY 2026 -	\$1,089,000	(L(M))
		\$5,852,000				
* EB-6040 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1101 (HARPER ROAD), NORTH OF FAIR OAKS DRIVE TO MORGAN ELEMENTARY SCHOOL WESTERN ENTRANCE IN CLEMMONS. CONSTRUCT PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALK. <u>ADD RIGHT-OF-WAY AND UTILITIES IN FY 25 NOT PREVIOUSLY PROGRAMMED. TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 24 TO FY 26.</u>	RIGHT-OF-WAY	FY 2025 -	\$90,000	(BGDA)
				FY 2025 -	\$22,000	(L)
			UTILITIES	FY 2025 -	\$16,000	(BGDA)
				FY 2025 -	\$4,000	(L)
			CONSTRUCTION	FY 2026 -	\$1,164,000	(BGDA)
				FY 2026 -	\$291,000	(L)
					\$1,587,000	
HS-2409A FORSYTH PROJ.CATEGORY REGIONAL	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 150, SR 2983 (FISHEL ROAD) INTERSECTION SOUTH OF WINSTON-SALEM. CONSTRUCT REDUCED CONFLICT INTERSECTION. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY UTILITIES AND CONSTRUCTION FROM FY 24 TO FY 25.</u>	UTILITIES	FY 2025 -	\$50,000	(HSIP)
			CONSTRUCTION	FY 2025 -	\$1,100,000	(HSIP)
					\$1,150,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-2925C FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NEW ROUTE, SALEM CREEK CONNECTOR, SR 4326 (RAMS DRIVE TO SR 4325 (MARTIN LUTHER KING, JR DRIVE). LANDSCAPING AND LIGHTING. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>	CONSTRUCTION	FY 2025 -	\$1,086,000	(BGANY)
				FY 2025 -	<u>\$272,000</u>	(L)
					\$1,358,000	
U-5539A FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 311; SR 4394 (MARTIN LUTHER KING, JR. BOULEVARD), US 158 / US 421 / NC 150 / BUSINESS 40 TO US 52 / NC 8 IN WINSTON-SALEM. STREETScape IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 25 AND CONSTRUCTION FROM FY 25 TO FY 26.</u>	RIGHT-OF-WAY	FY 2025 -	\$500,000	(BGANY)
			CONSTRUCTION	FY 2025 -	<u>\$100,000</u>	(L(M))
				FY 2026 -	\$1,750,000	(BGANY)
				FY 2026 -	<u>\$438,000</u>	(L(M))
					\$2,788,000	
U-6154 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1308 (LEWISVILLE-VIENNA ROAD), SR 1348 (ROBINHOOD ROAD) IN LEWISVILLE. CONVERT EXISTING SIGNALIZED INTERSECTION TO A SINGLE LANE ROUNDABOUT. <u>TO ALLOW ADDITIONAL TIME FOR UTILITY RELOCATION, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>	CONSTRUCTION	FY 2025 -	\$1,494,000	(BGANY)
				FY 2025 -	<u>\$373,000</u>	(L)
					\$1,867,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

<p>* BO-2424 STATEWIDE PROJ.CATEGORY EXEMPT</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, INTEGRATED MOBILITY DIVISION BICYCLE AND PEDESTRIAN COORDINATION ACTIVITIES. <u>ADD PROJECT AT THE REQUEST OF THE OFFICE OF STRATEGIC INITIATIVES.</u></p>	<p>ENGINEERING</p>	<p>FY 2025 - \$367,000 (CMAQ) FY 2026 - \$367,000 (CMAQ) FY 2027 - \$366,000 (CMAQ) <u>\$1,100,000</u></p>
<p>* HN-0037 STATEWIDE PROJ.CATEGORY EXEMPT</p>	<p>- STATEWIDE PROJECT</p>	<p>STATEWIDE, DEVELOP CARBON REDUCTION STRATEGY AND EMISSIONS TOOL. <u>ADD PROJECT AT THE REQUEST OF THE OFFICE OF STRATEGIC INITIATIVES.</u></p>	<p>IMPLEMENTATION</p>	<p>2025 <u>\$250,000</u> CRPANY \$250,000</p>
<p>* HO-0024 STATEWIDE PROJ.CATEGORY EXEMPT</p>	<p>- STATEWIDE PROJECT</p>	<p>STATEWIDE, IMPROVE 1000 ISOLATED CLOSED-LOOP SYSTEM SIGNALS. <u>ADD PROJECT DUE TO AWARD OF FEDERAL GRANT. DP FUNDS REPRESENT FEDERAL ATTAIN GRANT.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2025 - \$2,965,000 (DP) FY 2025 - \$991,000 (HF(M)) FY 2026 - \$3,021,000 (DP) FY 2026 - \$1,005,000 (HF(M)) FY 2027 - \$3,060,000 (DP) FY 2027 - \$1,015,000 (HF(M)) FY 2028 - \$2,990,000 (DP) FY 2028 - \$975,000 (HF(M)) <u>\$16,022,000</u></p>
<p>* M-0531DIV STATEWIDE PROJ.CATEGORY DIVISION</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, TRANSPORTATION SCHOLARSHIP AND INTERNSHIP PROGRAMS FOR HISTORICALLY BLACK COLLEGES AND UNIVERSITIES (HBCU) AND MINORITY SERVING INSTITUTIONS (MSI) <u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.</u></p>	<p>IMPLEMENTATION</p>	<p>FY 2025 - \$420,000 (BGANY) FY 2026 - \$420,000 (BGANY) <u>\$840,000</u></p>

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* M-0531REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, TRANSPORTATION SCHOLARSHIP AND INTERNSHIP PROGRAMS FOR HISTORICALLY BLACK COLLEGES AND UNIVERSITIES (HBCU) AND MINORITY SERVING INSTITUTIONS (MSI) <u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.</u>	IMPLEMENTATION	FY 2025 - \$420,000 (BGANY) FY 2026 - <u>\$420,000</u> (BGANY) \$840,000
* M-0531SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, TRANSPORTATION SCHOLARSHIP AND INTERNSHIP PROGRAMS FOR HISTORICALLY BLACK COLLEGES AND UNIVERSITIES (HBCU) AND MINORITY SERVING INSTITUTIONS (MSI) <u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.</u>	IMPLEMENTATION	FY 2025 - \$560,000 (BGANY) FY 2026 - <u>\$560,000</u> (BGANY) \$1,120,000

STIP MODIFICATIONS

TA-6665 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5311 CAPITAL PROJECTS FOR RURAL AREAS <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2025 - \$10,000,000 (S) FY 2025 - \$10,000,000 (L) FY 2025 - <u>\$42,000,000</u> (5311) \$62,000,000
TC-0008 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CONSTRUCTION	FY 2025 - \$100,000 (L) FY 2025 - <u>\$400,000</u> (5339) \$500,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TC-0010 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>MODIFY FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	CONSTRUCTION	FY 2025 - \$1,400,000 (L) FY 2025 - <u>\$4,200,000</u> (5339) \$5,600,000
TC-0018 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5310 CAPITAL PROJECTS FOR RURAL AND URBAN AREAS. <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2025 - \$5,000,000 (S) FY 2025 - \$5,000,000 (L) FY 2025 - <u>\$10,000,000</u> (5310) \$20,000,000
TC-0021 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5339 STATEWIDE RURAL <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2025 - \$7,000,000 (S) FY 2025 - \$7,000,000 (L) FY 2025 - <u>\$13,000,000</u> (5339) \$27,000,000
TM-0023 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS(5310 ADMIN/OPERATING/CAPITAL PURCHASE SERVICE) <u>MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2025 - <u>\$6,000,000</u> (5310) \$6,000,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TM-0027	- STATEWIDE PROJECT	NCDOT, 5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS	ADMINISTRATIVE	FY 2025 - \$7,000,000 (S)
STATEWIDE				FY 2025 - \$7,000,000 (L)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		FY 2025 - <u>\$28,000,000</u> (5311)
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>		\$42,000,000
TM-0028	- STATEWIDE PROJECT	NCDOT, 5311 OPERATING FUNDS FOR FTA GRANTS	OPERATIONS	FY 2025 - \$5,000,000 (L)
STATEWIDE				FY 2025 - <u>\$10,000,000</u> (5311)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		\$15,000,000
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>		
TM-0029	- STATEWIDE PROJECT	NCDOT, 5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS	ADMINISTRATIVE	FY 2025 - <u>\$7,000,000</u> (5311)
STATEWIDE				\$7,000,000
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>		
TM-0031	- STATEWIDE PROJECT	NCDOT, RTAP STATEWIDE FUNDS FOR FTA GRANTS	ADMINISTRATIVE	FY 2025 - \$700,000 (S)
STATEWIDE				FY 2025 - <u>\$1,400,000</u> (RTAP)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		\$2,100,000
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>		
TM-0032	- STATEWIDE PROJECT	NCDOT, 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS	OPERATIONS	FY 2025 - \$10,000,000 (S)
STATEWIDE				FY 2025 - \$30,000,000 (L)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		FY 2025 - <u>\$30,000,000</u> (5311)
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>		\$70,000,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TO-0004	- STATEWIDE PROJECT	STATEWIDE, SYSTEM SAFETY OVERSIGHT GRANT FOR CAPITAL	FY 2025 -	\$800,000	(S)
STATEWIDE		NCDOT RAIL DIVISION.	FY 2025 -	\$2,200,000	(SSO)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>	FY 2026 -	\$500,000	(S)
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>	FY 2026 -	\$1,000,000	(SSO)
				\$4,500,000	
TQ-6954	- STATEWIDE PROJECT	STATEWIDE, 5310 OPERATING PROJECTS FOR RURAL OPERATIONS	FY 2025 -	\$7,000,000	(L)
STATEWIDE		AREAS	FY 2025 -	\$10,000,000	(5310)
PROJ.CATEGORY		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		\$17,000,000	
PUBLIC TRANS		<u>INTEGRATED MOBILITY DIVISION.</u>			
TU-0011	- STATEWIDE PROJECT	NCDOT, NCDOT-IMD SECTION 5304 PROGRAM FUNDS PLANNING	FY 2025 -	\$3,000,000	(S)
STATEWIDE		TO SUPPORT THE INTEGRATED MOBILITY DIVISION	FY 2025 -	\$3,000,000	(L)
PROJ.CATEGORY		URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES.	FY 2025 -	\$8,000,000	(5303)
PUBLIC TRANS		<u>MODIFY FUNDS AT THE REQUEST OF THE</u>		\$14,000,000	
		<u>INTEGRATED MOBILITY DIVISION.</u>			

* INDICATES FEDERAL AMENDMENT

Wednesday, January 8, 2025

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0014 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION	SR 4278 (SOUTH CHERRY STREET), OAKHURST	ENGINEERING	FY 2025 -	\$289,000	(BGDA)	
		STREET TO HOLY CROSS CHURCH IN KERNERSVILLE.		FY 2025 -	\$72,000	(L)	
		CONSTRUCT FIVE-FOOT SIDEWALK.	RIGHT-OF-WAY	FY 2026 -	\$116,000	(BGDA)	
		<u>TO REFLECT LATEST DELIVERY SCHEDULE. DELAY</u>		FY 2026 -	\$29,000	(L)	
		<u>PRELIMINARY ENGINEERING FROM FY 22 TO FY 25.</u>	UTILITIES	FY 2026 -	\$612,000	(BGANY)	
		<u>ADD UTILITIES NOT PREVIOUSLY PROGRAMMED IN FY</u>		FY 2026 -	\$153,000	(L)	
		<u>26 AT THE REQUEST OF THE MPO. THIS ACTION ADDS</u>	CONSTRUCTION	FY 2027 -	\$889,000	(BGANY)	
		<u>PRELIMINARY ENGINEERING TO THE FEDERALLY</u>		FY 2027 -	\$305,000	(BGDA)	
		<u>APPROVED STIP.</u>		FY 2027 -	\$298,000	(L)	
						\$2,763,000	
* BL-0015 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION	BROAD STREET, SR 4309 (EAST MOUNTAIN STREET)	ENGINEERING	FY 2025 -	\$38,000	(BGDA)	
		TO HARMON LANE IN KERNERSVILLE. CONSTRUCT		FY 2025 -	\$9,000	(L)	
		FIVE-FOOT SIDEWALK..	RIGHT-OF-WAY	FY 2026 -	\$79,000	(BGDA)	
		<u>TO REFLECT LATEST DELIVERY SCHEDULE. DELAY</u>		FY 2026 -	\$20,000	(L)	
		<u>RIGHT-OF-WAY FROM FY 25 TO FY 26 AND</u>	UTILITIES	FY 2026 -	\$268,000	(BGDA)	
		<u>CONSTRUCTION FROM FY 26 TO FY 27. ADD UTILITIES</u>		FY 2026 -	\$66,000	(L)	
		<u>NOT PREVIOUSLY PROGRAMMED IN FY 26 AT THE</u>	CONSTRUCTION	FY 2027 -	\$503,000	(BGDA)	
		<u>REQUEST OF THE MPO.</u>		FY 2027 -	\$127,000	(L)	
						\$1,110,000	
		* BL-0017 FORSYTH PROJ.CATEGORY DIVISION	- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION	SOUTHERN STREET GREENWAY, SOUTHERN STREET	ENGINEERING	FY 2025 -	\$117,000
TO KERNERS MILL CREEK GREENWAY IN				FY 2025 -	\$29,000	(L)	
KERNERSVILLE. CONSTRUCT MULTI-USE PAVED PATH.	RIGHT-OF-WAY			FY 2026 -	\$40,000	(BGDA)	
<u>ADD UTILITIES NOT PREVIOUSLY PROGRAMMED IN FY</u>				FY 2026 -	\$10,000	(L)	
<u>26 AT THE REQUEST OF THE MPO.</u>	UTILITIES			FY 2026 -	\$162,000	(BGDA)	
				FY 2026 -	\$41,000	(L)	
	CONSTRUCTION			FY 2027 -	\$519,000	(BGDA)	
				FY 2027 -	\$129,000	(L)	
						\$1,047,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-4020C FORSYTH PROJ.CATEGORY TRANSITION	- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION	BRUSHY FORK GREENWAY, LOWERY STREET TO REYNOLDS PARK ROAD <u>TO REFLECT THE LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>	CONSTRUCTION	FY 2026 - \$1,726,000 (BGANY) FY 2026 - <u>\$432,000</u> (L) \$2,158,000
* HL-0015 FORSYTH PROJ.CATEGORY EXEMPT	- WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION	NC 66 / SR 4309 (WEST MOUNTAIN STREET), BEAUCREST STREET TO ASBURY DRIVE IN KERNERSVILLE. CONSTRUCT TURN-LANE BETWEEN KERNERSVILLE YMCA AND DEERE-HITACHI EAST ENTRANCE, AND EXTEND EXISTING SIDEWALK FROM BEAUCREST STREET TO ASBURY DRIVE. <u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 25. ADD UTILITIES NOT PREVIOUSLY PROGRAMMED IN FY 25 AT THE REQUEST OF THE MPO.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2025 - \$226,000 (BGDA) FY 2025 - \$56,000 (L(M)) FY 2025 - \$230,000 (BGANY) FY 2025 - \$58,000 (L(M)) FY 2025 - \$2,315,000 (BGANY) FY 2025 - \$186,000 (BGDA) FY 2025 - <u>\$624,000</u> (L(M)) \$3,695,000

* INDICATES FEDERAL AMENDMENT

Modifications to the Winston-Salem MPO 2025-2034 MTIP/STIP
Submitted: November 26, 2024

Modifications to the Transit 2024-2033 STIP

STIP #	Transit Partner	Description	Match	Fund	FY25 (000)	FY26 (000)	FY27 (000)	FY28 (000)	FY29 (000)	FY30 (000)	FY31 (000)	FY32 (000)	FY33 (000)	FY34 (000)
TM-6111	DAVIDSON COUNTY TRANSPORTATION SYSTEM	OPERATIONS	FUZ	5307	\$300	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150
			Local	L	\$300	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150

Modifications to the Transit 2024-2033 STIP

STIP #	Transit Partner	Description	Match	Fund	FY25 (000)	FY26 (000)	FY27 (000)	FY28 (000)	FY29 (000)	FY30 (000)	FY31 (000)	FY32 (000)	FY33 (000)	FY34 (000)
TM-6112	DAVIDSON COUNTY TRANSPORTATION SYSTEM	Routine Capital/PM	FUZ	5307	\$160	\$80	\$80	\$80	\$80	\$80	\$80	\$80	\$80	\$80
			Local	L	\$40	\$20	\$20	\$20	\$20	\$20	\$20	\$20	\$20	\$20

Description: DCTS is preparing for our first direct recipient 5307 Grant Application for funding from the Winston-Salem MPO. The FY2022, FY2023, and FY2024 Federal Apportionments have been released by Congress, and the Winston-Salem MPO adopted the allocation of the FTA Section 5307 GA Funds to the DCTS agency (Total \$800,297). With the federal formula apportionment funds being updated on an annual basis, the amount of the funds application to the DCTS agency are being updated to align the Federal Funding with the Metropolitan and State Transportation Improvement Program for the upcoming FTA grant.

ITEM #7

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

Meeting Date: January 16, 2025 **Agenda Item Number:** 7

Action Requested: Review 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 2024-2025. 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 will be submitted to NCDOT by January 31, 2025 and a final version after the March 2025 TAC adoption. The 30-day required public comment period for this draft document will occur during the months of January and February. Per the WSATPO Public Participation Policy, all comments will be provided at the March 21, 2024 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 2024-2025 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 and February.

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 20th 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**

DRAFT



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



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Appendix B - NCDOT Funding Allocations Letters

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.

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 Federal 100%	FTA Section 5303				FHWA STBG-DA Funds			Task Funding Summary			Total
		Adopted Total 100%	Local 20%	FHWA 80%		Total	100%	Local 10%	State 10%	FTA 80%	Total 100%	Local 20%	FHWA 80%	Local	State	
II-A	Data and Planning Support															
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
II-B	Planning Process															
II-B-1	Targeted Planning	\$60,000	\$12,000	\$48,000		\$15,000	\$1,500	\$1,500	\$12,000	\$0	\$0	\$0	\$13,500	\$1,500	\$60,000	\$75,000
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	\$615,000	\$123,000	\$492,000	\$146,000	\$3,000	\$596,000	\$745,000
	Long Branch Trail Connector Feasibility Study									\$285,000	\$57,000	\$228,000				
	Greenway Study									\$330,000	\$66,000	\$264,000				
													\$0	\$0		
													\$0	\$0		
													\$0	\$0		
III-A	Unified Planning Work Program															
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
III-B	Transportation Improvement Program															
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	\$15,000	\$3,000	\$12,000	\$11,500	\$500	\$48,000	\$60,000
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
III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements															
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	\$0	\$0	\$0	\$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
	TOTALS	\$656,250	\$131,250	\$525,000	\$13,600	\$239,052.57	\$23,905	\$23,905	\$191,242.06	\$1,030,000	\$206,000	\$824,000	\$361,155	\$23,905	\$1,566,142	\$1,938,903

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	
II-A	Data and Planning Support															
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
II-B	Planning Process															
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	\$25,500	\$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 Corssing - 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				
III-A	Unified Planning Work Program															
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
III-B	Transportation Improvement Program															
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
III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements															
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	\$0	\$0	\$0	\$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
	TOTALS	\$616,375	\$123,275	\$493,100	\$13,500	\$210,390.21	\$21,039	\$21,039	\$168,312.17	\$1,400,000	\$280,000	\$1,120,000	\$424,314	\$21,039	\$1,807,312	\$2,240,265

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%
II-A	Data and Planning Support			
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
II-B	Planning Process			
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	Special Studies	\$965,000	\$193,000	\$772,000
	Comprehensive Transportation 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 Transportation Plan- DCT	\$65,000	\$13,000	\$52,000
	Northwest Blvd Feasibility Study- Winston-Salem	\$200,000	\$40,000	\$160,000
III-A	Unified Planning Work Program			
III-A-1	Unified Planning Work Program (UPWP)	\$0	\$0	\$0
III-A-2	Metrics and Performance Measures	\$0	\$0	\$0
III-B	Transportation Improvement Program			
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
III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements			
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
TOTALS		\$1,068,750	\$213,750	\$855,000

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%
II-A	Data and Planning Support			
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
II-B	Planning Process			
II-B-1	Targeted Planning	\$0	\$0	\$0
II-B-2	Regional Planning	\$0	\$0	\$0
II-B-3	Special Studies	\$1,093,000	\$218,600	\$874,400
	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
III-A	Unified Planning Work Program			
III-A-1	Unified Planning Work Program (UPWP)	\$0	\$0	\$0
III-A-2	Metrics and Performance Measures	\$0	\$0	\$0
III-B	Transportation Improvement Program			
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
III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements			
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
TOTALS		\$1,119,664	\$223,933	\$895,731

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%
II-A	Data and Planning Support			
II-A-1	Networks and Support Systems		\$0	\$0
II-A-2	Travelers and Behavior		\$0	\$0
II-A-3	Transportation Modeling			
II-B	Planning Process			
II-B-1	Targeted Planning	\$10000	\$2000	\$8000
II-B-2	Regional Planning	\$10000	\$2000	\$8000
II-B-3	Special Studies	\$1,194,030	\$238,806	\$955,224
	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
	Montroyal 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
III-A	Unified Planning Work Program			
III-A-1	Unified Planning Work Program (UPWP)	\$0	\$0	\$0
III-A-2	Metrics and Performance Measures	\$0	\$0	\$0
III-B	Transportation Improvement Program			
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
III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements			
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
TOTALS		\$1,214,030	\$242,806	\$971,224

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%
II-B-3	Special Studies						
	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			
III-A	Unified Planning Work Program						
III-A-1	Unified Planning Work Program (UPWP)	\$0	\$0	\$0			
III-A-2	Metrics and Performance Measures	\$0	\$0	\$0			
III-B	Transportation Improvement Program						
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			
III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements						
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			
SUB-TOTALS Transportation Planning (PL)		\$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
II-A Data and Support Planning			
II-A-1	Networks and Support Systems		\$155,662
	<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**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
II-A-2	Travelers and Behavior		\$40,000
	<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.	
II-A-3	Transportation Modeling		\$230,000
	<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**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
II-B Planning Process			
II-B-1	Targeted Planning		\$75,000
	<i>Air Quality Planning/ Conformity Analysis</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>Congestion Management Strategies</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>Freight Movement/Mobility Planning</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.	
II-B-2	Regional Planning		\$175,000
	<i>Community Goals and Objectives</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>Highway Element of the CTP/MTP</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>Transit Element of the CTP/MTP</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>Bicycle and Pedestrian Element of the CTP/MTP</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>Airport/Air Travel Element of the CTP/MTP</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>Collector Street Element of the CTP/MTP</i>	Update the Collector Street Plan as necessary.	
	<i>Rail, Waterway, or Other Mode of the CTP/MTP</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
II-B Planning Process			
II-B-2	Safe and Accessible Transportation Options – Regional Planning		\$13,600
	<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.	
II-B-3	Special Studies		\$710,000
		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.	
Long Branch Trail - Wake Forest Connector Feasibility Study			\$285,000
		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.	
Winston-Salem Greenway Plan Update			\$330,000
		The City plans to hire a consultant to develop an update to the Winston-Salem/Forsyth County Greenway Plan.	

**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
III-A Unified Planning Work Program (UPWP)			
III-A-1	Unified Planning Work Program (UPWP)		\$40,000
	<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.	
III-A-2	Metrics and Performance Measures		\$40,000
		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.	
III-B Transportation Improvement Program			
III-B-1	Prioritization		\$40,000
		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.	
III-B-2	Metropolitan TIP (MTIP)		\$60,000
		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.	
III-B-3	Merger and Project Development		\$10,000
	<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.	

Total **\$190,000**

**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
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements			
III-C-1		Title VI	\$5,000
		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	
III-C-2		Environmental Justice (EJ)	\$20,000
		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.	
III-C-3		Minority Business Enterprise Planning	\$10,000
		Encourage the participation of minority-owned business enterprises in contractual and supply opportunities on an ongoing basis.	
III-C-4		Planning for the Elderly and the Disabled	\$40,000
		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.	
III-C-6		Public Participation	\$74,875
		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.	
III-C-7		Private Sector Participation	\$6,390
		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.	

115 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**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
III-D Statewide and Extra-Regional Planning			
	<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.	\$38,375
	<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.	
III-E Management, Operations and Program Support Administration			
		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	\$120,000

**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		Special Studies	
		FTA Pilot Transit-Oriented Development Grant	\$1,000,000
		The city will hire a consultant to conduct a comprehensive study for Transit-Oriented Development opportunities along proposed corridors	
Total			\$1,000,000

**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**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
II-B-3		Special Studies	
		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.	
		Walkertown - Traffic Study	\$100,000
		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	
		PTRM Household Survey - Winston-Salem MPO Share	\$12,030
		WSMPO's share for the consultant conducting the Household survey for PTRM	
		MPO Freight Study Phase III	\$24,000
		WSUAMPO's share for the consultant working on adding the freight component to the PTRM model	
		Lewisville-Clemmons Road Interchange/Kinnamon Bridge Study - Clemmons	\$200,000
		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	
		Muddy Creek Greenway Feasibility Study	\$250,000
		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)	
		Winston-Salem Safety Analysis	\$150,000
		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.	
		Kernersville - Intersection Feasibility Study	\$58,000
		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 -WSTA Route Study	\$200,000
		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**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
II-B-3		Special Studies	
		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.	
Bike Walk Map and Greenway Wayfinding			\$150,000
		Develop a new bike/walk map for the city and plan for the creation and implementation of a greenway wayfinding system.	
Northwest Blvd Feasibility Study			\$200,000
		Develop possible streetscape improvements along the Northwest Boulevard corridor with the goal of improving the movement of pedestrians, cyclists, and motor vehicles.	
Ransom Road and Polo Road Intersection Study			\$150,000
		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.	
Smith Reynolds Greenway Feasibility Study			\$300,000
		A feasibility study for the design and construction of a greenway on airport property to connect Bowen Boulevard to Lansing Drive.	
Glenn Hi Road Extension Feasibility Study			\$53,000
		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.	
Kernersville Road Study			\$125,000
		A study to consider improvements to Kernersville Road due to increased development and traffic in the area.	
Community Transportation Plan - Davidson County Transportation			\$65,000
		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.	
Village of Clemmons- Bicycle and Pedestrian Plan			\$50,000
		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**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
II-B-3		Special Studies	
		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.	
		Walkertown - Traffic Study	\$100,000
		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	
		Transportation Plan - Clemmons	\$200,000
		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.	
		MTP/CTP Update - Winston-Salem	\$350,000
		The City plans to hire a consultant to develop the MPO's Long range plans (MTP/CTP)	
		Community Transportation Plan - Davidson County Transportation	\$65,000
		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.	
		Northwest Blvd Feasibility Study	\$200,000
		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**

Task Code	Prospectus Task Code Titles	Task Code Title Descriptions	Total Costs
II-B Planning Process			
II-B-2	Safe and Accessible Transportation Options – Regional Planning		\$13,500
	<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	
II-B-3	Special Studies		
		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.	
Salem Creek Greenway Low Water Bridge Crossing - WS			\$175,000
		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.	
MTP/CTP Update - Winston-Salem			\$400,000
		The City plans to hire a consultant to develop and update the MPO's Long range plans (MTP/CTP)	
Glenn Hi Road Extension Feasibility Study			\$53,000
		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.	
Walkertown - Traffic Study			\$100,000
		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	
Northwest Blvd Feasibility Study			\$200,000
		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)
FTA Funding Sources Table for Fiscal Year 2025-2026
Table 4**

January 16, 2025

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	1,500.00	1,500.00	12,000.00	15,000.00	6%	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 and adopt the Fiscal Year 2026-2035 TIP; amend the Fiscal Year 2024-2033/2026-2035 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.
Totals		\$23,905	\$23,905	\$ 191,242.06	\$ 239,052.57	100%	

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

January 16, 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 Task Narrative Table for Fiscal Year 2025-2026
 Table 5**

January 16, 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; 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

January 16, 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 Projects
6.	Tangible Product Expected	Assist with Congestion Management Strategies and other mobility planning; administer All CMAQ/STBG-DA Projects
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%	\$1,500.00
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

January 16, 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);
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**

January 16, 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	Manage TOD Grant study, WSTA Hampton haith Building Study, WSTA Route Study, as well as others. Assist with Small area Plans.
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**

January 16, 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**

January 16, 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**

January 16, 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 TIP; amend the Fiscal Year 2024-2033 / 2026-2035 TIP as needed; continue to work with NCDOT on SPOT process.
6.	Tangible Product Expected	TIP and TIP Amendments and Modifications; SPOT project submittals.
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**

January 16, 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 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**

January 16, 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**

January 16, 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, 2026
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**

January 16, 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, 2026
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**

January 16, 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
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**

January 16, 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
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**

January 16, 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

January 16, 2025

Task Code	Prospectus Task Code Titles	Task Description	2025 -	2026 -	2027 -	2028 -	2029 -	
			2026	2027	2028	2029	2030	
II-A-1								
	Traffic Volume Counts	1. Produce new Average Daily Traffic count maps, tables 2. Conduct traffic counts and turning movement counts as needed for CMP planning						
	Street System Changes	1. Review street closure and abandonment petitions as needed						
	Traffic Crashes	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						
	Transit System Data	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						
	Bicycle and Pedestrian Facilities Inventory	1. Update maps/tables of all bicycle, greenway, sidewalk and pedestrian facilities 2. Conduct field work as needed with GPS						
	Collection of Network Data	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						
II-A-2								
	Dwelling Unit, Population and Employment Changes	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
 January 16, 2025**

Task Code	Prospectus Task Code Titles	Task Description					
			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
II-A-3							
	<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					
II-B-1							
	<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
 January 16, 2025**

Task Code	Prospectus Task Code Titles	Task Description					
			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
II-B-2							
	<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					
II-B-3							
		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
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 Five Year Planning Calendar for Fiscal Years 2026-2031
 Table 6
 January 16, 2025**

Task Code	Prospectus Task Code Titles	Task Description					
			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
III-A-1							
	<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.					
III-A-2							
		1. Develop performance measures for transit and other modes					
III-B-1							
		Continue P 7.0 process.					
III-B-2							
		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.					
III-B-3							
	<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
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Task Code	Prospectus Task Code Titles	Task Description					
			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
III-C-1							
		Implement the Federal certification report recommendations. Update maps and materials on locations of minority and low-income (MLI) populations.					
III-C-2							
		1. Update maps of minority and low-income (MLI) populations					
		2. Update the MPO's EJ Plan; identify service inequities					
III-C-3							
		Encourage DBE participation					
III-C-4							
		Administer JARC, Section 5310 funds annually					
III-C-6							
		Continue to provide for an open exchange of information and ideas between the public and transportation decision-makers.					
III-C-7							
		Develop public-private partnership strategies and meetings for transit related projects; assist business community with public-private partnership opportunities					
III-D							
	<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
 January 16, 2025**

Task Code	Prospectus Task Code Titles	Task Description					
			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	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					
III-E							
	<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 #8

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

Meeting Date: January 16, 2025 **Agenda Item Number:** 8

Action Requested: Review of a Checklist Certifying the Winston-Salem Area Transportation Planning Organization's (WSATPO) Transportation Planning Process for Fiscal Year 2025-2026

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

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.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

RESOLUTION
APPROVING THE CHECKLIST CERTIFYING THE WINSTON-SALEM AREA
TRANSPORTATION PLANNING ORGANIZATION'S (WSATPO)
TRANSPORTATION PLANNING PROCESS
FOR FISCAL YEAR 2025-2026

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 Urban Area Transportation Advisory Committee (TAC) has found that the Metropolitan Planning Organization (MPO) is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the TAC has found that the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and, with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the TAC has considered how the transportation planning process will affect the involvement of the Disadvantaged Business Enterprises (DBE) in the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects (Sec. 105 (f), Public Law 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the TAC has considered how the transportation planning process will affect the elderly and the disabled per the provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the USDOT implementing regulations; and

WHEREAS, the Winston-Salem Urban Area 2045 Metropolitan Transportation Plan meets all the requirements for an adequate transportation plan; and

WHEREAS, the Winston-Salem Urban Area Transportation Improvement Program (TIP) for Fiscal Year 2024-2033 is a subset of the currently conforming Winston-Salem Urban Area 2045 Metropolitan Transportation Plan; and

WHEREAS, the federal certification reviews conducted by FHWA and FTA in 2016, 2020, and 2024 have determined that the TPO's transportation planning process is being carried out in substantial compliance with applicable provisions of 23 U.S.C. 134 and 49 U.S.C. 5304.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization approves the Checklist that certifies that the Winston-Salem Area Transportation Planning Organization's (WSATPO) transportation planning process is addressing the major issues of the urban area and is being conducted in accordance with all applicable provisions of federal law.

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

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

2025
Winston-Salem Area
Transportation Planning Organization (WSATPO)
Self-Certification Process

Introduction

CFR 450.334 requires the North Carolina Department of Transportation (NCDOT) and the Winston-Salem Urban Area Transportation Planning Organization (WSATPO) to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their planning processes are addressing the major issues facing the urban area and is being conducted in accordance with all applicable requirements of:

- Section 134 of Title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607); and
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240) regarding the involvement of disadvantaged business enterprises (DBE) in the FHWA and FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-136) 104 Stat. 327, as amended and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the Winston-Salem Area TPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including: CFR – Code of Federal Regulations; U.S.C. – United States Code; MTP – Metropolitan Transportation Plan; CMP – Congestion Management Process/Plan; TIP – Transportation Improvement Program; TMA – Transportation Management Area; and, EO – Executive Order.

The TPO’s responses are in **bold**.

2025
Winston-Salem Area
Transportation Planning Organization (WSATPO)
Self-Certification Process

Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

Response: Yes.

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U. S. C. 5303 (c) 23 CFR 450.306 (i)]

Response: Yes, the Winston-Salem Urban Area Transportation Advisory Committee (TAC) (MPO policy board) is primarily comprised of elected officials. However, the TAC amended the Memorandum of Understanding (MOU) to include the Winston-Salem Transit Authority (WSTA) as a formal member of the TAC. The WSTA Board member is not an elected official.

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the next 20 year forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

Response: Yes, the Winston-Salem Area TPO metropolitan planning area boundary, re-established and approved by the Transportation Advisory Committee in 2023 following the 2020 Census, encompasses the existing urbanized area and contiguous area expected to become urbanized within the 20-year forecast period. Portions of the Winston-Salem Urbanized Area within the Greensboro Urban Area MPO and High Point MPO metropolitan area boundaries are addressed through memorandums of agreement with both organizations.

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314

Response: Yes.

- a. Is there an adopted prospectus? **Response: Yes.**
b. Are tasks and products clearly outlined? **Response: Yes.**
c. Is the U/PWP consistent with the MTP? **Response: Yes, in that work tasks in the UPWP are completed that will aid the development and maintenance of the MTP.**
d. Is the work identified in the U/PWP completed in a timely fashion?
Response: Yes.

5. Does the urban area have a valid transportation planning process? 23 U.S.C. 134; 23 CFR 450

Response: Yes. The recent federal certification review indicated that result.

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Winston-Salem Area
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Self-Certification Process

- a. Is the transportation planning process continuous, cooperative, and comprehensive?
Response: Yes.
- b. Is there a valid MTP? **Response: Yes.**
- c. Did the MTP have at least a 20 year horizon at the time of its adoption?
Response: Yes.
- d. Does it address the 10 planning factors? **Response: Yes.**
- e. Does it cover all modes of applicable to the area? **Response: Yes.**
- f. Is it financially constrained? **Response: Yes.**
- g. Does it include funding for the maintenance and operation of the system?
Response: Yes.
- h. Does it conform to the State Implementation Plan (SIP) if applicable?
Response: Yes.
- i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?
Response: Yes. It was updated and approved by the TAC in November of 2020.
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332 **Response: Yes.**
- a. Is it consistent with the MTP? **Response: Yes.**
- b. Is it fiscally constrained? **Response: Yes, see 5f above.**
- c. Is it developed cooperatively with the state and local transit operators?
Response: Yes.
- d. Is it updated at least every 4 years and adopted by the MPO and Governor?
Response: Yes.
7. Does the urban area have a Congestion Management Process (CMP)? (TMA only)
23 CFR 450.320 **Response: Yes.**
- a. Is it consistent with the MTP? **Response: Yes.**
- b. Was it used for the development of the TIP? **Response: Yes.**
- c. Is it monitored and reevaluated to meet the needs of the area? **Response: Yes.**
8. Does the urban area have a process for including environmental mitigation discussions in the planning process? **Response: Yes.**
- a. How? **Response: Yes, in consultation with NCDOT.**
- b. Why not? **Response: N/A.**
9. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart? **Response: Yes**
- b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 **Response: Yes**

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Winston-Salem Area
Transportation Planning Organization (WSATPO)
Self-Certification Process

- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 **Response: Yes**
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity **Response: Yes**
 - e. The appropriate sections of the current federal transportation funding bill regarding the involvement of disadvantaged business enterprises in USDOT funded projects **Response: Yes**
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Response: Yes**
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 **Response: Yes**
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Response: Yes**
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender **Response: Yes**
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities **Response: Yes**
 - k. All other applicable provisions of Federal law. (e.g. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations) **Response: Yes**
10. Does the urban area have an adopted Public Involvement Plan (PIP)/Public Participation Plan? 23 CRR 450.316 (b)(1) **Response: Yes.**
- a. Did the public participate in the development of the PIP? **Response: Yes.**
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? **Response: Yes.**
 - c. Is adequate notice provided for public meetings? **Response: Yes.**
 - d. Are meetings held at convenient times and at accessible locations? **Response: Yes.**
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Response: Yes.**
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? **Response: Yes, it was updated in January 2021.**
 - g. Are plans/program documents available in an electronic format, i.e. MPO website? **Response: Yes.**
11. Does the area have a process for including environmental, state, other transportation, historic, local land use and economic development agencies in the planning process? (23 CFR 450.324(h)) **Response: Yes.**

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Winston-Salem Area
Transportation Planning Organization (WSATPO)
Self-Certification Process

- a. How? **Response:** The Technical Coordinating Committee (TCC) has many of these agencies on the committee and participating in the planning process.
- b. Why not? **Response:** N/A.

ITEM #9

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

Meeting Date: January 16, 2025 **Agenda Item Number:** 9

Action Requested: Review of Targets for Safety Performance Measures Established by the North Carolina Department of Transportation (NCDOT) and Amending the 2045 Metropolitan Transportation Plan (MTP).

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

Per the Federal Highway Administration’s (FHWA) 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 2024 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.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

NCDOT set the above targets for the state's Safety Performance Measures (PM) for 2025. North Carolina MPOs have 180 days (or until February 27, 2025) to either adopt the state's targets or set their own targets. The WSATPO will adopt the State's targets. Adoption of these targets will amend the 2045 Metropolitan Transportation Plan (MTP). This item will come back to the TAC for action during the February 2024 meeting.

**RESOLUTION ADOPTING TARGETS FOR SAFETY PERFORMANCE MEASURES
ESTABLISHED BY THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION (NCDOT) 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 Winston-Salem Area Transportation Planning Organization (WSATPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the WSATPO's metropolitan planning area and;

WHEREAS, Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-Motorized Serious Injuries, and;

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group and;

WHEREAS, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year and;

WHEREAS, the MPOs may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization agrees to plan and program projects that contribute toward the accomplishment of the State's targets as *noted below for each of the aforementioned performance measures*:

1. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 30.40 percent from 1,585.2 (2019-2023 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.

NOW THEREFORE, BE IT FURTHER RESOLVED, that by approval of this resolution an amendment is hereby made to the 2045 Metropolitan Transportation Plan adopted on September 17, 2020 by the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization.

Adopted on this the 20th day of February 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

DATE: December 18, 2024

TO: Kelly Garvin
Transportation Planning Development Coordinator
Winston-Salem Urban Area Metropolitan Planning Organization

FROM: Brian Mayhew, PE, CPM
State Traffic Engineer
Transportation Mobility & Safety Division

SUBJECT: Safety Performance Measures – FHWA Assessment and 2025 Targets

DocuSigned by:
Brian K Mayhew
EA0525CF2812491

Background

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our [Strategic Highway Safety Plan \(SHSP\)](#) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2024) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

North Carolina Safety Performance Target Achievement Determination

Earlier this year, FHWA completed an assessment of target achievement for NCDOT’s calendar year (CY) 2022 safety targets, based on the 5-year averages for 2018-2022 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety

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GARNER, NC 27529

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performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA’s review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2022

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2018 - 2022	2018 - 2022	2016 - 2020			
Fatalities (5 Year Average)	1,254.9	1,550.8	1,458.6	No	No	No
Fatality Rate (5 Year Average)	1.057	1.328	1.250	No	No	
Serious Injuries (5 Year Average)	3,537.6	5,030.0	4,410.2	No	No	
Serious Injury Rate (5 Year Average)	2.962	4.296	3.776	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	486.0	661.6	583.4	No	No	

Table 2 below shows what this determination would look like if the state’s methodology for establishing the CY 2022 goal was applied to crash data specific to Winston-Salem Urban Area MPO.

Table 2: Winston-Salem Urban Area MPO Safety Performance Target Achievement Determination Summary for CY 2022

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2018 - 2022	2018 - 2022	2016 - 2020			
Fatalities (5 Year Average)	42.2	51.8	49.0	No	No	No
Fatality Rate (5 Year Average)	0.804	1.028	0.960	No	No	
Serious Injuries (5 Year Average)	126.0	207.4	163.6	No	No	
Serious Injury Rate (5 Year Average)	2.386	4.129	3.221	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	20.3	32.6	25.4	No	No	

2025 State Safety Performance Targets

2025 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2024 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at this [link](#).

Table 3: North Carolina Calendar Year 2025 Safety Performance Targets

Performance Measure	CY 2025
Number of Fatalities	1,103.3
Rate of Fatalities	0.925
Number of Serious Injuries	3,204.8
Rate of Serious Injuries	2.675
Number of Non-Motorized Fatalities & Serious Injuries	434.6

2025 Winston-Salem Urban Area MPO Safety Performance Targets

Table 4 below provides crash data specific to your MPO and shows what the safety performance targets would look like if you applied the state’s methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at this [link](#).

Table 4: Winston-Salem Urban Area MPO Specific Safety Performance Targets

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	38.0	0.822	70.2	1.520	14.6
2009 - 2013	35.6	0.761	73.4	1.564	13.0
2010 - 2014	36.6	0.775	80.0	1.692	13.4
2011 - 2015	39.0	0.816	85.4	1.785	12.8
2012 - 2016	41.6	0.857	89.4	1.845	12.8
2013 - 2017	43.6	0.876	107.8	2.162	14.4
2014 - 2018	47.4	0.930	122.2	2.377	19.4
2015 - 2019	47.6	0.916	138.8	2.647	21.4
2016 - 2020	49.0	0.960	163.6	3.221	25.4
2017 - 2021	50.6	0.996	189.2	3.742	29.4
2018 - 2022	51.8	1.028	207.4	4.129	32.6
2019 - 2023	54.0	1.080	224.8	4.495	32.4
2025 Target*	37.4	0.707	115.7	2.176	19.2

Next Steps

MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the fatal and serious injury crash reduction goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. We encourage additional coordination between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation. The Traffic Safety Unit is available to meet with your MPO for additional discussion and partnership.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. If you have not already done so, please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets to Daryl Vreeland (dvreeland@ncdot.gov) in the Transportation Planning Division just as you have in previous years. An adoption resolution template can be found at this [link](#).

Finally, a NCDOT Traffic Safety website has been established to communicate safety information to the public. A few direct links that may be of specific interest to MPOs can be found below:

- Main NCDOT Traffic Safety Unit website: [link](#)
- Mapped safety data: [link](#)
 - Here you can find a variety of spatial datasets related to traffic safety, including: fatal and serious injury crashes, pedestrian and bicycle crashes, safety projects (completed and funded), and several interactive map-based dashboards that allows the user to select an area of interest for more specific crash statistics.
- Pedestrian Safety Improvements: [link](#)
 - Here you will find information related to NCDOT's pedestrian safety programs, as well as several new guidance documents related to pedestrian safety.
- Safe Streets for All Grant (SS4A) Program: [link](#)
 - Here you will find North Carolina specific information related to the SS4A grant program. It is expected that the content of this site will expand over time.

Please contact me directly at (919) 814-5100 or bmayhew@ncdot.gov for further questions or discussion.

BKM\bgm

cc: Alpesh Patel
Daryl Vreeland, AICP
George Hoops, PE
Matt Albee, PE
Shawn Troy, PE
Brian Murphy, PE

ITEM #10

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

Meeting Date: January 16, 2025 **Agenda Item Number:** 10

Action Requested: Review 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 (TIP)

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

There are two sidewalk projects in the Town of Lewisville which have previously been approved for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRPDA) funds through the Winston-Salem Area TPO Transportation Advisory Committee (TAC). 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 developing 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. The project has progressed through the preliminary engineering (PE) and right-of-way (ROW) phases and is expected to need more than the current \$1,494,000 in federal funding programmed toward the project for the construction (CON) phase to complete the project.

On Monday, December 9, 2024, the Town of Lewisville requested the removal of Project BL-0114 and Project C-5705 from the STIP and transferring the funds to the construction phase of project U-6154. The Town understands they are responsible for the local match and that the project will be subject to the necessary CMAQ emissions evaluation and NCDOT approval process.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

Adoption of this item would authorize the transfer of \$2,466,000 to the construction phase of the Lewisville-Vienna and Robinhood Road Roundabout (U-6154) and remove the Shallowford Road Sidewalk (BL-0114) and Lewisville-Vienna Sidewalk (C-5705) from the Transportation Improvement Program (TIP). The reallocation of funds would result in an amendment to the U-6154 project and would be incorporated as such.

RESOLUTION APPROVING THE REQUEST TO TRANSFER ALLOCATED FUNDS FROM PROJECT BL-0114 AND C-5705 TO PROJECT U-6154 AND AMENDING THE 2024-2033 WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION (WSATPO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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, in the 2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) call for projects, the Transportation Advisory Committee (TAC) of the Winston-Salem Area TPO approved the programming of funding toward the C-5705 Lewisville-Vienna Road Sidewalk project; and

WHEREAS, in the 2023 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRPDA) call for projects, the Transportation Advisory Committee (TAC) of the Winston-Salem Area TPO approved the programming of funding toward the BL-0114 Shallowford Road Sidewalk project; and

WHEREAS, the Transportation Advisory Committee (TAC) has also allocated funds toward Town of Lewisville transportation improvements like the Lewisville-Vienna Road and Robinhood Road Roundabout (U-6154) in the 2018 and 2022 STBG-DA calls for projects; and

WHEREAS, the Town of Lewisville seeks to remove projects BL-0114 and C-5705 from the Transportation Improvement Program (TIP); and

WHEREAS, the Town of Lewisville would like to program additional funding to address predicted supplemental funding needs for project U-6154; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program (STIP) Unit records show \$2,466,000 in federal funds programmed toward C-5705 and BL-0114; and

WHEREAS, on December 9, 2024, the Town of Lewisville directed the TPO to remove projects C-5705 and BL-0114 from the TIP and program the \$2,466,000 toward the construction phase of U-6154; and

WHEREAS, as required by the WSUAMPO'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 removal of projects C-5705 and BL-0114 and approves of the transfer of \$2,466,000 to project U-6154 and incorporates the adopted changes into the 2024-2033 Transportation Improvement Program (TIP).

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

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

ITEM #11

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

Meeting Date: January 16, 2025 **Agenda Item Number:** 11

Action Requested: Review 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

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

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.

The Winston-Salem Area TPO’s CMP will incorporate the portions of the Winston-Salem Urbanized Area within the HPMPO boundary beginning with the CMP to be adopted as part of the 2050 Metropolitan Transportation Plan update.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

Approval of this item will amend the Memorandum of Agreement (MOA) with the High Point MPO to include this new provision for planning responsibilities related to the development of a Congestion Management Process (CMP). This item also reflects the new Winston-Salem Area Transportation Planning Organization (WSATPO) name as adopted on November 21, 2024.

This agreement will be subject to thirty (30) days of public review per the public participation policy.

RESOLUTION
APPROVING 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

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, 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); and

WHEREAS, as a result of past United States Censuses, including the 2020 Census, portions of the Winston-Salem Urbanized Area are delineated within the High Point Metropolitan Planning Organization’s metropolitan planning area boundary; and

WHEREAS, the Winston-Salem Area Transportation Planning Organization (WSATPO) and High Point MPO 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; and

WHEREAS, a memorandum of agreement (MOA) is required for the transfer of planning responsibility for the portions of the Winston-Salem Urbanized Area within the High Point MPO’s metropolitan planning area boundary to occur; and

WHEREAS, the memorandum of agreement (MOA) was adopted on September 21, 2023; and

WHEREAS, all urbanized areas belonging to a Transportation Management Area (TMA) are required to be included in a Congestion Management Process (CMP); and

WHEREAS, in 2024, the Winston-Salem Area TPO, High Point MPO, and Federal Highway Administration (FHWA) met 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; and

WHEREAS, the Winston-Salem Area TPO agreed to include all portions of the Winston-Salem Urbanized Area, including those within the High Point MPO metropolitan area boundary, as part of its CMP; and

WHEREAS, the Winston-Salem Area TPO’s CMP will incorporate the portions of the Winston-Salem Urbanized Area within the HPMPO boundary beginning with the CMP to be adopted as part of the 2050 Metropolitan Transportation Plan update; and

WHEREAS, this agreement was subject to thirty days of public review per the public participation policy and [INSERT] comments were received.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Winston-Salem Area TPO, approves of the enclosed 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.

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

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

**Memorandum of Agreement (MOA) between the Winston-Salem
Area Transportation Planning Organization (WSATPO) and the High
Point Metropolitan Planning Organization (HPMPO) for the
Transfer of Planning Responsibility and Authority of Designated
Portions of the Winston-Salem Urbanized Area (UZA) Located
within the Davidson County Limits**

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.

As a result of the 2000 Census, portions of the Winston-Salem UZA went into northern Davidson County for the first time. Conversely, portions of the High Point UZA went into Forsyth County for the first time as well. The High Point UZA had already been in northern and eastern Davidson County as the City of High Point's municipal boundary includes portions of eastern Davidson County.

The Winston-Salem Area TPO (formerly Winston-Salem Urban Area MPO) and High Point MPO met and agreed on a new Metropolitan Area Boundary (MAB) map and kept the entire UZAs within each MPO. There was no transfer of planning responsibilities and no formal MOA at that time. Simply, The North Carolina Department of Transportation (NCDOT) Statewide Planning Branch reviewed the new MAB map and gave their approval.

In 2004, The Town of Wallburg incorporated into a municipality in northern Davidson County. The town's limits straddled the new Winston-Salem Area TPO/High Point MPO boundary line, almost dividing the town in even halves. The town chose to become members in both MPOs and continues to do so.

With the 2010 Census, the Winston-Salem UZA expanded farther into Davidson County taking in the community of Welcome and most of the City of Lexington along the US 52 corridor. Even a small portion of the Cabarrus-Rowan UZA came into southwestern Davidson County along Interstate 85.

In 2012, the Winston-Salem, High Point and Cabarrus-Rowan MPOs developed and informally agreed on a new MAB map subject to the approval of the City of Lexington, Davidson County Commission, and NCDOT. Those approvals were received and a new MAB for each MPO has been established.

In 2013, the Winston-Salem Area TPO and High Point MPO agreed upon and adopted a MOA for the initial transfer of planning responsibility and authority of designated portions of the Winston-Salem Urban Area located within the Davidson County limits to the High Point MPO.

With the new 2020 United States Census, the Winston-Salem UZA grew into new portions of High Point MPO's MAB, including areas southwest of Mottsinger Road and NC 109, a portion of area surrounding NC 66 and Squire Davis Road (see Map).

In 2023, the Winston-Salem Area TPO and High Point MPO met and agreed to maintain their MAB at which time a new MOA was necessary to transfer planning responsibilities for the new urban area changes.

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.

This agreement is intended to transfer transportation planning activities and efforts for designated urban areas of Winston-Salem's UZA that reside within the High Point MPO planning area to High Point MPO.

It has been mutually agreed upon that:

1. Both HPMPO and WSATPO will continue to carry out federal transportation planning requirements for the urbanized areas currently within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305 and 23 CFR Part 450; and
2. The WSATPO's CMP will incorporate the portions of the Winston-Salem Urbanized Area within the HPMPO boundary beginning with the CMP to be adopted as part of the 2050 Metropolitan Transportation Plan update; and
3. Allocation and distribution of federal (PL) planning funds and STBG-DA (formerly STP-DA) funds for WSATPO will be based upon the Winston-Salem Urbanized Area as defined by the 2020 Census and may be utilized anywhere within the WSATPO MPA boundary; and
4. Allocation and distribution of federal (PL) planning funds for HPMPO will be based upon the High Point Urbanized Area as defined by the 2020 Census and may be utilized anywhere within the HPMPO MPA boundary; and
5. Agencies in HPMPO considered part of the Winston-Salem Urbanized Area may access available STBG-DA, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Carbon Reduction Program (CRPDA) funds through the Winston-Salem Area TPO in the following ways: (1) High Point MPO submits candidate projects to the Winston-Salem Area TPO to consider for funding regardless of cost, as long as Davidson County, the Cities of High Point or Lexington, NCDOT, or any of the other municipalities within the High Point MPO provides the local match. (2) Additionally, any project approved by NCDOT that improves hazardous conditions for the safe movement of vehicles and/or pedestrians may be considered for this funding. The eligible candidate projects outlined above must fall within the mapped "Smoothed" Federal Functional Classification map boundary within the High Point MPO boundary; and
6. Allocation and distribution of federal transit planning funds for WSATPO and HPMPO will remain unchanged and may be utilized anywhere within their MAB; and
7. Data collection for planning activities shall be conducted jointly by the MPOs to support development of transportation planning activities, including but not limited to

development of Metropolitan Transportation Plans, congestion management plans and the Piedmont Triad Regional Model which is housed at Piedmont Authority for Regional Transportation.

SIGNATURES OF AGREEMENT

Martha Wolfe, Chair
Transportation Advisory Committee
High Point Urban Area Metropolitan Planning
Organization

Mike Horn, Chair
Transportation Advisory Committee
Winston-Salem Area Transportation
Planning Organization

Date

Date

ITEM #12

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

Meeting Date: January 16, 2025 **Agenda Item Number:** 12

Action Requested: Review of the City of Winston-Salem’s 2024 update to Winston-Salem Transit Authority’s the 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 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 conduct a safety risk assessment, identify safety risk mitigations or strategies, and 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 operating 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 20th of February, 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

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.		
Version Number and Updates			
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
Annual Review and Update of the Public Transportation Agency Safety Plan			
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							
<i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i>							
The targets below are based on a review of the process of the previous two years of the Winston Salem Transit safety performance data.							
Mode of Transit Service	Fatalities	Fatalities Per 100,000 VRM	Injuries	Injuries Per 100,000 VRM	Safety Events	Safety Events Per 100,000 VRM	System Reliability
Fixed Route Bus	0	0	10	.5	50	2.3	33596
Demand Response	0	0	5	.5	25	1.73	28397

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 Target Coordination		
Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.		
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.		
Targets Transmitted to the State	State Department of Transportation	Date Targets Transmitted
	North Carolina Integrated Mobility Division	December 19, 2024
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization	Date Targets Transmitted
	Winston Salem Area Transportation Planning Organization	February 20, 2024

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

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

Table 2 – Hazard Probability Categories		
Description	Level	Probability of occurrence or experience
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	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)
Accidents & Incidents				
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

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>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

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>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 #13

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

Meeting Date: January 16, 2025 **Agenda Item Number:** 13

Action Requested: Review of an Adjustment to the “Smoothed” Winston-Salem Urbanized Area Boundary

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

On January 7, 2025, the Winston-Salem Area Transportation Planning Organization (WSATPO) was made aware of some minor modifications to the Winston-Salem “Smoothed” Urbanized Area Boundary made by the North Carolina Department of Transportation (NCDOT) Transportation Planning Division. These changes were needed to capture a small Census boundary area that had not been included, the addition of a small rural “donut” area between High Point MPO and Winston-Salem Area TPO that neither MPO originally included, and to make adjustments so that roadways were consistently in or out of the boundary. No adoption of this change is necessary, only an informational update to the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC).

On December 29, 2022 the United States Census Bureau released the Census designations for qualifying “urbanized areas” and “urban clusters.” The Urbanized Area boundary serves as the official map that designates the areas that are considered “urbanized areas” per the 2020 Census definition. This boundary is also utilized to determine eligible funding for the Winston-Salem MPO. As a final step in the process of establishing the urbanized area, the Federal Highway Administration (FHWA) requires the establishment of a “Smoothed” Urbanized Area Boundary map.

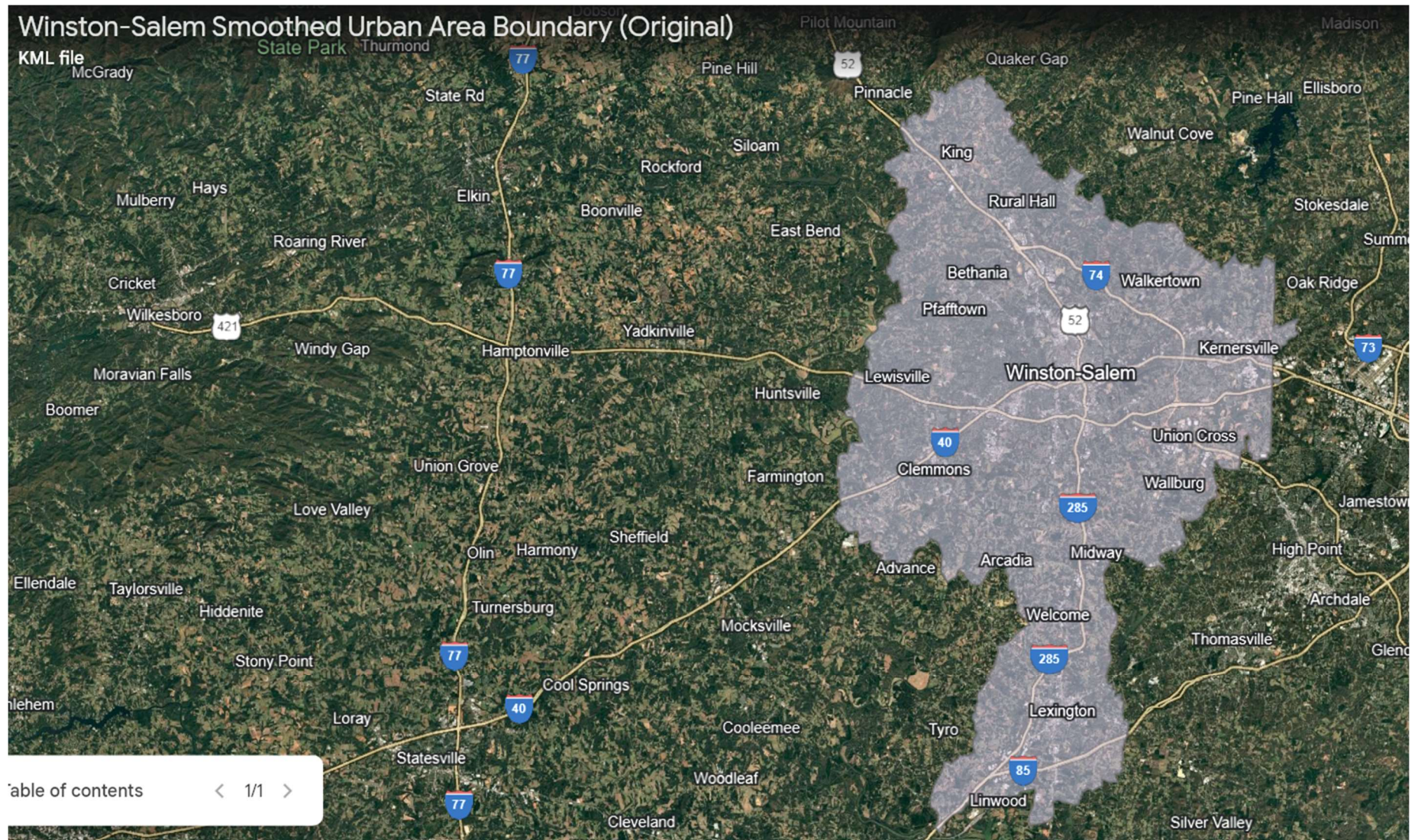
The purpose of the “smoothed” boundary is to eliminate irregularities in the boundary map (such as holes and jagged edges which result in streets crossing between urban and rural designations repeatedly), and to maintain logical control points. The enclosed proposed “smoothed” boundary is highly similar to the smoothed boundary adopted in 2013, with slight modifications based on the new urbanized area presented by the Census. The “smoothed” boundary map includes all areas designated in the urbanized area by the Census.

The enclosed attachment highlights the areas where the Transportation Planning Division made changes with WSATPO concurrence.

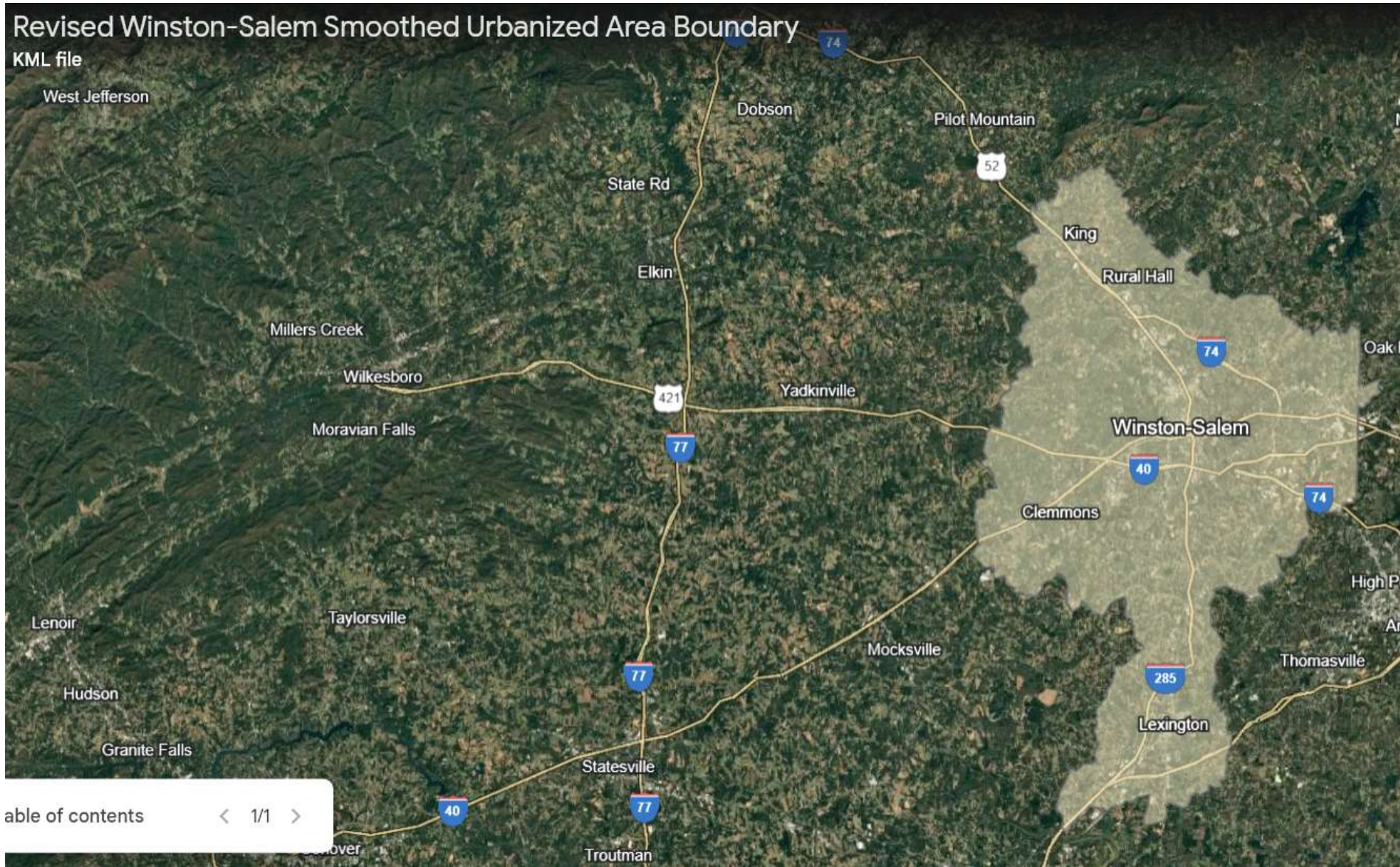
TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

ORIGINAL SMOOTHED URBAN AREA BOUNDARY, ADOPTED BY WSATPO
November 16, 2023



REVISED SMOOTHED URBAN AREA BOUNDARY, SUBMITTED BY NCDOT TRANSPORTATION PLANNING DIVISION
January 7, 2025



STAFF REPORTS

Winston-Salem MPO
NCDOT Division 9 Transportation Update
 January 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Construction								
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.	July 1, 2024	TBA	34% Complete	\$6,185,165	J. T. Russell and Sons	Eric Goldston (704) 630-3220	No estimated completion date.
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.	March 15, 2024	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.09.13.20342.3 (DI00356)	Asphalt Surface Treatment – AST on 46 Sections of Various Secondary Routes in Forsyth County	April 1, 2025	TBA	0% Complete	\$841,331	Waugh Asphalt, Inc.	Scott Jones (336) 747-7900	Preconstruction conference to be scheduled in 2025.
HS-2009H (DI00362)	Grading, Drainage, Paving on SR 1528 (Northpoint Blvd) at University Plaza / BP Gas Main Driveway and SR 1528 at Northpoint Drive/Northcliffe Drive	January 27, 2025	TBA	0% Complete	\$864,985	Atlantic Contracting Company, Inc.	Scott Jones (336) 747-7900	Preconstruction conference to be scheduled in 2025.
U-2579B(L) (DI00352)	NC 74 (Future I-74) – Winston-Salem Northern Beltway from US 421 to US 52 – Landscaping	September 30, 2024	TBA	1% Complete	\$2,432,486	Country Boy Landscaping, Inc.	Scott Jones (336) 747-7900	Project availability is September 30, 2024. Pre-construction conference was held on October 1, 2024. Contractor has 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 December 12, 2024	\$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.
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.
2024CPT.09.09.10851 (DI00340)	Milling, Paving, Pavement Markings on 1 Primary Route and 11 Secondary Routes in Stokes County	March 18, 2024	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	April 1, 2025	TBA	0% Complete	\$1,309,723	Carolina Road Solutions, LLC	Nicholas Librandi (336) 747-7950	
BP9.R009 BP9.R009.3 (formerly 17BP.9.R.95) (DI00328)	Replace Bridge #241 over South Fork of Muddy Creek on SR 3011 (Old Salisbury Rd) in Forsyth Co.	December 13, 2023	December 1, 2024	93% Complete	\$2,234,100	Smith-Rowe	Nicholas Librandi (336) 747-7950	Bridge deck complete. Grading and paving is ongoing. Road open to traffic.
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	62% 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.

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Projects Under Construction								
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)	December 13, 2023	January 11, 2027	45% 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	October 1, 2018	April 15, 2025	95% Complete	\$138,519,040	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	9% 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.
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	September 15, 2026	24% 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-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	January 3, 2024	April 13, 2027	15% 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	February 1, 2022	April 30, 2027	67% 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. Crews are currently 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 February 2025. Paving operations continue along the new I-74 (beltway) section of the project.
Locally Administered Projects Under Construction								
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	7% Complete	\$2,000,000	Smith-Rowe	Kelly Garvin (336) 747-6881	Structure submittals have been made and forwarded to Raleigh for review. Construction is ongoing.
C-5620H	City of Winston-Salem - Meadowlark Drive Improvements - left turn lanes and bike/pedestrian facilities	Bids opened Oct. 13, 2020	TBA	67% Complete	\$7,685,944	Smith-Rowe	Alan Temple (336) 747-6844	Non-DOT let - City of Winston-Salem - Phase 1a complete. Phase 3 complete. Work continues.

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Projects Under Development								
HL-0059	SR 1686 (Oak Summit Road). Construct left turn lanes and signal improvements.	March 26, 2025	TBA	ROW Acquisition In Progress	\$1,244,000	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.
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	\$1,684,000	TBA	Jeremy Keaton (336) 747-7800	Division Let - Design underway.
HB-0033	Polo Road. Replace bridge 330284 over SR 4000 (University Parkway) in Winston-Salem.	October 17, 2028	TBA	ROW Acquisition October 30, 2026	\$6,000,000	TBA	Jeremy Keaton (336) 747-7800	Project is on schedule.
HS-2009L	NC 62 (Cloninger Drive) at 2055 (Liberty Drive). Improve vertical alignment.	June 25, 2025	TBA	No ROW Required	\$325,000	TBA	Jeremy Keaton (336) 747-7800	Project is on schedule.
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	January 21, 2031	TBA	ROW Acquisition July 21, 2028	\$43,700,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - On hold.
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)	January 20, 2032	TBA	ROW Acquisition October 19, 2029	\$64,700,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - On hold.
I-5981B 47527.3.3	Widen I-40 to 6-lanes, from SR 2635 (Union Cross Rd) to NC 66 in Forsyth Co.	January 20, 2032	TBA	ROW Acquisition October 19, 2029	\$31,300,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - On hold.
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	January 20, 2032	TBA	ROW Acquisition October 19, 2029	\$83,100,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - On hold.
R-2247A 34409.3.12	DESIGN BUILD - W-S Northern Beltway - Western Section - from US 158 (S. Stratford Rd) to South of I-40	January 1, 2040	TBA	ROW Acquisition January 1, 2040	\$39,100,000	TBA	Bryan Key (919) 707-6263	Design Build Let (DBL) - On hold.
R-2247B 34409.3.13	DESIGN BUILD - W-S Northern Beltway - Western Section - from South of I-40 to South of US 421 Interchange.	January 1, 2040	TBA	ROW Acquisition January 1, 2040	\$149,500,000	TBA	Bryan Key (919) 707-6263	Design Build Let (DBL) - On hold.

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Projects Under Development								
R-2247CA 34409.3.14	DESIGN BUILD - W-S Northern Beltway, Western Section - Interchange with US 421	October 19, 2032	TBA	ROW Acquisition October 18, 2030	\$140,900,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - On hold.
R-2247CB 34409.3.15	DESIGN BUILD - W-S Northern Beltway - N. of US 421 to SR 1314 (Robinhood Rd)	October 19, 2032	TBA	ROW Acquisition October 18, 2030	\$92,000,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - On hold.
R-2247D 34409.3.21	W-S Northern Beltway - (SR 1314) Robinhood Rd/Meadowlark Dr. to NC 67 (Reynolda Rd)	October 15, 2030	TBA	ROW Acquisition October 16, 2028	\$159,100,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - Production ROW - October 2025
R-2247EA 34409.3.16	W-S Northern Beltway - NC 67 (Reynolda Rd) to South of US 52	October 16, 2029	TBA	ROW Acquisition August 20, 2027	\$270,400,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - Production ROW - August 2025
U-6068	Widen US 421/NC 150 (Salem Parkway) to 6-lanes, from I-74 in Kernersville to I-40 in Guilford County.	January 1, 2040	TBA	ROW Acquisition January 1, 2040	\$110,500,000	TBA	Bryan Key (919) 707-6263	Raleigh Letting (LET) - On hold.
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	\$7,000,000	TBA	Connie James (336) 747-7800	Raleigh Let - Division took over management. To be scoped with Kimley-Horn.
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.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$60,300,000	Funded For Preliminary Engineering Only	Connie James (336) 747-7800	Division Design Raleigh Let (DDRL) -
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	ROW Acquisition In Progress	\$22,000,000	TBA	Connie James (336) 747-7800	Division Design Raleigh Let (DDRL) - Project transferred from Town of Lewisville to NCDOT. In design.
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.	April 15, 2025	TBA	ROW Acquisition In Progress	\$71,500,000	TBA	Connie James (336) 747-7800	(DDRL) Division Design Raleigh Let - Design in progress. Clearing for utility relocations is underway.
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 - Let date delayed due to rail agreement.
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	October 20, 2026	TBA	ROW Acquisition In Progress	\$32,700,000	TBA	Connie James (336) 747-7800	Division Design Raleigh Let (DDRL) - In design.

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Projects Under Development								
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	\$7,300,000	TBA	Connie James (336) 747-7800	DPOC (Division Purchase Order) - PE will include planning for U-6059B, the Linville Road interchange at Salem Parkway.
U-6059B	Upgrade Interchange - SR 2662 (Linville Road) at Linville Road	January 1, 2040	TBA	ROW Acquisition January 1, 2040	\$42,900,000	TBA	Connie James (336) 747-7800	
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	February 20, 2029	TBA	ROW Acquisition November 20, 2026	\$6,800,000	TBA	Connie James (336) 747-7800	DDRL (Division Design Raleigh Let) - On hold.
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	January 15, 2030	TBA	ROW Acquisition July 31, 2026	\$27,000,000	TBA	Connie James (336) 747-7800	DDRL (Division Design Raleigh Let) - On hold.
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	March 20, 2029	TBA	ROW Acquisition August, 31 2026	\$3,800,000	TBA	Connie James (336) 747-7800	On hold.
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.
BR-0184	Replace Bridge #60 on SR 2747 (E Clemmonsville 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 under review.
HB-0036	Replace 16th Street bridges #244 over US 52 and #390 over Railroad in Winston-Salem.	September 21, 2027	TBA	Planning/Design In Progress ROW Acquisition 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 Clemmonsville 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 Clemmonsville 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 Clemmonsville Road and Thomasville Road.
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)	October 17, 2028	TBA	ROW Acquisition December 31, 2025	\$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.
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	July 15, 2025	TBA	ROW Acquisition In Progress	\$14,000,000	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 expected to begin in early 2025.

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Projects Under Development								
U-6187	New Route from Baltimore Road (SR 1630) to I-40. Construct 2-lane extension of Baltimore road and Interchange at I-40.	October 21, 2025	TBA	ROW Acquisition In Progress	\$53,900,000	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.
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.
State Forces Under Development								
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	Matt Jones (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.
Locally Administered Projects Under Development								
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, 2026	TBA	ROW Acquisition September 30, 2025	\$2,326,000	TBA	Kelly Garvin (336) 747-6881	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	ROW Acquisition January 31, 2025	\$8,600,000	TBA	Kelly Garvin (336) 747-6881	RR agreement is signed. Working to get a signed contract with Kimley Horne for design services.
BL-0072	Salem Creek Greenway Bridge, West of Salem Lake. Construct greenway trail.	September 30, 2027	TBA	ROW Acquisition December 31, 2026	\$575,000	TBA	Kelly Garvin (336) 747-6881	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, 2025	TBA	ROW Acquisition January 07, 2022	\$4,038,000	TBA	Kelly Garvin (336) 747-6881	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, 2025	TBA	ROW Acquisition In Progress	\$226,000	TBA	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - 90% plans being reviewed by City with NCDOT review to follow. Additional funds pending.

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Locally Administered Projects Under Development								
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, 2026	TBA	TBA	\$10,400,000	TBA	Kelly Garvin (336) 747-6881	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	Kelly Garvin (336) 747-6881	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	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - Working on ROW plans for completion by December 2024.
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	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - Funding increase pending.
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	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - CON authorized. Bid opening in Mid-October. 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	Kelly Garvin (336) 747-6881	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	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem -
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	Utility phase added to the project.

Winston-Salem MPO
NCDOT Division 9 Transportation Update
 January 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Locally Administered Projects Under Development								
BL-0015	Broad Street, SR 4309 (East Mountain Street) to Harmon Lane in Kernersville. Construct Five-Foot Sidewalk.	June 30, 2027	TBA	ROW Acquisition June 30, 2025	\$994,000	TBA	Chris Jensen (336) 992-0206	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, 2025	TBA	ROW Acquisition March 31, 2025	\$346,000	TBA	Chris Jensen (336) 992-0206	Kernersville working on RFL0I.
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	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, 2025	TBA	ROW Acquisition January 31, 2025	\$3,181,000	TBA	Chris Jensen (336) 992-0206	Utility phase added to the project. NEPA in-progress.
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	Environmental work has started. MPO adding funds to the project.
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	Alan Temple (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	Alan Temple (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	Alan Temple (336) 747-6844	Non-DOT let - Waiting on PE funding to be approved. RFL0I 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	Alan Temple (336) 747-6844	Non-DOT let - City of Winston-Salem - RFL0I 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) - Will be let with C-5705.
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) - Will be Let with BL-0114.

Winston-Salem MPO
NCDOT Division 9 Transportation Update
 January 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Locally Administered Projects Under Development								
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	Alan Temple (336) 747-6844	Non-DOT let - City of Winston-Salem -
Completed Projects								
9.102919.1; 9.103419.1; 9.108019.1 (DI00344)	Polyurea pavement markings on various primary routes in Davidson, Forsyth, and Rowan County	June 3, 2024	November 1, 2024	100% Complete	\$1,627,542	Oglesby Construction	Eric Goldston (704) 630-3220	Work Complete.
HS-2009J (DI00341)	Multiple Freeway and Expressway Ramps. Install Long Life Wrong Way Pavement Markings.	February 28, 2024	August 30, 2024	100% Complete	\$431,240	Hickory Sealing and Striping INC	Kelly Seitz (704) 630-3200	Work Complete.



Traffic Forecasts (TF)

A Project Level Traffic Forecasting is an essential part of the planning process. There are no traffic forecasts currently underway in the MPO area. There is a map that provides information about past and current traffic forecasts: [NCDOT Traffic Forecasting Data Map](#)

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

- NCDOT Mission Statement

WSUAMPO 2050 MTP/CTP

The 2050 MTP/CTP updates are underway. The Metropolitan Transportation Plan (MTP) is the federally required fiscally constrained 25-30 year multi-modal transportation plan. The Comprehensive Transportation Plan (CTP) is the State required 25-30 year multi-modal transportation plan that is not fiscally constrained. The MTP is a subset of the CTP.

The website for the MTP is <https://engagekh.mysocialpinpoint.com/Winston-SalemMTP>. There is currently a survey underway that can be accessed from the MTP website.

The Piedmont Regional Travel Demand Model (PRTDM) will be used to inform the MTP and CTP. It is estimated that the model will be available to use for analysis by the end of February.

2026 NC Traffic Safety Conference & Expo

Save the date for the 2026 NC Traffic Safety Conference & Expo which will be held June 2-5, 2026 at the Benton Convention Center in Winston-Salem, NC. There will be Pre-Conference workshops June 1. The NC Traffic Safety Conference & Expo brings a variety of national and local traffic safety experts together to inspire, share knowledge, and facilitate collaboration. Learn about new research, programming strategies, enforcement efforts, technologies, design, and more. For more information about the conference, visit nctrafficsafetyconference.org.

NCDOT DMV Added 69 New Driver License Examiners (continued on pg. 4)

The N.C. Division of Motor Vehicles welcomed 69 new driver license examiners who will be deployed throughout the state to increase service levels at driver license offices. Several are in the MPO area.

While DMV continues work to address its staffing shortage, the division offers the following tips for an improved customer experience:

- Renew early – Don’t wait until the last minute to renew your driver license or ID card. DMV sends a reminder card to the address on file six months before the expiration date. Customers can renew at any time during this six-month window.
- Renew online – In most cases, unless they renewed online last time, customers can renew their credential online.
- Make an appointment – Customers with appointments are serviced daily from office when the office opens until noon. Appointments can be scheduled up to 90 days in advance at skiptheline.ncdot.gov. Again, don’t wait until the last minute. It is not uncommon for the soonest available appointment to be several weeks out.

NCDOT Announces Release of NEVI Round 2 RFP GIS-based map of Proposed Charging Locations

State officials have published a map online with the proposed locations for the second set of electric vehicle charging stations that will be funded through the National Electric Vehicle Infrastructure Program.

The North Carolina Department of Transportation (NCDOT) has posted an updated GIS-based map with the proposed locations of the electric vehicle charging stations for **Round 2 of the NEVI Program funding at [NCDOT: National Electric Vehicle Infrastructure \(NEVI\) Program](#)**. NCDOT has worked to optimize these locations based on the 50-mile spacing requirement.

NCDOT has released this map ahead of the Request for Proposal (RFP) to facilitate planning by applicants wishing to construct and operate EV charging stations using the NEVI funding. A Request for Proposal (RFP) and application process will be issued in 2025.

Information about the map

- a. Each location on the GIS map is a "cluster" of one or more exits along the alternative fuel corridors (AFCs) that are within the bounds of meeting NEVI's 50-mile spacing requirement.
- b. Round 2 will provide funding for 41 charging stations.
- c. Five clusters are in Western North Carolina and will have additional time to submit applications (shown in red).
- d. There will be one charging station per cluster.
- e. Any proposed charging station must be sited within a designated cluster and within 1-mile of the exit. This distance has been calculated and provided in the GIS-based map.
- f. The GIS map has layers that can be turned on to show disadvantaged communities and 100-year flood plains (see top right corner of GIS website).

In addition to the map, NCDOT has also included several items to facilitate planning including;

- List of exits numbers and crossroads for each cluster,
- NCDOT Utility Data Request Form – to assist with determining the availability of power at a given site,
- U.S. Department of Energy - Alternative Fueling Station Locator that provides a map of other DC Fast Charge sites in the state,
- NEVI Utility Finder – an Excel spreadsheet provided by the federal government that provides the electric utilities that serve a given zip code, and
- Registration for upcoming events.

See the [RFP List of Resources for Applicants](#) to access these resources and more at [NCDOT: National Electric Vehicle Infrastructure \(NEVI\) Program](#).

USDOT Issues Final Rule Establishing Accessibility Standards for Pedestrian Facilities in the Public Right-of-Way

On December 18, 2024, the U.S. Department of Transportation (USDOT)) published a final rule that will increase accessibility for transit users by providing local governments and other owner-operators of the public right-of-way clear, uniform, and technically defined standards of accessibility to guide their design decisions for new construction and alterations of transit stops in the public right-of-way.

The Americans with Disabilities Act (ADA) directs USDOT to adopt standards for accessible public transportation facilities that are consistent with final minimum accessibility guidelines issued by the Architectural and Transportation Barriers Compliance Board (U.S. Access Board). The Final Rule on Transportation for Individuals with Disabilities: Adoption of Accessibility Standards for Pedestrian Facilities in the Public Right-of-Way adopts the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (referred to as PROWAG) as the Department's regulatory standards for new construction and alterations of transit stops in the public right-of-way.

USDOT's adoption of the PROWAG means that there will no longer be a need for each state or local agency to evaluate sources of guidance and make an independent determination on how to design transit stops and other facilities to achieve accessibility for different types of users. Users of the transportation system will also benefit from uniformity in accessibility-related design standards.

The Final Rule becomes effective on January 17, 2025.

[Federal Register :: Transportation for Individuals With Disabilities; Adoption of Accessibility Standards for Pedestrian Facilities in the Public Right-of-Way](#)

Miscellaneous Funding Opportunities (not through NCDOT)

New Funding Opportunity: USDOT RAISE Grant Program

The U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program provides grants for surface transportation infrastructure projects with significant local or regional impact. Eligible projects include capital projects and planning projects. Deadline: January 30, 2025.

[Learn More: FY 2025 RAISE Notice of Funding Opportunity](#)

New Funding Opportunity: America Walks Community Change Grants Program

America Walks will support another cohort of the Community Change Grant program, which supports the growing network of champions, organizations, and agencies working to advance walkability. Small grants are awarded to innovative, engaging, and inclusive programs and projects that can create a real, tangible opportunity for walking and movement at the community level. Applications will open on Monday, December 16th and close on Friday, January 17th.

[Learn More: Community Change Grants - America Walks](#)

NCDOT DMV Added 69 New Driver License Examiners (continued from pg. 1)

- Walk-in availability – Each full-time driver license office accepts walk-in customers on weekdays from noon-5 p.m. Part-time and express offices service only walk-in customers.
- Be prepared – Check the DMV website to make sure you bring the required documentation for your desired service. One frequently forgotten item is a *printed* document proving liability insurance.
- REAL ID – Customers still have time to get their REAL ID as the federal implementation date requiring a REAL ID to fly commercially or to visit federal, military, and nuclear facilities is May 7, 2025.

Contact Us

Pam R. Cook, P.E
WSMPO Coordinator

NCDOT TPD

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Raleigh, NC
(919) 707-09975 (office)
(919)880-4992 (cell)
prcook@ncdot.gov

Website: www.ncdot.gov

Upcoming	Date
2nd Quarter 5303 Claim due	January 30, 2025
Draft FY26 UPWP due	January 31, 2025
2nd Quarter invoice and work summary due	February 10, 2025
Last day to have signed resolution to support NCDOT’s safety targets	February 27, 2025

NCDOT Statewide Plans:

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

- [NC Moves 2050 Plan](#)
- [NCDOT Strategic Transportation Corridors](#)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) Currently being updated
- [NC Statewide Multimodal Freight Plan \(2023\)](#)
- [NCDOT: Integrated Mobility Division - Great Trails State Plan](#)
- [NCDOT: Integrated Mobility Division - Statewide Strategic Plan](#)
- [NCDOT Resilience Strategy Report \(2021\)](#)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#)
- [Strategic Highway Safety Plan \(2024\)](#)

Other Plans:

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or Google search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](#)

Helpful Links:

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

- NCDOT home page—ncdot.gov
- Real-Time Traffic—drivenc.gov | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#) (ncdot.gov & search “Report a pothole”)
- NCDOT: State Transportation Improvement Program - ncdot.gov/sti
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—
- Links to all traffic count data information - [Traffic Survey Group \(connect.ncdot.gov & then search\)](#)
- NCDOT Interactive Traffic Volume Map—[Traffic Volume Maps \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)
- Federal Functional Classification Map—[NCDOT Functional Class Map \(ncdot.maps.arcgis.com\)](#)
- NCDOT Flickr Account: [NCDOTcommunication](#)



Forsyth County

Office of Environmental Assistance and Protection

January 16, 2025

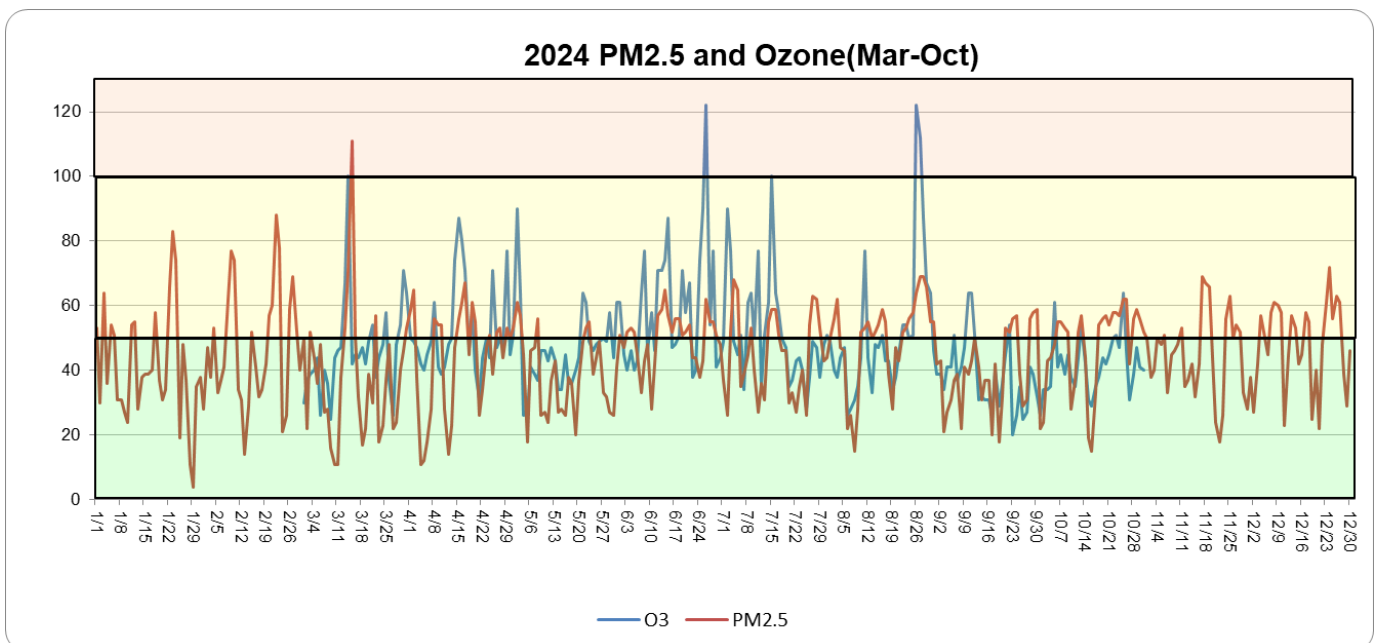
Air Quality Notes:

- U.S. Environmental Protection Agency’s (EPA) Revision to the Primary (Health-Based) Annual PM2.5 National Ambient Air Quality Standard (NAAQS)
 - Information regarding the revised standard is available on the North Carolina Division of Air Quality’s (NCDAQ) website at: <https://www.deq.nc.gov/about/divisions/air-quality/air-quality-planning/attainment/2024-pm25-annual-standard>
 - Lexington (Davidson County) and Remount (Mecklenburg County) sites are at 9.2 ug/m3 based on 2021-2023 monitoring data. **They would have attained the revised standard if it were not Canadian wildfire smoke in 2023.**
 - EPA’s Exceptional Events (EE) rule allows states to prepare and submit an EE demonstration to request that EPA remove days influenced by EE from calculating the design value for demonstrating compliance with the standard.
 - **In accordance with EPA’s EE rule, NCDAQ is preparing an EE demonstration for Lexington and Remount sites.**
 - The EE demonstration will support North Carolina’s designation recommendations for the state due by Feb. 7, 2025.

Air Quality Report:

- 2024 AQ Review: More YELLOW days due to lowering of PM2.5 standard in May. Peak days in spring and summer. None after August.

PM2.5 and Ozone Days	GREEN	YELLOW	ORANGE or higher
2020	273	93	0
2021	241	121	3
2022	251	113	1
2023	219	139	7
2024	192	170	4



Ride. Explore. Connect

As part of a regional effort coordinated by PART's Transportation Demand Management and Marketing teams, the Transit To Trails initiative is an effort to connect bus riders to a vast array of managed trails and greenways throughout our region, that are within a 1/4 mile of designated bus stops. Careful consideration was given to identify the most logical and easily accessible trail entrances to bus stops, creating opportunities for commuters to transition from public transportation to outdoor recreational activities.

An effort to expand the Transit to Trails program is underway by installing signage to mark access points to Transit To Trails entrances. The signs are 12 inches in diameter and will be installed on existing bus stop posts, ensuring they are easy to locate for all users of participating transit systems.

Just like any other transit trip, planning is crucial in making the most out of this program. Riders are encouraged to navigate through RideTheTriad.org, where comprehensive information is available to facilitate trip planning. This online resource allows users to explore various transit options and determine the best routes to access desired trails.

An interactive map was also developed to assist bus riders in locating trails. This tool is highly recommended for anyone looking to plan a Transit To Trails trip. In addition to the web-based mapping, the newly installed Trail Signs will be a visual aid, guiding riders to the appropriate stops for their trail adventures. Each sign will feature QR codes, linking users directly to information and interactive maps for available trails, including their length, difficulty level, and other amenities they might offer.

This initiative not only promotes public transportation but also encourages a healthy lifestyle by making it easier for residents and visitors to access the beautiful outdoor spaces our region offers. By integrating transit and trails, we are fostering a more connected community that values both sustainability and recreation.

Moreover, these enhancements reflect a commitment to improving the overall accessibility of our transit systems, ensuring that everyone has the opportunity to enjoy the natural beauty of our trails without the need for a personal vehicle. As we continue to develop and expand the Transit To Trails program, we invite the community to embrace this innovative approach to transportation and outdoor recreation.

Your feedback and suggestions are valuable as we strive to make this initiative successful. We can create a more vibrant and interconnected environment that encourages exploration, physical activity, and a deeper appreciation for our local trails and greenways. We look forward to seeing you out there, enjoying the trails that are now more accessible! You can submit suggestions to contactus@PARTnc.org.



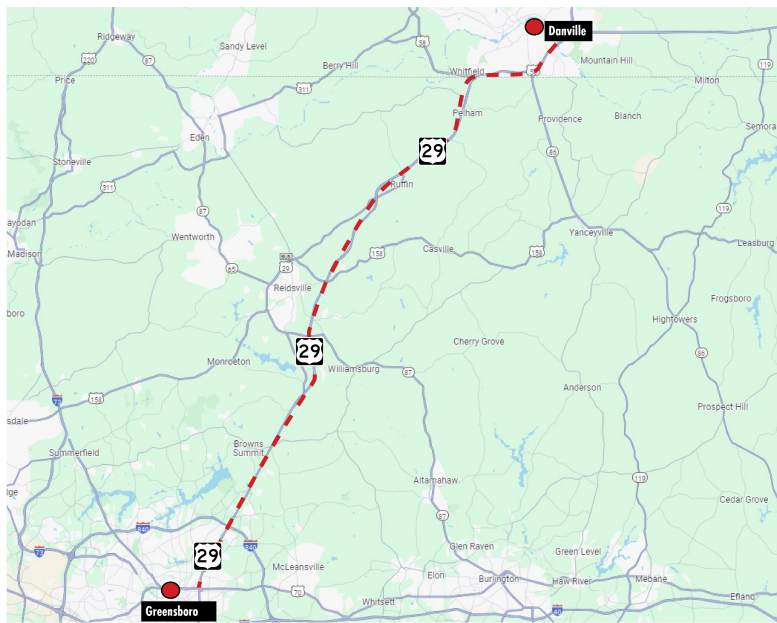
Impressive. Important. Inclusive. Intercity Buses.

Intercity buses are a key component of the public transportation system, providing sustainable and convenient travel options for a diverse range of people and their journeys. From connecting urban metropolises, to bridging service gaps in rural communities, intercity service plays a multifaceted role in enhancing mobility and connectivity. The intercity bus network is extensive, with over 1,800 carriers operating nearly 28,000 motorcoaches in the United States. The intercity network has seen significant growth, with scheduled trips reaching nearly 5,000 every weekday. This translates to an annual ridership of 62 million passengers, which can be compared to the 31 million passengers served by Amtrak and the 650 million served by commercial airlines each year (transportation.gov).

While both Intercity and Express Bus services both travel longer-distances, the key difference lies in their target market and route structure: Intercity Buses primarily connect different cities across large geographical areas, making numerous stops along the way, while Express Bus services typically serve a more limited route between major urban centers with fewer stops, often catering to commuters traveling between suburbs and the city center.

Currently in the planning phase, the North Carolina Department of Transportation is working with The Virginia Department of Rail and Public Transportation to connect NC's Piedmont region to Danville, Va., with a new Intercity Bus Service. The proposed corridor will connect through Highway 29. Having direct connections to PART Express and Greensboro Transit Agency services, as well as other regional providers, will expand the reach of public transportation across North Carolina.

Understanding that access to mobility options plays a vital role in transportation equity, these developments signify a commitment to inclusivity in North Carolina's transportation landscape. Moreover, the environmental benefits of Intercity and Express Bus services cannot be overlooked. With a growing emphasis on sustainability, these services contribute to a significant reduction in carbon emissions per passenger mile compared to single occupancy vehicles.



As we look to the future, ongoing collaborations between state transportation departments and local transit agencies will be essential in expanding services. Both Intercity and Express Bus services are much more than modes of transportation; they are a vital link in the mobility chain that fosters economic growth, social equity, and environmental sustainability.

WHAT'S HAPPENING /

Stay up to date @ [PARTnc.org](https://partnc.org)

GREENSBORO
NORTH CAROLINA

Let us know how you would like Microtransit to serve you in the City of Greensboro.

HAVE YOU HEARD OF MICRO TRANSIT?

Greensboro has plans to make its city **car-optional** by 2045. Microtransit is just one of the ways the city plans to meet this goal. This **accessible, on-demand** mode of transportation allows customers to use an **app, smartphone, or call** to request and schedule rides in their service area.

TAKE OUR SURVEY

ENGLISH VERSION

TOMAR LA ENCUESTA

VERSIÓN DE ESPAÑOL



Infrastructure Investment and Jobs Act

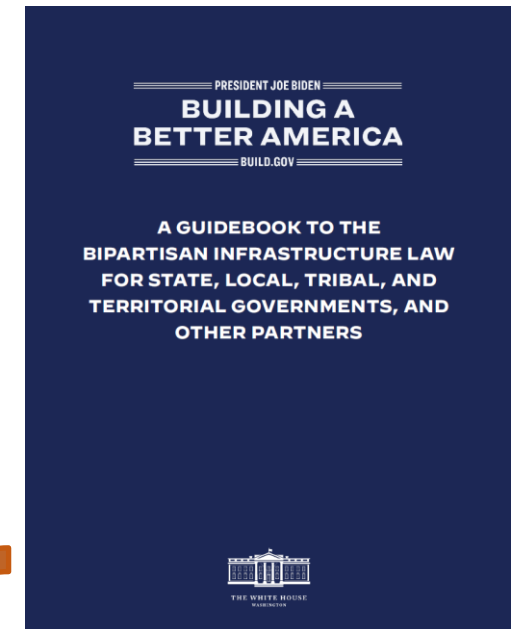
A Guide for the Winston-Salem Metropolitan Planning Area

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



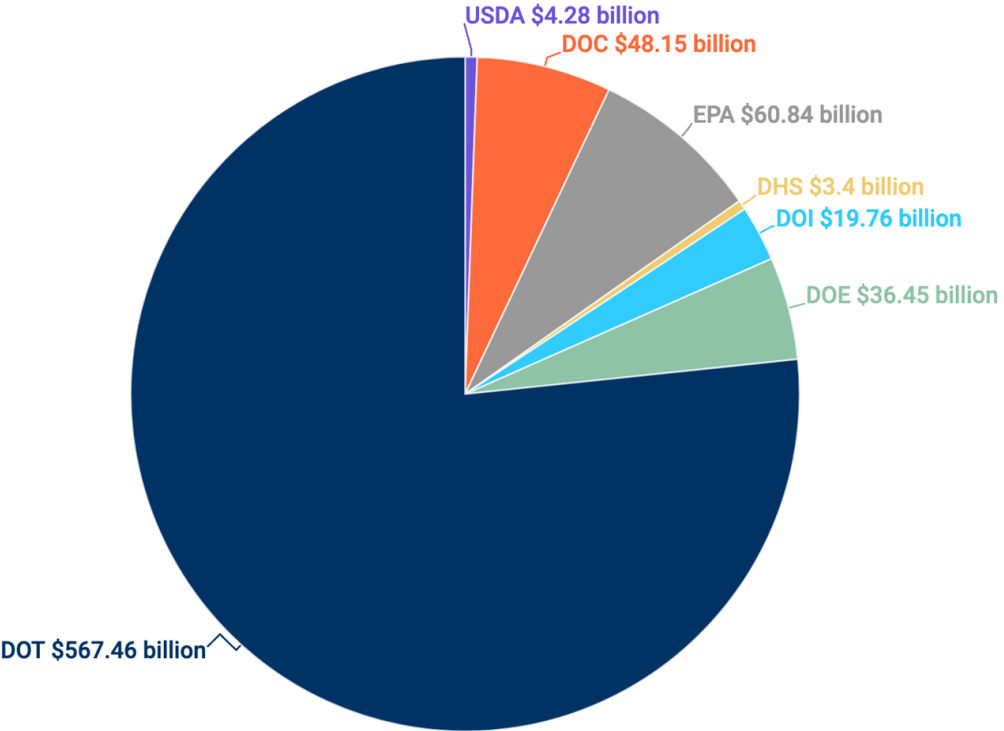
Read the Guidebook:
[build.gov](https://www.build.gov)

Building a Better America Guidance Themes

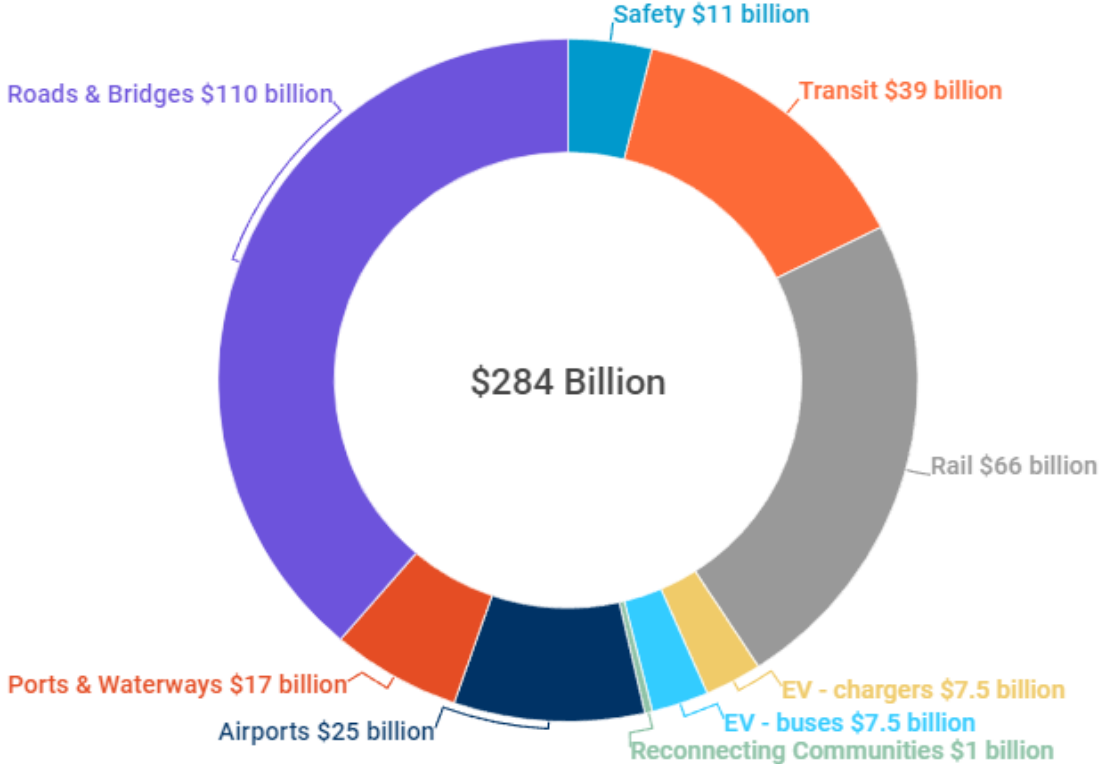
- Summarized from the Federal Highway Administration Memo: “Policy on Using Bipartisan Infrastructure Law Resources to Build A Better America”
 - ✓ **Safety**
 - ✓ **Equity**
 - ✓ **Climate and Resilience**
 - ✓ **Multimodal Systems**
- These core themes will pop up throughout the implementation process 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
Transportation Infrastructure Finance and Innovation Act (TIFIA)	4 years	Loan	<ul style="list-style-type: none"> • State and local governments <ul style="list-style-type: none"> • Transit agencies • Railroad companies • Special authorities • Special districts • Private entities 	<ul style="list-style-type: none"> • The Transportation Infrastructure Finance and Innovation Act Program provides Federal credit assistance to eligible surface transportation projects of regional and national significance. 	TBD	80 percent Federal / 20 percent non-Federal
Federal-State Partnership for Intercity Passenger Rail Grant	Opening Date: September 30, 2024	Discretionary Grant	<ul style="list-style-type: none"> • State governments • County governments • City or township governments • Others (e.g., group of states, Interstate Compact, public agency or publicly chartered authority established by one or more states <ul style="list-style-type: none"> • A political subdivision of state • Amtrack acting on its own behalf or under agreement with one or more states • Federally recognized Indian tribe • Any combination of the above entities 	Program funds capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service.	Closing Date: December 16, 2024	80 percent Federal / 20 percent non-Federal

Program Name	Period of Availability	Funding Mechanism	Recipients	Program Description	Next Program Milestone	Cost Share/Match
Regional Infrastructure Accelerator (RIA) Program	Opening Date: October 28, 2024	Discretionary Grant	<ul style="list-style-type: none"> Public entities 	<p>RIA grants assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program under Chapter 6 of Title 23, USC. Grants are intended to support RIAs that:</p> <ul style="list-style-type: none"> Serve a defined geographic area Act as a resource to qualified entities in the geographic area Demonstrate the effectiveness of the RIA to expedite the delivery of projects eligible for the TIFIA credit program. <p>Projects are not required to apply for or receive TIFIA credit assistance to be eligible, but applicants who are considering the appropriateness of innovative financing methods to accelerate the delivery of eligible projects are strongly encouraged to apply.</p>	Closing Date: January 9, 2025	No
Local and Regional Project Assistance Grants (RAISE)	Opening Date: November 1, 2024	Discretionary Grant	<ul style="list-style-type: none"> States and the District of Columbia Any territory or possession of the US <ul style="list-style-type: none"> A unit of local government A public agency or publicly chartered authority established by one or more states <ul style="list-style-type: none"> A special purpose district or public authority with a transportation function, including a port authority A federally recognized Indian Tribe or consortium of such tribes <ul style="list-style-type: none"> A transit agency A multi-state or multi-jurisdictional group of entities 	<ul style="list-style-type: none"> Projects that will have a significant local or regional impact RAISE Transportation Discretionary Grants may not be less than \$5 million or greater than \$25 million, except for projects located in rural areas where the minimum RAISE Discretionary Grant size is \$1 million There is no minimum award size for planning projects 	January 30, 2025	80 percent Federal / 20 percent non-Federal

Program Name	Period of Availability	Funding Mechanism	Recipients	Program Description	Next Program Milestone	Cost Share/Matc
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	October 25, 2024	Discretionary Grant	<p>Planning Grants, Resilience Improvement Grants, and Community Resilience and Evacuation Route Grants:</p> <ul style="list-style-type: none"> • A state or political subdivision of a state (including DC and Puerto Rico) • A metropolitan planning organization <ul style="list-style-type: none"> • A unit of local government • A special purpose district or public authority with a transportation function, including a port authority <ul style="list-style-type: none"> • An Indian Tribe • A federal land management agency that applies jointly with a state or group of states • A multi-state or multi-jurisdictional group of entities described above <p>At-Risk Coastal Infrastructure Grants:</p> <ul style="list-style-type: none"> • A state (including U.S. Territories Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana) 	The purpose is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea-level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.	February 24, 2025 (FY 2024 and FY 2025 Deadline)	80 percent Federal / 20 percent non-Federal



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



2024 Public Participation Report



Public Involvement and Evaluation

Public involvement is essential for transportation planning. To produce robust and effective plans and projects representative of the community's needs, that involvement must occur early and often — throughout the planning process.

Evaluation is a key component of any successful plan. The TPO evaluates its public involvement through several measures to determine the effectiveness of outreach methods and to find better ways to engage with the public. In the most recent version of the Public Participation Plan, the TPO made a list of possible metrics to use to evaluate the TPO's public involvement. The WSATPO has committed to analyzing the results of these measures every two years and using the findings to inform the next Public Participation Policy. This report will highlight meeting attendance and website traffic. Suggestions for the future are also discussed at the conclusion of this report.



Public Meeting Attendance 2023 – 2024

Attendance at public meetings varied greatly, ranging from zero attendees to roughly 120. What has generally been observed is that meeting attendance is higher for meetings that are relevant to the community, advertised well in advance and shared widely, and held at convenient times.

Virtual meetings began during the global COVID-19 pandemic and have continued to serve as a useful tool for increasing meeting accessibility, especially for those who may have difficulty traveling. Meeting attendance is also increased when the meetings are shared by partner agencies. Depending on the topic, drop-in meetings may be preferable to meetings with more structure. Social media may be useful for engaging with populations who are online more, whereas more traditional forms of communication such as utility bill notices and newspaper advertisements may reach populations who are older and/or do not have a social media presence.



Meeting	Date	Attendees
Salem Creek Greenway Feasibility Study Meeting	2/2/2023	~30
Indiana Avenue Traffic Calming Meeting	8/2/2023	~15
Kernersville Road Study Public Meeting 1	8/10/2023	67
2024-2033 Metropolitan Transportation Improvement Program Meeting	8/31/2023	0
Kernersville Road Study Public Meeting 2	6/6/2023	25
Prioritization 7.0 Regional Impact Point Assignment Public Comment Meeting	7/1/2024	81
Shorefair Drive Extension Meeting	7/22/2024	~60
Federal Certification Review Public Meeting	7/23/2024	3
Ransom Road Traffic Study	9/17/2024	~120
WSTA Route Study Meeting 2	10/16/2024	~32
MTP/Prioritization 7.0 Meeting	10/28/2024	21

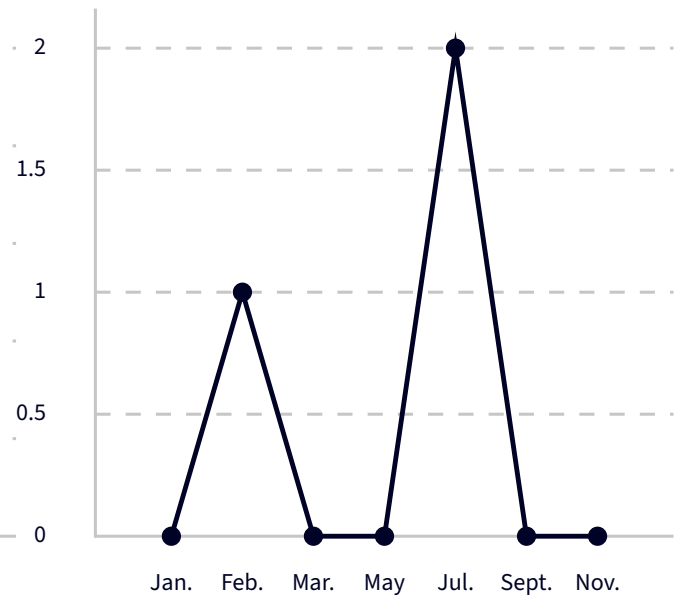
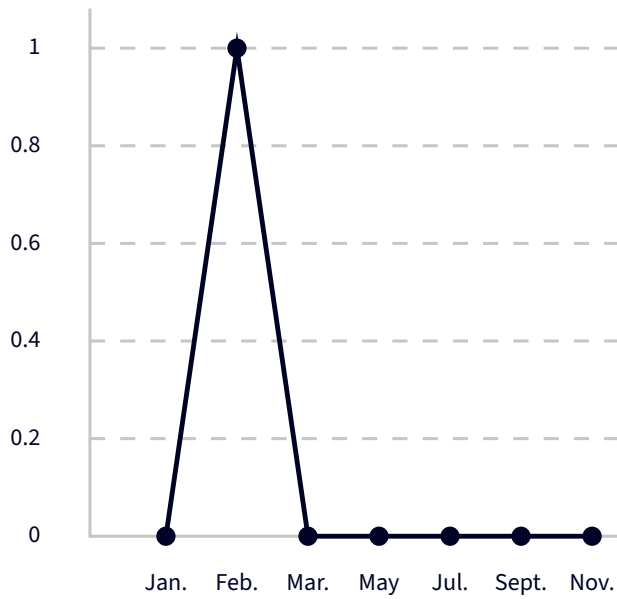
Transportation Advisory Committee (TAC)/ Technical Coordinating Committee (TCC) Meetings

TAC and TCC meetings were generally not heavily attended by the public in 2023 or 2024. The meetings are held in accessible locations. The Bryce A. Stuart Municipal Building where TCC meetings are held and in-person TAC meetings are held is transit accessible and is also handicap accessible. TAC meetings are primarily held online using a Zoom link that is posted to the TAC’s website at least one week in advance of all meetings. The TCC meetings largely take place from 2:00 P.M. to 4:00 P.M. on the third Thursday of the designated month. The TAC meetings usually take place from 4:15 P.M. to 6:00 P.M. on the third Thursday of the designated month. The timing of the meetings as well as the subject matter (e.g., large focus on procedural/routine issues rather than specific projects/local issues) may contribute to the attendance disparities between monthly TAC and TCC meetings and project-specific meetings.

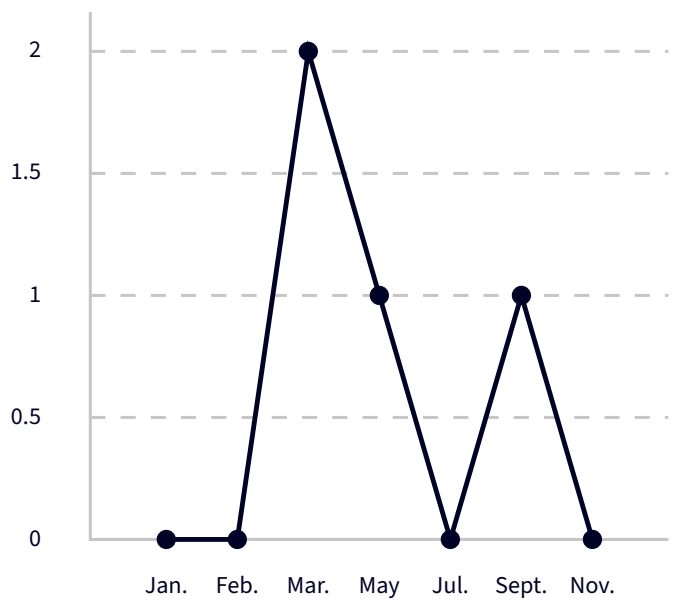
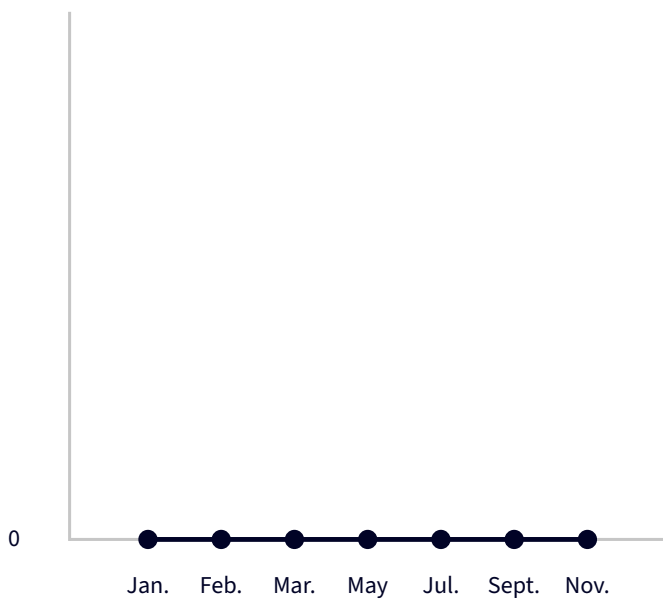
2023, 2024 TAC and TCC Meeting Dates

1/24/2023	1/18/2024
2/16/2023	2/15/2024
3/16/2023	3/21/2024
5/18/2023	5/16/2024
7/20/2023	7/18/2024
9/21/2023	9/19/2024
11/16/2023	11/21/2024

2023, 2024 TAC Meeting Public Participation



2023, 2024 TCC Meeting Public Participation



Website Traffic January 2023 – October 2024

Website traffic refers to users who visit a website. Website traffic is measured in visits and can be used as a way to measure how effective a site is at attracting an audience. While views can show a website's popularity, a better metric for measuring website performance is how long users stay. The TPO's website traffic findings from 2023 and 2024 indicate that the TPO webpage had the highest number of views, active users, and average engagement time for both years.

Moving Times Magazine

The Moving Times Magazine is the Winston-Salem Area Transportation Planning Organization's quarterly publication. The magazine features funding, planning, project, and staff updates spanning all things transportation in Winston-Salem and surrounding communities.

Click the cover page below to read the latest Moving Times.



MOVING TIMES
NOVEMBER 2024

WHAT'S INSIDE

- RAIL SAFETY WEEK
- FEDERAL SAFETY MONTH
- FUNDING OPPORTUNITIES
- PROJECT UPDATES
- RAIL HOPE'S RETIREMENT

Transportation Planning Organization

About Us Plans & Studies Programs & Services Calendar Get Involved

The Winston-Salem Area Transportation Planning Organization (WSATPO or TPO) is responsible for coordinating transportation planning within the Winston-Salem Urbanized Area according to the latest Census. Metropolitan planning organizations (MPOs) are established by Federal directive for all urbanized areas with a population of 50,000. Transportation Planning Organizations (TPOs) help identify local transportation needs, conduct planning, assist local governments, and support the statewide transportation planning process.



The communities represented by the Winston-Salem Area Transportation Planning Organization are shown in the figure to the right. The TPO boundary, in effect following the 2010 Census, was re-adopted following the 2020 Census.

Get Involved - Public Engagement

The Winston-Salem Area TPO values your input! Your ideas and views are valuable to the TPO as it develops plans and allocates funds for improving the region's transportation system. The WSATPO encourages public participation and input in all areas of transportation planning.

There are several ways citizens may get involved to provide feedback or view documents during the TPO's many planning processes. Scroll to the "Public Comment Period/Public Review Documents" heading on this page to view our current public review documents.

- Visit our new, survey-based [Public Comment Center](#) to easily submit comments on our ongoing projects and plans!

Public Comment Period/Public Review Documents

Residents may provide input regarding plan updates (TIP, MTP, CTP) by providing input by e-mail, regular mail, or submitting a written form during meetings. Where feasible, the WSATPO will attempt to use online interactive mapping to allow residents to provide input.

December 2024 - 12/9/2024 - 1/9/2024

2023 Web Traffic

Page Name	Views	Active Users	Views per Active User	Average Engagement Time
<i>Moving Times</i>	205	127	1.61	10 seconds
TPO	1,524	679	2.24	40 seconds
Public Engagement	322	143	2.25	38 seconds

2024 Web Traffic

Page Name	Views	Active Users	Views per Active User	Average Engagement Time
<i>Moving Times</i>	105	65	1.62	34 seconds
TPO	1,729	678	2.55	50 seconds
Public Engagement	422	211	2.00	34 seconds

Future Goals

- Improve website to make it less complicated and more straightforward.
- Continue to host accessible meetings.
- Advertise meetings early and widely using multiple means of communication.
- Ensure future Public Participation Plans are clear, focused, and explicit about goals, strategies, and metrics.
- Review metrics to evaluate for future reports; refine list of metrics to those that are measurable, reliable, and feasible; and monitor them consistently.
- Better tracking of meeting attendance, demographics, where attendees are from
- Bring eye-catching, appealing materials for tabling/pop-up events.
- Continue to investigate and deploy new and creative ways to engage and involve broad participation from diverse populations.
- Standardize attendance and other information to collect at public meetings and store information in a shared location.
- Utilize surveys as opportunities to find out the best ways to contact people (for example, by asking how they heard about the meeting).

