

**U.S. DEPARTMENT OF TRANSPORTATION**  
**GRANT AGREEMENT UNDER THE**  
**FISCAL YEAR 2022 RAISE GRANT PROGRAM**

This agreement is between the United States Department of Transportation (the “USDOT”) and the North Carolina Department of Transportation (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the Long Branch Trail Extension.

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

**ARTICLE 1**  
**GENERAL TERMS AND CONDITIONS.**

**1.1 General Terms and Conditions.**

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program: FHWA Projects,” dated October 18, 2022, which is available at <https://www.transportation.gov/policy-initiatives/raise/raise-grant-agreements>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the RAISE Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RAISE Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2**  
**SPECIAL TERMS AND CONDITIONS.**

There are no special terms for this award.

**SCHEDULE A  
ADMINISTRATIVE INFORMATION**

**1. Application.**

Application Title: Long Branch Trail Extension

Application Date: April 8, 2022

**2. Recipient's Unique Entity Identifier.**

See section 23.3 of the General Terms and Conditions.

**3. Recipient Contact(s).**

Pat Ivey  
Division Engineer  
North Carolina Department of Transportation  
375 Silas Creek Parkway, Winston-Salem, NC 27127  
336.747.7800  
[pivey@ncdot.gov](mailto:pivey@ncdot.gov)

Gretchen Vetter  
Federal Discretionary Grant Manager  
North Carolina Department of Transportation  
1 South Wilmington Street, Raleigh, NC 27601  
919.707.4740  
[gavetter@ncdot.gov](mailto:gavetter@ncdot.gov)

**4. Recipient Key Personnel.**

None.

**5. USDOT Project Contact(s).**

Suzette Morales  
Planning & Environment Specialist  
Federal Highway Administration  
310 New Bern Avenue, Suite 410, Raleigh, NC 27601  
919.747.7351  
[omojojadavwe.morales@dot.gov](mailto:omojojadavwe.morales@dot.gov)

**6. Payment System.**

USDOT Payment System: FMIS

**7. Office for Subaward and Contract Authorization.**

USDOT Office for Subaward and Contract Authorization: FHWA Division

**8. Federal Award Identification Number.**

See section 23.2 of the General Terms and Conditions.

**9. Designated Subrecipient.**

Kelly A. Garvin  
Planning Development Coordinator  
Winston-Salem Department of Transportation  
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Winston-Salem , NC 27102  
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## **SCHEDULE B PROJECT ACTIVITIES**

### **1. General Project Description.**

The project will construct an approximately 1.2-mile Long Branch Trail Extension along the NCDOT Rail corridor from Martin Luther King, Jr. Drive to 25th Street.

### **2. Statement of Work.**

The project will provide for the design, right-of-way (ROW) acquisition, utility relocation, and construction of the next phase of the Long Branch Trail from Martin Luther King, Jr. Drive to 25th Street.

The project will include construction of a bicycle/pedestrian bridge over Northwest Boulevard and connections to existing streets at Northwest Boulevard, 16th Street, 21st Street, 24th Street, and 25th Street.

The Long Branch Trail Extension builds upon the existing 1.6-mile Long Branch Trail that connects the Salem Creek Greenway to Martin Luther King, Jr. Drive. Existing trail users will be able to take advantage of the additional connectivity provided by the LBT Extension to cross Martin Luther King, Jr. Drive and access the destinations on the northern edge of Downtown. The project will include crossing treatments to enhance safety at Martin Luther King Jr. Drive and other at-grade crossings. A design for individual at-grade crossing treatments will need to be developed collaboratively with NCDOT Division 9 during the design process. Existing rail line ROW embankments and other support structures may be utilized for LBT bridge crossings. Where possible the LBT Extension will be a separated 12-foot-wide asphalt multi-use path with 2 to 3 feet of soft surface shoulders for jogging. The trail will feature amenities, including lighting every 75 feet, emergency call boxes every 500 feet, and waste and recycling receptacles at intersections. ADA compliant sidewalk ramps will connect street and trail levels where the trail crosses existing streets via grade-separated bridges.

**SCHEDULE C  
AWARD DATES AND PROJECT SCHEDULE**

**1. Award Dates.**

Budget Period End Date: June 1, 2030

Period of Performance End Date: See section 4.5 of the General Terms and Conditions

**2. Estimated Project Schedule.**

<b>Milestone</b>	<b>Schedule Date</b>
Planned Construction Substantial Completion and Open to Traffic Date:	June 1, 2028

**3. Special Milestone Deadlines.**

<b>Milestone</b>	<b>Deadline Date</b>
Standard NCDOT Rail Railroad Coordination Agreement	December 31, 2024

**SCHEDULE D**  
**AWARD AND PROJECT FINANCIAL INFORMATION**

**1. Award Amount.**

RAISE Grant Amount: \$6,000,000

Federal Obligation Type: Single

**2. Approved Project Budget.**

<u>Eligible Project Costs</u>	
	<u>Total</u>
RAISE Funds:	\$6,000,000
Other Federal Funds:	\$880,000
Non-Federal Funds:	\$1,720,000
<b>Total:</b>	<b>\$8,600,000</b>

**3. Cost Classification Table**

Reserved.

**4. Approved Pre-award Costs**

**None.** The USDOT has not approved under this award any costs incurred under an advanced construction authorization (23 U.S.C. 115), any costs incurred prior to authorization (23 C.F.R. 1.9(b)), or any pre-award costs under 2 C.F.R. 200.458.

## **SCHEDULE E CHANGES FROM APPLICATION**

**Scope:** The scope of work in the application indicated that the National Cycling Center would install a bike share station along the trail, but that organization has eliminated their bike share program, so no stations will be installed. The application states the Long Branch Trail Extension will feature at-grade crossings and bridges over existing roadways. Martin Luther King Jr. Drive is not explicitly mentioned as an at-grade crossing location. However, the application states “NCDOT Rail and NCDOT Division 9 will be an important participant in design elements where the trail crosses roadways, particularly at Martin Luther King Jr. Drive.”

**Schedule:** There are differences in the schedule between the grant application and this agreement in the Construction phase of the project as originally conceived by the City of Winston-Salem. The Planned Construction Substantial Completion and Open to Traffic Date in the application was December of 2025, while the revised date in the agreement is June of 2028. This date was revised based on conversations with North Carolina Department of Transportation (NCDOT) and FHWA staff regarding the time needed to execute the contract, prepare the NEPA documentation, and acquire the necessary ROW for the project.

**Budget:** No change.

**Other:** N/A.

**SCHEDULE F  
RAISE PROGRAM DESIGNATIONS**

**1. Urban or Rural Designation.**

Urban-Rural Designation: Urban

**2. Capital or Planning Designation.**

Capital-Planning Designation: Capital

**3. Historically Disadvantaged Community or Area of Persistent Poverty Designation.**

HDC or APP Designation: Yes

**4. Funding Act.**

Funding Act: FY2022

**SCHEDULE G**  
**RAISE PERFORMANCE MEASUREMENT INFORMATION**

**Study Area:** Data will be collected from locations in the project area bounded by Cleveland Avenue, 25<sup>th</sup> Street, Patterson Avenue, and Rams Drive.

**Baseline Measurement Date:** July 31, 2024

**Baseline Report Date:** September 30, 2024

**Table 1: Performance Measure Table**

<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency</b>
Bike and Pedestrian Counts/Trips	<p style="text-align: center;">Economic Competitiveness</p> <p>Average daily bicycle and pedestrian counts using National Bicycle &amp; Pedestrian Documentation Project methodology by conducting hourly counts at key locations in the study area. Counts will be collected on a typical weekday, Saturday and Sunday and should be conducted monthly to produce a quarterly average.</p>	Quarterly
Greenhouse Gas Emissions	<p style="text-align: center;">Environmental Sustainability</p> <p>The total calculated CO2 emissions estimated by the applicable model for the corridor or project area. The model will be chosen based on DOT Operating Administration guidance, the grantee’s data collection capabilities, and industry standards at the time of grant agreement negotiations.</p>	Annual

**SCHEDULE H  
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

**1. Consideration of Climate Change and Environmental Justice Impacts.**

The Recipient states that rows marked with “X” in the following table are accurate:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
X	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>

	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

## 2. Supporting Narrative.

The Project supports a modal shift in freight or passenger movement to reduce emissions and travel demand. The Long Branch Trail Extension project will provide a safe, comfortable, and direct route between the neighborhoods in Northeast Winston-Salem into downtown and many of the other trails in the greenway network, providing connectivity to many important destinations. The current routes for these biking and walking trips include Patterson Avenue and Liberty Street, and these corridors are difficult to navigate on foot or on bike. The area around highway 52, in particular, has a high number of bicycle and pedestrian crashes. In 2014, researchers at the Wake Forest School of Medicine Clinical and Translational Science Institute conducted an in-depth interview study with 20 African American residents of Winston-Salem about their reasons for riding bicycles, for not riding bicycles, and the barriers preventing them and others from bicycling more. The results from that study demonstrated that safety and fear of being hit by motor vehicles was the top concern amongst the study participants and lack of greenway access was the most significant barrier. The LBT Extension will

directly address those issues for neighborhoods in north Winston-Salem with significant minority populations. Improved safety will enable residents in North Winston Salem and elsewhere to reduce emissions by choosing to walk or bicycle to access destinations. The replacement of single occupancy vehicle trips with zero-emission active transportation trips will result in the reduction of greenhouse gas emissions and air pollutants associated with transportation like PM2.5, CO, VOCs, and NOx. The project will also provide improved first-and-last-mile access to bus stops.

Downtown Winston-Salem is home to over 27,000 jobs, and the LBT Extension would provide a first of its kind connection for residents in North Winston-Salem to access employment opportunities.

SCHEDULE I  
RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

**1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.**

The Recipient states that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
X	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
X	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>

	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.
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**2. Supporting Narrative.**

The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. The Long Branch Trail Extension was envisioned to assist with addressing the barriers to transportation created for local residents by the construction of U.S. 52 in the 1960s. The Long Branch Trail Extension will provide safe and convenient transportation options in a corridor that is dominated by this highway and which contains a significant number of bicycle and pedestrian crashes as a result.

The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. The Long Branch Trail Extension project will provide a new safe, convenient, affordable, and comfortable transportation options for individuals with disabilities by creating a continuous, separated corridor in an area lacking in such infrastructure. The construction of U.S. 52 in the 1960s divided a neighborhood with a high percentage of residents of color and while the Long Branch Trail Extension will not bridge over the highway, it will provide a bicycle/pedestrian corridor parallel to it, giving residents a much better transportation option that what is available to them today.

**SCHEDULE J  
LABOR AND WORK**

**1. Efforts to Support Good-Paying Jobs and Strong Labor Standards**

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>

	<p>The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i></p>
	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> <li>a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</li> <li>b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements;</li> <li>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</li> <li>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</li> <li>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</li> <li>f. maintaining robust anti-retaliation measures covering employees and contractors.</li> </ul> <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i></p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

**2. Supporting Narrative.**

The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. The City of Winston-Salem has adopted policies that favor the use of local forces and companies for all city projects, ensuring that the local economy benefits from the projects in the community.

**RECIPIENT SIGNATURE PAGE**

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

North Carolina Department of Transportation

\_\_\_\_\_ By: \_\_\_\_\_  
Date Signature of Recipient's Authorized Representative  
Chris Peoples, PE  
\_\_\_\_\_  
Name  
Chief Engineer  
\_\_\_\_\_  
Title

**DESIGNATED SUBRECIPIENT SIGNATURE PAGE**

The Designated Subrecipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

City of Winston-Salem

\_\_\_\_\_By: \_\_\_\_\_  
Date Signature of Designated Subrecipient's Authorized  
Representative  
  
Johnnie Taylor  
\_\_\_\_\_  
Name  
  
Interim City Manager  
\_\_\_\_\_  
Title

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**USDOT SIGNATURE PAGE**

The USDOT, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

UNITED STATES DEPARTMENT OF  
TRANSPORTATION

\_\_\_\_\_ By: \_\_\_\_\_  
Date Signature of USDOT's Authorized Representative  
  
Edward Parker  
\_\_\_\_\_  
Name  
  
FHWA North Carolina Acting Division  
Administrator  
\_\_\_\_\_  
Title