



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that pro-actively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.

**Wilmington Urban Area Metropolitan Planning Organization
Board
Meeting Agenda**

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: August 23, 2017
SUBJECT: August 30th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, August 30th at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Public Comment Period
- 6) Presentation
 - a. Prioritization 5.0- Prioritization and Programming, Alan Pytcher, NCDOT
- 7) Consent Agenda
 - a. Approval of Board Meeting Minutes- July 26, 2017 (P. 3-8)
 - b. Resolution supporting the submittal of Rail Projects for Prioritization 5.0 (P. 9-25)
 - c. Resolution amending the Wilmington Urban Area MPO Bylaws (P. 26-30)
 - d. Resolution authorizing the Chairman to enter into the FY 17-18 Section 5303 Agreement between the City of Wilmington, Wilmington Urban Area MPO and Cape Fear Public Transportation Authority (P. 31-38)
 - e. Resolution Re-affirming Support to increase Ferry Tolls for the Southport/Fort Fisher Ferry (P. 39)
- 8) Public Hearing
 - a. Resolution adopting the 2018-2027 State/Metropolitan Transportation Improvement Programs (P. 40-82)
- 9) Discussion
 - a. Direct Attributable Program (P. 83-85)
 - b. Cape Fear Crossing Update/Discussion (P. 86-88)
 - c. Infrastructure for Rebuilding America (P. 89-108)
 - d. MPO Staffing and Retention

Wilmington Urban Area Metropolitan Planning Organization

10) Updates

- a. Crossing over the Cape Fear River (p. 109)
- b. Wilmington Urban Area MPO (p. 110-116)
- c. Cape Fear Public Transportation Authority (p. 117-119)
- d. NCDOT Division (p. 120-128)
- e. NCDOT Transportation Planning Branch

11) Announcements

- a. WMPO Bike/Ped Committee Meeting- September 12th
- b. Oleander Drive Public Meeting- September 12th

12) Next meeting –September 27, 2017

Attachments

- Board Meeting Minutes- July 26, 2017
- Wilmington Traffic Separation Study memorandum
- Prioritization 5.0 Rail Project memorandum
- Resolution supporting the submittal of Rail Projects for Prioritization 5.0
- Draft Amended Wilmington Urban Area MPO Bylaws
- Resolution amending Wilmington Urban Area MPO Bylaws
- Draft FY 17-18 Section 5303 Agreement
- Resolution authorizing the Chairman to enter into the FY 17-18 Section 5303 Agreement between the City of Wilmington, Wilmington Urban Area MPO and Cape Fear Public Transportation Authority
- Resolution Re-affirming Support to increase Ferry Tolls for the Southport/Fort Fisher Ferry
- Wilmington Urban Area and Statewide 2018-2027 State/Metropolitan Transportation Improvement Programs
- Resolution adopting the 2018-2027 State/Metropolitan Transportation Improvement Programs
- Direct Attributable Programs Memorandum
- Cape Fear Crossing Memorandum
- Cape Fear Crossing Map and Impact Table
- Infrastructure for Rebuilding America Information
- Cape Fear River Crossing Update (August)
- Wilmington MPO Project Update (August)
- Cape Fear Public Transportation Authority Update (August)
- NCDOT Project Update (August)



Board Meeting Minutes
6th Floor Conference Room, 320 Chestnut Street
Wednesday, July 26, 2017

Members Present:

Neil Anderson, City of Wilmington
Jonathan Barfield, Cape Fear Public
Transportation Authority
Pat Batleman, Town of Leland
Danny McComas, NC Board of Transportation
Hank Miller, Town of Wrightsville Beach

Charlie Rivenbark, City of Wilmington
Donna Schardien, Town of Belville
Emilie Swearingen, Town of Kure Beach
Frank Williams, Brunswick County
Eulis Willis, Town of Navassa

Others Present:

Mike Kozlosky, Executive Director, WMPO
Karen Collette, Division Engineer, NCDOT

1. Call to Order

Mr. Kozlosky called the meeting to order at 3:03 p.m. He noted that Chairman Doetsch and Vice Chairman Piepmeyer were absent.

Mr. Miller made a motion to elect Mr. Williams as Acting Chair, seconded by Mr. Barfield, and the motion carried unanimously.

2. Conflict of Interest Reminder

Mr. Williams asked if any members had a conflict of interest with any items on the meeting agenda. No members reported having a conflict of interest.

3. Approval of Board Members' Excused Absence

Mr. Williams stated that Mr. Watkins has requested to be excused from today's meeting.

Mr. Kozlosky noted that Mr. Doetsch, and Mr. Piepmeyer have also requested to be excused from today's meeting.

Mr. Rivenbark made a motion to excuse the absence of Mr. Doetsch, Mr. Piepmeyer, and Mr. Watkins. Mr. Willis seconded the motion, and it carried unanimously.

Mr. Kozlosky stated that Mr. Zimmer has expressed an interest in attending; but was unavailable today. He noted that Mr. McComas said that he would attend today's meeting.

Ms. Collette pointed out that Mr. Zimmer has had some scheduling conflicts. Mr. Kozlosky noted that Mr. Zimmer had a Committee meeting today.

Mr. Miller made a motion to excuse the absence of Mr. Zimmer. Ms. Batleman seconded the motion, and it carried unanimously.

4. Approval of Agenda

Mr. Kozlosky requested to delay the proposed closed session to discuss Map Act cases until the full Board could be present, such as its August meeting.

Ms. Batleman made a motion to approve the agenda as amended, seconded by Mr. Barfield, and the motion carried unanimously.

5. Public Comment Period

No public comment speakers were present.

6. Presentations

a. Go Coast Program, Adrienne Harrington, WMPO

Ms. Harrington gave an update on the Transportation Demand Management (TDM) Program, now called "Go Coast." She stated that the program has undergone a branding process during the last year. She acknowledged that Ms. Batleman is a member of the TDM Committee, which chose the new name.

Ms. Harrington gave some background on the program that was established in the mid-2000s and had stalled during the recession. In 2014, a short-range plan was developed by the TDM Committee that was adopted by the Board and submitted to NCDOT, giving the program a technical start date of January of 2016. She gave an overview of the program's priorities and recent accomplishments.

Ms. Harrington stated that the new name is harmonious with other TDM programs across the state such as "Go Mountains" and "Go Triangle." She displayed the logo that the committee selected, as well as logos for Bike to Work Week and the Commuter Challenge.

Ms. Harrington gave an overview of the results from the last two (2) fiscal years, and next steps including the expansion of the Committee. She noted that "Go Coast" will continue to work with the consultant to develop a marketing plan. She added that efforts will continue to utilize van pools, expand the bike share program, and partner with schools for preferred car pool parking and Share the Ride NC. A brief question/answer and discussion period was held.

Mr. McComas arrived at 3:10 p.m.

b. Wilmington Multi-modal Transportation Center Update, Albert Eby, Cape Fear Public Transportation Authority

Mr. Eby gave an update on the Transit portion of the Multi-modal Transportation Center. He noted that in December of last year, the MPO, the City of Wilmington, and Wave Transit asked the State to accelerate the 20-year-old project.

Mr. Eby expressed appreciation to the Board for supporting the \$2.4 million STP-DA grant that the project was awarded. He noted that the stabilization and hazardous material abatement portion is being funded by North Carolina Department of Transportation. He added that the project is working with about \$1 million from the State, and \$172,000 from the NCDOT Rail Division, which is being held up due to legal complications with the condemnation of the U-Haul building.

Mr. Eby stated that that when complete the downtown station will provide 11 bus slips, off-street passenger loading, and amenities including restrooms and Wi-Fi. He pointed out that increased passenger safety was a main goal of the acceleration.

Mr. Eby stated that the project began in December, followed shortly by completion and FTA approval of the NEPA document. He noted that demolition began with design in February and was completed earlier this week. He reported that the Neuwirth and Thomas Grocery buildings are now free of hazardous materials.

Mr. Eby gave an overview of some safety concerns with the current 2nd Street location. He then gave an overview of the conceptual design for the new transit center, which underwent initial conceptual review by the City's TRC (Technical Review Committee). He estimated that the project is about 60 to 70 percent designed.

Mr. Eby stated that tomorrow the Cape Fear Public Transportation Authority Board will consider the start of the stabilization process. He anticipated that renovation would begin in the fall and be completed by April of next year. A question/answer and discussion period was held.

Mr. Barfield suggested that the Multi-modal Transportation Center project name continue to be used in order to educate the public as to what's coming.

Ms. Batleman inquired if the City has any plans for improvement of the 4th Street Bridge to accommodate buses that are heavier by several tons than its current rating. Mr. Kozlosky stated that the bridge on the City's inspection plan; but not funded in any capital program.

7. Consent Agenda

a. Approval of WMPO Board Meeting Minutes

The minutes for the Special Meeting of June 15, 2017 and the Regular Meeting of June 28, 2017 were approved unanimously.

b. Opening of the 30-day Public Comment Period for the DRAFT 2018-2027 STIP/MTIP for the Wilmington Urban Area MPO

c. Resolution approving STIP/MTIP Amendment (May)

d. Resolution supporting the submittal of Public Transportation Projects for Prioritization 5.0

e. Resolution supporting the submittal of Aviation Projects for Prioritization 5.0

f. Resolution accepting the Wilmington Rail Re-alignment and Right of Way Use Alternatives Feasibility Study and supporting the Mayor's Task Force recommendation to continue with the development of the project

Mr. Barfield made the motion to approve Consent Agenda Items 7a through 7f.

Ms. Batleman seconded the motion and it carried unanimously.

8. Regular Agenda

a. Resolution supporting the removal of the Military Cutoff Road Multi-use Path (U-5527A) from the STIP/MTIP and to return the funds to the Direct Attributable Fund

Mr. Kozlosky told members that the City was awarded Direct Attributable funds to install a multi-use path on Military Cutoff Road from Drysdale Drive to Eastwood Road, closing the gap at the intersection of Military Cutoff and Eastwood Road. He noted that the

Department of Transportation has a project studying both grade separated and at-grade options at this location. He commented that it's in the best interest of all concerned for the Department to build the path with its intersection improvements. He added that the City has requested that it be removed from the STIP and that the funds be returned to the Direct Attributable program.

Mr. Rivenbark made the motion to approve the Resolution supporting the removal of the Military Cutoff Road Multi-use Path (U-5527A) from the STIP/MTIP and to return the funds to the Direct Attributable Fund. Mr. Anderson seconded the motion and it carried unanimously.

b. Resolution supporting the re-allocation of Direct Attributable funds from the Westgate Drive Multi-use Path (U-5534P) to the Old Fayetteville Road/Town Hall Drive/Village Road Multi-use Path (U-5534J) project

Mr. Kozlosky pointed out that items (8b) and (8c) go together. He reminded members that the Town of Leland was awarded funds for the Westgate Drive Multi-use Path. He noted that the Town is not in a position to proceed with the project and has requested that the funds be transferred to the Old Fayetteville Road/Town Hall Drive/ Village Road Multi-use Path Project, which would require the project be removed from the STIP.

Mr. Anderson made the motion to approve the Resolution supporting the re-allocation of Direct Attributable funds from the Westgate Drive Multi-use Path (U-5534P) to the Old Fayetteville Road/Town Hall Drive/Village Road Multi-use Path (U-5534J) project.

Ms. Swearingen seconded the motion, and it carried unanimously.

c. Resolution supporting the removal of the Westgate Drive Multi-use Path (U-5534P) from the STIP/MTIP

Following further consideration, Mr. Rivenbark made the motion to approve the Resolution supporting the removal of the Westgate Drive Multi-use Path (U-5534P) from the STIP/MTIP. Mr. Anderson seconded the motion, and it carried unanimously.

d. Resolution amending the Wilmington Urban Area Metropolitan Planning Organization's Bylaws

Mr. Kozlosky reminded members that some discussion on this item was held at the Board's last meeting. He noted that the proposed amendments to the Bylaws include the following:

1. Update language to reflect the change in the name from the TAC to the MPO Board approved as part of the Memorandum of Understanding;
2. Change the date of adoption for the meeting calendar from the first meeting of the calendar year to the last meeting prior to the new calendar year; and
3. Identify that each entity will have one (1) alternate member.

Mr. Williams suggested changing the language of the last amendment from "will" to "may" so that the provision would be optional.

Mr. Kozlosky advised that this Item will need to be tabled and brought back with revisions at the Board's next meeting.

Ms. Swearingen made the motion to continue the Resolution amending the Wilmington Urban Area Metropolitan Planning Organization's Bylaws to the Board's August 30, 2017 meeting. Mr. Rivenbark seconded the motion, and it carried unanimously.

9. Discussion

a. Prioritization 5.0 Rail Projects

Mr. Kozlosky reminded members that the list of projects that staff has identified for submission through NCDOT's Prioritization 5.0 process is included in the agenda packet. He noted that these projects were developed utilizing the MPO's long-range transportation plan and also in consultation with the North Carolina Ports Authority and the North Carolina Department of Transportation's Rail Division. He added that this Item would be brought forward for approval at the Board's August meeting.

In response to an inquiry by Mr. Barfield, Mr. Kozlosky stated that the MPO and the City of Wilmington adopted the Traffic Separation Study (TSS), which identified safety improvements and closures.

Mr. Anderson pointed out that closures would not be dead-ends; but have connections.

In response to an inquiry by Mr. Williams, Mr. Batleman pointed out that the second and fourth items on the list include improvements in Brunswick County.

b. Direct Attributable Submittal Form Proposal

Mr. Kozlosky reminded members that one of the recommendations of the SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis for organizational improvements provided by staff to the Board about a year ago was the consolidation of STP-DA and TAP-DA applications into one submittal form. He reminded members that the MPO receives approximately \$3 million on an annual basis for dissemination across submitted projects that have been scored and recommended by staff to the Board. He noted that the application process is initiated in October and recommendations are brought forward in January. He added that training will continue to be provided to project managers on an annual basis.

Ms. Strait introduced the new combined submittal application form proposed for fiscal year 2018 with the usual deadline at the end of November. She gave an overview of staff's proposed changes including a matrix to determine project eligibility. She noted that a section of project preference points has been added at the beginning, and potential disqualifying questions have been moved to the top of the form. She added that the first question would determine if the project is in the MTP (Metropolitan Transportation Plan).

Mr. Kozlosky requested the Board's feedback on aligning projects with goals of the MTP.

Ms. Batleman expressed concerns regarding allocations for studies. Mr. Kozlosky responded that the form was for projects only and that staff would research and return with recommendations to the Board at its next meeting. A question/answer and discussion period was held.

Ms. Strait stated that this is the first time mandatory attendance at project manager training has been included on the application. She noted that the intent was to reward submittals for experienced and credentialed project managers. She added that jurisdictions are encouraged to continue applying for a chance at funding with the ability to earn points for

the number of years a project application has been submitted and not been awarded funds. She noted that projects further along in development with negligible right-of-way or utility impacts would also earn points. Points could also be earned by projects that coordinate with the MPO's Congestion Management Plan (CMP).

Ms. Strait stated that the safety section (#5) has been modified to apply to pedestrian facilities as well. She noted that projects that address safety concerns will be awarded more points than those merely in proximity to a high crash zone. Section #6 is a new section that introduces long-term maintenance and sustainability elements. She noted that the TCC recommended retaining the score from a complex internal formula to help equalize projects for the Board's review.

A lengthy question/answer and discussion period was held. It was the consensus of the Board for staff to research and recommend some criteria for the submission of studies.

Mr. Willis expressed concerns regarding funding for projects from smaller jurisdictions and safety defined solely by the number of crashes.

Following further discussion, Mr. Kozlosky stated that this process provides a way to compare projects and allows staff to make a recommendation based on scoring. He reminded the Board that it makes the final determination.

Mr. Williams pointed out that connectivity could be another criteria for safety. He expressed appreciation to staff and acknowledged the presence of Mr. McComas.

Mr. McComas expressed appreciation and made a few brief comments.

Mr. Kozlosky told members that a final submittal form would be presented for consideration at the Committee's August meeting.

10. Updates

Mr. Williams reminded the Board that updates are included in the agenda packet.

11. Announcements

Mr. Williams stated that the next Bike/Ped Committee meeting will be held on August 20, 2017 and the next WMPO Board meeting will be held on August 30, 2017.

Ms. Batleman requested to be informed of the date of the next concurrence meeting.

Mr. Rivenbark expressed admiration regarding the progress of the walkway over 17th Street.

12. Adjournment

With no further business, the meeting was adjourned at 4:05 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC AS PART OF THIS RECORD.**



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

MEMORANDUM

TO: Board Members

FROM: Mike Kozlosky, Executive Director

DATE: August 8, 2017

SUBJECT: Wilmington Traffic Separation Study

The Wilmington Urban Area Metropolitan Planning Organization Board will consider the submittal of Rail projects for Prioritization 5.0 at the August meeting. There was some question at the July meeting regarding the improvements outlined in Project F-7. Please find the Executive Summary for the Wilmington Traffic Separation Study which was adopted by the Wilmington City Council on February 21, 2017 and Wilmington Urban Area Metropolitan Planning Organization's Board on March 29, 2017.



NC Department of Transportation
RAIL DIVISION

WILMINGTON

TRAFFIC SEPARATION STUDY

FEBRUARY 2017



WILMINGTON TRAFFIC SEPARATION STUDY

February 2017



Gregory Sigmund, P.E.; Principal-In-Charge
STV Inc.





Kathryn Curry, AICP Project Manager
STV Inc.

For the North Carolina Department of Transportation



Nancy Home, P.E.; NCDOT Rail Division, Project Manager



For the City of Wilmington



Mike Kozlosky, Executive Director
Wilmington Metropolitan Planning Organization

EXECUTIVE SUMMARY	4
Figure 1 – Wilmington TSS Project Limits	6
A. S. 4 th Street (Crossing # 629 445S)	7
B. Hooper Street/Martin Street (Crossing # 629 443D)	7
C. S. 5 th Street (Crossing # 629 442W)	7
D. S. 6 th Street (Crossing # 629 441P)	7
E. S. 7 th Street (Crossing # 629 440H)	7
F. S. 8 th Street (Crossing # 629 439N)	7
G. S. 9 th Street (Crossing # 629 438G)	7
H. S. 10 th Street (Crossing # 629 437A)	7
I. S. 12 th Street (Crossing # 629 436T)	7
J. S. 13 th Street (Crossing # 629 435L)	8
K. Marstellar Street (Crossing # 629 434E)	8
L. S. 16 th Street (Crossing # 629 433X)	8
M. S. 17 th Street (Crossing # 629 432R)	8
N. US 76/Oleander Drive (Crossing # 629 431J)	8
O. Wrightsville Avenue (Crossing # 629 430C)	8
P. Colonial Drive (Crossing # 629 429H)	8
Q. Forest Hills Drive (Crossing # 629 428B)	8
R. Mercer Avenue (Crossing # 629 427U)	8
S. Covil Avenue (Crossing # 629 426M)	8
T. US 17/Market Street (Crossing # 629 290C)	8
U. Henry Street (Crossing # 629 289H)	8
V. Clay Street (Crossing # 642 724T)	8
W. Princess Place Drive (Crossing # 629 288B)	8
X. N. 30 th Street (Crossing # 629 287U)	8
Y. N. 23 rd Street (Crossing # 629 286M)	9
Z. King Street (Crossing # 629 284Y)	9
A. INTRODUCTION	10
1. Preliminary Phase	10
2. Study Phase	10
3. Implementation Process	11
B. DATA COLLECTION	12
Figure 2 – S. 4 th Street, Crossing Inventory	13
Figure 3 – S. 4 th Street, Photos of Directional Views	14
Figure 4 – Hooper Street/S. Martin Street, Crossing	

Inventory	14
Figure 5 – Hooper Street/S. Martin Street, Photos of Directional Views	16
Figure 6 – S. 5 th Street, Crossing Inventory	16
Figure 7 – S. 5 th Street, Photos of Directional Views	18
Figure 10 – S. 7 th Street, Crossing Inventory	20
Figure 11 – S. 7 th Street, Photos of Directional Views	22
Figure 12 – S. 8 th Street, Crossing Inventory	23
Figure 13 – S. 8 th Street, Photos of Directional Views	23
Figure 14 – S. 9 th Street, Crossing Inventory	25
Figure 15 – S. 9 th Street, Photos of Directional Views	25
Figure 16 – S. 10 th Street, Crossing Inventory	26
Figure 17 – S. 10 th Street, Photos of Directional Views	28
Figure 18 – S. 12 th Street, Crossing Inventory	28
Figure 19 – S. 12 th Street, Photos of Directional Views	30
Figure 20 – S. 13 th Street, Crossing Inventory	30
Figure 21 – S. 13 th Street, Photos of Directional Views	32
Figure 22 – Marstellar Street, Crossing Inventory	32
Figure 23 – Marstellar Street, Photos of Directional Views	34
Figure 24 – S. 16 th Street, Crossing Inventory	34
Figure 25 – S. 16 th Street, Photos of Directional Views	36
Figure 26 – S. 17 th Street, Crossing Inventory	37
Figure 27 – S. 17 th Street, Photos of Directional Views	38
Figure 28 – US 76/Oleander Drive, Crossing Inventory	39
Figure 29 – US 76/Oleander Drive, Photos of Directional Views	40
Figure 30 – Wrightsville Avenue, Crossing Inventory	41
Figure 31 – Wrightsville Avenue, Photos of Directional Views	41
Figure 32 – Colonial Drive, Crossing Inventory	43
Figure 33 – Colonial Drive, Photos of Directional Views	43
Figure 34 – Forest Hills Drive, Crossing Inventory	45
Figure 35 – Forest Hills Drive, Photos of Directional Views	46
Figure 36 – McRae/Mercer Avenue, Crossing Inventory	47

Figure 37 – McRae/Mercer Avenue, Photos of Directional Views	48	d. Articulated Gates	74
Figure 38 – Covil Avenue, Crossing Inventory	49	e. Remote Video Detection	74
Figure 39 – Covil Avenue, Photos of Directional Views	49	4. Crossing Consolidation & Elimination	74
Figure 40 – US 17/Market Street, Crossing Inventory	51	5. Roadway Improvements	75
Figure 41 – US 17/Market Street, Photos of Directional Views	52	6. Traffic Signals	75
Figure 42 – Henry Street, Crossing Inventory	53	F. PUBLIC INVOLVEMENT	76
Figure 43 – Henry Street, Photos of Directional Views	54	G. RECOMMENDATIONS	78
Figure 44 – Clay Street, Crossing Inventory	55	A. S. 4 th Street (Crossing # 629 445S)	78
Figure 45 – Clay Street, Photos of Directional Views	55	B. Hooper Street/Martin Street (Crossing # 629 443D)	78
Figure 46 – Princess Place Drive, Crossing Inventory	57	C. S. 5 th Street (Crossing # 629 442W)	78
Figure 47 – Princess Place Drive, Photos of Directional Views	57	D. S. 6 th Street (Crossing # 629 441P)	78
Figure 48 – N. 30 th Street, Crossing Inventory	58	E. S. 7 th Street (Crossing # 629 440H)	79
Figure 49 – N. 30 th Street, Photos of Directional Views	59	F. S. 8 th Street (Crossing # 629 439N)	79
Figure 50 – N. 23 rd Street, Crossing Inventory	61	Figure 54 – S. 4 th Street / Hooper Street / S. 5 th Street Recommendations	80
Figure 51 – N. 23 rd Street, Photos of Directional Views	61	Figure 55 – S. 4 th Street / Hooper Street Alternative Recommendations	81
Figure 52 – King Street, Crossing Inventory	63	Figure 56 – S. 4 th Street / Hooper Street Rendering: Existing Conditions	82
Figure 53 – King Street, Photos of Directional Views	63	Figure 57 – S. 4 th Street / Hooper Street Rendering: Proposed Concept for Alternative 1	83
C. CROSSING ANALYSIS	64	Figure 58 – S. 4 th Street / Hooper Street Rendering: Proposed Concept for Alternative 2	84
1. Exposure Index	65	Figure 59 – S. 6 th Street / S. 7 th Street Recommendations	85
2. Delay Analysis	66	Figure 60 – S. 6 th Street / S. 7 th Street Alternative Recommendations	86
D. SAFETY AND MOBILITY ISSUES	71	Figure 61 – S. 8 th Street / S. 9 th Street Recommendations	87
1. Vehicles Queuing across Railroad Tracks	71	Figure 62 – S. 8 th Street / S. 9 th Street Alternative Recommendations	88
2. Traffic Signal Preemption	71	G. S. 9 th Street (Crossing # 629 438G)	89
3. Humped Crossings	71	H. S. 10 th Street (Crossing # 629 437A)	89
4. Grade Crossing Condition	71	I. S. 12 th Street (Crossing # 629 436T)	89
5. Vehicles Driving Around Automated Gates	71	J. S. 13 th Street (Crossing # 629 435L)	89
E. SYSTEM ENHANCEMENT OPTIONS	73	Figure 63 – S. 9 th Street / Kidder Street Rendering:	
1. Grade Separation Structures	73		
2. Crossing Protection Device Upgrades	73		
3. Advanced Crossing Protection Devices	73		
a. Median Barriers	73		
b. Four-Quadrant Gates	74		
c. Long Gate Arms	74		

Existing Conditions	90
Figure 64 – S. 9 th Street / Kidder Street Rendering:	
Proposed Concept	91
Figure 65 – S. 10 th Street Recommendations.....	92
Figure 66 – S. 10 th Street Alternative Recommendations	93
K. Marstellar Street (Crossing # 629 434E)	94
L. S. 16 th Street (Crossing # 629 433X)	94
M. S. 17 th Street (Crossing # 629 432R)	94
N. US 76/Oleander Drive (Crossing #629 431J)	94
O. Wrightsville Avenue (Crossing # 629 430C)	95
P. Colonial Drive (Crossing # 629 429H)	95

APPENDICES

Appendix A – Public Involvement Summaries
Appendix B – Stakeholder Meeting Minutes
Appendix C – Newsletter
Appendix D – Public Meeting Sign-In Sheets

Q. Forest Hills Drive (Crossing # 629 428B)	95
R. Mercer Avenue (Crossing # 629 427U)	95
S. Covil Avenue (Crossing # 629 426M)	95
T. US 17/Market Street (Crossing # 629 290C)	95
U. Henry Street (Crossing # 629 289H)	95
V. Clay Street (Crossing # 642 724T)	95
Figure 67 – Henry and Clay Street Recommendations ..	96
W. Princess Place Drive (Crossing # 629 288B)	97
X. N. 30 th Street (Crossing # 629 287U)	97
Y. N. 23 rd Street (Crossing # 629 286M)	97
Z. King Street (Crossing # 629 284Y)	97
Figure 68 – King Street Recommendations	98

EXECUTIVE SUMMARY

In a joint cooperative effort with the City of Wilmington and CSX Transportation (CSXT), Wilmington Urban Area MPO, the North Carolina Department of Transportation (NCDOT) has completed the Wilmington Traffic Separation Study (TSS), focusing on 26 existing at-grade roadway-railroad crossings along a 6-mile span of the CSXT rail line which runs from the Port to Pembroke, NC. Wilmington's River to Sea Trail crosses the CSX within the study area, but was excluded from this study. The study team evaluated the CSXT rail line, as well as any planned or programmed railroad and roadway improvements within the study area. **Figure 1** defines the study area of the project.

The process involved public input and involved a series of meetings to gather information and receive public comments on proposed recommendations. These recommendations include safety improvements and possible closures at existing street/rail grade crossings in the City of Wilmington.

A Stakeholder Committee was comprised of members of CSX rail, NCDOT Rail Division and NCDOT Division 3. This committee was established to guide the development of the analysis and recommendations due to their role in providing financial assistance to the completion of the study, and possibly the implementation of approved recommendations. The Stakeholder Committee met twice over the course of the project; the first meeting was held on March 25, 2014 to introduce the project and study area; the second meeting was held on December 2, 2014 to present the draft recommendations and receive feedback on which draft recommendations should be presented to additional stakeholders and to the public.

The study team met with additional stakeholders in order to gain critical input in reaching consensus on grade crossing recommendations. These stakeholders included various city departments, local neighborhood associations, emergency response, and school district representatives met three times during the course of this study; June 10th 2014 March 25, 2015, and November 13, 2015. The Public Involvement program included two Citizens Informational Workshops (CIWs) and one neighborhood group meeting. These meetings are summarized below.

Citizens Informational Workshop #1

The first series of CIWs were held on June 9th and June 10th. 2014 Study team members were available to introduce the Wilmington Traffic Separation Study, to answer questions related to the study, and to receive comments to aid in developing recommendations for improving the 26 rail crossings.

Advertisements were placed in the Wilmington Star News, Greater Diversity Newspaper and the Wilmington Journal. There were also 1672 postcards sent out to residents located within the study area surrounding the railroad corridor. There were a total of 12 attendees at the meetings. Residents of area neighborhoods were primarily concerned with increased freight train activity, at-grade crossing safety, and investigating new freight railroad corridors. Comments included the need to close redundant crossings, concern over the frequency of train horns, and need for investigating grade separated crossings. Love Grove neighborhood (King Street crossing) expressed concern over the one neighborhood access point that requires residents and emergency response vehicles to cross the CSX Transportation corridor.

Citizens Informational Workshop #2

The second CIW was held on May 11th and 12th, 2015 at Wilmington City Hall and Sunset Park Baptist Church, respectively. The study team developed and presented preliminary study recommendations and renderings of improvements to the 26 crossings. Study team members were available to answer questions related to the study, and to receive comments on the preliminary recommendations on safety improvements and closures for the 26 rail crossings.

Advertisements were placed in the Wilmington Star News, Greater Diversity Newspaper and the Wilmington Journal. There were also 1672 postcards sent out to residents located within the study area surrounding the railroad corridor. There were a total of 45 attendees at the meetings. Residents of area neighborhoods were primarily concerned with access to homes and businesses north and south of the tracks. Some stakeholders perceived S. 8th and S. 10th Streets as local thoroughfares with substantial traffic, and felt that 7th Street and 9th Street would be better options for closures. Residents were concerned that dead-end streets in the southern section caused by the closures would be disadvantageous to the neighborhood. They shared their concern for aesthetic treatments of proposed barriers, maintenance of landscaped areas, the potential that these areas would be dumping grounds for trash, EMS accessibility to homes in the area, impediment of economic development initiatives, and the potential for increased criminal activities. At the Love Grove neighborhood, the King Street improvements were well-received but the need for a second access was also discussed.

Neighborhood Group Meeting

In an extra effort to reach residents in the area between S. 4th Street and S. 10th Street, a small group meeting was held on June 29th, 2015 at St. Andrews AME Zion Church. Concept renderings were revised based on feedback from the CIWs, and were shared with the group. Study team members were available to answer questions related to the study, and to receive comments on the recommendations.

Over 800 door hanger meeting announcements were delivered to local residents. There were a total of 48 attendees at the meeting. Residents re-iterated their concern that dead-end streets in the southern section of the study resulting from the proposed closing would disadvantageous to the neighborhood, and shared the same concerns shared at CIW #2. Additionally, they felt the closures would force vehicular traffic on roads that currently carried large volumes of traffic.

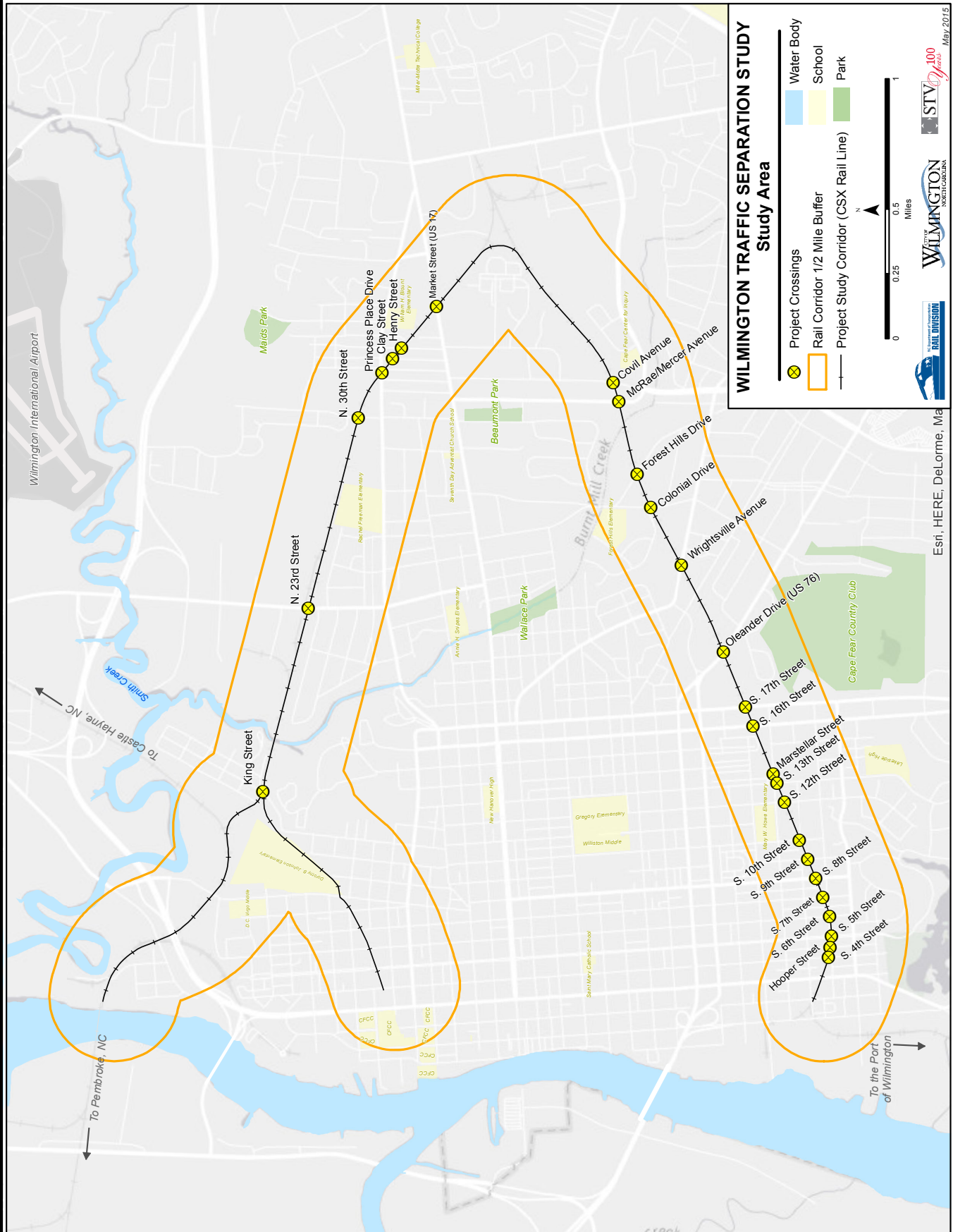


Figure 1 – Wilmington TSS Project Limits

Study Recommendations

The North Carolina Department of Transportation Rail Division recommends the following crossing improvements at this time. Additional recommendations are outlined in section G.

A. S. 4th Street (Crossing # 629 445S)

Signal and gate 4th Street and connect Hooper Street to S. 4th Street using Martin Street modifications. Martin Street's roadway classification proposed to be a driveway to provide access to adjacent parcels only.

B. Hooper Street/Martin Street (Crossing # 629 443D)

Close the at-grade crossing as well as close a portion of Martin Street from S. 4th Street to S. 5th Street. Install end of road markers, guardrail and landscaping (per CSXT standards). Define the edge of pavement to minimize parking within railroad limits on the southwest corner property of S. 5th Street and Martin Street.

C. S. 5th Street (Crossing # 629 442W)

Extend existing medians and construct concrete noses. Convert Martin Street on east side into driveway. Convert S. 5th Street into a complete street concept. Reduce the 4-lane cross section to a 2-lane cross section, incorporate bike lanes and on-street parking.

D. S. 6th Street (Crossing # 629 441P)

S. 6th Street at-grade crossing to remain open. Close Martin Street from S. 5th Street to Stroud Alley. Install curb and gutter and landscaping within Martin Street;

though providing a driveway along the northern side of Martin Street between S. 5th Street and S. 6th Street to access commercial properties.

E. S. 7th Street (Crossing # 629 440H)

Continue to operate the crossing as an at-grade crossing. Martin Street would be closed west of Stroud Alley. Install flashers and gates.

F. S. 8th Street (Crossing # 629 439N)

Keep S. 8th Street open; install flashers and gates and improve crossing surface. Construct Kidder Street connector between S. 8th Street and S. 9th Street.

G. S. 9th Street (Crossing # 629 438G)

Close the at-grade crossing and install end of road markers, guardrail and landscaping (per CSXT standards). Construct Kidder Street connector between S. 8th Street and S. 9th Street.

H. S. 10th Street (Crossing # 629 437A)

Crossing to remain open with Kidder Street Roadway modifications to include installing end of road markers and guardrail, and landscaping (per CSXT standards); upgrade flashers and install gates at S. 10th Street.

I. S. 12th Street (Crossing # 629 436T)

Continue to operate the crossing as an at-grade crossing. Install flashers and gates.

J. S. 13 th Street (Crossing # 629 435L)	Install gates at crossing.	Q. Forest Hills Drive (Crossing # 629 428B)	Install gates at crossing.
K. Marsteller Street (Crossing # 629 434E)	Improve existing crossing by replacing the rail seal and ensure there is horizontal clearance for two-way traffic. In addition, investigate possible extended gate arms to increase horizontal coverage of crossing closure due to the skewed crossing.	R. Mercer Avenue (Crossing # 629 427U)	Install gates at crossing.
L. S. 16 th Street (Crossing # 629 433X)	Improve the crossing surface and upgrade sidewalks.	S. Covil Avenue (Crossing # 629 426M)	Install cantilevers, improve crossing surface.
M. S. 17 th Street (Crossing # 629 432R)	Improve the crossing surface and upgrade sidewalks.	T. US 17/Market Street (Crossing # 629 290C)	Improve the crossing surface and install concrete median.
N. US 76/Oleander Drive (Crossing #629 431J)	Upgrade crossing signals and install concrete medians in order to prevent vehicles from crossing the at-grade crossing, as the gates do not protect all movements.	U. Henry Street (Crossing # 629 289H)	Upgrade signal system.
O. Wrightsville Avenue (Crossing # 629 430C)	Improve the crossing surface and upgrade signal system.	V. Clay Street (Crossing # 642 724T)	Close the at-grade crossing and install end of road markers, guardrail and landscaping (per CSXT standards). Construct new street connection between Henry and Clay Street.
P. Colonial Drive (Crossing # 629 429H)	Install gates at crossing.	W. Princess Place Drive (Crossing # 629 288B)	Install cantilevers, improve crossing surface, and provide pedestrian crossing.
		X. N. 30 th Street (Crossing # 629 287U)	

Install gates, improve surface crossing.

Y. N. 23rd Street (Crossing # 629 286M)

Improve crossing surface and install concrete median.

Z. King Street (Crossing # 629 284Y)

Install flashers and gates. Slightly re-align King Street, relocate utility pole, and improve crossing surface.



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

TO: WMPO Board
FROM: Josh Lopez, Associate Transportation Planner
DATE: July 6, 2017
SUBJECT: WMPO Prioritization 5.0 Potential Submittals: Rail

The North Carolina Department of Transportation (NCDOT) Strategic Prioritization Office of Transportation (SPOT) released a schedule outlining the Prioritization 5.0 (P 5.0) process. The P 5.0 Process will include a submittal window in July 2017 through September 2017 to allow MPOs, RPOs and Division Engineers to submit projects for evaluation. The WMPO Board may submit up to 19 projects for each mode of transportation.

Below please find the recommendation for submittal to NCDOT for Prioritization 5.0 Rail Transportation Projects. This list is derived from the draft *Cape Fear Transportation 2040 Plan*.

Rail

1. FR-5 and FR-6: US421 Railroad crossing safety improvements south of I-140/Dan Cameron Bridge and US421 Railroad extension from Invista to Pender Commerce Park
2. FR-7 – At-Grade rail crossing conflicts on NCDOT and CSX lines (multiple locations) and track improvements at Hilton Bridge, Navassa Bridge, Smith Creek Yard, and Fernside Junction.

Crossing ID	Street
629 284Y	King Street
629 286M	SR 1302 (N. 23rd St.)
629 287U	N. 30th St.
629 288B	SR 1301 (Princess Place Dr.)
642 724T	Clay Street
629 289H	Henry Street
629 290C	US 17 (Market St.)
629 426M	Covil Avenue
629 427U	Mercer Avenue
629 428B	Forest Hills Drive
629 429H	Colonial Drive
629 430C	SR 1411 (Wrightsville Ave.)
629 431J	US 76 (Oleander Dr.)
629 432R	SR 1219 (S. 17th St.)
629 433X	SR 1218 (S. 16th St.)
629 434E	Marsteller Street
629 435L	S. 13th Street

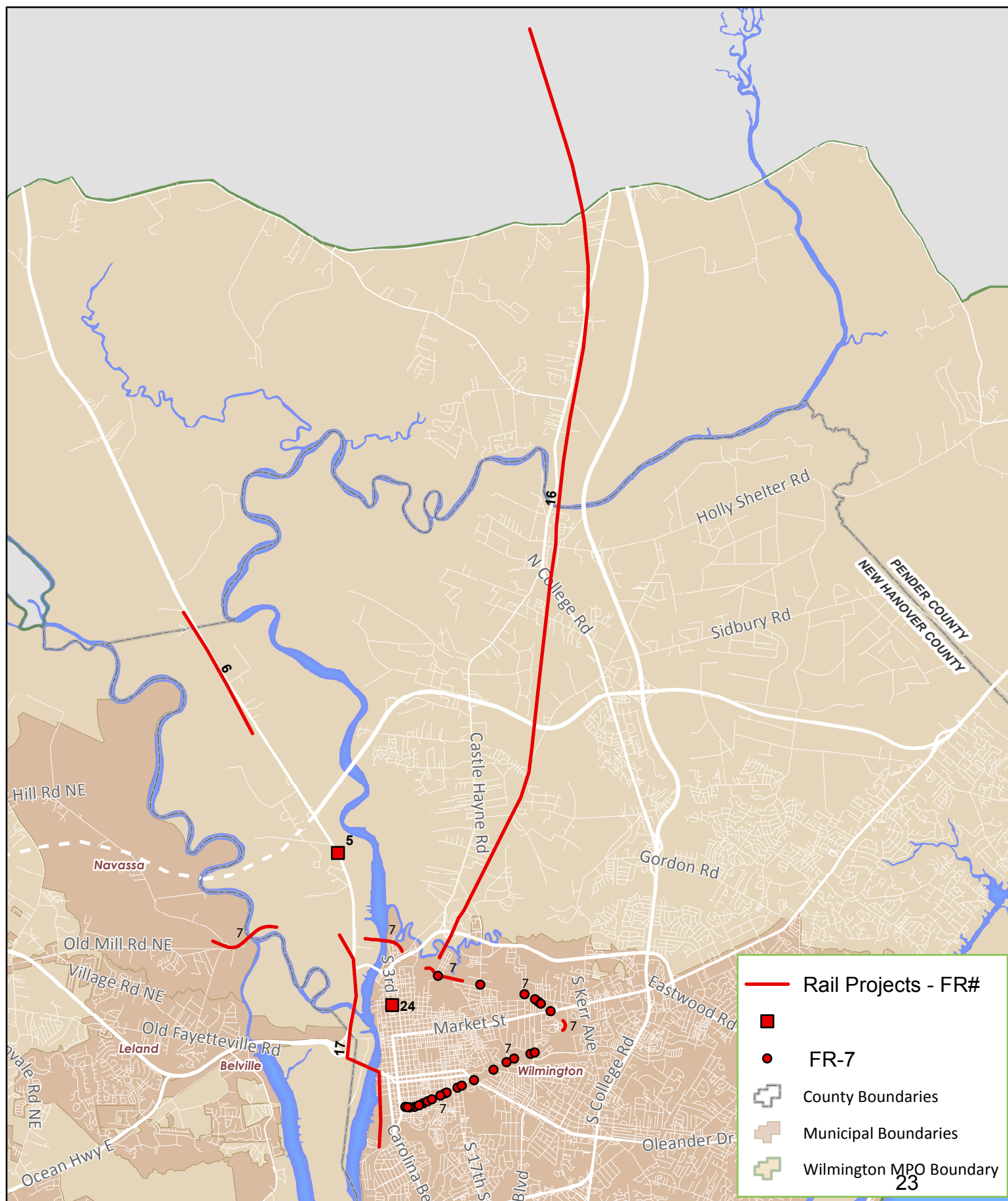
Wilmington Urban Area Metropolitan Planning Organization

629 436T	S. 12th Street
629 437A	S. 10th Street
629 438G	S. 9th Street
629 439N	S. 8th Street
629 440H	S. 7th Street
629 441P	S. 6th Street
629 442W	S. 5th Street
629 443D	Hooper St./Martin St.
629 445S	S. 4th Street

3. FR-16 Freight rail connection from Castle Hayne to Wallace
4. FR-17 Construct rail across the Cape Fear River between NC Port Of Wilmington and Davis Yard
5. FR-24 Wilmington Multimodal Transportation Center



WMPO Prioritization 5.0 Potential Submittals: Rail



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE SUBMISSION OF RAIL PROJECTS FOR
CONSIDERATION BY NCDOT IN PRIORITIZATION 5.0**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Strategic Transportation Investment Bill (HB 817), was signed into law on June 26, 2013; and

WHEREAS, the North Carolina Department of Transportation Strategic Prioritization Office of Transportation is updating the Prioritization Process and has created Prioritization 5.0; and

WHEREAS, the Strategic Prioritization Office of Transportation's prioritization process will evaluate projects based on a quantitative and qualitative analysis and developed a selection process that is transparent and data driven; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can submit up to 19 new rail projects through Prioritization 5.0; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has developed a list of rail projects to submit to the North Carolina Department of Transportation for Prioritization 5.0 evaluation as follows:

- FR-5 and FR-6: US421 Railroad crossing safety improvements south of I-140/Dan Cameron Bridge and US421 Railroad extension from Invista to Pender Commerce Park
- FR-7 – At-Grade rail crossing conflicts on NCDOT and CSX lines (multiple locations) and track improvements at Hilton Bridge, Navassa Bridge, Smith Creek Yard, and Fernside Junction.
 - King Street
 - (N. 23rd St.)
 - N. 30th St.
 - SR 1301 (Princess Place Dr.)
 - Clay Street
 - Henry Street
 - US 17 (Market St.)
 - Covil Avenue
 - Mercer Avenue
 - Forest Hills Drive
 - Colonial Drive
 - SR 1411 (Wrightsville Ave.)
 - US 76 (Oleander Dr.)
 - SR 1219 (S. 17th St.)

- SR 1218 (S. 16th St.)
 - Marsteller Street
 - S. 13th Street
 - S. 12th Street
 - S. 10th Street
 - S. 9th Street
 - S. 8th Street
 - S. 7th Street
 - S. 6th Street
 - S. 5th Street
 - Hooper Street/Martin Street
 - S. 4th Street
- FR-16 Freight rail connection from Castle Hayne to Wallace
 - FR-17 Construct rail across the Cape Fear River between NC Port of Wilmington and Davis Yard
 - FR-24 Wilmington Multimodal Transportation Center

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the submission of Rail projects for consideration by NCDOT in Prioritization 5.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 30, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

BYLAWS
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD
TRANSPORTATION
ADVISORY COMMITTEE

ARTICLE I – NAME

The name of this organization shall be the Wilmington Urban Area Metropolitan Planning Organization Board~~Transportation Advisory Committee~~, hereinafter referred to as the “BoardTAC”.

ARTICLE II – PURPOSE

The purposes of the Board TAC are outlined in the most recent “Memorandum of Understanding” approved by the appropriate local governments.

ARTICLE III – MEMBERS

Section I – Number of Qualifications: The Board TAC shall consist as specified in the “Memorandum of Understanding”. The eligible voting member list consists of a representative from each of the appropriate boards with the City of Wilmington having two representatives.

Section II – Terms of Office: All elected representatives serving on the BoardTAC may serve for the length of their elected terms. A member may serve successive terms.

Section III – Alternates: Each of the member appropriate boards may ~~shall designate appoint one (1) Alternate provided each Alternate also meets the same qualifications of membership, all members of their governing board who are not members of the TAC as alternate members of the TAC. In the event that a member is unable to attend, that member or the chief elected officer of that jurisdiction will designate an alternate to attend and participate in the member's absence. That The A~~alternate member will~~may~~ serve as a full voting member during any meeting where the one of that board's representative(s) is not in attendance. Proxy and absentee voting are not permitted.

ARTICLE IV – OFFICERS

Section I – Officers Defined: The BoardTAC shall, upon majority vote of its membership, appoint one voting member of the Committee to act as Chairman and one voting member to act as Vice-Chairman. A member of the

staff of the Wilmington Urban Area Metropolitan Planning Organization will serve as Secretary to the Committee.

Section II – Duties: The Chairman shall call and preside at meetings and appoint committees. In absence of the Chairman, the Vice-Chairman shall preside and complete all duties of the Chairman.

Section III – Elections: The Chairman and Vice-Chairman shall be elected annually by the voting members of the BoardTAG, with their terms to begin at that meeting. In the event that there is no Chairman or Vice-Chairman, the TCC Chairman shall preside until a Chairman and Vice-Chairman are elected. The Chairman and Vice-Chairman shall serve for a period of one (1) year from their election and may be re-elected.

ARTICLE V - MEETINGS

Section I – Meetings: Regular schedules will be adopted by the BoardTAG at the last first meeting of the calendar year. If there is insufficient reason for a regularly scheduled meeting, as determined by the Chairman, the Secretary will notify BoardTAG members of the meeting's cancellation. Meetings shall be conducted under parliamentary procedures consistent with Robert's Rules of Order.

A Special or Emergency meeting is a separate session of society held at a time different from that of a regular meeting, and convened only to consider one or more items of business specified in the call of the meeting. Notice of the time, place and exact purpose of the meeting must be mailed to all members a reasonable number of days in advance. The reason for the special or emergency meeting is to deal with important matters that may arise between regular meetings and that urgently require action by the society before the next regular meeting. As in the case of a regular meeting, the session of a special or emergency meeting in an ordinary society is normally concluded in a single meeting, unless the assembly at the special meeting schedules an adjourned meeting.

Special Meetings – The Chairman or a majority of board members may at any time call a special meeting of the BoardCommittee by signing a notice stating the time and place of the meeting and the subjects to be discussed. The person or persons calling the meeting shall cause the notice to be posted at City Hall in downtown Wilmington or the door of the regular meeting place at least forty-eight hours before the meeting. In addition, the notice shall be e-mailed or mailed to individuals and news organizations. Only items of business specified in the notice may be transacted at a special meeting.

Emergency Meetings- If a special meeting is called to deal with an unexpected circumstance requiring immediate consideration, the notice requirements of this

rule do not apply. However, the person or persons calling an emergency meeting shall take responsible action to inform the other board members and the public of the meeting. Local news organizations having requested notice of the special meetings shall be notified of such emergency meetings by the same method used to notify the board members. Only business connected to the emergency may be discussed at this meeting.

Section II- ~~Board TAC~~ Sub-Committees: The ~~Board Transportation Advisory Committee~~ may create Sub-Committees to assist with forwarding the mission and goals of the Wilmington MPO. These Sub-Committees shall be created by a formal vote of the ~~Board Transportation Advisory Committee~~. The notice of Sub-Committee meetings shall be posted at City Hall in downtown Wilmington or the door of the regular meeting place at least forty-eight hours before the meeting. In addition, the notice shall be e-mailed or mailed to all ~~Board Transportation Advisory Committee~~ members and news organizations.

Section III– Quorums and Majority Vote: A quorum is required for the transaction of all business, including conducting meetings or hearings, participating in deliberations or voting upon or otherwise transacting public business. A quorum consists of 51% of the members of the ~~BoardTAC~~, plus as many additional members as may be required to ensure that 51% of the possible votes are present.

Section IV– Attendance: Each member shall be expected to attend each scheduled meeting. Any Board member asking to be excused shall require a call to the MPO's Executive Director at least 24 hours in advance of the meeting. The Executive Director will at the beginning of the Board meeting, list the members requesting to be excused which will require a vote from the Board to approve these excused absences. If an Alternate attends a meeting in place of the member, this will not count as an absence for the member. For members not attending three (3) consecutive ~~Board TAC~~ meetings, the Chairman will send to the chief elected officer of the jurisdiction of the member in question, a letter indicating the number of absences and requesting re-affirmation or re-designation of the jurisdiction's representative.

ARTICLE VI – VOTING PROCEDURES

Section I – Majority Votes: Any member may call for a vote on any issue provided that it is seconded and within the purposes set forth in the "Memorandum of Understanding." Each voting member of the ~~BoardTAC~~ shall have one vote, and a majority vote of those present and voting shall constitute approval of any motion, provided a quorum exists. Abstentions are not included in the tally of the votes. Proxy and absentee voting are not permitted.

Section II – Agenda: The agenda is the list of items suggested for discussion at a ~~BoardTAC~~ meeting. Agenda items originate from the Executive

Director or as a carry-over from previous meetings, are placed on the agenda prior to its distribution by any member of the BoardTAC, by request from any jurisdiction party to the “Memorandum of Understanding,” or by the request of a member of the Technical Coordinating Committee (TCC). TCC and BoardTAC members may submit an item(s) to their respective TCC and BoardTAC agendas. In order for a Board member to submit an item(s) to the TCC or BoardTAC, the item(s) must be submitted no later than 5:00 p.m. the first business day of the calendar month in which the item is requested to be considered. The item must include all pertinent background materials (resolution, maps, etc.). The BoardTAC shall approve the agenda at the beginning of each meeting. At this time, the BoardTAC shall have the ability to add or remove any item on the agenda by a super-majority vote of the Board'sTAC's voting members present. An item added to the agenda will be placed for consideration at the end of the meeting.

ARTICLE VII – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the BoardTAC shall require the affirmative vote of at least two-thirds (2/3) of the eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the item is to be considered and provided that such amendment does not conflict with the letter or the fundamental intent of the “Memorandum of Understanding” governing this document. In the event of any conflict, the “Memorandum of Understanding” shall carry precedence over these Bylaws.

Date Adopted_____

Signature of Chairman

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION AMENDING THE BYLAWS OF THE WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Bylaws serve as the written rules of conduct for the Wilmington Urban Area Metropolitan Planning Organization; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has identified a need to amend the Organization's Bylaws to change the name of the policy board to the Board, change the date when the Board adopts the meeting calendar and to clarify that each member may appoint one (1) Alternate member.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the amended Wilmington Urban Area Metropolitan Planning Organization Bylaws.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 30, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

**FY 2017-2018 PUBLIC TRANSPORTATION PLANNING SECTION 5303 GRANT
AGREEMENT FOR THE WILMINGTON URBANIZED AREA**

THIS AGREEMENT made and entered into this ____ day of _____, 2017 by and between the City of Wilmington, the Wilmington Urban Area Metropolitan Planning Organization, a metropolitan planning organization and the Cape Fear Public Transportation Authority d/b/a “Wave Transit”, a North Carolina public transportation authority.

W I T N E S S E T H

WHEREAS, by joint resolution the City of Wilmington and New Hanover County established the “Cape Fear Public Transportation Authority” (hereinafter referred to as “Wave”) to provide public transportation services within the area designated as the Wilmington Urbanized Area (hereinafter referred to as “UZA”), effective July 1, 2004, in recognition of the fact that some traffic and transportation concerns of each entity are the same without regard for any jurisdictional boundary; and

WHEREAS, pursuant to, and in compliance with, 23 C.F.R. § 450.306 (2017), the Wilmington Urban Area Metropolitan Planning Organization (hereinafter referred to as “MPO”) was designated as the policy body for cooperative transportation decision making in the UZA; and

WHEREAS, the City of Wilmington serves as the Lead Planning Agency for the MPO; and

WHEREAS, on November 18, 2015, the MPO, which includes the City of Wilmington, New Hanover County, North Carolina Department of Transportation, and other urban area jurisdictions adopted the “Cape Fear Transportation 2040” which affects the UZA; and

WHEREAS, Wave is the provider of public transportation services in the UZA; and

WHEREAS, on June 22, 2005, the Secretary of Transportation for the State of North Carolina, with authority vested by the Governor of the State of North Carolina, and in accordance with Title 49 of the United States Code § 5307(a)(2) and the Transportation Equity Act for the 21st Century, declared Wave to be a designated recipient of Federal Urbanized Area Formula Program funds for the UZA; and

WHEREAS, the MPO is the recipient of Federal Transit Administration 49 U.S.C. § 5303 (2017) transit planning funds for the UZA; and

WHEREAS, the Federal Transit Administration, pursuant to 49 U.S.C. § 5303 (2017), provides 80% of transportation planning funds for the UZA, the North Carolina Department of Transportation provides 10%, and the required 10% local match is shared by the members of the MPO in accordance with the Memorandum of Understanding for Cooperative, Comprehensive, and Continuing Transportation Planning, dated June 30, 2016; and

WHEREAS, 23 C.F.R. § 450.314 (2017) requires an agreement between Wave and the MPO specifying cooperative procedures for carrying out transportation planning and programming.

NOW THEREFORE, in consideration of the mutually beneficial covenants of agreement between the parties hereinafter expressed in enumerated terms, the adequacy and sufficiency of which of hereby acknowledged by each as valuable consideration the City of Wilmington on behalf of the MPO and Wave agree as follows:

1. **Cooperation.** The MPO and Wave shall cooperate in long range planning for the provision of public transportation services in the UZA, including the Metropolitan Transportation Improvement Program (hereinafter referred to as “MTIP”). Such cooperation includes, but is not limited to, estimating funds needed for the services recommended in the MTIP as adopted by the MPO. MTIP is in accordance with the State Transportation Improvement Program, and is periodically amended as the State Transportation Improvement Program is updated.
2. **Planning.** Wave shall be afforded the opportunity for meaningful participation in the public transportation planning and decision making process. The parties shall insure that projects in the public transportation service portion of the MTIP are included in the planning process.
3. **Tasks.** Wave agrees and covenants to dutifully and properly perform the program tasks assigned to them as evidenced by the line item allocation shown on the MPO’s budget which is known as the Unified Planning Work Program.
4. **Funding.** The MPO will pay to Wave seventy percent (70%) of its allocation of 49 U.S.C. § 5303 (2017) planning funds for the term of this agreement. No funds paid under this Agreement shall be paid from the City of Wilmington’s funds, except those held for the MPO. No funds paid under this agreement shall exceed \$56,000.
5. **Duration.** This Agreement shall commence on the date of its full execution by all parties and continue for one year or as long as Federal and State funding for public transportation planning are provided for the UZA if such funding is for less than one year.
6. **Termination.** This Agreement shall terminate as a result of the loss of Federal

and/or State funding for public transportation services for the UZA. Additionally, any party may terminate this Agreement upon written notice to the other party which specifies an effective date of termination. The effective date of said “Notice of Termination” shall be no earlier than thirty (30) days prior to the date the notice is sent.

7. **Governing Law.** All of the terms and conditions contained herein shall be interpreted in accordance with the laws of the State of North Carolina without regard to any conflicts of law principles and subject to the exclusive jurisdiction of federal or state courts within the State of North Carolina. In the event of a conflict between the various terms and conditions contained herein or between these terms and other applicable provisions, then the more particular shall prevail over the general and the more stringent or higher standard shall prevail over the less stringent or lower standard.

8. **Entire Agreement, Amendments.** This Agreement constitutes the entire contract between the parties, and no warranties, inducements, considerations, promises or other inferences shall be implied or impressed upon this agreement that are not set forth herein. This Agreement shall not be altered or amended except in writing signed by all Parties.

IN WITNESS WHEREOF, the due execution in agreement by parties hereto as evidenced by the hereafter affixed signatures.

(This space is left intentionally blank)

CITY OF WILMINGTON

Bill Saffo, Mayor

ATTEST:

Penelope Spicer-Sidbury, City Clerk

[SEAL]

Approved as to form:

John Joye, City Attorney

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, _____, a Notary Public of _____ County,
North Carolina, certify that Penelope Spicer-Sidbury personally came before me this day and
acknowledged that she is City Clerk of the City of Wilmington, and that by authority duly given
and as the act of the Council, the foregoing instrument was signed in its name by its Mayor,
sealed with its corporate seal and attested by herself as its City Clerk.

WITNESS my hand and official seal, this ____ day of _____, 2017.

Notary Public

My commission expires: _____

CERTIFICATION

This instrument has been preaudited in the manner required by The Local Government
Budget and Fiscal Control Act.

This ____ day of _____, 20____.

Debra H. Mack, City Finance Officer

Project Number: MP1718 (if applicable)
Account Number: 021-2753-442.31-60
Amount of Contract: \$Not to Exceed56,000
Federal ID Number: 56 6000239

**WILMINGTON URBAN AREA METRO
PLANNING ORGANIZATION,
by and through its Board**

By: _____
Honorable Gary Doetsch, Chair

Attest: _____
Secretary Mike Kozlosky

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, _____, a Notary Public in and for the State and County aforesaid, certify that Mike Kozlosky came before me this day and acknowledged that he is the Secretary of the **Board of the Wilmington Urban Area Metropolitan Planning Organization**, and that by authority duly given and as the act of the Organization, the foregoing instrument was signed in its name by its Chairman and attested by himself as its Secretary.

WITNESS my hand and official seal, this ____ day of _____, 2017.

(Seal)
Notary Public
My commission expires: _____.

**CAPE FEAR PUBLIC TRANSPORTATION
AUTHORITY d/b/a/ Wave Transit**

By: _____
Chairman

Attest: _____
Secretary

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, _____, a Notary Public in and for the State and County aforesaid, certify that _____ personally came before me this day and acknowledged that s/he is the Secretary of the **Cape Fear Public Transportation Authority d/b/a Wave Transit**, and that by authority duly given and as the act of the Authority, the foregoing instrument was signed in its name by its Chairman, sealed with its seal and attested by herself as its Secretary.

Witness my hand and official seal, this the ____ day of _____, 2017.

(Seal)
Notary Public
My Commission Expires: _____.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION AUTHORIZING THE CHAIRMAN TO ENTER INTO AN AGREEMENT WITH
THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY AND CITY OF WILMINGTON
FOR THE MPO TO PROVIDE SECTION 5303 FUNDING TO THE CAPE FEAR PUBLIC
TRANSPORTATION AUTHORITY FOR PUBLIC TRANSPORTATION PLANNING ACTIVITIES**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, in accordance with 23 CFR § 450.306, the Wilmington Urban Area MPO was designated as the policy body for cooperative transportation decision making in the Wilmington Urbanized Area (UZA); and

WHEREAS, the City of Wilmington and New Hanover County recognized that traffic and transportation concerns are shared between jurisdictions regardless of jurisdictional boundaries and effective July 1, 2004 established the Cape Fear Public Transportation Authority to provide public transportation services within the UZA; and

WHEREAS, the Cape Fear Public Transportation Authority is the provider of public transportation services in the UZA; and

WHEREAS, the Wilmington Urban Area MPO is the recipient of Federal Transit Authority 49 CFR § 5303 transit planning funds for the UZA; and

WHEREAS, the City of Wilmington serves as the Lead Planning Agency for the Wilmington MPO; and

WHEREAS, 23 CFR § 4510.314 requires an agreement between the Cape Fear Public Transportation Authority and the Wilmington Urban Area MPO specifying cooperative procedures for carrying out transportation planning and programming.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby authorizes the Chairman to enter into an agreement for FY 17-18 with the Cape Fear Public Transportation Authority and City of Wilmington for the MPO to provide Section 5303 funding to the Authority to complete public transportation planning activities within the MPO's Urbanized Area boundary.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 30, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION RE-AFFIRMING SUPPORT TO INCREASE THE FERRY TOLLS FOR THE
FORT FISHER/SOUTHPORT FERRY**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, in 2013, the North Carolina General Assembly mandated that new ferry acquisitions be funded through Strategic Transportation Initiative funding or by revenue-raising initiatives such as tolling, advertising, and concessions; and

WHEREAS, the North Carolina Board of Transportation has approved a tolling methodology which tolls routes by distance travelled and raises approximately five million dollars a year for ferry replacement; and

WHEREAS, all money collected will go only toward new ferry vessels and ferry improvements; and

WHEREAS, the Fort Fisher/Southport ferry is currently a tolled ferry; and

WHEREAS, the NCDOT was proposing to retain the same ferry tolls for pedestrians, bicycles and motorcycles but increase the ferry tolls for < 20 feet from \$5 to \$7, 20 feet – 40 feet from \$10 to \$14 and > 40 from \$15 to \$28; and

WHEREAS, on March 26, 2014 and March 30, 2016 the Wilmington Urban Area Metropolitan Planning Organization Board supported increasing the ferry tolls however, the new tolls were not implemented.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby re-affirms support to increase the ferry tolls for the Fort Fisher/Southport Ferry.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 30, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																
							STATE TRANSPORTATION PROGRAM			DEVELOPMENTAL PROGRAM							UNFUNDED						
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS					
RURAL PROJECTS																							
US 17 (HAMPSTEAD BYPASS)	R-3300	US 17 BYPASS SOUTH OF HAMPSTEAD TO US 17 NORTH OF HAMPSTEAD. CONSTRUCT FREEWAY ON NEW LOCATION	12.3	294761	12282	T													R 33060				
						T			R	14658	B												
						T													U 500				
						T				U	500	B											
						T													C 116123				
					T							C	25745	B	C	25745	B						
NEW HANOVER																							
PENDER							A	US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210.															
							REG B	NC 210 TO US 17 NORTH OF HAMPSTEAD. - PLANNING/DESIGN IN PROGRESS															

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
							STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
URBAN PROJECTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS														
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED				
URBAN PROJECTS							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS				
NC 132 (COLLEGE ROAD)	NEW HANOVER	U-5881	SR 2048 (GORDON ROAD) TO SR 1272 (NEW CENTRE DRIVE). UPGRADE ROADWAY.	2.9	82450	750	T														
							T														
							T														
PLANNING/DESIGN IN PROGRESS																					
NC 132 (COLLEGE ROAD)	NEW HANOVER	U-5704	US 76 (OLEANDER DRIVE). CONSTRUCT INTERCHANGE.		56100	800	NHP														
							NHP														
							NHP														
PLANNING/DESIGN IN PROGRESS																					
NC 132 (COLLEGE ROAD)	NEW HANOVER	U-5702	SR 1272 (NEW CENTRE DRIVE) TO US 421 (CAROLINA BEACH ROAD) IN WILMINGTON. ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	9.7	101785	820	NHP														
							NHP														
							NHP														
							NHP														
							NHP														
							NHP														
PLANNING/DESIGN IN PROGRESS																					
NC 133 (CASTLE HAYNE ROAD)	NEW HANOVER	U-5954	NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT.	1	1030		T														
							T														
							T														
PLANNING/DESIGN IN PROGRESS																					
NC 133 BRUNSWICK	NEW HANOVER	U-5914	US 17/US 74/US 76 TO SR 1554 (OLD RIVER ROAD). MODERNIZE ROADWAY.	0.5	5880	750	T														
PLANNING/DESIGN IN PROGRESS																					
NC 133 (CASTLE HAYNE ROAD)	NEW HANOVER	U-5863	I-140/US 17 (WILMINGTON BYPASS) TO SR 1310 (DIVISION DRIVE) IN WILMINGTON. WIDEN TO MUL TI-LANES	3.7	31374	1000	T														
							T														
							T														
PLANNING/DESIGN IN PROGRESS																					
PLANNING/DESIGN IN PROGRESS																					

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

		TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ YEARS COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
						FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026		FY 2027	FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
URBAN PROJECTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
SR 1175 (KERR AVENUE) NEW HANOVER	U-3338	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. WIDEN TO MULTI-LANES.	3.2	85551	62296	STBG	R	3913	C	R	3912	C																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
						STBG	U	1030	C																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
						STBG						C	14400	C																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
TRN B RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY). - UNDER CONSTRUCTION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
REG C SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MLK, JR. PARKWAY). - PLANNING/DESIGN IN PROGRESS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
SR 1175 (KERR AVENUE) NEW HANOVER	U-6080	PATRICK AVENUE TO SR 1411 (WRIGHTSVILLE AVENUE). WIDEN TO MULTI-LANES.	1.1	25900		T																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
						T																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
						T													R	14600	U	1800																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS		
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027			
URBAN PROJECTS							FUNDS												
VARIOUS	BRUNSWICK	U-5989 DIV	WILMINGTON URBAN METROPOLITAN PLANNING ORGANIZATION STBGDA RESERVE ACCOUNT.		22380		STBGDA	C	2238		C	2238		C	2238		C	2238	
	NEW HANOVER																		
	PENDER																		
VARIOUS	BRUNSWICK	U-5525 DIV	WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION PLANNING ALLOCATION AND UNIFIED WORK PROGRAM.		3000		STBGDA	PE	240	PE	240	PE	240	PE	240	PE	240	PE	240
	NEW HANOVER						L		PE	60	PE	60	PE	60	PE	60	PE	60	60
	PENDER																		
VARIOUS	BRUNSWICK	U-5534	WILMINGTON URBAN AREA MPO STP-DA PROGRAM.		11245	1125	STBGDA	R	125	R	125	R	125	R	125	R	125	R	125
	NEW HANOVER						L		R	125	R	125	R	125	R	125	R	125	
	PENDER						STBGDA	C	381	C	381	C	381	C	381	C	381	C	381
							L		C	381	C	381	C	381	C	381	C	381	
IN PROGRESS																			
NORTH 23RD STREET		U-6083	US 74 (MARTIN LUTHER KING, JR. PARKWAY) TO NC 133 (CASTLE HAYNE ROAD); WIDEN.	2.1	23000		T												
							T												
	NEW HANOVER	DIV					T												
FEASIBILITY STUDIES																			
US 74/US 76		FS-1703A	REPLACE BRIDGE 640012 OVER INTRACOASTAL WATERWAY.																
NEW HANOVER		REG																	
FEASIBILITY STUDY IN PROGRESS																			
US 421		FS-1003B	SANDERS ROAD TO NC 132 (COLLEGE ROAD); WIDEN ROADWAY.																
(CAROLINA BEACH ROAD)																			
NEW HANOVER																			
FEASIBILITY STUDY IN PROGRESS																			

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

ROUTE/CITY		ID	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ YEARS COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS											UNFUNDED	FUTURE YEARS
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM							
COUNTY	NUMBER					FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027			

BRIDGE PROJECTS																		
SR 1100 (RIVER ROAD)		B-5236	REPLACE BRIDGE 640019 OVER LORDS CREEK.		1955	1955												
NEW HANOVER		HF																

UNDER CONSTRUCTION																		
VARIOUS		BD-5103	DIVISION 3 PURCHASE ORDER CONTRACT		16008	16008												
BRUNSWICK		DIV	BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.															
DUPLIN																		
NEW HANOVER																		
ONSLow																		
PENDER																		
SAMPSON																		

UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																		
MITIGATION PROJECTS																		
VARIOUS		EE-4903	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 3 PROJECT MITIGATION.		5505	5505												
BRUNSWICK																		
DUPLIN																		
NEW HANOVER																		
ONSLow																		
PENDER																		
SAMPSON																		

IN PROGRESS																		
HIGHWAY SAFETY PROJECTS																		
US 421		W-5103	NORTH OF GEORGE ANDERSON ROAD TO SR 1100 (RIVER ROAD), SAFETY IMPROVEMENT'S.		7960	7960												
(CAROLINA BEACH ROAD)																		
NEW HANOVER																		
			REG A NORTH OF GEORGE ANDERSON ROAD TO SR 1100 (RIVER ROAD).															

UNDER CONSTRUCTION																		
NC 133		W-5306	US 117/NC 132 (COLLEGE ROAD) IN CASTLE HAYNE. CONSTRUCT A ROUNDABOUT.		2497	2497												
NEW HANOVER		TRN																

UNDER CONSTRUCTION																		
--------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
HIGHWAY PROGRAM

		TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																			
ROUTE/CITY	COUNTY	ID	NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED			
								FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026		FY 2027		
HIGHWAY SAFETY PROJECTS																					
VARIOUS			W-5703	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.		700		HSIP	R	30	DIV										
								HSIP	C	180	DIV										
								HSIP	R	30	RE										
								HSIP	C	180	RE										
								HSIP	R	40	SW										
								HSIP	C	240	SW										
BRUNSWICK								DIV	DIV	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.											
DUPLIN								REG	REG	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.											
NEW HANOVER								SW	SW	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.											
ONSLOW																					
PENDER																					
SAMPSON																					

IN PROGRESS				
VARIOUS	W-5203	DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	17939	17939
BRUNSWICK		DIV DIV DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		
DUPLIN		REG REG DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		
NEW HANOVER		SW SW DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		
ONSLOW				
PENDER				
SAMPSON				
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS				

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS		
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027			
AVIATION PROJECTS																			
WILMINGTON INTERNATIONAL (ILM)	NEW HANOVER	AV-5796	INCREASE WIDTH OF ALL TAXIWAYS.		500		T									C	500		
WILMINGTON INTERNATIONAL (ILM)	NEW HANOVER	AV-5730	EXTEND RUNWAY 6-24 PHASE 1		5000		T												
							O	C	4500										
WILMINGTON INTERNATIONAL (ILM)	NEW HANOVER	AV-5797	VARIOUS IMPROVEMENTS.		500		T									C	500		
WILMINGTON INTERNATIONAL (ILM)	NEW HANOVER	AV-5704	UPGRADE AIRFIELD LIGHTING VAULT.		2400	2400													
WILMINGTON INTERNATIONAL (ILM)	NEW HANOVER	AV-5702	REHABILITATE GA APRON NORTH.		3500	3500	UNDER CONSTRUCTION												
WILMINGTON INTERNATIONAL (ILM)	NEW HANOVER	AV-5713	PIPE DITCHES IN FBO #2 AREA.		1500	1500	UNDER CONSTRUCTION												
WILMINGTON INTERNATIONAL (ILM)	NEW HANOVER	AV-5799	WIDEN NORTH-SOUTH TAXIWAY SYSTEM.		500		T										C	500	
WILMINGTON INTERNATIONAL (ILM)	NEW HANOVER	AV-5801	EXPANSION OF AIR CARRIER APRON.		500		T										C	500	
WILMINGTON INTERNATIONAL (ILM)	NEW HANOVER	AV-5795	EXPAND THE GENERAL AVIATION APRON.		500		T									C	500		

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

										TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS									
ROUTE/CITY		ID	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ YEARS COST COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED		
COUNTY	NUMBER	FUNDS					FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS		
AVIATION PROJECTS																			
WILMINGTON	AV-5798		TAXIWAY IMPROVEMENTS.		500		T												
INTERNATIONAL (ILM)																			
NEW HANOVER	SW																		
BICYCLE AND PEDESTRIAN PROJECTS																			
SR 1219	EB-5600		HOSPITAL PLAZA TO INDEPENDENCE BOULEVARD. CONSTRUCT MULT-USE PATH.	1.7	1040	107	STPEB												
(SOUTH 17TH STREET)							L												
NEW HANOVER	DIV																		
PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY CITY OF WILMINGTON																			
SR 1403	EB-5543		OGDEN ELEMENTARY SCHOOL TO SR 1986 (OYSTER DRIVE). CONSTRUCT MULTI-USE PATH.		230	230													
(MIDDLE SOUND LOOP ROAD)																			
NEW HANOVER	TRN																		
UNDER CONSTRUCTION																			
VARIOUS	U-5527		WILMINGTON URBAN AREA MPO TRANSPORTATION ALTERNATIVES PROGRAM.		2552	304	TAPDA	R	25	R	25	R	25	R	25	R	25		
							L	R	6	R	6	R	6	R	6	R	6		
							TAPDA	C	200	C	200	C	200	C	200	C	200		
							L	C	50	C	50	C	50	C	50	C	50		
BRUNSWICK	DIV																		
NEW HANOVER																			
PENDER																			
IN PROGRESS																			
GARY SHELL	EB-5544		WILMINGTON. CONSTRUCT BICYCLE AND PEDESTRIAN ACCOMMODATIONS ON SOUTH 17TH STREET, WAL TMOOR ROAD, AND BETHEL ROAD.		1338	1338													
CROSS-CITY TRAIL																			
NEW HANOVER	TRN																		
UNDER CONSTRUCTION - OTHER FUNDING - \$525 FROM BLUE CROSS BLUE SHIELD, \$75 FROM STATE FUNDS.																			
PEACHTREE AVENUE	EB-5719		PARK AVENUE TO MCMILLAN AVENUE. CONSTRUCT BICYCLE LANE.	0.4	209		TAP												
							L												
							TAP												
							L												
NEW HANOVER	DIV																		

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

		TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED
ROUTE/CITY		STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					
COUNTY	ID	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS
FERRY PROJECTS												
VARIOUS	F-5301	CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS. REPLACE DOLPHINS.										
BRUNSWICK	TRN	980	980									
CARTERET												
NEW HANOVER												

UNDER CONSTRUCTION												
VARIOUS	F-5703	10745										
BEAUFORT	DIV											
BERTIE												
BRUNSWICK												
CAMDEN												
CARTERET												
CHOWAN												
CRAVEN												
CURRITUCK												
DARE												
DUPLIN												
GATES												
GREENE												
HERTFORD												
HYDE												
JONES												
LENOIR												
MARTIN												
NEW HANOVER												
NORTHAMPTON												
ONSLow												
PAMLICO												
PASQUOTANK												
PENDER												
PERQUIMANS												
PITT												
SAMPSON												
TYRRELL												
WASHINGTON												

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																								
ROUTE/CITY		ID	LENGTH (Miles)	TOTAL PROJ YEARS COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM					UNFUNDED							
COUNTY						NUMBER	LOCATION / DESCRIPTION	FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS					
PUBLIC TRANSPORTATION PROJECTS																								
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TD-5296	166	BUS STOP AMENITIES ROUTE 205.	FEDT																			
					L											C	132							
					T												C	17						
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	REG	TD-5298	196	BUS STOP AMENITIES ROUTE 101.	FEDT																			
					L												C	156						
					T													C	20					
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	REG	TD-5290	76	BUS STOP SHELTER AMENITIES ROUTE 106.	FEDT																			
					L													C	60					
					T														C	8				
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	REG	TD-5291	136	BUS STOP SHELTER AMENITIES ROUTE 204.	FEDT																			
					L														C	108				
					T															C	14			
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	REG	TD-5292	136	BUS STOP SHELTER AMENITIES.	FEDT																			
					L															C	108			
					T																C	14		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	DIV	TG-4796		ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC.	FEDT																			
					L																C	108		
					T																		C	14
IN PROGRESS																								
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TG-5243		PREVENTATIVE MAINTENANCE.	FEDT																			
					L																			
					T																			
IN PROGRESS																								

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					
PUBLIC TRANSPORTATION PROJECTS							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY							993	993									
NEW HANOVER DIV																	
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY							100	100	L								
NEW HANOVER									STBGDA								
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY							226	226	L								
NEW HANOVER									S								
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY							1873	625	FBUS	CP	260	CP	260	CP	260	CP	260
NEW HANOVER									L	CP	26	CP	26	CP	26	CP	26
NEW HANOVER									S	CP	26	CP	26	CP	26	CP	26
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY							6070		FBUS	CP	1128	CP	1140	CP	2588		
NEW HANOVER									L	CP	141	CP	143	CP	323		
NEW HANOVER									S	CP	141	CP	143	CP	323		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY							460	460	FNF								
NEW HANOVER																	
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY							771	771	FNU								
NEW HANOVER																	

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS												UNFUNDED FUTURE YEARS						
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM													
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027									
PUBLIC TRANSPORTATION PROJECTS																									
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TA-5224	REPLACEMENT TROLLEY		700	FBUS																			
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TA-5171	PURCHASE REPLACEMENT BUSES		2802	FUZ																			
							CP	103																	
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER					S																			
							CP																		
							STBGDA	CP	744																
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TA-5134	REPLACEMENT HYBRID BUS		478	JARC																			
							L																		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TD-4721	INTERMODAL FACILITY - LAND, PLANNING, DESIGN, AND CONSTRUCTION		3000	L																			
							STBGDA	C	2400																
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TG-5244	PREVENTIVE MAINTENANCE		1256	FBUS																			
							L																		
FUNDS AUTHORIZED IN PROGRESS																									
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TG-6186	REPLACE TRANSIT SYSTEM RADIOS		100	FBUS																			
							L																		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	HF				S																			
							FUNDS AUTHORIZED IN PROGRESS																		
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TG-5245	PREVENTIVE MAINTENANCE		3354	FUZ																			
							CP	854		CP	251														
							L		CP	264		CP	63		CP	63									
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	HF																							

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS												UNFUNDED FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
							STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
PUBLIC TRANSPORTATION PROJECTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TK-6176	ADMINISTRATION		2863	1555	FNU	O	218		O	218		O	218		O	218																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS						
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM											
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027						
PUBLIC TRANSPORTATION PROJECTS																							
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TP-5111	PLANNING ASSISTANCE - 5303	4408	1936	FMPL	PL	384	PL	384	PL	384	PL	384	PL	384	PL	384					
						L	PL	14	PL	14	PL	14	PL	14	PL	14	PL	14	PL	14			
						S	PL	14	PL	14	PL	14	PL	14	PL	14	PL	14	PL	14			
FUNDS AUTHORIZED IN PROGRESS																							
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TP-5110	PLANNING ASSISTANCE - SHORT RANGE DEVELOPMENT	300	200	FUZ				CP	80												
						L				CP	10												
						S				CP	10												
FUNDS AUTHORIZED IN PROGRESS																							
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TP-5125	PLANNIG SRTP	150	150	FUZ																	
						L																	
FUNDS AUTHORIZED IN PROGRESS																							
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	ONSLOW	TO-6157	OPERATING ASSISTANCE - PURCHASE OF SERVICE	250	250	FEPD																	
						L																	
						S																	
FUNDS AUTHORIZED IN PROGRESS																							
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TO-6513	OPERATING ASSISTANCE	1190	680	FEPD	O	85	O	85	O	85	O	85	O	85							
						L	O	85	O	85	O	85	O	85	O	85							
FUNDS AUTHORIZED IN PROGRESS																							
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TO-9035	5310 CAPITAL PROJECT - SERVICE VEHICLE	20	20	FEPD																	
						L																	
FUNDS AUTHORIZED IN PROGRESS																							
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TO-7005	5310 ADMINISTRATIVE OVERSIGHT	19	19	FEPD																	
FUNDS AUTHORIZED IN PROGRESS																							
CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	NEW HANOVER	TO-9036	5310 CAPITAL PROJECT - REVENUE VEHICLE	117	117	FEPD																	
						L																	
FUNDS AUTHORIZED IN PROGRESS																							

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

[illegible]

STATEWIDE PROJECTS
HIGHWAY PROGRAM

ROUTE/CITY		ID	COUNTY	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS												UNFUNDED	
								STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM							
		NUMBER						FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027			
INTERSTATE PROJECTS																			FUTURE YEARS		
VARIOUS		I-9999		INTERSTATE MAINTENANCE BALANCE.		306960		NHPIM	C	5000		C	5000		C	5000		C	100000		
STATEWIDE		SW																			
<hr/>																					
RURAL PROJECTS																					
VARIOUS		M-0515		RIGHT-OF-WAY BRANCH, REVIEW OF LOCAL PUBLIC AGENCY (LPA) PROJECTS BY THE APPRAISAL SECTION.		2750	250	T	R	250		R	250		R	250		R	250		
STATEWIDE		DIV																			
<hr/>																					
VARIOUS		M-0219		PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS		4808	2308	T	PE	75 DIV	PE	75 DIV	PE	75 DIV	PE	75 DIV	PE	75 DIV	PE		
								T	PE	75 RE	PE	75 RE	PE	75 RE	PE	75 RE	PE	75 RE	PE		
								T	PE	100 SW	PE	100 SW	PE	100 SW	PE	100 SW	PE	100 SW	PE		
STATEWIDE		SW						DIV DIV PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS													
								REG REG PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS													
								SW SW PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS													
<hr/>																					
VARIOUS		M-0479		STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		7130	2130	T	PE	150 DIV	PE	150 DIV	PE	150 DIV	PE	150 DIV	PE	150 DIV	PE		
								T	PE	150 RE	PE	150 RE	PE	150 RE	PE	150 RE	PE	150 RE	PE		
								T	PE	200 SW	PE	200 SW	PE	200 SW	PE	200 SW	PE	200 SW	PE		
STATEWIDE								DIV DIV STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.													
								REG REG STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.													
								SW SW STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.													
<hr/>																					
VARIOUS		M-0392		HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		4280	2680	T	PE	48 DIV	PE	48 DIV	PE	48 DIV	PE	48 DIV	PE	48 DIV	PE		
								T	PE	48 RE	PE	48 RE	PE	48 RE	PE	48 RE	PE	48 RE	PE		
								T	PE	64 SW	PE	64 SW	PE	64 SW	PE	64 SW	PE	64 SW	PE		
STATEWIDE								DIV DIV HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.													
								REG REG HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.													
								SW SW HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.													
<hr/>																					
VARIOUS		M-0391		STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		8076	4076	T	PE	120 DIV	PE	120 DIV	PE	120 DIV	PE	120 DIV	PE	120 DIV	PE		
								T	PE	120 RE	PE	120 RE	PE	120 RE	PE	120 RE	PE	120 RE	PE		
								T	PE	160 SW	PE	160 SW	PE	160 SW	PE	160 SW	PE	160 SW	PE		
STATEWIDE								DIV DIV STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.													
								REG REG STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.													
								SW SW STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.													
<hr/>																					
								IN PROGRESS													

STATEWIDE PROJECTS **HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																									
ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ YEARS COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS								
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026		FY 2027							
RURAL PROJECTS																									
VARIOUS		M-0521	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS.		600	300	T	PE	100	DIV															
							T	PE	100	RE															
							T	PE	100	SW															
STATEWIDE																									
DIV DIV TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE DIVISION TIER.																									
REG REG TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE REGIONAL TIER.																									
SW SW TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE STATEWIDE TIER.																									
IN PROGRESS																									
VARIOUS		M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON- PROJECT SPECIFIC WORK.		21257	12167	T	PE	270	DIV	PE	270	DIV	PE	270	DIV	PE	270	DIV	PE	360	DIV			
							T	PE	270	RE	PE	270	RE	PE	270	RE	PE	270	RE	PE	270	RE	PE	360	RE
							T	PE	360	SW	PE	360	SW	PE	360	SW	PE	360	SW	PE	360	SW	PE	360	SW
STATEWIDE																									
DIV DIV STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																									
REG REG STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																									
SW SW STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																									
IN PROGRESS																									
VARIOUS		M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		23328	13328	T	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV			
							T	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE
							T	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW
STATEWIDE																									
DIV DIV DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																									
REG REG DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																									
SW SW DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																									
IN PROGRESS																									
VARIOUS		R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS; LED SIGNAL HEAD REPLACEMENT).		89398	89398	IN PROGRESS																		
VARIOUS		R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		265523	265523	IN PROGRESS																		
VARIOUS		R-5753 EX	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.				IN PROGRESS																		
PROGRAM IN PROGRESS																									

STATEWIDE PROJECTS **HIGHWAY PROGRAM**

[illegible]

STATEWIDE PROJECTS
HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS												
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	UNFUNDED		
BRIDGE PROJECTS																		FUTURE YEARS	
VARIOUS	B-9999	BRIDGE INSPECTION PROGRAM:			339692	229692	STBG	I	3300	DIV	I	3300	DIV	I	3300	DIV	I	3300	DIV
						STBG	I	3300	RE	I	3300	RE	I	3300	RE	I	3300	RE	
						STBG	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW	

STATEWIDE PROJECTS
HIGHWAY PROGRAM

ROUTE/CITY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ YEARS COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED	
COUNTY							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	

BRIDGE PROJECTS																
VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100												
STATEWIDE	DIV															
IN PROGRESS																

HIGHWAY SAFETY PROJECTS																	
VARIOUS	W-9999	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	223850	HSIP		C	3600	DIV	C	6750	DIV	C	7035	DIV	C	7110	DIV
				HSIP		C	3600	RE	C	6750	RE	C	7035	RE	C	7110	RE
				HSIP		C	4800	SW	C	9000	SW	C	9380	SW	C	9480	SW
STATEWIDE		DIV	DIV	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.													
		REG	REG	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.													
		SW	SW	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.													
				C	7110	DIV	C	7110	DIV	C	7110	DIV	C	7110	DIV	C	7110
			C	7110	RE	C	7110	RE	C	7110	RE	C	7110	RE	C	7110	RE
			C	9480	SW	C	9480	SW	C	9480	SW	C	9480	SW	C	9480	SW

VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		6608												
STATEWIDE																
IN PROGRESS																
DIV DIV SIGNAL RETIMING TO IMPROVE SAFETY.																
REG REG SIGNAL RETIMING TO IMPROVE SAFETY.																
SW SW SIGNAL RETIMING TO IMPROVE SAFETY.																

VARIOUS	W-5517	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	71601	IN PROGRESS																		
				HSIP	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV			
				HSIP	PE	1650	RE	PE	1650	RE	PE	1650	RE	PE	1650	RE	PE	1650	RE			
				HSIP	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW			
STATEWIDE		DIV	DIV	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																		
		REG	REG	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																		
		SW	SW	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																		

VARIOUS	W-5601	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	180736	82736	HSIP																
						R	420	DIV	R	420	DIV	R	420	DIV	R	420	DIV	R	420	DIV	
						C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV	
						R	420	RE	R	420	RE	R	420	RE	R	420	RE	R	420	RE	
						C	2520	RE	C	2520	RE	C	2520	RE	C	2520	RE	C	2520	RE	
						R	560	SW	R	560	SW	R	560	SW	R	560	SW	R	560	SW	
STATEWIDE				HSIP																	
					C	3360	SW	C	3360	SW	C	3360	SW	C	3360	SW	C	3360	SW		
					DIV DIV RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.																
					REG REG RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.																
					SW SW RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATEWIDE CATEGORY.																

STATEWIDE PROJECTS
HIGHWAY PROGRAM

				TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																		
ROUTE/CITY	COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED					
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026		FY 2027				
HIGHWAY SAFETY PROJECTS																			FUTURE YEARS			
VARIOUS		W-5700	SIGNAL RETIMING TO IMPROVE SAFETY.		17000	2000	HSIP	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV			
							HSIP	C	450	RE	C	450	RE	C	450	RE	C	450	RE			
							HSIP	C	600	SW	C	600	SW	C	600	SW	C	600	SW			
STATEWIDE																						
DIV																			DIV	SIGNAL RETIMING TO IMPROVE SAFETY.		
REG																			REG	SIGNAL RETIMING TO IMPROVE SAFETY.		
SW																			SW	SIGNAL RETIMING TO IMPROVE SAFETY.		

IN PROGRESS

VARIOUS	STATEWIDE	W-5508		HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.		1500	1500												
---------	-----------	--------	--	---	--	------	------	--	--	--	--	--	--	--	--	--	--	--	--

CONGESTION MITIGATION PROJECTS																				
VARIOUS	STATEWIDE	C-5601		CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.		5922		CMAQ	PE	235	PE	239								
								L	PE	59	PE	60								
								CMAQ	R	235	R	239								
								L	R	59	R	60								
								CMAQ	C	1407	C	1433								
								L	C	352	C	358								
								CMAQ	O	235	O	239								
STATEWIDE	EX							L	O	59	O	60								
								CMAQ	I	235	I	239								
								L	I	59	I	60								

VARIOUS STATEWIDE		C-3600 EX	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	6702	6702
IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES					

STATEWIDE PROJECTS
HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS													
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM								
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	UNFUNDED FUTURE YEARS		
CONGESTION MITIGATION PROJECTS																				
VARIOUS		C-5600	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.		60260	18379	CMAQ	PE	1634	PE	1664									
							S(M)	PE	408	PE	416									
							CMAQ	R	1634	R	1664									
							S(M)	R	408	R	416									
							CMAQ	C	9803	C	9983									
							S(M)	C	2451	C	2496									
							CMAQ	O	1634	O	1664									
							S(M)	O	408	O	416									
							CMAQ	I	1634	I	1664									
							S(M)	I	408	I	416									
STATEWIDE																				
VARIOUS		C-5702	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES.		4869	2994	CMAQ	OT	1500	C										
							L	OT	375	C										
							EX	A	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES. - IN PROGRESS											
							EX	B	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. - IN PROGRESS											
STATEWIDE		C-4902	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.		4694	4694														
							EX	A	PHASE 2 OF IMPLEMENTATION											
							IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY													
NORTH CAROLINA STATE UNIVERSITY STATEWIDE		C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		1500	1500														
							EX	A												
							IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY													
STATEWIDE		C-9999	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS.		300000		CMAQ	C	30000	C	30000	C	30000	C	30000	C	30000	C	30000	
							EX													
							IN PROGRESS BY NCDEMR DIVISION OF AIR QUALITY													

STATEWIDE PROJECTS
HIGHWAY PROGRAM

		TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																		
ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM						UNFUNDED		
						FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027				
ENHANCEMENT (ROADSIDE PROJECTS)																				
VARIOUS	ER-5600	VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.		42182	2182	STBG	C	1200	DIV	C	1200	DIV	C	1200	DIV	C	1200	DIV		
					STBG	C	1200	RE	C	1200	RE	C	1200	RE	C	1200	RE	C	1200	RE
					STBG	C	1600	SW	C	1600	SW	C	1600	SW	C	1600	SW	C	1600	SW
STATEWIDE																				
DIV DIV VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - IN PROGRESS																				
REG REG VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - REGIONAL CATEGORY. - IN PROGRESS																				
SW SW VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - STATEWIDE CATEGORY. - IN PROGRESS																				
IN PROGRESS																				
VARIOUS	M-0451	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.		1312	612	T	PE	21	DIV	PE	21	DIV	PE	21	DIV	PE	21	DIV		
					T	PE	21	RE	PE	21	RE	PE	21	RE	PE	21	RE	PE	21	RE
					T	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW
STATEWIDE																				
DIV DIV STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.																				
REG REG STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.																				
SW SW STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.																				

SAFE ROUTES TO SCHOOLS PROJECTS				
VARIOUS STATEWIDE	SR-5001 DIV	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.	13519	13519
IN PROGRESS - \$200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C				
VARIOUS STATEWIDE	SR-5000 DIV	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.	6435	6435
IN PROGRESS				

STATEWIDE PROJECTS

NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		FY 2018					FY 2019					FY 2020					FY 2021					FY 2022					FY 2023					FY 2024					FY 2025					FY 2026					FY 2027					FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		FUND					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C					1200					C				

STATEWIDE PROJECTS

NON HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS													UNFUNDED FUTURE YEARS			
							STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM										
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027						
PUBLIC TRANSPORTATION PROJECTS																							
NC DOT FERRY DIVISION	STATEWIDE	TA-6535	CAPITAL	HF	789	789	FNF																
							S																
REGIONAL COORDINATED AREA TRANSPORTION	STATEWIDE	TP-4901	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES	HF	7769	5579	ESPR	CP	600	CP	600	CP	600										
							S	CP	150	CP	120	CP	120										
FUND AUTHORIZED IN PROGRESS																							
REGIONAL COORDINATED AREA TRANSPORTION	STATEWIDE	TT-9702A	TECHNOLOGY - ADMINISTRATION (ITRE)	HF	50	50	UTCH																
STATEWIDE	STATEWIDE	TA-6665	5311 CAPITAL PROJECTS FOR RURAL AREAS	HF	18676	11823	FNU	CP	4262														
							L	CP	620														
							S	CP	1971														
FUND AUTHORIZED IN PROGRESS																							
STATEWIDE	STATEWIDE	TA-6666	PURCHASE REPLACEMENT VEHICLES	HF	3735	1527	FBUS	CP	1806														
							L	CP	201														
							S	CP	201														
FUND AUTHORIZED IN PROGRESS																							
STATEWIDE	STATEWIDE	TA-6520	SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON- PROFIT AGENCIES ACROSS THE STATE	HF	443	443	FNF																
STATEWIDE	STATEWIDE	TC-5004	5311 ADTAP CAPITAL PROJECTS FOR RURAL AREAS	HF	5129	2310	ADTAP	CP	2264														
							L	CP	278														
							S	CP	277														
FUND AUTHORIZED IN PROGRESS																							
STATEWIDE	STATEWIDE	TH-2000	TRAVELER'S AID PROGRAM	HF	126	126	L																
							S																
FUND AUTHORIZED IN PROGRESS																							

STATEWIDE PROJECTS

NON HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ YEARS COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																	
							STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM											
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	UNFUNDED FUTURE YEARS						
PUBLIC TRANSPORTATION PROJECTS																								
STATEWIDE		TI-6109	INTERCITY BUS SERVICE		9043	9043	FNU																	
							L																	
STATEWIDE		HF					S																	
FUNDS AUTHORIZED IN PROGRESS																								
STATEWIDE		TK-6181	5311 ADMINISTRATIVE PROJECTS FOR RURAL AREAS		35682	17973	FNU	AD	13423															
							L	AD	2630															
STATEWIDE		HF					S	AD	1656															
FUNDS AUTHORIZED IN PROGRESS																								
STATEWIDE		TK-4902	STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION ASSISTANCE PROGRAM		561	330	ADTAP	AD	231															
STATEWIDE		HF																						
FUNDS AUTHORIZED IN PROGRESS																								
STATEWIDE		TK-4900Z	STATE ADMINISTRATION - RURAL AREA GENERAL PUBLIC TRANSIT SERVICES		19423	12180	FNU	AD	1743	AD	1100	AD	1100	AD	1100	AD	1100							
STATEWIDE		HF																						
FUNDS AUTHORIZED IN PROGRESS																								
STATEWIDE		TM-6155	OPERATING FUNDING FOR EXISTING PROJECTS STATEWIDE		350	350	JARC																	
STATEWIDE		HF					L																	
FUNDS AUTHORIZED IN PROGRESS																								
STATEWIDE		TO-6135	5311 OPERATING PROJECTS FOR RURAL AREAS		4293	4293	FNU																	
STATEWIDE		HF					L																	
FUNDS AUTHORIZED IN PROGRESS																								
STATEWIDE		TP-4902	STATEWIDE SUPPORT TO UPDATE LOCAL COMMUNITY TRANSPORTATION SERVICE PLANS - 5311		3710	3710	FNU																	
STATEWIDE		HF																						
FUNDS AUTHORIZED IN PROGRESS																								
STATEWIDE		TQ-9038	5310 CAPITAL PROJECTS FOR RURAL AREAS AND SMALL URBAN AREAS		7551	3226	FEPD	CP	3459															
							L	CP	433															
STATEWIDE		HF					S	CP	433															
FUNDS AUTHORIZED IN PROGRESS																								
68																								

STATEWIDE PROJECTS

NON HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS															
							STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM									
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	UNFUNDED FUTURE YEARS				
PUBLIC TRANSPORTATION PROJECTS																						
STATEWIDE	TO-9039	5310 MOBILITY MANAGEMENT PROJECTS FOR RURAL AREAS			657	657	FEPD															
							L															
STATEWIDE	HF						S															
FUNDS AUTHORIZED IN PROGRESS																						
STATEWIDE	TO-6954	5310 OPERATING PROJECTS FOR RURAL AREAS			8670	4208	FEPD	O	2231													
							L	O	2231													
STATEWIDE	HF																					
FUNDS AUTHORIZED IN PROGRESS																						
STATEWIDE	TS-7000	DEVELOP AND IMPLEMENT AN ENHANCED STATE SAFETY OVERSIGHT PROGRAM			844	844	SSO															
	HF																					
FUNDS AUTHORIZED IN PROGRESS																						
STATEWIDE	TS-4900Z	STATEWIDE TRAINING AND SUPPORT SERVICES RTAP (RURAL, SMALL-URBAN AND PARATRANSIT)			2285	1873	RTAP	AD	412													
	HF																					
FUNDS AUTHORIZED IN PROGRESS																						
STATEWIDE	TT-5205	NCDOT FERRY DIVISION WILL PURCHASE AND INSTALL VISUALS, PAGING SYSTEMS ON BOARD FIVE CLASS FERRY VESSELS			66	66	FNF															
	HF						S															
FUNDS AUTHORIZED IN PROGRESS																						
SUB REGIONAL	TM-5301	STATE ADMINISTRATION - JOB ACCESS NON- URBAN			5592	4092	JARC	AD	500	AD	500	AD	500									
	HF																					
FUNDS AUTHORIZED IN PROGRESS																						
SUB REGIONAL	TN-5112	STATE ADMINISTRATION - NEW FREEDOM - 5317			4270	3184	FNF	AD	386	AD	350	AD	350									
	HF																					
FUNDS AUTHORIZED IN PROGRESS																						
SUB REGIONAL	TV-4903	STATE ADMINISTRATION - ELDERLY AND DISABLED PERSONS (FEDERAL PROGRAM)			9749	5930	FEPD	AD	569	AD	650	AD	650	AD	650							
	HF																					
FUNDS AUTHORIZED IN PROGRESS																						

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

STATEWIDE PROJECTS
NON HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
							STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
PASSENGER RAIL PROJECTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</

(INFLATED) STIP FUNDING SUMMARY 2018 - 2021 (August 2017)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)			
			FY 2018	FY 2019	FY 2020	FY 2021
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	F	108			
L	Local	O	567	572	809	585
NHP	National Highway Performance Program	F	21586	21528	21743	19444
NHPIM	National Highway Performance Program (Interstate Maintenance)	F		3261	3293	
STBG	Surface Transportation Block Grant Program	F	4967	3971	14760	
STBGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	2997	3026	3058	3088
T	Highway Trust Funds	S	29686	49364	69367	90852
		SUBTOTAL	59911	81722	113030	113969

(INFLATED) STIP FUNDING SUMMARY 2018 - 2021 (August 2017)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

		FUNDING TYPE	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
FUNDING	FUNDING DESCRIPTION		FY 2018	FY 2019	FY 2020	FY 2021
FBUS	Capital Program - Bus Earmark (5309)	F	1394	1420	3635	269
FEPD	Elderly and Persons with Disability (5310)	F	126	127	129	
FMPL	Metropolitan Planning (5303)	F	385	389	393	397
FNF	New Freedom Program	F	179			
FNU	Non Urbanised Area Formula Program (5311)	F	218	220	222	225
FUZ	Capital Program - Bus Earmark (5309)	F	3019	2437	2543	2226
JARC	Job Assistance And Reverse Commute (5316)	F	184			
L	Local	O	4439	3395	3466	2955
O	Local, Non Federal or State Funds	O	4522			
S	State	S	275	185	381	40
SMAP	Operating Assistance and State Maintenance	S	849	857	866	874
STBGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	3158			
STPEB	Surface Transportation Program (Enhancement)	F		757		
T	Highway Trust Funds	S	502	981		
TAP	Transportation Alternatives Program	F		18	153	
TAPDA	Transportation Alternatives Program (Direct Attributable)	F	225	228	230	232
SUBTOTAL			19475	11014	12018	7218
TOTAL			79386	92736	125048	121187

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																					
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS				
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026		FY 2027			
INTERSTATE PROJECTS	STATEWIDE	I-9999 SW	INTERSTATE MAINTENANCE BALANCE.		306960		NHPIM	C	5000	C	5000	C	5000	C	75460	C	96500	C	100000		
RURAL PROJECTS	STATEWIDE	M-0515 DIV	RIGHT-OF-WAY BRANCH, REVIEW OF LOCAL PUBLIC AGENCY (LPA) PROJECTS BY THE APPRAISAL SECTION.		2750	250	T		R	250		R	250		R	250		R	250		
STATEWIDE	VARIOUS	M-0219 SW	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS		4808	2308	T	PE	75 DIV	PE	75 DIV	PE	75 DIV	PE	75 DIV	PE	75 DIV	PE	75 DIV	PE	75 DIV
							T	PE	75 RE	PE	75 RE	PE	75 RE	PE	75 RE	PE	75 RE	PE	75 RE	PE	75 RE
							T	PE	100 SW	PE	100 SW	PE	100 SW	PE	100 SW	PE	100 SW	PE	100 SW	PE	100 SW
DIV DIV PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																					
REG REG PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																					
SW SW PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																					
STATEWIDE	VARIOUS	M-0479	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		7130	2130	T	PE	150 DIV	PE	150 DIV	PE	150 DIV	PE	150 DIV	PE	150 DIV	PE	150 DIV	PE	150 DIV
							T	PE	150 RE	PE	150 RE	PE	150 RE	PE	150 RE	PE	150 RE	PE	150 RE	PE	150 RE
						T	PE	200 SW	PE	200 SW	PE	200 SW	PE	200 SW	PE	200 SW	PE	200 SW	PE	200 SW	
DIV DIV STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																					
REG REG STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																					
SW SW STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																					
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		4280	2680	T	PE	48 DIV	PE	48 DIV	PE	48 DIV	PE	48 DIV	PE	48 DIV	PE	48 DIV	PE	48 DIV
							T	PE	48 RE	PE	48 RE	PE	48 RE	PE	48 RE	PE	48 RE	PE	48 RE	PE	48 RE
						T	PE	64 SW	PE	64 SW	PE	64 SW	PE	64 SW	PE	64 SW	PE	64 SW	PE	64 SW	
DIV DIV HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																					
REG REG HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																					
SW SW HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																					
IN PROGRESS																					
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		8076	4076	T	PE	120 DIV	PE	120 DIV	PE	120 DIV	PE	120 DIV	PE	120 DIV	PE	120 DIV	PE	120 DIV
							T	PE	120 RE	PE	120 RE	PE	120 RE	PE	120 RE	PE	120 RE	PE	120 RE	PE	120 RE
						T	PE	160 SW	PE	160 SW	PE	160 SW	PE	160 SW	PE	160 SW	PE	160 SW	PE	160 SW	
DIV DIV STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																					
REG REG STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																					
SW SW STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																					
IN PROGRESS																					
STATEWIDE	VARIOUS	M-0521	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS.		600	300	T	PE	100 DIV												
							T	PE	100 RE												
						T	PE	100 SW													
DIV DIV TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE DIVISION TIER.																					
REG REG TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE REGIONAL TIER.																					
SW SW TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE STATEWIDE TIER.																					
IN PROGRESS																					
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.		21257	12167	T	PE	270 DIV	PE	270 DIV	PE	270 DIV	PE	270 DIV	PE	270 DIV	PE	270 DIV	PE	270 DIV
							T	PE	270 RE	PE	270 RE	PE	270 RE	PE	270 RE	PE	270 RE	PE	270 RE	PE	270 RE
						T	PE	360 SW	PE	360 SW	PE	360 SW	PE	360 SW	PE	360 SW	PE	360 SW	PE	360 SW	
DIV DIV STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																					
REG REG STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																					
SW SW STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																					
IN PROGRESS																					

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY		ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	STATE TRANSPORTATION IMPROVEMENT PROGRAM							DEVELOPMENTAL PROGRAM							UNFUNDED	
								FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS				
RURAL PROJECTS	STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		23328	13328	T	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV			
								T	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE			
								T	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW			
				DIV DIV DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
				REG REG DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
				SW SW DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
				IN PROGRESS																			
				IN PROGRESS																			
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).		89398	89398																	
			IN PROGRESS																				
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		265523	265523																	
			IN PROGRESS																				
STATEWIDE	VARIOUS	R-5753 EX	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.																				
			PROGRAM IN PROGRESS																				
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.		20305	20305																	
			IN PROGRESS																				
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC).		158759	158759																	
			IN PROGRESS																				
STATEWIDE	VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.		67523	37523	STBG	C	900	DIV	C	900	DIV	C	900	DIV	C	900	DIV				
							STBG	C	900	RE	C	900	RE	C	900	RE	C	900	RE				
							STBG	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW				
			DIV DIV NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY. - IN PROGRESS																				
			REG REG NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY. - IN PROGRESS																				
			SW SW NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - STATEWIDE CATEGORY. - IN PROGRESS																				
			IN PROGRESS																				
STATEWIDE	VARIOUS	R-9999MM	ENVIRONMENTAL MITIGATION AND MINIMIZATION.		82759	72759	NHP	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV				
							NHP	M	150	RE	M	150	RE	M	150	RE	M	150	RE				
							NHP	M	200	SW	M	200	SW	M	200	SW	M	200	SW				
							T	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV				
							T	M	150	RE	M	150	RE	M	150	RE	M	150	RE				
							T	M	200	SW	M	200	SW	M	200	SW	M	200	SW				
			DIV DIV ENVIRONMENTAL MITIGATION AND MINIMIZATION.																				
			REG REG ENVIRONMENTAL MITIGATION AND MINIMIZATION.																				
			SW SW ENVIRONMENTAL MITIGATION AND MINIMIZATION.																				
			IN PROGRESS																				
URBAN PROJECTS	STATEWIDE	VARIOUS	M-0505 DIV	TRANSPORTATION PROGRAM MANAGEMENT UNIT (TPMU) OVERSIGHT FOR LOCALLY-ADMINISTERED PROJECTS INCLUDING PREPARATION OF AGREEMENTS AND FUNDING AUTHORIZATION REQUESTS.		3300	300	T	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300			

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TOTAL PRIOR PROJ YEARS COST COST										STATE TRANSPORTATION IMPROVEMENT PROGRAM										DEVELOPMENTAL PROGRAM										UNFUNDED								
COUNTY					ROUTE/CITY		ID NUMBER		LOCATION / DESCRIPTION		LENGTH		(THOU)		FUND		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		FY 2023		FY 2024		FY 2025		FY 2026		FY 2027		FUTURE YEARS	
FEASIBILITY STUDIES STATEWIDE					VARIOUS		M-0452		TOLLING/FINANCIAL FEASIBILITY STUDIES.				3064		1064		T		PE		200		PE		200		PE		200		PE		200		PE			
BRIDGE PROJECTS STATEWIDE					VARIOUS		B-9999		BRIDGE INSPECTION PROGRAM.				339692		229692		STBG		I		3300		DIV		I		3300		DIV		I		3300		DIV			
																	STBG		I		3300		RE		I		3300		RE		I		3300		RE			
																	STBG		I		4400		SW		I		4400		SW		I		4400		SW			
																			DIV		DIV		BRIDGE INSPECTION PROGRAM.															
																			REG		REG		BRIDGE INSPECTION PROGRAM.															
																			SW		SW		BRIDGE INSPECTION PROGRAM.															
																			IN PROGRESS																			

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

[illegible]

HIGHWAY SAFETY PROJECTS		
STATEWIDE	VARIOUS	
WI-5300	SIGNAL RETIMING TO IMPROVE SAFETY.	6608
		6608
	DIV	DIV SIGNAL RETIMING TO IMPROVE SAFETY.
	REG	REG SIGNAL RETIMING TO IMPROVE SAFETY.
	SW	SW SIGNAL RETIMING TO IMPROVE SAFETY.

IN PROGRESS														
STATEWIDE	VARIOUS	W-5517	71601	16601	HSIP	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV
					HSIP	PE	1650	RE	PE	1650	RE	PE	1650	RE
					HSIP	PE	2200	SW	PE	2200	SW	PE	2200	SW
SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.														
DIV DIV SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.														
REG REG SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.														
SW SW SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.														

[illegible][illegible]

		IN PROGRESS	
		1500	1500
STATEWIDE	VARIOUS	W-5508	HIGHWAY SYSTEM DATA COLLECTION, TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.

[illegible]

STATEWIDE	VARIOUS	C-3600 EX	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (IM) PROGRAM.	6702	6702
					IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES

Page 4 of 9

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY		ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED				
								FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS			
CONGESTION MITIGATION PROJECTS																						
STATEWIDE	VARIOUS		C-5600	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.		60260	18379	CMAQ	PE	1634	PE	1664										
								S(M)	PE	408	PE	416										
								CMAQ	R	1634	R	1664										
								S(M)	R	408	R	416										
								CMAQ	C	9803	C	9983										
								S(M)	C	2451	C	2496										
								CMAQ	O	1634	O	1664										
								S(M)	O	408	O	416										
								CMAQ	I	1634	I	1664										
								S(M)	I	408	I	416										
								S(M)	I	327	I	333										
EX																						
STATEWIDE	VARIOUS		C-5702	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM, INCLUDING EMISSIONS-REDUCING SUB-AWARDS, IN ALL CMAQ-ELIGIBLE COUNTIES.		4869	2994	CMAQ	OT	1500	C											
			EX					L	OT	375	C											
								EX	A	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES. - IN PROGRESS												
								EX	B	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. - IN PROGRESS												
								EX	C	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.												
STATEWIDE	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCE		C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		1500	1500															
IN PROGRESS BY NCDENR DIVISION OF AIR QUALITY																						
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY		C-4902	NORTH CAROLINA STATE UNIVERSITY SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL-ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.		4694	4694															
								EX	A	PHASE 2 OF IMPLEMENTATION												
IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY																						
STATEWIDE	STATEWIDE		C-9999	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS.		300000	300000	CMAQ	C	30000	C	30000	C	30000	C	30000	C	30000	C	30000		
								EX														
ENHANCEMENT (ROADSIDE PROJECTS)																						
STATEWIDE	VARIOUS		ER-5600	VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.		42182	2182	STBG	C	1200	DIV	C	1200	DIV	C	1200	DIV	C	1200	DIV		
								STBG	C	1200	RE	C	1200	RE	C	1200	RE	C	1200	RE		
								STBG	C	1600	SW	C	1600	SW	C	1600	SW	C	1600	SW		
								DIV	DIV VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - DIVISION CATEGORY. - IN PROGRESS													
								REG	REG VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - REGIONAL CATEGORY. - IN PROGRESS													
								SW	SW VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - STATEWIDE CATEGORY. - IN PROGRESS													
IN PROGRESS																						
STATEWIDE	VARIOUS		M-0451	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.		1312	612	T	PE	21	DIV	PE	21	DIV	PE	21	DIV	PE	21	DIV		
								T	PE	21	RE	PE	21	RE	PE	21	RE	PE	21	RE		
								T	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW		
								DIV	DIV STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.													
								REG	REG STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.													
								SW	SW STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.													

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

										TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS												
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJ YEARS COST (THOU)	FUND COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED					
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS					
SAFE ROUTES TO SCHOOLS PROJECTS																						
STATEWIDE	VARIOUS	SR-5001 DIV	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		13519	13519	IN PROGRESS - \$200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C															
STATEWIDE	VARIOUS	SR-5000 DIV	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		6435	6435																
BICYCLE AND PEDESTRIAN PROJECTS																						
STATEWIDE	VARIOUS	E-4018 DIV	NATIONAL RECREATIONAL TRAILS.		12645	645	TAP	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200			
STATEWIDE	VARIOUS	EB-3314 TRN	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.		6476	6476	IN PROGRESS															
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.				UNDER CONSTRUCTION															
STATEWIDE	VARIOUS	EB-5542 DIV	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM.		11503	1503	STBG	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000			
STATEWIDE	VARIOUS	ER-2971 TRN	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.		25408	25408	IN PROGRESS - \$182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E															
STATEWIDE	GREYHOUND LINES	TI-6108 HF	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 117, AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17		4081	4081	FNU	L														
STATEWIDE	GREYHOUND LINES	TI-6105 HF	INTERCITY BUS SERVICE FROM RALEIGH TO NORFOLK ALONG US 64 AND US 258 WITH STOPS AT RALEIGH, ROCKY MOUNT, AHOSKIE, AND SUFFOLK		1402	1402	FNF	L														
STATEWIDE	GREYHOUND LINES	TI-6106 HF	INTERCITY BUS SERVICE FROM RALEIGH TO WILMINGTON ALONG US 70 AND US 117 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, WALLACE, AND WILMINGTON		1592	1592	FNU	L														
STATEWIDE	GREYHOUND LINES	TI-6107 HF	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE ALONG US 70 AND US 17 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, KINSTON, AND NEW BERN		1910	1910	FNU	L														
STATEWIDE	NCDOT FERRY DIVISION	TA-6535 HF	CAPITAL		789	789	FNF	S														

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																	
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJ YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
						FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS	
PUBLIC TRANSPORTATION PROJECTS																	
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTION	TP-4901	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES		7769	5579	ESPR	CP	600	CP	600	CP	600				
		HF					S	CP	150	CP	120	CP	120				
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTION	TT-9702A	TECHNOLOGY - ADMINISTRATION (ITRE)		50	50	UTCH										
		HF															
STATEWIDE	STATEWIDE	TA-6665	5311 CAPITAL PROJECTS FOR RURAL AREAS		18676	11823	FNU	CP	4262								
		HF					L	CP	620								
							S	CP	1971								
STATEWIDE	STATEWIDE	TA-6666	PURCHASE REPLACEMENT VEHICLES		3735	1527	EBUS	CP	1806								
		HF					L	CP	201								
							S	CP	201								
STATEWIDE	STATEWIDE	TA-6520	SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON-PROFIT AGENCIES ACROSS THE STATE		443	443	FNF										
		HF															
STATEWIDE	STATEWIDE	TC-5004	5311 ADTAP CAPITAL PROJECTS FOR RURAL AREAS		5129	2310	ADTAP	CP	2264								
		HF					L	CP	278								
							S	CP	277								
STATEWIDE	STATEWIDE	TH-2000	TRAVELER'S AID PROGRAM		126	126	L										
		HF					S										
STATEWIDE	STATEWIDE	TI-6109	INTERCITY BUS SERVICE		9043	9043	FNU										
		HF					L										
							S										
STATEWIDE	STATEWIDE	TK-6181	5311 ADMINISTRATIVE PROJECTS FOR RURAL AREAS		35682	17973	FNU	AD	13423								
		HF					L	AD	2630								
							S	AD	1656								
STATEWIDE	STATEWIDE	TK-4902	STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION ASSISTANCE PROGRAM		561	330	ADTAP	AD	231								
		HF															
STATEWIDE	STATEWIDE	TK-4900Z	STATE ADMINISTRATION - RURAL AREA GENERAL PUBLIC TRANSIT SERVICES		19423	12180	FNU	AD	1743	AD	1100	AD	1100	AD	1100	AD	1100
		HF															

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																		
TOTAL PRIOR PROJ YEARS COST					STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS			
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	(THOU)	(THOU)	FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
PUBLIC TRANSPORTATION PROJECTS																		
STATEWIDE	STATEWIDE	TM-6155	OPERATING FUNDING FOR EXISTING PROJECTS STATEWIDE		350	350	JARC											
		HF					L											
STATEWIDE	STATEWIDE	TO-6135	5311 OPERATING PROJECTS FOR RURAL AREAS		4293	4293	FNU											
		HF					L											
STATEWIDE	STATEWIDE	TP-4902	STATEWIDE SUPPORT TO UPDATE LOCAL COMMUNITY TRANSPORTATION SERVICE PLANS - 5311		3710	3710	FNU											
		HF																
STATEWIDE	STATEWIDE	TO-9038	5310 CAPITAL PROJECTS FOR RURAL AREAS AND SMALL URBAN AREAS		7551	3226	FEPD	CP	3459									
		HF					L	CP	433									
							S	CP	433									
STATEWIDE	STATEWIDE	TO-9039	5310 MOBILITY MANAGEMENT PROJECTS FOR RURAL AREAS		657	657	FEPD											
		HF					L											
							S											
STATEWIDE	STATEWIDE	TO-6954	5310 OPERATING PROJECTS FOR RURAL AREAS		8670	4208	FEPD	O	2231									
		HF					L	O	2231									
STATEWIDE	STATEWIDE	TS-7000	DEVELOP AND IMPLEMENT AN ENHANCED STATE SAFETY OVERSIGHT PROGRAM		844	844	SSO											
		HF																
STATEWIDE	STATEWIDE	TS-4900Z	STATEWIDE TRAINING AND SUPPORT SERVICES RTAP (RURAL, SMALL-URBAN AND PARATRANSIT)		2285	1873	RTAP	AD	412									
		HF																
STATEWIDE	STATEWIDE	TT-5205	NCDOT FERRY DIVISION WILL PURCHASE AND INSTALL VISUALS, PAGING SYSTEMS ON BOARD FIVE CLASS FERRY VESSELS		66	66	FNF											
		HF					S											
STATEWIDE	SUB REGIONAL	TM-5301	STATE ADMINISTRATION - JOB ACCESS NON-URBAN		5592	4092	JARC	AD	500	AD	500							
		HF																
STATEWIDE	SUB REGIONAL	TM-5112	STATE ADMINISTRATION - NEW FREEDOM - 5317		4270	3184	FNF	AD	386	AD	350	AD	350					
		HF																
STATEWIDE	SUB REGIONAL	TV-4903	STATE ADMINISTRATION - ELDERLY AND DISABLED PERSONS (FEDERAL PROGRAM)		9749	5930	FEPD	AD	569	AD	650	AD	650	AD	650			
		HF											AD	650				

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																											
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	STATE TRANSPORTATION IMPROVEMENT PROGRAM						DEVELOPMENTAL PROGRAM						UNFUNDED FUTURE YEARS								
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027										
PASSENGER RAIL PROJECTS	STATEWIDE	P-5602	STATEWIDE RAIL PRELIMINARY ENGINEERING		12001	2001	T	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV								
							T	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE					
							T	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW		
						DIV DIV STATEWIDE RAIL PRELIMINARY ENGINEERING																					
REG REG STATEWIDE RAIL PRELIMINARY ENGINEERING																											
SW SW STATEWIDE RAIL PRELIMINARY ENGINEERING																											
STATEWIDE	VARIOUS	Y-5500	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		31087	1087	RR	R	500		R	500		R	500		R	500									
		DIV					RR	C	2500		C	2500		C	2500		C	2500									
IN PROGRESS																											
STATEWIDE	VARIOUS	Z-5400	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		23316	23316																					
		DIV																									
IN PROGRESS																											
STATEWIDE	VARIOUS	Z-9999	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS - UNPROGRAMMED BALANCE.		17500		RR										R	500		R	500						
		DIV					RR										C	3000		C	3000						
STATEWIDE	VARIOUS	Z-5700	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		7404	404	RR	R	500		R	500															
		DIV					RR	C	3000		C	3000															
IN PROGRESS																											
STATEWIDE	VARIOUS	Z-5800	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		10500		RR				R	500		R	500												
		DIV					RR				C	3000		C	3000												
STATEWIDE	NORTH CAROLINA RAILROAD	C-5571	NCDOT PIEDMONT AND CAROLINIAN PASSENGER RAIL SERVICES. PUBLIC OUTREACH AND AWARENESS PROGRAM.		2456	2456																					
		EX																									
IN PROGRESS																											

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO

SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

Page 9 of 9

Tuesday, June 27, 2017

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE WILMINGTON URBAN AREA
METROPOLITAN AND STATEWIDE TRANSPORTATION IMPROVEMENT
PROGRAMS FOR FY 2018-2027**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the Draft 2018-2027 Metropolitan/State Transportation Improvement Programs were released on January 4, 2017; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization conducted a 30-day public comment period and public hearing on the Draft 2018-2027 Metropolitan/State Transportation Improvement Programs; and

WHEREAS, the 2018-2027 Metropolitan/State Transportation Improvement Programs, for years one through three, will serve as the project selection document for transportation projects within the Wilmington Urban Area Metropolitan Planning Organization's boundary.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the FY 2018-2027 Metropolitan/State Transportation Improvement Programs.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 30, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

Memorandum

To: Board Members

From: Amy Kimes, PE, Senior Project Engineer, WMPO
Britt Strait, Accountant, WMPO

Date: August 23, 2017

Subject: Discussion Regarding STBG/TASA Direct Attributable Funding

The STP-DA/TAP-DA programs first awarded funding to WMPO member jurisdictions in fiscal year 2013. Prior to award, the WMPO staff developed an application process with recommendations to the Board for the modal target percentages to be placed within each target category. The categories and allocation percentages were as follows:

Off-the-top:

- 15% Reserve/UPWP

Remaining:

- 20% Transit
- 15% Intersection
- 15% Roadway
- 50% Bike Ped

New legislation has changed the name to the Surface Transportation Block Grant-Direct Attributable/Transportation Alternative Set-Aside-Direct Attributable (STBG-DA/TASA-DA) programs and provided modified guidance. As a part of moving forward under this new guidance, staff has worked to streamline the application process and provide additional clarification of allowable projects. Staff has also reviewed existing project statuses and current construction costs to better understand the success and/or failure of the award and construction process. Finally, Board members have requested the addition of studies for consideration.

In order to improve on the current process to provide greater success to the member jurisdictions, staff reviewed the complete “cradle to grave” project process. Staff noted the following concerns and questions for discussion:

- The time required between the application submittal process, the design consultant process, and the project being let to construction.
 - Should projects be awarded by phase (design, right-of-way, and construction)?
- Gap in funding awarded versus obligated funding.
 - Should the Board consider over allocation of funds?
 - Should the process be changed so that the submittal/allocation year is applying for a fiscal year that is one or two years out to allowing for the “paperwork” to be handled in advance of actual funding?
- Funding is not distributed across our modal categories.
 - Should the modal categories be changed to be more inclusive of the allowable projects under the new guidance?
 - Should the modal categories percentages be changed to allow for more competitive projects?
- Need for more accurate engineering estimates in the application.
 - Due diligence is anticipated to be added to the application process starting in FY2019. This could include project specific studies to allow member jurisdictions to have a better understanding of the projects prior to submittal.
- Construction costs have significantly increased over the past year.
 - How does the WMPO address the projected shortfalls for current projects? Recently bid projects have been significantly higher than the engineer’s estimate. For example the Gregory Williston SRTS project was estimated at \$412,000. The only bid received was for \$721,000.
 - Should we delay this call for projects to let the projects “catch-up”?
- Board requested review of studies.
 - How should regional or jurisdiction specific studies be included to help better shape the transportation needs of the region.
- Current interest in projects.
 - With so many projects still in the design phase, are any jurisdictions requesting new projects?
 - Is current interest in completing existing projects, and if so, how many of these projects would need additional funding in this fiscal year?

By changing the application we have created a point to re-evaluate the process including: the allocations, awards, and success. It is the goal of the WMPO to provide an effective award and construction process allowing for successful member jurisdiction projects. By evaluating the above concerns, this process could be improved to meet the needs of our member jurisdictions. This review would result in the delay or cancellation of the call for projects for Fiscal Year 2018 but should provide for more efficient future calls.

At the August 16, 2017 TCC meeting, the Committee discussed the above concerns and possible solutions. Based on this meeting, additional research and discussion is needed. Staff requests additional time to further research and review the processes of other MPOs prior to bringing back additional information to the TCC and MPO Board.



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

MEMORANDUM

TO: MPO Board members

FROM: Mike Kozlosky, Executive Director

DATE: August 22, 2017

SUBJECT: **Cape Fear Crossing**

The Merger Team held a meeting on August 17, 2017 to discuss the potential removal of Alternatives for the Cape Fear Crossing project. The Merger Team approved removing Alternatives J, VF and C and are continuing to discuss dropping Alternatives F and P.

There was also some discussion/desire to consider dropping Alternative G or Q, however the MPO Board had approved to keep both of these Alternatives.

This item has been added to the Board's agenda for Discussion. I will also provide an update on the August 17th Merger Team meeting.

CAPE FEAR CROSSING

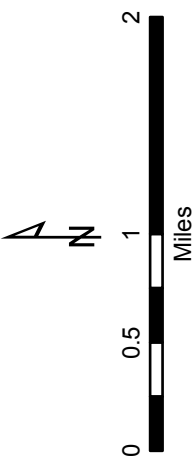
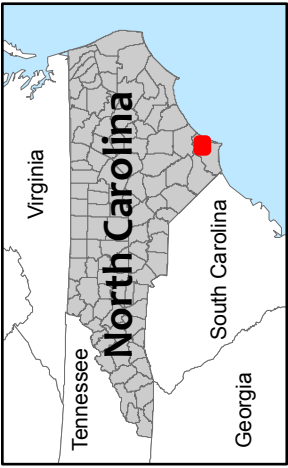
State Transportation Improvement Program
Project No. U-4738

Concurrence Point 2A

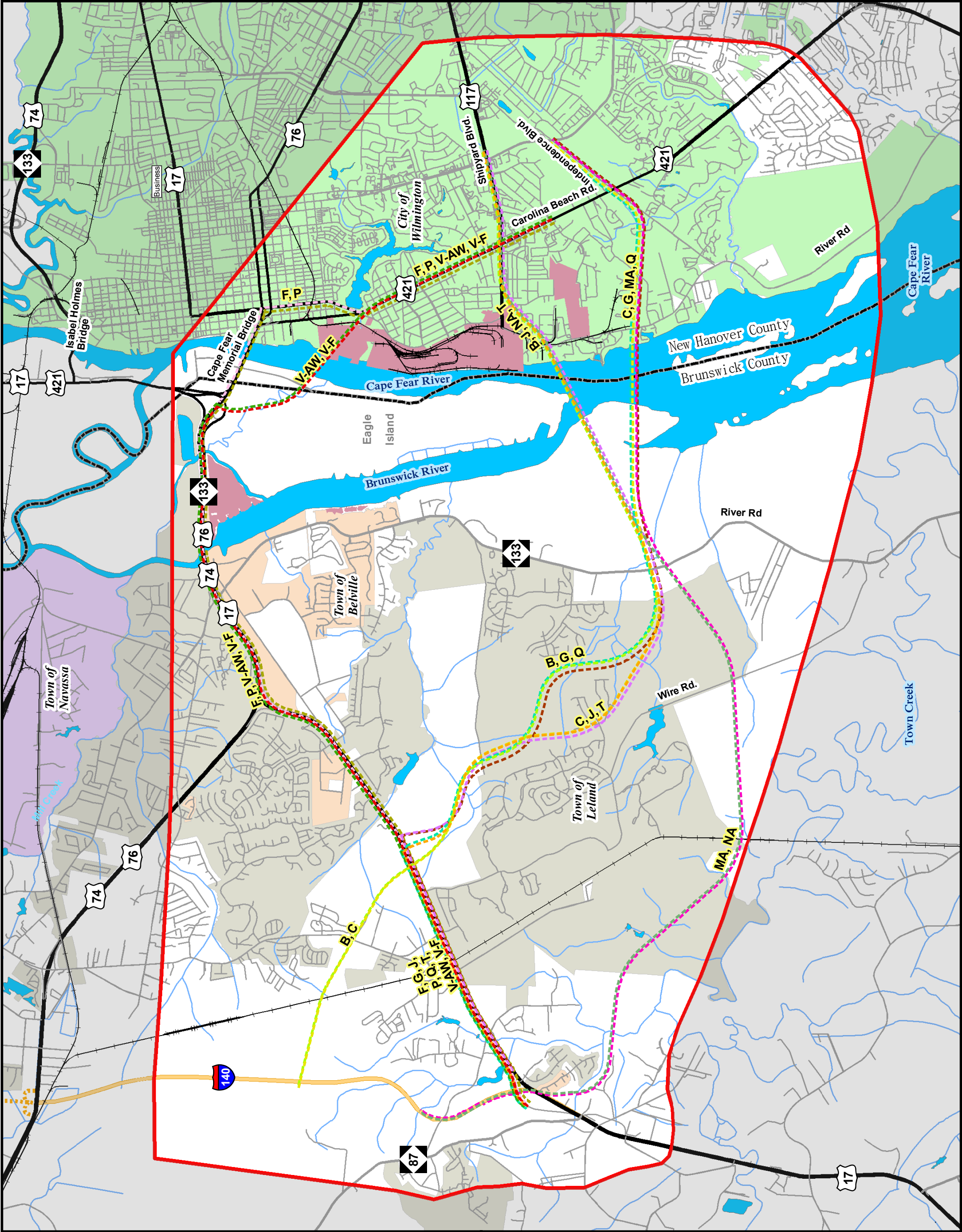


Figure 1: Project Study Area

- Legend**
- | | | | |
|--|----------------------------------|--|------------------|
| | Project Study Area | | Alternative B |
| | Interstate | | Alternative C |
| | US Highway | | Alternative F |
| | NC Highway | | Alternative G |
| | Local Road | | Alternative J |
| | Railroad | | Alternative MA |
| | Future Wilmington Bypass (I-140) | | Alternative NA |
| | Water | | Alternative P |
| | Belville | | Alternative Q |
| | Leland | | Alternative T |
| | Navassa | | Alternative V-AW |
| | Wilmington | | Alternative V-F |
| | County Boundary | | |
| | Port of Wilmington | | |



Date: May 2017
This map is for reference only.
Sources: ESRI, CGIA, NCDOT, and AECOM.



Comparison of Build Alternatives

Resource	B	C	F	G	J	MA	NA	P	Q	T	VA	VF
Length of Corridor (Miles)	11.1	11.3	12.0	11.3	11.2	12.3	12.2	12.0	11.5	11.4	11.8	11.8
Construction Cost (Millions \$)	760	768	425	779	675	774	763	380	745	733	511	553
Number of Interchanges	5	4	6	5	5	4	4	3	4	4	6	7
Number of Railroad Crossings	2	1	1	1	2	1	2	1	1	2	2	2
Number of Major Power Easment Crossings	2	2	4	3	2	1	1	4	2	2	4	4
Business Relocations (Number within Proposed Right of Way)	74	30	42	30	74	30	74	39	30	74	37	38
Residential Relocations (Number within Proposed Right of Way)	95	82	145	39	116	53	98	137	31	108	52	60
Total Relocations	169	112	187	69	190	83	172	176	61	182	89	98
Minority and/or Low-Income Populations Present	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Archaeological Sites (Number within Impact Area)	0	0	0	0	0	1	1	0	0	0	0	0
Historic Properties (Adverse Effect)	0	0	2	0	0	0	0	2	0	0	1	1
Section 4(f) Lands (Acres within Proposed Right of Way)	1.2	0.0	73.9	0.0	1.2	0.0	1.2	73.9	0.0	1.2	16.7	16.7
USS North Carolina Battleship (number of parcels impacted)	0	0	0	0	0	0	0	0	0	0	0	0
Wilmington Historic District (number of parcels impacted)	0	0	296	0	0	0	0	296	0	0	26	26
Sunset Park Historic District (number of parcels impacted)	0	0	22	0	0	0	0	22	0	0	22	22
Hanover Heights Historic District (number of parcels impacted)	2	0	0	0	1	0	1	0	0	1	0	0
Wilmington National Guard Armory (number of parcels impacted)	0	0	1	0	0	0	0	1	0	0	1	1
Clarendon House (number of parcels impacted)	0	0	0	0	0	0	0	0	0	0	0	0
Goodman House (number of parcels impacted)	0	0	0	0	0	0	0	0	0	0	0	0
Lake Forest Defense Housing	0	0	0	0	0	0	0	0	0	0	0	0
Wetlands (Acres within Impact Area)	107.9	111.1	74.1	62.4	54.5	72.4	66.8	58.9	49.8	42.4	140.9	155.9
Surface Waters/Ponds (Acres within Impact Area)	0.05	0.05	0.07	0.05	0.05	0.00	0.00	0.05	0.04	0.04	0.05	0.07
Floodplains (Acres within Impact)	16.6	15.8	135.0	50.4	46.2	44.2	42.5	119.1	34.0	29.8	218.2	234.3
Streams (Linear Feet within Impact)	2,528	7,944	3,466	8,539	2,456	13,170	7,439	2,125	7,748	1,667	2,098	3,510
CAMA Wetlands (Acres within Impact Area)	1.8	1.8	18.9	1.8	1.8	2.3	2.3	19.0	1.8	1.8	89.1	89.1
Large Public Trust Waters (Acres)	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.4
Small Public Trust Waters (Linear Feet)	302	303	489	298	297	236	238	557	297	301	489	489
Federally-Protected Species Habitat Present	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Potential Noise Receptors*	1167	781	2717	865	1449	552	1052	2468	779	1367	1508	1799
Lands Managed for Conservation and Open Space (Acres within Impact)	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	76.5	76.5
Community Facilities Impacted (Number within Proposed Right of Way)												
Cemeteries	1	0	0	0	1	0	1	0	0	1	0	0
Churches	3	3	4	4	4	4	4	3	3	3	4	5
Fire Stations	0	1	0	1	0	1	0	0	1	0	0	0
Section 6f (Number within Proposed Right of Way)	0	0	3	0	0	0	0	3	0	0	2	2
Forested Land (Acres within Impact Area)	110.3	123.2	44.7	141.9	121.2	178.6	161.7	10.7	106.3	84.7	10.7	44.7
Farmland soils (Acres within Proposed Right of Way)	477.5	551.2	280.6	512.9	466.7	550.1	490.1	151.6	413.3	367.0	151.4	280.8
Parks (Number within Proposed Right of Way)	0	0	3	0	0	0	0	3	0	0	3	3
% Decrease in Travel Time Compared to 2040 No-Build	30.41	27.07	44.28	29.54	30.38	29.51	27.04	35.92	24.66	26.86	35.71	42.52

303(d) streams (listed due to sedimentation), and SA/HQW/ORW waters

Impact area equals the slope stakes limits plus 40 feet

* Noise receptors include count within 700 feet of centerline (350 feet on either side) along existing roadways and 600 feet (300 feet on either side) of new location

**Includes land surrounding the USS North Carolina Battleship site (managed by NC Natural & Cultural Resources) and Eagle Island (managed by USACE).

[United States Department of Transportation](#)[About DOT](#)[DOT Activities](#)[Areas of Focus](#)[Search DOT Site](#)

Build America Bureau


[Policies](#)
[Library](#)
[Projects](#)
[About the Bureau](#)

Infrastructure For Rebuilding America (INFRA) Grants

The INFRA program provides dedicated, discretionary funding for projects that address critical issues facing our nation's highways and bridges. INFRA grants will support the Administration's commitment to fixing our nation's crumbling infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built.

U.S. Department of Transportation Launches Infrastructure For Rebuilding America (INFRA) Grant Program, Announces New Funding Opportunities

WASHINGTON - The Department of Transportation (DOT) is announcing the Infrastructure for Rebuilding America (INFRA) discretionary grant program through a Notice of Funding Opportunity (NOFO) in the Federal Register on June 29. The INFRA program will make approximately \$1.5 billion available to projects that are in line with the Administration's principles to help rebuild America's crumbling infrastructure — a priority for this Administration. In addition to providing direct federal funding, the INFRA program aims to increase the total investment by state, local, and private partners.

INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. The new program will increase the impact of projects by leveraging capital and allowing innovation in the project delivery and permitting processes, including public-private partnerships.

Additionally, the new program promotes innovative safety solutions that will improve our transportation system. INFRA will also target performance and accountability in project delivery and operations.

[Submit Feedback >](#)

"The President and the Department are committed to revitalizing, repairing and rebuilding America's aging infrastructure," said Secretary Elaine L. Chao. "By ensuring the right incentives, projects selected under this program will be better able to make significant, long-term improvements to America's transportation infrastructure."

The Department will make awards under the INFRA program to both large and small projects. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10% of available funds are reserved for small projects.

The INFRA grant program preserves the statutory requirement in the FAST Act to award at least 25% of funding for rural projects. The Administration understands that rural needs may well exceed this limit, and the Department will consider rural projects to the greatest extent possible. For rural communities in need of funding for highway and multimodal freight projects with national or regional economic significance, INFRA is an opportunity to apply directly for financial assistance from the federal government. For these communities, DOT will consider an applicant's resource constraints when assessing the leverage criterion.

INFRA grants may be used to fund a variety of components of an infrastructure project, however, the Department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

Applicants may [resubmit](#) their previous FASTLANE application, but must explain how the project competitively addresses the improved INFRA Grant criteria. This [NOFO](#) will remain open until 8:00PM EST, November 2, 2017.

Updated: Wednesday, August 2, 2017



[Submit Feedback >](#)

Related Documents

- [INFRA Notice of Funding Opportunity](#)
- [FY17-18 Build America Bureau Fact Sheet](#)
- [FY17-18 INFRA vs FASTLANE Side-by-Side](#)
- [FY17-18 INFRA Repeat Application Form](#)
- [FY 2016 FASTLANE Project Applications](#)
- [FASTLANE 2016 Annual Report](#)

Contact Us

Office of the Assistant Secretary for Transportation Policy

1200 New Jersey Ave, SE
Washington, DC 20590
United States

Phone: 202-366-4544

TTY/Assistive Device: 800-877-8339

Business Hours:

8:30am-5:00pm ET, M-F

Tags

- [freight](#)

Share

[Submit Feedback >](#)

up to 0.999 mgd (peak day) (Docket No. 20130905).

3. *Project Sponsor and Facility:* Chesapeake Appalachia, L.L.C. (Sugar Creek), Burlington Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 0.499 mgd (peak day) (Docket No. 20130906).

4. *Project Sponsor and Facility:* Chesapeake Appalachia, L.L.C. (Susquehanna River), Terry Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 1.440 mgd (peak day) (Docket No. 20130907).

5. *Project Sponsor and Facility:* Chief Oil & Gas LLC (Towanda Creek), Leroy Township, Bradford County, Pa. Application for surface water withdrawal of up to 1.500 mgd (peak day).

6. *Project Sponsor and Facility:* Downs Racing, L.P. d/b/a Mohegan Sun Pocono, Plains Township, Luzerne County, Pa. Application for consumptive use of up to 0.350 mgd (peak day).

7. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Mount Joy Township, Lancaster County, Pa. Application for renewal of groundwater withdrawal of up to 0.432 mgd (30-day average) from Well 6 (Docket No. 19861103).

8. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Mount Joy Township, Lancaster County, Pa. Application for groundwater withdrawal of up to 0.432 mgd (30-day average) from Well 7.

9. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Elizabethtown Borough and Mount Joy Township, Lancaster County, Pa. Modification to correct total system limit to remove inclusion of water discharged to the Conewago watershed to offset passby and transfer of water from Conewago Creek to Back Run (Docket No. 20160903).

10. *Project Sponsor and Facility:* Houtzdale Municipal Authority, Gulich Township, Clearfield County, Pa. Application for groundwater withdrawal of up to 1.008 mgd (30-day average) from Well 14R.

11. *Project Sponsor and Facility:* Moxie Freedom LLC, Salem Township, Luzerne County, Pa. Modification to increase consumptive use by an additional 0.408 mgd (peak day), for a total consumptive use of up to 0.500 mgd (peak day) (Docket No. 20150907).

12. *Project Sponsor and Facility:* Susquehanna Gas Field Services, LLC (Meshoppen Creek), Meshoppen Borough, Wyoming County, Pa. Application for renewal of surface water

withdrawal of up to 0.145 mgd (peak day) (Docket No. 20130913).

13. *Project Sponsor and Facility:* Susquehanna Nuclear, LLC, Salem Township, Luzerne County, Pa. Modification to increase consumptive use by an additional 5.000 mgd (peak day), for a total consumptive use of up to 53.000 mgd (peak day) (Docket No. 19950301).

14. *Project Sponsor and Facility:* Susquehanna Nuclear, LLC (Susquehanna River), Salem Township, Luzerne County, Pa. Modification to increase surface water withdrawal by an additional 10.000 mgd (peak day), for a total surface water withdrawal increase of up to 76.000 mgd (peak day) (Docket No. 19950301).

15. *Project Sponsor and Facility:* SWEPI LP (Elk Run), Sullivan Township, Tioga County, Pa. Application for surface water withdrawal of up to 0.646 mgd (peak day).

16. *Project Sponsor and Facility:* SWN Production Company, LLC (Wyalusing Creek), Wyalusing Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 2.000 mgd (peak day) (Docket No. 20130911).

17. *Project Sponsor and Facility:* Transcontinental Gas Pipe Line Company, LLC. Project: Atlantic Sunrise (Fishing Creek), Sugarloaf Township, Columbia County, Pa. Application for modification to add consumptive use of up to 0.200 mgd (peak day) to existing docket approval (Docket No. 20160913).

18. *Project Sponsor and Facility:* Transcontinental Gas Pipe Line Company, LLC. Project: Atlantic Sunrise (Fishing Creek), Sugarloaf Township, Columbia County, Pa. Application for modification to change authorized use of source to existing docket approval (Docket No. 20160913).

19. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.320 mgd (30-day average) from Well 1.

20. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.480 mgd (30-day average) from Well 2.

21. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.470 mgd (30-day average) from Well 3.

Opportunity To Appear and Comment

Interested parties may appear at the hearing to offer comments to the Commission on any project, request or proposal listed above. The presiding officer reserves the right to limit oral

statements in the interest of time and to otherwise control the course of the hearing. Guidelines for the public hearing will be posted on the Commission's Web site, www.srbc.net, prior to the hearing for review. The presiding officer reserves the right to modify or supplement such guidelines at the hearing. Written comments on any project, request or proposal listed above may also be mailed to Mr. Jason Oyler, General Counsel, Susquehanna River Basin Commission, 4423 North Front Street, Harrisburg, Pa. 17110-1788, or submitted electronically through www.srbc.net/pubinfo/publicparticipation.htm. Comments mailed or electronically submitted must be received by the Commission on or before August 14, 2017, to be considered.

Authority: Pub. L. 91-575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: June 29, 2017.

Stephanie L. Richardson,
Secretary to the Commission.

[FR Doc. 2017-14076 Filed 7-3-17; 8:45 am]

BILLING CODE 7040-01-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

[Docket No. DOT-OST-2017-0090]

Notice of Funding Opportunity for the Department of Transportation's Nationally Significant Freight and Highway Projects (INFRA Grants) for Fiscal Years 2017 and 2018

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation.

ACTION: Notice of funding opportunity.

SUMMARY: The Nationally Significant Freight and Highway Projects (INFRA) program provides Federal financial assistance to highway and freight projects of national or regional significance. This notice solicits applications for awards under the program's FY 2017 and FY 2018 funding, subject to future appropriations.

DATES: Applications must be submitted by 8:00 p.m. EST November 2, 2017. The *Grants.gov* "Apply" function will open by August 1, 2017.

ADDRESSES: Applications must be submitted through www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov will be eligible for award.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice, please contact the Office of the Secretary via email at INFRAgrants@dot.gov. For more information about highway projects, please contact Crystal Jones at (202) 366–2976. For more information about maritime projects, please contact Robert Bouchard at (202) 366–5076. For more information about rail projects, please contact Stephanie Lawrence at (202) 493–1376. For more information about railway-highway grade crossing projects, please contact Karen McClure at (202) 493–6417. For all other questions, please contact Paul Baumer at (202) 366–1092. A TDD is available for individuals who are deaf or hard of hearing at 202–366–3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT's Web site at <https://www.transportation.gov/buildamerica/INFRAgrants>.

SUPPLEMENTARY INFORMATION:

Table of Contents

- A. Program Description
 - 1. Overview
 - 2. Key Program Objectives
 - 3. Program Name
- B. Federal Award Information
 - 1. Amount Available
 - 2. Restrictions on Award Portfolio
 - 3. Repeat Applications
- C. Eligibility Information
 - 1. Eligible Applicants
 - 2. Cost Sharing or Matching
 - 3. Other
- D. Application and Submission Information
 - 1. Address
 - 2. Content and Form of Application
 - 3. Unique entity identifier and System for Award Management (SAM)
 - 4. Submission Dates and Timelines
- E. Application Review Information
 - 1. Criteria
 - 2. Review and Selection Process
 - 3. Additional Information
- F. Federal Award Administration Information
 - 1. Federal Award Notices
 - 2. Administrative and National Policy Requirements
 - 3. Reporting
- G. Federal Awarding Agency Contacts
- H. Other Information
 - 1. Invitation for Public Comment on the FY 2017–2018 Notice
 - 2. Protection of Confidential Business Information
 - 3. Publication of Application Information

A. Program Description

1. Overview

The INFRA program provides Federal financial assistance to highway and freight projects of national or regional significance. To maximize the value of FY 2017–2018 INFRA funds for all Americans, the Department is focusing

the competition on transportation infrastructure projects that support four key objectives, each of which is discussed in greater detail in section A.2:

- (1) Supporting economic vitality at the national and regional level;
- (2) Leveraging Federal funding to attract other, non-Federal sources of infrastructure investment, as well as accounting for the life-cycle costs of the project;
- (3) Using innovative approaches to improve safety and expedite project delivery; and
- (4) Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

This notice's focus on the four key objectives does not compromise the Department's position that safety is our top priority. The Department is committed to reducing traffic fatalities and serious injuries on the surface transportation system. To reinforce the Department's safety priority, the USDOT will require projects that receive INFRA awards to consider and effectively respond to data-driven transportation safety concerns. Section F.2.a describes related requirements that the Department will impose on each INFRA project. These requirements focus on performing detailed, data-driven safety analyses and the incorporating project elements that respond to State-specific safety priority areas.

2. Key Program Objectives

This section of the notice describes the four key program objectives that the Department intends to advance with FY 2017–2018 INFRA funds. These four objectives are reflected in later portions of the notice, including section E.1, which describes how the Department will evaluate applications to advance these objectives, and section D.2.b, which describes how applicants should address the four objectives in their applications.

a. Key Program Objective #1: Supporting Economic Vitality

A strong transportation network is absolutely critical to the functioning and growth of the American economy. The nation's industry depends on the transportation network not only to move the goods that it produces, but also to facilitate the movements of the workers who are responsible for that production. When the nation's highways, railways, and ports function well, that infrastructure connects people to jobs, increases the efficiency of delivering goods and thereby cuts the costs of

doing business, reduces the burden of commuting, and improves overall well-being. When the transportation network fails—whether due to increasing bottlenecks, growing connectivity gaps, or unsafe, crumbling conditions—our economy suffers. Projects that address congestion in our major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in our rural areas, and projects that attract private economic development, all support national or regional economic vitality. Therefore, the INFRA program seeks these types of infrastructure projects.

b. Key Program Objective #2: Leveraging of Federal Funding

The Department is committed to supporting the President's call for more infrastructure investment. That goal will not be achieved through Federal investment alone, but rather requires States, local governments, and the private sector to share responsibility and accountability, and to maximize their own contributions. The Federal government provided about 25%, or about \$100 billion of the estimated \$416 billion of public investment in transportation and water infrastructure in 2014,¹ but more infrastructure investment is possible if the significant Federal contribution is a smaller portion of a larger total.

To increase the leveraging of Federal funding, the INFRA program will give priority consideration to projects that use all available non-Federal resources for development, construction, operations, and maintenance. (As described further in E.1.a (Criterion #2), the Department will also consider the level at which these resources are in fact available, particularly for rural areas). These projects include projects that maximize State, local, and private sector funding, projects that raise revenue directly, projects that benefit from local self-help, and projects that pair INFRA grants with broader-scale innovative financing, including Federal credit assistance such as Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation Improvement Financing (RRIF) loans.

By emphasizing leveraging of Federal funding, the Department expects to expand the total resources being used to build and restore infrastructure, rather than have Federal dollars merely

¹ <https://www.cbo.gov/sites/default/files/114th-congress-2015-2016/reports/49910-Infrastructure.pdf>.

displace or substitute for State, local, and private funds.

c. Key Program Objective #3: Innovation

The Department seeks to use the INFRA program to encourage innovation in three areas: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. The Department anticipates making awards that advance each innovation area, but it does not necessarily expect each INFRA project to address all three innovation areas. Instead, the Department expects applicants to identify the innovation areas that provide benefit to their project and propose activities in those areas.

Innovation Area #1: Environmental Review and Permitting

Some project sponsors indicate that Federal law and regulations impose requirements on transportation projects that delay the timely delivery of infrastructure. Some claim that the current approach to environmental review and permitting can lead to costly delays that are not justified by environmental benefits. Others note that excessive spending for permitting and studies diverts resources from environmental mitigation. Fortunately, recent transportation authorizations, including the FAST Act, have introduced a number of reforms intended to reduce project timelines and costs without compromising the integrity of crucial environmental protections. The Department is eager to use the INFRA program to expand and improve upon these reforms.

Under the INFRA program the Department seeks to test new approaches to the environmental review and permitting process for infrastructure projects. This approach has four objectives: (1) Accelerating the environmental permitting and review process; (2) improving outcomes for communities and the environment; (3) facilitating concurrent and consistent environmental permitting and review, analysis and decision making across Federal agencies and geographic regions; and (4) establishing a shared vision of permitting success among all Federal agencies.

In the current practice, the resource agencies that are responsible for environmental review and permitting, including U.S. Army Corps of Engineers, the Fish and Wildlife Service, and the Environmental Protection Agency, operate independently and collaborate as necessary. This independent and distributed operation can frustrate

efficient project delivery. Under the approach, the Department will aim to identify "liaisons" within each relevant resource agency. These liaisons will work closely and collaboratively with each other, project sponsors, and local field offices to steward projects participating in the effort through the environmental review process in a timely manner. The liaisons will be responsible for making consistent and timely permit determinations, while ensuring compliance with the purposes and procedures of the environmental permitting and review statutes. They will also have easy access to their counterparts throughout the Department, including in the Department's operating administrations, the Infrastructure Permitting Improvement Center, and the Build America Bureau.

The Department's aim is for liaisons to have active and defined roles early in the project development process to define potential permitting risks as early as the project scoping and the development of alternatives stages. They will coordinate activity to reduce risks, and will have specific responsibilities (*e.g.*, dispute resolution) that are triggered when a project is at risk for missing a permit deadline. Additionally, to ensure consistency across Federal agency jurisdictions, liaisons will coordinate permitting activities between Agency-specific districts for projects that cross jurisdictional boundaries.

The Department's aim is to achieve timely and consistent environmental review and permit decisions. Liaisons' work will be tracked on the Federal Infrastructure Project Permitting Dashboard, an online tool for tracking the environmental review and authorization process for large or complex infrastructure projects.

Participation in this new approach will not remove any statutory requirements affecting project delivery, and INFRA award recipients are not required to participate. However, the Department seeks INFRA applications for projects that could benefit from this approach, which are likely larger, more complex projects, and encourages those applicants to indicate whether they are interested in participating. Because the Department views this as a potential model for future environmental review and permitting, it seeks projects that will allow it to evaluate that model.

Innovation Area #2: Special Experimental Authorities

By statute, all INFRA awards are subject to Federal requirements associated with the Federal-aid Highways program under title 23 of the

United States Code. However, the Department is interested in ensuring that those requirements do not unnecessarily impede project delivery. The Federal Highway Administration (FHWA) has long encouraged increasing private sector participation in the project development, finance, design, construction, maintenance, and operations. Since 1990, FHWA has experimented with innovative contracting practices under its Special Experimental Project No. 14 (SEP-14). In 2004, FHWA established Special Experimental Project No. 15 (SEP-15), which encouraged tests and experimentation throughout the entire project development process. SEP-15 was specifically aimed at attracting private investment, leading to increased project management flexibility, more innovation, improved efficiency, timely project implementation, and new revenue streams. Under SEP-14 and SEP-15, FHWA may waive statutory and regulatory requirements under title 23 on a project-by-project basis to explore innovative processes that could be adopted through legislation. This experimental authority is available to test changes that would improve the efficiency of project delivery in a manner that is consistent with the purposes underlying existing requirements; it is not available to frustrate the purposes of existing requirements.

The Department encourages applicants for INFRA funding to consider whether their project is eligible for and would benefit from an experimental authority or waiver under SEP-14, SEP-15, or some other experimental authority program. For appropriate projects, applicants should propose to use experimental authority and describe their expected benefits. In particular, the Department is interested in proposals that will substantially accelerate the pace of project deployment.

The Department is not replacing the application processes for SEP-14, SEP-15, or other experimental programs, with this notice or the INFRA program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an INFRA award, the applicant would need to satisfy the relevant programs' requirements and complete the appropriate application processes. Selection for an INFRA award does not mean a project's SEP-14 or SEP-15 proposal has been approved. The Department will make a separate determination in accordance with those programs' processes on the appropriateness of a waiver.

Innovation Area #3: Safety and Technology

In addition to these cross-cutting safety-related requirements previously mentioned (and detailed in section F.2.a of this Notice), USDOT seeks opportunities under the INFRA program to experiment with innovative approaches to transportation safety, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Illustrative examples include:

- Innovative designs that inherently reduce safety risk;
- Conflict detection and mitigation technologies for freight and non-freight interaction (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Connected vehicle technology, including systems for vehicle-to-vehicle and vehicle-to-infrastructure communications;
- Signage and design features that facilitate autonomous technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

d. Key Program Objective #4: Performance and Accountability

To maximize public benefits from INFRA funds and promote local activity that will provide benefits beyond the INFRA-funded projects, the Department seeks projects that allow it to condition funding on specific, measurable outcomes. For appropriate projects, the Department may use one or more of the following types of events to trigger availability of some or all INFRA funds: (1) Reaching project delivery milestones in a timely manner; (2) making specific State or local policy changes that advance desirable transportation outcomes; and (3) achieving transportation performance objectives that support economic vitality or improve safety.

Each of these three types of events encourages accountability from project sponsors. First, project milestones can make a project sponsor accountable for timely project delivery. For example, to ensure that planning activities will not delay construction, the Department may condition construction funds on the sponsor completing those planning activities by a specific date. Second, INFRA funds can provide an additional

incentive to make specific policy changes. For example, in some jurisdictions, administrative barriers to public-private partnerships prevent project sponsors from using an effective and proven method of project delivery. In such jurisdictions, the Department can help dismantle those barriers by conditioning INFRA funds on local policy changes. Finally, the Department can improve overall performance of the transportation system by tying funding to specific performance targets. For example, if an INFRA project is awarded to improve freight movement through a corridor, the Department may condition some of the INFRA funds to be used to improve one interchange in the corridor on the project sponsor's ability to demonstrate satisfactory levels of service at other points in the corridor. Improvements at those other points on the corridor to reach the target level of service could be made with other, non-conditioned INFRA funds or with non-Federal funds.

These examples are illustrative, but the Department encourages applicants to identify other, creative ways to condition funding to advance INFRA program goals. The Department does not intend to impose these conditions on unwilling or uninterested INFRA recipients, nor does it intend to limit the types of projects that should consider accountability mechanisms. Instead, the Department encourages applicants to voluntarily identify measures through which the Department may hold them accountable, describe, in their application, how the Department could structure any conditions on funding, and detail how the structure advances INFRA program goals. As described in section E.1, an applicant-directed approach to accountability will allow the Department to differentiate among INFRA applications.

3. Program Name

The INFRA grant program is authorized as the Nationally Significant Freight and Highway Projects program at 23 U.S.C. 117. The Department formerly referred to INFRA grants as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants. The Department has renamed the program Infrastructure For Rebuilding America (INFRA), to call attention to new priorities: Rebuilding and revitalizing our economy through infrastructure investment.

B. Federal Award Information

1. Amount Available

The FAST Act authorizes the INFRA program at \$4.5 billion for fiscal years (FY) 2016 through 2020, including \$850 million² for FY 2017 and \$900 million for FY 2018, to be awarded by USDOT on a competitive basis to projects of national or regional significance that meet statutory requirements. This notice solicits applications for up to \$1.56 billion in FY 2017–2018 INFRA funds. Approximately \$710 million of FY 2017 funds are available for INFRA awards.³ The Department anticipates that approximately \$810–\$855 million of FY 2018 funds will be available for awards, but that total is uncertain because the Department is issuing this notice before appropriations legislation has been enacted for FY 2018. The estimate may be higher or lower than the final amount, which is dependent on future appropriations legislation. Any award under this notice will be subject to the availability of funds.

2. Restrictions on Award Portfolio

The Department will make awards under the INFRA program to both large and small projects. (Refer to section C.3.ii. for a definition of large and small projects.) For a large project, the FAST Act specifies that an INFRA grant must be at least \$25 million. For a small project, including both construction awards and project development awards, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects, and 90 percent of funds are reserved for large projects. The Department intends to use 10 percent of the available FY 2017 funding to make small project selections under the Notice of Funding Opportunity published in November of 2016. The FY 2017 funds made available under this notice are for large projects. The anticipated FY 2018 funds will be for both large and small projects.⁴ In summary, the estimated funding available for FY 2017 and FY 2018 under this notice is approximately

² Funds are subject to the overall Federal-aid highway obligation limitation, and funds in excess of the obligation limitation provided to the program are distributed to the States. While \$850 million is authorized for FY 2017, \$788.8 million is available for award. For additional information see FAST Act § 1102(f) and the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016, Pub. L. 114–113, div. L § 120.

³ The Department intends to award the 10 percent of the FY 2017 funding reserved for small projects to applications received under the Notice published in November, 2016. \$709.92 million of FY 2017 funds is available under the terms of this Notice.

⁴ Subject to availability of FY 2018 funding.

\$81 million–\$85.5 million for small projects and \$1.44 billion–\$1.48 billion for large projects.

The FAST Act specifies that not more than \$500 million in aggregate of the \$4.5 billion authorized for INFRA grants over fiscal years 2016 to 2020 may be used for grants to freight rail, water (including ports), or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network. After accounting for FY 2016 and previous FY 2017 INFRA selections, approximately \$326 million within this constraint remains available. Only the non-highway portion(s) of multimodal projects count toward the \$500 million maximum. Grade crossing and grade separation projects do not count toward the \$500 million maximum for freight rail, port, and intermodal projects.

The FAST Act directs that at least 25 percent of the funds provided for INFRA grants must be used for projects located in rural areas, as defined in Section C.3.iv. The Department may elect to go above that threshold if the appropriate projects are submitted. The USDOT must consider geographic diversity among grant recipients, including the need for a balance in addressing the needs of urban and rural areas.

3. Repeat Applications

The selection criteria described in Section E. of this Notice changed substantially from previous INFRA solicitations. Applicants who elect to resubmit an application from a previous solicitation should include a supplementary appendix which describes how their project aligns with the new selection criteria.

C. Eligibility Information

To be selected for an INFRA grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project that meets the Minimum Project Size Requirement.

1. Eligible Applicants

Eligible applicants for INFRA grants are: (1) A State or group of States; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a State or group of States;

(7) a tribal government or a consortium of tribal governments; or (8) a multi-State or multijurisdictional group of public entities.

Multiple States or jurisdictions that submit a joint application should identify a lead applicant as the primary point of contact. Joint applications should include a description of the roles and responsibilities of each applicant and should be signed by each applicant. The applicant that will be responsible for financial administration of the project must be an eligible applicant.

2. Cost Sharing or Matching

This section describes the statutory cost share requirements for an INFRA award. Cost share will also be evaluated according to the “Leveraging of Federal Funding” evaluation criterion described in Section E.1.a.ii. That section clarifies that the Department seeks applications for projects that exceed the minimum non-Federal cost share requirement described here.

INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of the future eligible project costs. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds or other funding sources of non-Federal origins. If a Federal land management agency applies jointly with a State or group of States, and that agency carries out the project, then Federal funds that were not made available under titles 23 or 49 of the United States Code may be used for the non-Federal share. Unless otherwise authorized by statute, local cost-share may not be counted as non-Federal share for both the INFRA and another Federal program. For any project, the Department cannot consider previously-incurred costs or previously-expended or encumbered funds towards the matching requirement. Matching funds are subject to the same Federal requirements described in Section F.2.b as awarded funds.

For the purpose of evaluating eligibility under the statutory cost share requirements, funds from the TIFIA and RRIF credit assistance programs are considered Federal assistance and, combined with other Federal assistance, may not exceed 80 percent of the future eligible project costs.

3. Other

a. Eligible Project

Eligible projects for INFRA grants are: Highway freight projects carried out on the National Highway Freight Network (23 U.S.C. 167); highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area; railway-highway grade crossing or grade separation projects; or a freight project that is (1) an intermodal or rail project, or (2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility. A project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the National Highway Freight Network. Improving freight movement on the National Highway Freight Network may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the National Highway Freight Network. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

b. Eligible Project Costs

INFRA grants may be used for the construction, reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. Statutorily, INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, the Department is seeking to use INFRA funding on projects that result in construction. Public-private partnership assessments for projects in the development phase are also eligible costs.

INFRA grant recipients may use INFRA funds to pay the subsidy and administrative costs necessary to receive TIFIA.

c. Minimum Project Size Requirement

For the purposes of determining whether a project meets the minimum project size requirement, the Department will count all future eligible project costs under the award and some related costs incurred before selection for an INFRA grant. Previously-incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs under Section C.3.b. and were expended as

part of the project for which the applicant seeks funds. Although those previously-incurred costs may be used for meeting the minimum project size thresholds described in this Section, they cannot be reimbursed with INFRA grant funds, nor will they count toward the project's required non-Federal share.

i. Large Projects

The minimum project size for large projects is the lesser of \$100 million; 30

percent of a State's FY 2016 Federal-aid apportionment if the project is located in one State; or 50 percent of the larger participating State's FY 2016 apportionment for projects located in more than one State. The following chart identifies the minimum total project cost for projects for FY 2017 for both single and multi-State projects.

State	FY17 NSFHP (30% of FY16 apportionment) One-State minimum (millions)	FY17 NSFHP (50% of FY16 apportionment) Multi-State minimum* (millions)	FY18 NSFHP (30% of FY17 apportionment) One-State minimum (millions)	FY18 NSFHP (50% of FY17 apportionment) Multi-State minimum* (millions)
Alabama	\$100	\$100	\$100	\$100
Alaska	100	100	100	100
Arizona	100	100	100	100
Arkansas	100	100	100	100
California	100	100	100	100
Colorado	100	100	100	100
Connecticut	100	100	100	100
Delaware	51	86	52	87
Dist. of Col.	49	81	49	82
Florida	100	100	100	100
Georgia	100	100	100	100
Hawaii	51	86	52	87
Idaho	87	100	88	100
Illinois	100	100	100	100
Indiana	100	100	100	100
Iowa	100	100	100	100
Kansas	100	100	100	100
Kentucky	100	100	100	100
Louisiana	100	100	100	100
Maine	56	94	57	95
Maryland	100	100	100	100
Massachusetts	100	100	100	100
Michigan	100	100	100	100
Minnesota	100	100	100	100
Mississippi	100	100	100	100
Missouri	100	100	100	100
Montana	100	100	100	100
Nebraska	88	100	89	100
Nevada	100	100	100	100
New Hampshire	50	84	51	85
New Jersey	100	100	100	100
New Mexico	100	100	100	100
New York	100	100	100	100
North Carolina	100	100	100	100
North Dakota	76	100	77	100
Ohio	100	100	100	100
Oklahoma	100	100	100	100
Oregon	100	100	100	100
Pennsylvania	100	100	100	100
Puerto Rico	44	74	44	74
Rhode Island	67	100	67	100
South Carolina	100	100	100	100
South Dakota	86	100	87	100
Tennessee	100	100	100	100
Texas	100	100	100	100
Utah	100	100	100	100
Vermont	62	100	63	100
Virginia	100	100	100	100
Washington	100	100	100	100
West Virginia	100	100	100	100
Wisconsin	100	100	100	100
Wyoming	78	100	79	100

* For multi-State projects, the minimum project size is the largest of the multi-State minimums from the participating States.

ii. Small Projects

A small project is an eligible project that does not meet the minimum project size described in Section C.3.c.i.

d. Large/Small Project Requirements

For a large project to be selected, the Department must determine that the project generates national or regional economic, mobility, or safety benefits; is cost-effective; contributes to one or more of the goals described in 23 U.S.C 150; is based on the results of preliminary engineering; has one or more stable and dependable funding or financing sources available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases; cannot be easily and efficiently completed without other Federal funding or financial assistance; and is reasonably expected to begin construction no later than 18 months after the date of obligation. These requirements are discussed in greater detail in section D.2.b.vii.

For a small project to be selected, the Department must consider the cost-effectiveness of the proposed project and the effect of the proposed project on mobility in the State and region in which the project is carried out.

e. Rural/Urban Area

This section describes the statutory definition of urban and rural areas and the minimum statutory requirements for projects that meet those definitions. For more information on how the Department consider projects in urban, rural, and low population areas as part of the selection process, see Section E.1.a. Criterion #2, and E.1.c.

The INFRA statute defines a rural area as an area outside an Urbanized Area⁵ with a population of over 200,000. In this notice, urban area is defined as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more.⁶ Rural and urban definitions differ in some other USDOT programs, including TIFIA and the FY 2016 TIGER Discretionary Grants program. Cost share requirements and minimum grant awards are the same for projects located in rural and urban areas. The

Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. However, if a project consists of multiple components, as described under section C.3.f or C.3.g., then for each separate component the Department will determine whether that component is rural or urban. In some circumstances, including networks of projects under section C.3.g that cover wide geographic regions, this component-by-component determination may result in INFRA awards that include urban and rural funds.

f. Project Components

An application may describe a project that contains more than one component. The USDOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C, including the requirements for large projects described in sections C.3.d and D.2.b.vii; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of USDOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. If an application describes multiple components, the application should demonstrate how the components collectively advance the purposes of the INFRA program. An applicant should not add multiple components to a single application merely to aggregate costs or avoid submitting multiple applications.

Applicants should be aware that, depending upon applicable Federal law and the relationship among project components, an award funding only some project components may make other project components subject to Federal requirements as described in Section F.2.b. For example, under 40 CFR 1508.25, the NEPA review for the funded project component may need to include evaluation of all project components as connected, similar, or cumulative actions.

The Department strongly encourages applicants to identify in their applications the project components that meet independent utility standards

and separately detail the costs and INFRA funding requested for each component. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

g. Network of Projects

An application may describe and request funding for a network of projects. A network of projects is one INFRA award that consists of multiple projects addressing the same transportation problem. For example, if an applicant seeks to improve efficiency along a rail corridor, then their application might propose one award for four grade separation projects at four different railway-highway crossings. Each of the four projects would independently reduce congestion but the overall benefits would be greater if the projects were completed together under a single award.

The USDOT will evaluate applications that describe networks of projects similar to how it evaluates projects with multiple components. Because of their similarities, the guidance in section C.3.f is applicable to networks of projects, and applicants should follow that guidance on how to present information in their application. As with project components, depending upon applicable Federal law and the relationship among projects within a network of projects, an award that funds only some projects in a network may make other projects subject to Federal requirements as described in Section F.2.

h. Application Limit

To encourage applicants to prioritize their INFRA submissions, each eligible applicant may submit no more than three applications. The three-application limit applies only to applications where the applicant is the lead applicant. There is no limit on applications for which an applicant can be listed as a partnering agency. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address

Applications must be submitted through www.Grants.gov. Instructions

⁵ For Census 2010, the Census Bureau defined an Urbanized Area (UA) as an area that consists of densely settled territory that contains 50,000 or more people. Updated lists of UAs are available on the Census Bureau Web site at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/. For the purposes of the INFRA program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

⁶ See www.transportation.gov/buildamerica/INFRAgrants for a list of Urbanized Areas with a population of 200,000 or more.

for submitting applications can be found at <https://www.transportation.gov/buildamerica/InFRAGrants>.

2. Content and Form of Application

The application must include the Standard Form 424 (Application for

Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), cover page, and the Project Narrative. More detailed information about the cover pages and Project Narrative follows.

a. Cover Page

Each application should contain a cover page with the following chart:

Project name	
Was an INFRA application for this project submitted previously?	Yes/no.
If yes, what was the name of the project in the previous application?	
Previously Incurred Project Cost	\$.
Future Eligible Project Cost	\$.
Total Project Cost (This should be the sum of the previous two rows)	\$.
INFRA Request	\$.
Total Federal Funding (including INFRA)	\$.
Are matching funds restricted to a specific project component? If so, which one?	Yes/no.
Is the project or a portion of the project currently located on National Highway Freight Network?	Yes/no.
Is the project or a portion of the project located on the NHS?	Yes/no (for each question).
• Does the project add capacity to the Interstate system?	
• Is the project in a national scenic area?	
Do the project components include a railway-highway grade crossing or grade separation project?	Yes/no.
• If so, please include the grade crossing ID.	
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	Yes/no.
If answered yes to either of the two component questions above, how much of requested INFRA funds will be spent on each of these projects components?	
State(s) in which project is located.	
Small or large project	Small/Large.
Urbanized Area in which project is located, if applicable.	
Population of Urbanized Area.	
Is the project currently programmed in the:	Yes/no (please specify in which plans the project is currently programmed).
• TIP	
• STIP	
• MPO Long Range Transportation Plan	
• State Long Range Transportation Plan	
• State Freight Plan?	
If selected, would you be interested in participating in a new environmental review and permitting approach?.	Yes/No.

b. Project Narrative for Construction Projects

The Department recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

- I. Project Description See D.2.b.i.
- II. Project Location See D.2.b.ii.
- III. Project Parties See D.2.b.iii.
- IV. Grant Funds, Sources and Uses of all Project Funding. See D.2.b.iv.
- V. Merit Criteria See D.2.b.v.
- VI. Project Readiness See D.2.b.vi and E.1.c.ii.
- VII. Large/Small Project Requirements. See D.2.b.vii.

The project narrative should include the information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by the Department. The Department may ask any applicant

to supplement data in its application, but expects applications to be complete upon submission.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps, and graphics, as appropriate to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences. (*i.e.*, a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins.) The project narrative may not exceed 25 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 25-page limit are documents supporting assertions or conclusions made in the 25-page project narrative. If possible, Web site links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants

should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to a modal administration in support of a different USDOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive final names (*e.g.*, "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. The USDOT recommends applications include the following sections:

i. Project Summary

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a

description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. If the project is located within the boundary of a Census-designated Urbanized Area, the application should identify the Urbanized Area.

iii. Project Parties

This section of the application should list all project parties, including details about the proposed grant recipient and other public and private parties who are involved in delivering the project, such as port authorities, terminal operators, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, and freight industry workforce organizations.

iv. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project's budget. At a minimum, it should include:

(A) Previously-incurred expenses, as defined in Section C.3.c.

(B) Future eligible costs, as defined in Section C.3.c.

(C) For all funds to be used for future eligible project costs, the source and amount of those funds.

(D) For non-Federal funds to be used for future eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application.

(E) For Federal funds to be used for future eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

(F) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: Non-Federal; INFRA; and other Federal. If the project contains components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should be detailed enough to demonstrate that the

project satisfies the statutory cost-sharing requirements described in Section C.2.

(G) Information showing that the applicant has budgeted sufficient contingency amounts to cover unanticipated cost increases.

(H) The amount of the requested INFRA funds that would be subject to the \$500 million maximum described in Section B.2.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that the Department's expectations for award execution align with any funding restrictions unrelated to the Department, even if an award differs from the applicant's request.

v. Merit Criteria

This section of the application should demonstrate how the project aligns with the Merit Criteria described in section E.1 of this notice. The Department encourages applicants to address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the following organization, which addresses each criterion separately, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about how the applicant should organize their application. Guidance describing how the Department will evaluate projects against the Merit Criteria is in section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

Criterion #1: Support for National or Regional Economic Vitality

This section of the application should describe the anticipated outcomes of the project that support the Economic Vitality criterion (described in Section E.1.a of this notice). The applicant

should summarize the conclusions of the project's benefit-cost analysis, including estimates of the project's benefit-cost ratio and net benefits. The applicant should also describe economic impacts and other data-supported benefits that are not included in the benefit-cost analysis.

The benefit-cost analysis itself should be provided as an appendix to the project narrative, as described in D.2.d. of this Notice.

Criterion #2: Leveraging of Federal Funding

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate how the project addresses the Leverage criterion, including:

(A) A description of the applicant's activities to maximize the non-Federal share of the project funding;

(B) A description of all evaluations of the project for private funding, the outcome of those evaluations, and all activities undertaken to pursue private funding for the project;

(C) A description of any fiscal constraints that affect the applicant's ability to use non-Federal contributions; and

(D) A description of the non-Federal share across the applicant's transportation program, if the applicant is a regular recipient of federal transportation funding; and

(E) A description of the applicant's plan to address the full life-cycle costs associated with the project, including a description of operations and maintenance funding commitments made by the applicant.

Criterion #3: Potential for Innovation

This section of the application should contain sufficient information to evaluate how the project includes or enables innovation in: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. If the project does not address a particular innovation area, the application should state this fact.

If an applicant is proposing to participate in the environmental review and permitting approach described in section A.2.c, the application should describe how the project would benefit from participation, identify significant anticipated permitting challenges, and identify coordination that might be necessary to complete the environmental and permitting review process.

If an applicant is proposing to use SEP-14, SEP-15, or some other experimental authority program, the applicant should describe that proposal and their expected benefits. The applicant should also provide sufficient information for evaluators to confirm that the applicant's proposal would meet the requirements of the specific experimental authority program.⁷

If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of whether the innovations will require extraordinary permitting, approvals, or other procedural actions, and the effects of those innovations on the project delivery timeline.

Criterion #4: Performance and Accountability

This section of the application should include sufficient information to evaluate how the applicant will advance the Performance and Accountability program objective. In general, the applicant should describe mechanisms that will allow the Department to hold it accountable for advancing INFRA program goals. Additional details for three approaches are provided in the following paragraphs, but these examples are not exhaustive. As described in greater detail in section A.2.d, the Department encourages applicants to identify other creative ways to condition funding to advance INFRA program goals and describe those mechanisms in this section of the application.

If the applicant is proposing to condition funding availability on timely completion of project milestones, the applicant should identify specific milestone events, provide target dates for those milestones, and propose a relationship between some or all of the requested INFRA funding and the milestones.

If the applicant is proposing to adopt a specific policy change, the applicant should provide sufficient information for evaluators to understand the existing policy, how changing the policy would advance the Department's goals, and how feasible the change will be for the applicant to complete within the project's delivery timeframe. The applicant should propose a relationship between some or all of the requested

INFRA funding and its completion of the change.

If the applicant is proposing to condition funding availability on reaching specific performance targets, the applicant should detail those performance targets in detail, describe the feasibility of tracking and achieving the target within the project's delivery timeframe, and propose a relationship between some or all of the requested INFRA funding and the performance objective.

vi. Project Readiness

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist the Department's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how the Department will evaluate a project's readiness is described in section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(A) Technical Feasibility. The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the INFRA application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

(B) Project Schedule. The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program), start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates (PS&E); procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

(1) All necessary activities will be complete to allow INFRA funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2020 for FY 2017 funds, September 30, 2021 for FY 2018 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of INFRA funds, and that the grant funds will be spent expeditiously once construction starts; and

(3) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no acquisition is necessary.

(C) Required Approvals.

(1) Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a Web site link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all

⁷ SEP-14 information is available at https://www.fhwa.dot.gov/programadmin/contracts/sep_a.cfm. SEP-15 information is available at https://www.fhwa.dot.gov/ipd/p3/tools_programs/sep15_procedures.aspx.

milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,⁸ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a Web site link or other reference to copies of any reviews, approvals, and permits prepared.

(c) Environmental studies or other documents—preferably through a Web site link—that describe in detail known project impacts, and possible mitigation for those impacts.

(d) A description of discussions with the appropriate USDOT modal administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

(e) A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

(2) State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and STIP or TIP funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the Federal-aid highway program apply to all INFRA projects, but for port, freight, and rail projects planning requirements of the operating

administration that will administer the INFRA project will also apply,⁹ including intermodal projects located at airport facilities.¹⁰ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202). Applicants should provide links or other documentation supporting this consideration.

⁹ In accordance with 23 U.S.C. 134 and 135, all projects requiring an action by the Federal Highway Administration (FHWA) must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive an INFRA grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and metropolitan planning organization (MPO). Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive an INFRA grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements Section 70202 of Title 49 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

¹⁰ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan (ALP), as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: Must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

Because projects have different schedules, the construction start date for each INFRA grant will be specified in the project-specific agreements signed by relevant modal administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(D) Assessment of Project Risks and Mitigation Strategies. Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake in order to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent it is unfamiliar with the Federal program, the applicant should contact USDOT modal field or headquarters offices as found at www.transportation.gov/infragrants for information on what steps are pre-requisite to the obligation of Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

vii. Large/Small Project Requirements

To select a large project for award, the Department must determine that the project satisfies several statutory requirements enumerated at 23 U.S.C. 117(g) and restated in the table below. The application must include sufficient information for the Department to make these determinations. Applicants should use this section of the application to summarize how their project meets each of the following requirements. Applicants are not required to reproduce the table below in their application, but following this format will help evaluators identify the relevant information that supports each large project determination. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

⁸ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

Large project determination	Guidance
1. Does the project generate national or regional economic, mobility, safety benefits?	Summarize the economic, mobility, and safety benefits described in Section V of the application, and describe the scale of their impact in national or regional terms.
2. Is the project cost effective?	Highlight the results of the benefit cost analysis described in Section V of the application.
3. Does the project contribute to one or more of the Goals listed under 23 U.S.C. 150 (and shown below)?	Specify the Goal(s) and summarize how the project contributes to that goal(s). This information may also be found in Section I or Section V.
(b) National Goals.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:	
(1) Safety.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	
(2) Infrastructure condition.—To maintain the highway infrastructure asset system in a state of good repair.	
(3) Congestion reduction.—To achieve a significant reduction in congestion on the National Highway System.	
(4) System reliability.—To improve the efficiency of the surface transportation system.	
(5) Freight movement and economic vitality.—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	
(6) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.	
(7) Reduced project delivery delays.—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	
4. Is the project based on the results of preliminary engineering?	Yes/No. Please provide evidence of preliminary engineering. For more information on preliminary engineering activities, please see: https://www.fhwa.dot.gov/federalaid/150311.cfm .
5a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?	Please indicate funding source(s) and amounts. Historical trends, current policy, or future feasibility analyses can be used as evidence to substantiate the stable and dependable nature of the non-Federal funding or financing.
5b. Are contingency amounts available to cover unanticipated cost increases?	Contingency amounts are often, but not always, expressly shown in project budgets or the SF-424C. If your project cost estimates include an implicit contingency calculation, please say so directly.
6. Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?	Discussion of the impact that not having any Federal funding, including an INFRA grant, would have on project's schedule, cost, or likelihood of completion, can help convey whether a project can be completed as easily or efficiently without Federal funding available to the project sponsor.
7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?	Please reference project budget and schedule when providing evidence.

For a small project to be selected, the Department must consider the cost effectiveness of the proposed project and the effect of the proposed project on mobility in the State and region in which the project is carried out. If an applicant seeks an award for a small project, it should use this section to provide information on the project's cost effectiveness and the project's effect on the mobility in its State and region, or refer to where else the information can be found in the application.

c. Guidance for Benefit-Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the

analysis should be summarized in the Project Narrative directly, as described in Section D.2.b.v.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to consider cost-effectiveness (small projects), determine whether the project will be cost effective (large projects), estimate a benefit-cost ratio and calculate the magnitude of net benefits and costs for the project. In support of each project for which an applicant seeks funding, that applicant should submit a BCA that quantifies the expected benefits of the project against a no-build baseline, provides monetary estimates of the benefits' economic value, and compares the properly-

discounted present values of these benefits to the project's estimated costs.

The primary economic benefits from projects eligible for INFRA grants are likely to include savings in travel time costs, vehicle operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public

health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period (net of future maintenance and rehabilitation costs) as a deduction from the estimated costs. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by USDOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in the Department's guidance for conducting BCAs for projects seeking funding under the INFRA program (see <https://www.transportation.gov/buildamerica/infragrants>).

Applicants for freight projects within the boundaries of a freight rail, water (including ports), or intermodal facility should also quantify the benefits of their proposed projects for freight movements on the National Highway Freight Network, and should demonstrate that the Federal share of the project funds only elements of the project that provide public benefits.

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: (1) Be registered in SAM before submitting its application; (2) provide a valid unique entity identifier in its application; and (3) continue to maintain an active SAM registration with current information at

all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make an INFRA grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make an INFRA grant, the Department may determine that the applicant is not qualified to receive an INFRA grant and use that determination as a basis for making an INFRA grant to another applicant.

4. Submission Dates and Timelines

a. Deadline

Applications must be submitted by 8:00 p.m. EST November 2, 2017. The *Grants.gov* "Apply" function will open by August 1, 2017.

To submit an application through *Grants.gov*, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System Award for Management (SAM) at www.sam.gov; and
- (3) Create a *Grants.gov* username and password;
- (4) The E-business Point of Contact (POC) at the applicant's organization must also respond to the registration email from *Grants.gov* and login at *Grants.gov* to authorize the POC as an Authorized Organization Representative (AOR). Please note that there can only be one AOR per organization.

Please note that the *Grants.gov* registration process usually takes 2–4 weeks to complete and that the Department will not consider late applications that are the result of failure to register or comply with *Grants.gov* applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If interested parties experience difficulties at any point during the registration or application process, please call the *Grants.gov* Customer Service Support Hotline at 1(800) 518–4726, Monday–Friday from 7:00 a.m. to 9:00 p.m. EST.

b. Consideration of Application

Only applicants who comply with all submission deadlines described in this notice and submit applications through *Grants.gov* will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

c. Late Applications

Applications received after the deadline will not be considered except in the case of unforeseen technical difficulties outlined in Section D.4.d.

d. Late Application Policy

Applicants experiencing technical issues with *Grants.gov* that are beyond the applicant's control must contact INFRAgrants@dot.gov prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding *Grants.gov* "Grant tracking number";
- (3) The "Legal Business Name" for the applicant that was provided in the SF–424;
- (4) The AOR name submitted in the SF–424;
- (5) The DUNS number associated with the application; and
- (6) The *Grants.gov* Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) Failure to complete the registration process before the deadline; (2) failure to follow *Grants.gov* instructions on how to register and apply as posted on its Web site; (3) failure to follow all of the instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment. After the Department reviews all information submitted and contact the *Grants.gov* Help Desk to validate reported technical issues, USDOT staff will contact late applicants to approve or deny a request to submit a late application through *Grants.gov*. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

E. Application Review Information

1. Criteria

a. Merit Criteria for Construction Projects

To differentiate among applications for construction projects under this notice, the Department will consider the extent to which the project addresses the follow criteria, which are explained in greater detail below and reflect the key program objectives described in section A.2: (1) Support for national or regional economic vitality; (2)

leveraging of Federal funding; (3) potential for innovation; and (4) performance and accountability. The Department is neither weighting these criteria nor requiring that each application address every criterion, but the Department expects that competitive applications will substantively address all four criteria.

Criterion #1: Support for National or Regional Economic Vitality

The Department will consider the extent to which a project would support the economic vitality of either the nation or a region. To the extent possible, the Department will rely on quantitative, data-supported analysis to assess how well a project addresses this criterion, including an assessment of the applicant-supplied benefit-cost analysis described in section D.2.d. In addition to considering the anticipated outcomes of the project that align with this criterion, the Department will consider estimates of the project's benefit-cost ratio and net quantifiable benefits.

There are several different types of projects that the Department anticipates will successfully support national or regional economic vitality, including projects that:

- Achieve a significant reduction in traffic fatalities and serious injuries on the surface transportation system;
- Improve interactions between roadway users, reducing the likelihood of derailments or high consequence events;
- Eliminate bottlenecks in the freight supply chain;
- Ensure or restore the good condition of infrastructure that supports commerce and economic growth;
- Sustain or advance national or regional economic development in areas of need, including projects that provide or improve connections to the Nation's transportation network to support the movement of freight and people; and
- Reduce barriers separating workers from employment centers, including projects that are primarily oriented toward reducing traffic congestion and corridor projects that reduce transportation network gaps to connect peripheral regions to urban centers or job opportunities.

The Department anticipates that applications for networks of projects are likely to align well with this evaluation criterion because networks of projects often are able to address problems on a broader scale.

Criterion #2: Leveraging of Federal Funding

To maximize the impact of INFRA awards, the Department seeks to

leverage INFRA funding with non-Federal contributions. Therefore, the Department will consider the extent to which an applicant proposes to use non-Federal funding. For example, an application that proposes a 20 percent Federal share will be more competitive than an otherwise identical application proposing 50 percent Federal share. For the purposes of this criterion, funds from Federal credit programs, including TIFIA and RRIF, will be considered non-Federal funding.

There are three additional types of information that the Department will consider when evaluating an applicant's non-Federal contributions. First, DOT recognizes that applicants have varying abilities and resources to contribute non-Federal contributions. If an applicant describes broader fiscal constraints that affect its ability to generate or draw on non-Federal contributions, the Department will consider those constraints. Relevant constraints may include the size of the population taxed to supply the matching funds, the wealth of that population, or other constraints on the raising of funds. In practice, the Department expects that projects that come from rural or less-wealthy applicants will have to meet a lower standard for leverage than projects coming from urban or more wealthy applicants; however, the Department still expects all applicants' projects to maximize leverage to the extent they are able. Second, the Department recognizes that some applicants consolidate Federal funding into a minimum number of projects to simplify their burden complying with Federal administrative requirements. For those applicants, the Federal share on specific projects may be much higher than the overall Federal share of their overall transportation program. If an applicant follows that practice, explains their practice in their application, and provides evidence establishing the Federal share of their overall transportation program, the Department will consider that information. Third, the Department will consider how well the applicant has prepared for future operations and maintenance costs associated with their project's life-cycle. Applicants should demonstrate a credible plan to maintain their asset without having to rely on future federal funding. This plan should include a description of the applicant's approach to ensuring operations and maintenance will not be underfunded in future years.

In addition, the Department seeks to increase the sources of infrastructure funding by encouraging private infrastructure investment. Therefore,

projects that incorporate private sector contributions, including through a public-private partnership structure, are likely to be more competitive than those that rely solely on public non-Federal funding. Likewise, applicants who have pursued private funds for appropriate projects are likely to be more competitive under this program than applicants who have not. If an applicant omits information on the applicability and pursuit of private funds, the Department may conclude that the applicant has not considered viable non-Federal funding alternatives and an INFRA award would be premature.

This evaluation criterion is separate from the statutory cost share requirements for INFRA grants, which are described Section C.2. Those statutory requirements establish the minimum permissible non-Federal share; they do not define a competitive INFRA project.

Criterion #3: Potential for Innovation

The Department seeks to use INFRA program to encourage innovation in three areas: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. Under this criterion, the Department will consider the extent to which a project includes or enables innovation in each of those areas.

In Innovation Area #1, as described in section A.2.c, the Department seeks to establish a new approach to the process of Federal environmental review and permitting. When making INFRA award decisions, the Department will consider an applicant's interest in the participating in this new approach and the extent to which the project could benefit from that participation. The Department will also consider the degree to which the results of a project's participation might be representative and reproducible to other departmental or government-wide projects or programs.

In Innovation Area #2, as described in section A.2.c, the Department seeks innovative approaches to project delivery under the auspices of the FHWA SEP-14 and SEP-15 programs and any other applicable experimental programs. When making INFRA award decisions, the Department will consider the applicant's proposals to use those programs, whether the proposals are consistent with the objectives and requirements of those programs, the potential benefits that experimental authorities or waivers might provide to the project, and the broader applicability of potential results.

Finally, in Innovation Area #3, as described in section A.2.c, the Department seeks to experiment with innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks. When making INFRA award decisions, the Department will consider any innovative safety approaches proposed by the applicant, the safety benefits that those approaches could produce, and the broader applicability of the potential results. As described in section F.2.a, the Department expects all projects to implement baseline safety improvements consistent with FHWA's list of "Proven Countermeasures" and will not consider those improvements under this criterion.

Criterion #4: Performance and Accountability

The Department intends to award INFRA funding to projects that will be delivered on agreed-upon schedules, that will generate clear, quantifiable, results, and that will advance the Department's transportation policy goals. The Department expects all applicants to provide accurate estimates of benefits of their project, its delivery schedule, and total costs. However, the Department will consider the extent to which the applicant proposes specific measures and conditions allowing the Department to ensure accountability, as described in section A.2.d. Instead of rewarding unrealistic promises, the Department intends to reward thoughtful planning, efficient delivery, and effective policy.

b. Additional Considerations

i. Geographic Diversity

By statute, when selecting INFRA projects, the Department must consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities. However, the Department also recognizes that it can better balance the needs of rural and urban communities if it does not take a binary view of urban and rural. Accordingly, in addition to considering whether a project is "rural" as defined by the INFRA statute and described in section C.3.e, when balancing the needs of rural and urban communities, the Department will consider the actual population of the community that each project serves.

ii. Project Readiness

During application evaluation, the Department considers project readiness in two ways: To assess the likelihood of successful project delivery and to

confirm that a project will satisfy statutory readiness requirements.

First, the Department will consider significant risks to successful completion of a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks is more competitive than a comparable project with unaddressed risks.

Second, by statute, the Department cannot award a large project unless that project is reasonably expected to begin construction within 18 months of obligation of funds for the project. Obligation occurs when a selected applicant enters a written, project-specific agreement with the Department and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Depending on the nature of pre-construction activities included in the awarded project, the Department may obligate funds in phases. Preliminary engineering and right-of-way acquisition activities, such as environmental review, design work, and other preconstruction activities, do not fulfill the requirement to begin construction within 18 months of obligation for large projects. By statute, INFRA funds must be obligated within three years of the end of the fiscal year for which they are authorized. Therefore, for awards with FY 2017 funds, the Department will determine that large projects with an anticipated obligation date beyond September 30, 2020 are not reasonably expected to begin construction within 18 months of obligation. For awards with FY 2018 funds, that deadline is one year later: September 30, 2021.

2. Review and Selection Process

The USDOT will review all eligible applications received before the application deadline. The INFRA process consists of a Technical Evaluation phase and Senior Review. In the Technical Evaluation phase, teams will, for each project, determine whether the project satisfies statutory requirements and rate how well it addresses the selection criteria. The Senior Review Team will consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. The Secretary will ultimately select the projects for award.

A Quality Control and Oversight Team will ensure consistency across project evaluations and appropriate documentation throughout the review and selection process.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.205. The Department must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notices

Following the evaluation outlined in section E, the Secretary will announce awarded projects by posting a list of selected projects at <https://www.transportation.gov/buildamerica/INFRAgrants>. Following the announcement, the Department will contact the point of contact listed in the SF 424 to initiate negotiation of a project-specific agreement.

2. Administrative and National Policy Requirements

a. Safety Requirements

The Department will require INFRA projects to meet two general requirements related to safety. First, INFRA projects must be part of a thoughtful, data-driven approach to safety. Each State maintains a strategic highway safety plan.¹¹ INFRA projects will be required to incorporate appropriate elements that respond to priority areas identified in that plan and are likely to yield safety benefits. Second, INFRA projects will incorporate two categories of safety-related activities. The first category encompasses activities that the Federal Highway Administration (FHWA) has identified as "proven safety countermeasures" due to their history of

¹¹ Information on State-specific strategic highway safety plans is available at https://safety.fhwa.dot.gov/shsp/other_resources.cfm.

demonstrated effectiveness.¹² The second category encompasses safety-related tools, technologies, and practices from FHWA's Every Day Counts initiative.¹³

After selecting INFRA recipients, the Department will work with those recipients on a project-by-project basis to determine the specific safety requirements that are appropriate for each award.

b. Other Administrative and Policy Requirements

All INFRA awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR part 200, as adopted by USDOT at 2 CFR part 1201. A project carried out under the INFRA program will be treated as if the project is located on a Federal-aid highway. All INFRA projects are subject to the Buy America requirement at 23 U.S.C. 313. Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive INFRA grants, including planning requirements, Stakeholder Agreements, and other requirements under the Department's other highway, transit, rail, and port grant programs. For an illustrative list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to an INFRA grant, please see http://www.ops.fhwa.dot.gov/Freight/infrastructure/nsfhp/fy2016_gr_exhbt_c/index.htm.

The applicability of Federal requirements to a project may be affected by the scope of the NEPA reviews for that project. For example, under 23 U.S.C. 313(g), Buy America requirements apply to all contracts that are eligible for assistance under title 23, United States Code, and are carried out within the scope of the NEPA finding, determination, or decision regardless of the funding source of such contracts if at least one contract is funded with Title 23 funds.

3. Reporting

a. Progress Reporting on Grant Activity

Each applicant selected for an INFRA grant must submit the Federal Financial Report (SF-425) on the financial condition of the project and the project's

progress, as well as an Annual Budget Review and Program Plan to monitor the use of Federal funds and ensure accountability and financial transparency in the INFRA program.

b. Reporting of Matters Related to Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the System for Award Management (SAM) that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the Office of the Secretary via email at InfRAgrants@dot.gov. For more information about highway projects, please contact Crystal Jones at (202) 366-2976. For more information about maritime projects, please contact Robert Bouchard at (202) 366-5076. For more information about rail projects, please contact Stephanie Lawrence at (202) 493-1376. For more information about railway-highway grade crossing projects, please contact Karen McClure at (202) 493-6417. For all other questions, please contact Paul Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT's Web site at <https://www.transportation.gov/buildamerica/InfRAgrants>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact USDOT directly, rather than through intermediaries or third parties, with questions.

H. Other Information

1. Invitation for Public Comment on the FY 2017-2018 Notice

The FAST Act authorized the INFRA program through FY 2020. This notice solicits applications for FY 2017 and FY 2018 only. The Department invites interested parties to submit comments about this notice's contents, and the Department's implementation choices, as well as suggestions for clarification in future INFRA rounds. The Department may consider the submitted comments and suggestions when developing subsequent INFRA solicitations and guidance, but submitted comments will not affect the selection criteria for the FY 2017-FY 2018 round. Applications or comments about specific projects should not be submitted to the docket. Any application submitted to the docket will not be reviewed. Comments should be sent to DOT-OST-0090 by November 2, 2017, but, to the extent practicable, the Department will consider late filed comments.

2. Protection of Confidential Business Information

All information submitted as part of, or in support of, any application shall use publicly-available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) Note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions.

The Department protects such information from disclosure to the extent allowed under applicable law. In the event the Department receives a Freedom of Information Act (FOIA) request for the information, USDOT will follow the procedures described in its FOIA regulations at 49 CFR 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

3. Publication of Application Information

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested.

¹² Information on FHWA proven safety countermeasures is available at: <https://safety.fhwa.dot.gov/provencountermeasures/>.

¹³ Information of the FHWA Everyday Counts Initiative is available at <https://www.fhwa.dot.gov/innovation/everydaycounts/>.

Issued in Washington, DC, on June 28, 2017.

Elaine L. Chao,

Secretary of Transportation.

[FR Doc. 2017-14042 Filed 7-3-17; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Comment Request; OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning its information collection titled, "OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches."

DATES: Comments must be submitted on or before September 5, 2017.

ADDRESSES: Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0321, 400 7th Street SW., Suite 3E-218, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to prainfo@occ.treas.gov. You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling

(202) 649-6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

FOR FURTHER INFORMATION CONTACT: Shaquita Merritt, OCC Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Washington, DC 20219.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501-3520), federal agencies must obtain approval from OMB for each collection of information that they conduct or sponsor. "Collection of information" is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c) to include agency requests or requirements that members of the public submit reports, keep records, or provide information to a third party. Section 3506(c)(2)(A) of title 44 requires federal agencies to provide a 60-day notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information, before submitting the collection to OMB for approval. To comply with this requirement, the OCC is publishing notice of the proposed collection of information set forth in this document.

Title: OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches.

OMB Control No.: 1557-0321.

Description: The OCC's guidelines codified in 12 CFR part 30, appendix D establish minimum standards for the design and implementation of a risk governance framework for insured national banks, insured federal savings associations, and insured federal branches of a foreign bank (bank). The guidelines apply to a bank with average total consolidated assets:

- (i) Equal to or greater than \$50 billion;
- (ii) less than \$50 billion if that bank's parent company controls at least one insured national bank or insured federal savings association that has average total consolidated assets of \$50 billion

or greater; or (iii) less than \$50 billion, if the OCC determines such bank's operations are highly complex or otherwise present a heightened risk as to warrant the application of the guidelines (covered banks). The guidelines also establish minimum standards for a board of directors in overseeing the framework's design and implementation. These guidelines were finalized on September 11, 2014.¹ The OCC is now seeking to renew the information collection associated with these guidelines.

The standards contained in the guidelines are enforceable under section 39 of the Federal Deposit Insurance Act (FDIA),² which authorizes the OCC to prescribe operational and managerial standards for insured national banks, insured federal savings associations, and insured federal branches of a foreign bank.

The guidelines formalize the OCC's heightened expectations program. The guidelines also further the goal of the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010 to strengthen the financial system by focusing management and boards of directors on improving and strengthening risk management practices and governance, thereby minimizing the probability and impact of future financial crises.

The standards for the design and implementation of the risk governance framework, which contain collections of information, are as follows:

Standards for Risk Governance Framework

Covered banks should establish and adhere to a formal, written risk governance framework designed by independent risk management. The framework should include delegations of authority from the board of directors to management committees and executive officers as well as risk limits established for material activities. The framework should be approved by the board of directors or the board's risk committee, and it should be reviewed and updated, at least annually, by independent risk management.

Front Line Units

Front line units should take responsibility and be held accountable by the chief executive officer (CEO) and the board of directors for appropriately assessing and effectively managing all of

¹ 79 FR 51518.

² 12 U.S.C. 1831p-1. Section 39 was enacted as part of the Federal Deposit Insurance Corporation Improvement Act of 1991, Public Law 102-242, section 132(a), 105 Stat. 2236, 2267-70 (Dec. 19, 1991).



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

August 1, 2017

Project Description

The Cape Fear Crossing project is proposed as a roadway extending from the vicinity of US 17 Bypass and I-140 in Brunswick County to US 421 in New Hanover County, including a crossing of the Cape Fear River. The project is programmed in the approved 2016-2025 and draft 2017-2027 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.

The following list includes tasks during the month of July:

Current Activities

- The project team continues to coordinate and correspond with project stakeholders.
- Studies for the Traffic Noise Analysis and Air Quality Analysis are ongoing.
- An update to the Draft Natural Resources Technical Report is ongoing.
- The Draft Sea Level Rise Assessment is under review by NCDOT.
- Right-of-Way cost estimates and relocation reports have been initiated.
- Preparation of the Draft Environmental Impact Statement has been initiated.
- Design refinements for alternatives south of the Port of Wilmington are being investigated due to the request from the NCSA and WMPO to provide 215 feet of vertical clearance over the Cape Fear River navigational channel (versus 187 feet currently designed).

Upcoming Activities

- The project team will follow up with the NEPA/Section 404 Merger Team on August 17th regarding potential elimination of alternatives and concurrence on bridging decisions after Concurrence Point 2A.

Past Activities

- The NEPA/Section 404 Merger Team met on 5/30/17 in Wilmington to review Concurrence Point 2A – “Bridging Decisions and Alignment Review”.
- The project team received final concurrence from the State Historic Preservation Office on 5/26/17 regarding Section 106 effects on historic resources in the project study area.
- The project team presented the status of the project and preliminary alternative impact analysis results to the WMPO TAC on 3/29/17.
- The Archaeological Predictive Model Update was finalized on 2/13/17.
- The NEPA/Section 404 Merger Team reached Concurrence Point 2 – “Detailed Study Alternatives Carried Forward” on 2/10/14.
- The NEPA/Section 404 Merger Team reached Concurrence Point 1 – “Purpose and Need and Study Area Defined” on 12/12/13.
- Technical documents that have been finalized are available on the project website under “Project Documents.”

Contact Information

NCDOT – Jay McInnis, jmcinnis@ncdot.gov, 919.707.6029

AECOM – Joanna Rocco, joanna.rocco@aecom.com, 919.239.7179

Website: <http://www.ncdot.gov/projects/capefear/>

Email: capefear@ncdot.gov

Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
AUGUST 2017

17TH STREET STREETScape

Project Descriptions/Scope: The 17th Street streetscape project will include upgrades to 17th Street between Wrightsville Avenue and Princess Place Drive. The project will provide for a more efficient transportation system by reduced travel speeds, removal of the lateral shift, improved pedestrian crossings, improved safety and enhance the aesthetics of the area. The City awarded the construction contract to Lanier Construction on June 21, 2016. Construction began on August 22, 2016. Construction is on-going and anticipated to be complete in August.

Next Steps:

- Complete construction of the improvements

LELAND STREET DESIGN STANDARDS MANUAL

Project Description/Scope: The Town of Leland is partnering with the Wilmington Urban Area MPO to utilize consultant services for the development of street design guidelines. These guidelines will guide new development towards the construction of streets that better align with the town's values in terms of connectivity, multi-modal activity, maintenance, design, and safety. The Leland Street Design Guidelines will include the provision of conceptual tables/graphics which will more easily convey the impact of standards on the physical landscape to the public and elected officials.

Next Steps:

- Prepare draft typical cross-sections for inclusion in the draft Street Design Guidelines
- Prepare the draft Leland Street Design Guidelines
- Present draft Leland Street Design Guidelines to Town Council for review and comment

MAYOR'S RAIL RE-ALIGNMENT TASK FORCE

Project Description/Scope: The City of Wilmington has appointed a Mayor's Task Force to evaluate the feasibility of re-aligning the rail line that currently traverses the City of Wilmington and potentially re-purpose this rail line for another use. This feasibility study was jointly funded by the City of Wilmington, North Carolina Department of Transportation and Wilmington MPO. Moffatt & Nichol completed the Feasibility Study and the consultant presented the findings and recommendation to the Wilmington City Council on June 6th.

Next Steps:

- The plan has been accepted by the City of Wilmington and adopted by the Wilmington Urban Area MPO Board.

Northeast New Hanover County Future Street Plan

Project Description/Scope: New Hanover County and the Wilmington Urban Area MPO are partnering to develop a Future Street Plan for Northeastern New Hanover County. This plan will serve as a framework for a future street system in the study area by examining how well the existing

transportation system performs, developing multi-modal street design guidelines, and creating strategies for integrating land use and transportation development.

Next Steps:

- Finalize Draft Plan
- Present information to New Hanover County Planning Board and Board of Commissioners

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington MPO assists with site development and transportation impact analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Development Plan Reviews: 11 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 3 reviews
- Town of Leland Informal Reviews: 1 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 17 total (New Hanover County 5, City of Wilmington 9, Carolina Beach 0, Leland 0, and Pender County 3) new 2 and ongoing 15
- Pender County Development Plan Reviews: 10 reviews
- Pender County Informal Plan Reviews: 1 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 53 (11 new, 42 on-going)
- City of Wilmington Informal Reviews: 19 (5 new, 14 on-going)
- City of Wilmington Concept Reviews: 12 (11 new concept reviews-1 on-going concept)
- COW Project Releases: 8 Full releases

STBGP-DA/TASA-DA FY 2013, 2014 and 2015 Project Status

STBGP-DA

U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE

Project Descriptions/Scope: This project consists of construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide for a safe crossing for cyclists and pedestrians across US 74 (Wrightsville Avenue) on the mainland side of the drawbridge in Wilmington.

Next Steps:

- Construction contract awarded to Intercoastal Marine, LLC
- Substructure design and material is approved
- Additional funds are being requested from the City.

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE

Project Descriptions/Scope: The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Next Steps:

- 100% plans have been submitted for review
- Specifications under review by City
- Anticipate R/W acquisition completed August 2017
- Bidding anticipated in October 2017

U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP

Project Descriptions/Scope: This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

Next Steps:

- The 65 % plans sent to NCDOT on June 29th
- The Town is anticipated to submit request to WMPO Board for additional funds due to expanded scope and increased cost
- NCDOT to determine project ownership
- Construction contract let is anticipated May 2018

U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Alabama Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard. The Town desires to combine the project with the awarded 2014 STP-DA project. Contract documents have been approved and are being finalized for advertisement. Initial funding has been approved by the Board and FHWA.

Next Steps:

- The Construction fund request for the additional funding is on the BOT agenda for the September meeting
- Anticipated Let Date: October 2017

U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue. The right of Way certification was received November 2, 2016.

Next Steps:

- The City received final plans and cost estimate from VHB.
- Technical specs to be submitted to NCDOT for approval
- The City has received the proposed Supplemental agreement from NCDOT for \$240,000
- The City is preparing the Council package for approval of the Supplemental agreement for the September Council Meeting.
- Anticipated Let Date: To be determined once bid package sent to NCDOT

U-5534S (Formerly U-5534M)– Coral Drive Sidewalks

Project Descriptions/Scope: The construction of sidewalks along coral drive will install approximately 954 feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary. The Letters of Interest has closed and the Town has received proposals.

Next Steps:

- 25% plans have been completed and submitted
- Anticipated Let Date: Summer 2018

U-5534H – HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Next Steps:

- The City is following up on revised scope and amendment with McKim & Creed. The amendment should cover the remaining design services and construction inspections and administration. The City is awaiting approval from NCDOT.
- Revised 60% plans anticipated within 5 days following the execution of the amendment.
- Anticipated Let Date of Fall 2018

U-5534G –HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Next Steps:

- The City is following up on revised scope and amendment with McKim & Creed. The amendment should cover the remaining design services and construction inspections and administration. The City is awaiting approval from NCDOT.
- Revised 60% plans anticipated within 5 days following the execution of the amendment.
- Anticipated Let Date of Fall 2018

U-5534K –LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd to the Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Next Steps:

- The Town is currently reviewing the 90% drawings, which will be resubmitted o NCDOT.
- Right of way Certification-TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project.
- CEI has been selected, but is currently on hold

U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of 5 foot wide sidewalks in three locations: along Village Road from Town Hall Drive going southeast to the existing sidewalk in front of the apartment complex, along Town Hall Drive from Village Road NE to the sidewalk currently under construction by the new

Town Hall, and along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Next Steps:

- The Leland Town Council approved a scope change at their July meeting
- The Town is currently reviewing 90% drawings, which will be resubmitted to NCDOT.
- Right of way acquisition underway
- CEI has been selected, but is currently on hold

U-5534I –VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 10 foot wide asphalt multi-use path routed across Perry Ave, behind the library, out to Village Road, down Village Road ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Next Steps:

- The Town is currently reviewing 90% drawings
- Right of way acquisition underway
- Right of way Certification TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project.
- CEI has been selected, but is currently on hold

SHIPYARD BOULEVARD SIDEWALK-

Project Description/Scope: The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.

Next Steps:

- 90% design plans under review (City/WMPO has submitted comments)
- Design completion anticipated October 2017

U-5534O Cape Fear Blvd Multi-Use Path-

Project Description/Scope: The construction of approximately 3200 lf of 10’ wide paved off-road Multi-use Path along the south side of Cape Fear Blvd. from 6th Street to Dow Road.

Next Steps:

- Contract documents have been submitted and are under review by NCDOT
- Construction fund request has been submitted for consideration at the September BOT meeting
- Anticipated let date October/November 2017

U-5534Q –S. College/Holly Tree Crosswalks –

Project Description/Scope: The project will install sidewalk, ADA ramps, Curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Next Steps:

- City Survey will provide additional survey regarding the drainage conflicts

- Consultant is providing a revised design scope and schedule based on the drainage issues identified in the 25% plans
- 25 % plans have been submitted to NCDOT for review
- The City anticipates 100 % plan by December 21, 2017

TASA-DA

U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES

Project Descriptions/Scope: This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

Next Steps:

- The MPO Board approved an additional \$113,600 in federal funds for the project.
- The City Bike/Ped committee has approved an additional \$28,400 in City matching funds for the project
- A supplemental agreement between NCDOT and City is required for the additional funding, expected to go to Council in September 2017
- Anticipated Let Date: November 2017

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE

Project Descriptions/Scope: This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village property line.

Next Steps:

- NHC selected Davenport for design
- NHC is awaiting confirmation of additional construction funding bid on Red Cedar to Thais Trail before negotiating scope and fee with consultant
- A supplemental agreement between NCDOT and NHC is required to modify the scope and funding

U-5527D HARPER AVE. MULTI-USE PATH

Project Descriptions/Scope: The construction of approximately 2104 lf of 10' wide paved multi-use path along Harper Ave. from Dow Road to 6th Street

Next Steps:

- NCDOT Agreement is in place
- PE funds authorized August 2, 2016
- Draft LOI for PE Services submitted and being revised
- Advertisement of PE Services is anticipated in early fall 2017
- Anticipated let date June 2018

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO established 2 park and

ride lots in Brunswick County and a ridesharing program that began on January 5, 2015. The MPO adopted “Work Cape Fear: Expanding Commuter Options in the Cape Fear Region” TDM Short Range Plan on January 28, 2015 and also authorized staff to apply for a TDM grant through NCDOT that if approved would fund a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015. The Wilmington MPO has hired a full-time TDM Coordinator. Pulsar is continuing to develop branding materials and a marketing plan for the Go Coast.

Next Steps:

- Begin development of the Go Coast marketing plan
- Start planning 2017 Commuter Challenge event
- Schedule lunch and learns with area employers to promote Go Coast program
- Partner with large employers to determine vanpool options
- Partner with K-12 schools in WMPO jurisdiction to provide carpool opportunities to parents
- Partner with UNCW, Cape Fear Community College, and New Hanover Regional Medical Center to explore carpool matching options and guaranteed ride home strategies
- Coordinate with employers to implement 2 additional vanpool programs and potential Park & Ride lot locations
- Finalize bike share RFP



Cape Fear Public Transportation Authority

Project Update

August 2017

REGIONAL AUTHORITY PROJECTS

- 1. Bus fleet replacement** - identifying state and federal funding opportunities to replace eleven thirty-five foot buses, two trolleys, and three shuttles. The Authority has applied for funding from two nationwide discretionary grant programs from Federal Transit and is pursuing other opportunities including the national Volkswagen settlement. Two replacement shuttle vehicles were delivered in March 2017. Three replacement shuttle vehicles were approved by the Authority in April. Seven replacement paratransit vehicles have been approved for funding. The paratransit vehicles will be ordered and delivered throughout the fall of 2017.
- 2. Short Range Transportation Plan** - following adoption of Cape Fear Transportation 2040 by the Wilmington Metropolitan Planning Organization (WMPO), Wave Transit has begun its latest short range plan. The plan will set a course for public transportation initiatives, route structure, and revenue programming for the next five years. The plan will also include a financial element to ensure that transit programs are compliant with FTA rules and regulations.

Under the direction of the Authority's Operations and Planning Committee made up of funding partners, Board members, staff, WMPO board members, WMPO staff, passengers, interested citizens, and professional transit planning consultants, the 9 - 12 month plan is an important tool in identifying and quantifying the public transportation needs of the community. Marketing, public relations, and community support for financing transit in Southeastern North Carolina will also be a focus of the plan. A key component of the plan will be extensive surveying and data collection to assess the needs of current and prospective passengers. Nelson Nygaard is the principal consultant leading the project.

The consultant team made its kickoff presentation to the Wave Transit board on July 27th. The stakeholder group met on July 28th with over fifteen agencies represented. The Authority has created a Short Range Transit Plan webpage available at the following URL: <https://www.wavetransit.com/short-range-transit-plan/>. The Authority and its consultants are seeking feedback from the community in a brief survey available at the following URL: <https://www.surveymonkey.com/r/wavetransitSRTP>. The project is expected to be completed in the spring of 2018.
- 3. Long Term Funding** - (no significant change) currently, the Authority does not have a dedicated source of local funding. Strategies to meet future revenue requirements will be identified during SRTP development. The Authority has drafted a *Short Range Final Plan* which was adopted on January 26, 2017. The financial plan findings will be reviewed by the SRTP consultant and included in the final plan. A study regarding long term funding for transit in the region has been requested by the City of Wilmington and

New Hanover County. The request will be included as part of the upcoming short range planning effort.

4. **Shelter Program** - (no significant change) a program to replace and add up to 50 bus shelters and 25 benches at bus stops is underway. Construction of the first eight shelters is complete. Phase two, consisting of 12 shelters and 15 benches has been designed and construction bidding is being prepared. Phase three consisting of three super stops at Independence Mall, Hanover Center, and Monkey Junction is in the engineering and permitting phase.

WMPO SPONSORED PROJECTS

1. **Pleasure Island Special Appropriation** - an STBGP-DA transfer was approved by the WMPO in 2016 for \$75,000 to support Wave Transit route 301. The project is complete.
2. **Wilmington Multimodal Transportation Center** - An Interlocal Agreement between Authority, City of Wilmington, WMPO, and NCDOT has been executed. Demolition of the U-Haul building is complete. Thanks to generous support from the WMPO, STP-DA funding in the amount of \$2,400,000 has been flexed by FHWA to FTA for the project and a formal grant with FTA has approved.
Hazardous materials abatement and demolition are nearing completion. Stabilization design is complete and a contract was awarded to Monteith Construction on July 27, 2017. Stabilization is contracted to be complete in 65 days. Upon completion of stabilization, renovation will commence with an expected facility dedication to take place in the spring of 2018.
3. **Preventive Maintenance & ADA** - STP-DA funding in the amount of \$351,000 for preventive maintenance and ADA service throughout the region was approved by the WMPO in 2016. The process of flexing the funds from FHWA to FTA is underway and expected to be complete in the second quarter of calendar 2017. The funds will assist the Authority in maintaining its fleet of fixed route buses and FTA funded facilities to meet the FTA *State of Good Repair Requirement*. The preventive maintenance funding will ensure that Wave Transit vehicles are safe, reliable, and provide a positive and comfortable experience on Wave Transit routes throughout the region. The allocation does not represent all PM funding to the Authority but will serve to supplement current federal funding.
Americans with Disabilities Act (ADA) compliance utilized under the funding will be used to offset the cost of providing complementary ADA service for passengers unable to access Wave Transit fixed routes. Paratransit services provided under the WMPO authorized funding include specialized origin to destination van service. In June 2017 the Authority provided 1,711 ADA passenger trips. The period of performance for the project is 07/01/2016 through 06/30/2017.
4. **Preventive Maintenance & ADA** - (no change) STBGP-DA funding in the amount of \$510,778 for preventive maintenance and ADA service throughout the region was approved by the WMPO in 2016. The process of flexing the funds from FHWA to FTA is in process. The funds will assist the Authority in maintaining its fleet of fixed route buses and FTA funded facilities to meet the FTA *State of Good Repair Requirement*. The

preventive maintenance funding will ensure that Wave Transit vehicles are safe, reliable, and provide a positive and comfortable experience on Wave Transit routes throughout the region.

Americans with Disabilities Act (ADA) compliance utilized under the funding will be used to offset the cost of providing complementary ADA service for passengers unable to access Wave Transit fixed routes. Paratransit services provided under the WMPO authorized funding include specialized origin to destination van service. The period of performance for the project is 07/01/2017 through 06/30/2018.

5. **Replacement CNG Buses** - In February 2017 the WMPO appropriated \$372,000 in FHWA funding for two replacement CNG buses. The Authority has a contract for the vehicles with Gillig, LLC. On June 22, 2017 the Authority awarded a purchase order for the two buses. A pre-production meeting was held on July 24, 2017 and the bus build is being finalized. A preliminary delivery date has been scheduled for February 19, 2018.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

August 23, 2017

WMPO Project Update List
Projects Under Construction

Contract C203922: Greenfield Lake: Realign and upgrade intersection at SR 1436/US 421 and SR 1140 (Burnett Blvd.) south of Willard Street.

Contractor has completed water line and sewer line relocations for proposed culvert.

Contractor has installed temporary diversion pipes, and installing temporary shoring.

Contractor has begun Phase I of demo.

Contractor shut down 3rd Street and Burnett Blvd. on April 11th. Contract allows Contractor to close road until Mid-December.

Contractor: Mountain Creek Contractors Inc.

Bid Amount: \$3,156,247.36

Estimated Completion Date: December 2017

Percent Complete: 61.1%

R-2633 BA – (Wilmington Bypass: C203199) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

Open to traffic on November 2017. Project is currently on schedule.

Contractor: Barnhill Contracting

Estimated Completion Date: May 2018

Percent Complete: 76.7%

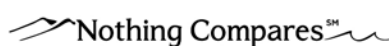
R-2633 BB – (Wilmington Bypass: Bridge over Cape Fear River: C203198) construct a 4-lane divided highway from SR 1430 (Cedar Hill Road) to US 421 (where I-140 currently ends in New Hanover County...this includes the large bridge over the Cape Fear River).

Open to traffic on November 2017. Project is currently on schedule.

Contractor: Balfour Beatty Infrastructure

Estimated Completion Date: June 2018

Percent Complete: 88.7%



R-3324 – (Long Beach Road Extension: C202155) construct a 2-lane, 2-way roadway from NC 133 (near Jump & Run Creek) to NC 87. Most of this roadway will be on new location.

Contractor: Balfour Beatty Infrastructure

Bid Amount: \$22,082,124.13

Waiting on Final Estimate

Percent Complete: 100%

B-5103: (C203540) replace bridge #35 over the abandoned railroad on SR 1627 (3rd Street), in Wilmington.

Bid Amount: \$4,640,453.87

Percent Complete: 99.9%. Waiting on final estimate.

U-3338B: (C203772) Widening of Kerr Ave. from Randall Parkway to MLK, Jr. Prkwy. Installing storm drain throughout project, and grading Multi-Use Path at Kerr and Randall Prkwy.

Multi-Use path at Kerr Ave. and Randall Prkwy. is paved.

Mast arm for traffic signal has been installed at Kerr Ave. and Randall Prkwy.

Currently grading from Emerson Street to Market Street (left side of project).

Intermediate asphalt layer, curb & gutter, and sidewalk have been installed from the beginning of the project to Greenway Ave. (both sides of the road).

Contractor: Sealand Contractors Corp.

Bid Amount: \$22,000,000.58

Estimated Completion date: November 2018

Percent Complete: 45.0%

Wrightsville Avenue (EB-4411C: DC00119):

Widen for bike lanes on SR 1411 (Wrightsville Ave.) from Huntington Ave. to US 76 (Oleander Drive). Pavement markings have been placed.

Contractor: Highland Paving Company

Bid Amount: \$1,540,740.05

Percent Complete: 100.0%. Waiting on Final Estimate

B-4929: (C203789) Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure. All foundation piles were driven before April 1st.

Contractor placing concrete for columns and bent cap.

Contractor: Balfour Beatty Infrastructure

Bid Amount: \$53,651,508.35

Estimated Contract Completion Date November 2020

Percent Complete: 30.0%

Future Projects

***R-3300B: US 17 Hampstead Bypass:** Construct a four and six-lane divided roadway on mostly new location from NC 210 to Sloop Point Loop Road. **R-3300B currently funded in DRAFT 2018-2027 STIP.**

ROW and Utilities: FY 2018 – FY 2020.

Let date for construction: FY 2020.

U-5732: Hampstead Median Project: US 17 (Ocean Highway in Hampstead)

Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road). Median project has been combined with Hampstead Bypass to accelerate the completion of the Bypass.

Let Date September 2020

R-3300B: project may be accelerated to build and open two lanes of the Bypass for use as a detour during the median project construction.

Dan Owen Drive connector to Factory Road: Roadway being constructed to alleviate traffic volume off of Hampstead Median Project while being built and to reduce the number of vehicle crashes. Currently staking ROW. NCDOT to construct connector road.

R-3300A: US 17 Hampstead Bypass: Construct a four lane divided roadway from NC 210 to I-140 south of Hampstead. **Currently unfunded section of Hampstead Bypass.**

B-5236: replace bridge #19 over Lords Creek on SR 1100 (River Road)

Let Date September 2017

U-4751: Military Cutoff Road Extension: extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass.

West of US 17 Business (Market Street) to US 17 Business (Market Street) SR 1403 (Middle Sound Loop Road).

Realignment of Lendire Road currently under construction by NCDOT.

Construction forecasted from FY2017 - FY2021

Let Date October 2017

R-5021: widening of NC 211 from NC 87 to SR 1500 (Midway Road) to a 4-lane divided facility.

Let Date June 2018

U-4902 C&D: US 17 Business (Market Street) construct a “superstreet” (median) from SR 2734 (Marsh Oaks Drive) to Lendire Drive & from Station Road to US 74 (MLK Parkway/Eastwood Road).

Let Date October 2018

B-4590: replace bridge #29 over Smith Creek on NC 133 (Old Castle Hayne Road)

Let Date December 2018

U-5710: US 74 (Eastwood Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway.

Let Date July 2021

U-5729: US 421 (Carolina Beach Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway.

Let Date July 2021

U-5790: US 421 (Carolina Beach Road) widen existing US 421 from Sanders Road to NC 132 (College Road) and construct fly-overs at Monkey Junction intersection

Design Build Selection Date January 2020

U-5731: US 74 (US 17/US 421 in Wilmington)

Construct a Fly-Over and Free Flow Ramp at interchange

Let Date September 2022

R-5701: US 117 Business (Intersection of N. Walker Street and E. Wilmington Street)

Construct roundabout.

Let Date for construction: FY 2020

U-5732: US 17 (Ocean Highway in Hampstead)

Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road). **Note: Will be built in conjunction with Hampstead Bypass.**

Let Date September 2020

U-5734: US 421 (South Front Street)

Widen to multi-lanes from US17 Business/US 76/US 421 (Cape Fear Memorial Bridge) to US 421 (Burnett Blvd.)

Let Date September 2023. Right of Way and Utilities Let 2021

U-5710: US 74 (Eastwood Road) construct an interchange at the at-grade intersection of SR 1409 (Military Cutoff Road) & US 74 (Eastwood Road)

Let Date January 2022

FS-1503A: Feasibility Study US 17 Bus. (Market Street) study the at-grade intersection of US 17 Business (Market Street), US 74 (MLK Parkway) & US 74 (Eastwood Road) for installment of an interchange.

Feasibility Study in progress.

FS U-5734: Feasibility Study S. Front Street study the widening of S. Front Street from the intersection of Burnett Blvd. and US 421 (Carolina Beach Road), to Dawson Street.

Environmental Assessment in progress.

FS-1003B: Feasibility Study US 421 (Carolina Beach Road) study the widening of roadway from Sanders Road to NC 132 (College Road).

Feasibility Study in progress.

Resurfacing Contracts - New Hanover County

Mill & resurface the following primary routes in New Hanover County: 2017CPT.03.07.20651.DC00172

SR 1318 (Blue Clay Rd.) – from radius at intersection of SR 1322 (Kerr Ave.) to pvmt seam at US 117. 2.89 miles.

SR 1324 (Sheridan Dr.) – from NC 133 to SR 1325 (Long Leaf Drive).

SR 1325 (Long Leaf Dr.) – from SR 1326 (Laurel Drive) to SR 1358 (Holland Drive).

SR 1326 (Laurel Dr.) – from SR 1358 (Holland Drive) to dead end.

SR 1332 (Chair Rd.) – from NC 133 west on NC 133.

SR 1382 (Garden Place Dr.) – from NC 132 to SR 1387 (Hyacinth Ave.).

SR 1383 (Wedgewood Rd.) – from SR 1382 (Garden Place Dr.) to dead end.

SR 1387 (Hyacinth Ave.) – from SR 1382 (Garden Place Dr.) to dead end.

SR 1668 (Balsam Dr.) – from SR 1667 (Hickory Knoll Dr.) to SR 1668 (Balsam Dr.).

SR 1669 (Darley Ln.) – from SR 1667 (Hickory Knoll Dr.) to SR 1686 (Royal Oak Dr.).

SR 1686 (Royal Oak Dr.) – SR 1492 (Myrtle Grove Rd.) to SR 1667 (Hickory Knoll Dr.).

SR 2071 (Arlene Dr.) – from NC 133 to end of maintenance.

SR 2181 (Blue Clay Rd. / Dairy Farm Rd.) – from SR 1002 (Holly Shelter Rd.) to SR 1336 (Sidbury Rd.).

SR 2199 (Creekstone Ln.) – from SR 1335 (Parmele Rd.) to end of maintenance.

SR 2200 (Plum Tree Lane) – from SR 2199 (Creekstone Ln.) to end of maintenance.

SR 2501 (Access Rd. to Monkey Jct.) – from US 421 to US 421.

SR 1322 (Murrayville Rd.) – from SR 2234 (Brittany Rd.) to SR 2691 (Retriever Dr.).

SR 2313 (Wilshire Blvd.) – from west of SR 1175 (Kerr Ave.) to east of Rosemont Ave.

SR 1400 (Flutch Creek Rd./Champ Davis Rd.) – from south of SR 2845 (Market Street) to SR 1491 (Porters Neck Rd.).

SR 2652 (Northchase Pkwy. NE) – from US 117 to cul-de-sac

Let Date Spring: 2017

Estimated Completion Date: November 2017

Percent Complete: 43.9%

Mill & resurface the following primary routes in New Hanover County:

- US 421 (Carolina Beach Road)** – from 0.26 miles south of Independence Blvd. (non-system portion) to west of Lake Shore Drive (non-system)
- US 117 Northbound Lanes (Shipyard Blvd)** – from US 421 to 0.05 miles east of US 421 (Carolina Beach Road)
- US 117 Southbound Lanes (Shipyard Blvd)** – from 0.20 miles east of US 421 to US 421 (Carolina Beach Road)
- US 421 Southbound Lanes (South 3rd Street)** – from US 76 (Dawson Street) to Greenfield Street (non-system)
- US 421 Northbound Lanes (South 3rd Street)** – from Greenfield Street (non-system) to US 76 (Dawson Street)
- US 17 Business (South 3rd Street)** – from US 76 eastbound lanes to US 76 westbound lanes.

Mill & resurface the following secondary routes in New Hanover County:

- SR 1218 (16th Street)** – from US 76 westbound lanes (Wooster Street) to US 76 eastbound lanes (Dawson Street)
- SR 1371 (16th St.)** - from Grace Street (non-system) to US 17 Business (Market Street)
- SR 2816 (16th St.)** - from US 17 Business (Market Street) to US 76 westbound lanes (Wooster Street)
- SR 1301 (17th Street)** - from US 17 Business (Market Street) to Grace Street (non-system)
- SR 2817 (17th Street)** - from US 76 eastbound lanes (Dawson Street) to US 17 Business (Market Street)
- SR 1411 (Wrightsville Avenue)** - from Dawson Street Extension (non-system) to SR 1209 (Independence Blvd.)

Resurface the following secondary routes in New Hanover County:

- SR 2699 (Amsterdam Way)** - from SR 2700 (Old Dairy Rd.) to SR 2048 (Gordon Rd.)
- SR 2701 (Antilles Ct.)** - from SR 2698 (Netherlands Dr.) to end maintenance
- SR 2698 (Netherlands Dr.)** - from SR 2048 (Gordon Rd.) to SR 2700 (Old Dairy Rd.)
- SR 2700 (Old Dairy Rd.)** - from US 17 Bus. (Market St.) to SR 2699 (Amsterdam Way)
- SR 2220 (Windmill Way)** - from SR 2219 (N. Green Meadows Dr.) to SR 2700 (Old Dairy Rd)
- SR 2183 (Spring Rd)** - from NC 133 (Castle Hayne Rd.) to SR 2184 (Fairfield Rd.)
- SR 2184 (Fairfield Rd.)** - from SR 2183 (Spring Rd) to SR 1318 (Blue Clay Rd)

Widen & resurface following routes in New Hanover County:

- SR 1940 (Covil Farm Rd)** - from SR 1409 (Military Cut-Off Rd) to SR 1916 (Red Cedar Rd)
- SR 2717 (Torchwood Blvd.)** - from US 17 Bus. (Market St.) to SR 2718 (Beacon Dr.)
- Mill & resurface a section & just resurface another section of SR 1363**

(Bayshore Dr.) from US 17 Bus. (Market St.) to SR 1393 (Biscayne Dr.)

New Hanover:

I-40 – milling & resurfacing from Gordon Road interchange to NC 210 interchange

I-40 – milling & resurfacing from US 117 interchange to mile post 393 (approximately 3.5 miles east of US 117 interchange)

No activity to report to date

New Hanover County: Resurfacing Contract: C203868, I-5760

I-140 (Wilmington Bypass) resurface from I-40 to US 421 & reconstruction of bridge approaches, joint repair & signals.

Contractor: Barnhill Contracting Company

Estimated Contract Completion Date August 2017

Percent Complete: 23.4%

New Hanover County: Resurfacing Contract: 2017CPT.03.01.10651; C203888

US 117/NC 132 (College Road) from US 17 Business (Market Street) to SR 2313 (Wilshire Blvd.)

WBS #36249.3622 City of Wilmington signal plan modifications & work to install pedestrian upgrades at the intersection of US 117/NC 132 (S. College Road) and SR 2313 (Wilshire Blvd) to US-17 Business.

Includes safety projects:

W-5203AA construct offset left turn lanes on College Road & Hurst/Hoggard Drive upgrade pedestrian facilities to high visibility crosswalks w/ countdown pedestrian heads. Extend sidewalk to connect with existing sidewalk.

W-5601BB install high visibility crosswalks & push button pedestrian signals at the intersection of College Road & New Center Drive.

Contractor: Barnhill Contracting Company

Percent Complete: 26.8%. Estimated Contract Completion Date: February 2018

New Contract: New Hanover County: Resurfacing Contract: 2018CPT.03.04.10651; C203888

US 76 E. & W., US 421 (3) + NC State Port.

No activity to report to date

Resurfacing Projects - Brunswick County

Resurfacing Contract: C203923, 2017CPT.03.06.10101 & 2017CPT.03.06.20101

Brunswick County primary routes: 1 Section of US 74/US 76, 2 Sections of NC 87, NC 179, NC 904/179, and 41 Sections of secondary roads.

Contractor has started widening on 74/76, and starting to mill and fill on 74/76.

Contractor is close to completing mill and fill in Calabash at Beach Drive SW.

Estimated Completion Date: December 2017

Percent Complete: 44.5%

Resurfacing Contract: I-5357, C203630, WBS #46176.3.FS1, Brunswick County secondary routes:

SR 1104 (Beach Drive) – patching, milling, resurface & leveling from beginning of curb & gutter section to end of SR 1104

SR 1828 (Kings Lynn Drive) – patching, mill & resurface from SR 1104 (West Beach Drive) to SR 1828

SR 1401 (Galloway Road) – resurface from US 17 to SR 1402 (Randolphville Road)

SR 1435 (North Navassa Road) – patching, mill & resurface from SR 1472 (Village Road Northeast) to SR 1432 (Old Mill Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from SR 1435 (North Navassa Road) to 0.58 miles south of SR 1431 (Royster Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from 0.54 miles north of SR 1431 (Royster Road Northeast) to SR 1426 (Mount Misery Road)

Contractor: S.T. Wooten

Percent Complete: 100.0%. Waiting on final estimate

Resurfacing Contract: DC00117, Brunswick County:

NC 87/NC 133 (River Road) resurfacing from project limits of R-3324 (Long Beach Road Extension) to SR 1526 (Jabbertown Road)

SR 1100 (Caswell Beach Road) milling & resurfacing from SR 1190 (Oak Island Drive) to end of system

SR 1101 (Fish Factory Road) resurfacing from NC 133 (Long Beach Road) to end of system

SR 1194 (West Street) resurfacing from NC 211 to end of system, in Southport

SR 1209 (9th Street) resurfacing from NC 211 to end of system, in Southport

SR 1210 (Old Bridge Road) resurfacing from NC 133 (Long Beach Road) to end of system

SR 1526 (Jabbertown Road) resurfacing from NC 87 to SR 1527 (Leonard Street), in Southport

SR 1528 (Moore Street) resurfacing from NC 211 to end of system, in Southport

Contractor: Highland Paving Company

Percent Complete: 100%. Waiting on final estimate

Resurfacing Contract: 2016, C203760, Brunswick County:

US 17 NBL & SBL resurfacing from NC 904 to South Carolina line

SR 1139 (Seashore Road) resurfacing from NC 130 (Holden Beach Road) to

SR 1137 (Boones Neck Road)

SR 1184 (Ocean Isle Beach Road) resurfacing from US 17 to NC 904/179

SR 1241 (Milliken Avenue) resurfacing from

SR 1242 (Beach Drive) resurfacing from NC 179 Bus. to end of the system

SR 1940 (Claremont Drive) resurfacing from SR 1941 (Stratford Place) to end of the system

SR 1941 (Stratford Place) resurfacing from SR 1943 (Country Club Drive) to SR 1940 (Claremont Drive)

SR 1942 (Bruce Lane) resurfacing from SR 1941 (Stratford Place) to

SR 1944 (Deep Branch Road)

SR 1944 (Deep Branch Road) resurfacing from SR 1942 (Bruce Lane) to SR 1940 (Claremont Drive)

SR 1813 (Pinewood Drive) resurfacing from SR 1950 (Camelia Drive) to end of system

SR 1943 (Country Club Drive) resurfacing from SR 1949 (Brierwood Road) to SR 1941 (Stratford Place)

SR 1949 (Brierwood Road) resurfacing from SR 1943 (Country Club Drive) to Shallotte City Limits

SR 1950 (Camelia Drive) resurfacing from SR 1141 (Kirby Road) to SR 1813 (Pinewood Drive)

SR 1951 (Driftwood Acres Drive) resurfacing from SR 1950 (Camelia Drive) to end of the system

SR 1952 (Myrtlewood Drive) resurfacing from SR 1950 (Camelia Drive) to end of the system

Percent Complete: 100%

New Contract: Resurfacing Contract: WBS: 2018CPT.03.03.10101, Brunswick County US 76 E. & W., US 421 N., NC 130, NC 179, NC 904.

No activity to report to date

- Changes to Project Update List made August 2, 2017

If you have any questions, please contact Alan Pytcher at the Division 3 Office:
(910) 341-2000, apytcher@ncdot.gov