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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.

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: May 11, 2018
SUBJECT: May 16th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee will be held on Wednesday, May 16th at 10 am. The meeting will be held in the New Hanover County Library, Harnett Room located at 201 North 3rd Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of the Agenda
- 3) Presentations
 - a. NCDOT Corridor Master Plans- Leigh Hornsby, NCDOT
 - b. Emerging Technologies for Public Transportation- Jason O'Brien, WMPO
- 4) Consent Agenda
 - a. Approval of TCC Meeting Minutes- April 11, 2018
 - b. Resolution approving 2018-2027 STIP/MPO TIP Administrative Modification #18-4
 - c. Resolution authorizing the Executive Director to enter into a Performance Management Agreement with the North Carolina Department of Transportation, Cape Fear Public Transportation Authority, Brunswick Transit System, Inc. and Pender Adult Services, Inc.
 - d. Resolution authorizing the Executive Director to sign the letter of engagement with the Law Office of Matthew A Nichols for General Legal Representation
 - e. Opening of the 30-day public comment period for 2018-2027 STIP/MPO TIP Amendments 18-2
- 5) Regular Agenda
 - a. Resolution supporting the Build NC Initiative
- 6) Discussion
 - a. Hampstead Bypass Route Designation
 - b. Prioritization 5.0 Draft Regional Impact Projects
 - c. Wilmington Model Base Year Socio-economic Data Projections
 - d. 2018 BUILD Transportation Grant
 - e. Cape Fear Crossing Project- Direct Attributable Funding

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

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- f. Bike Share Update
 - g. 2018-2027 STIP/MPO TIP Administrative Modifications #18-5
 - 7) Updates
 - a. MPO Staffing
 - b. Crossing over the Cape Fear River
 - c. Wilmington Urban Area MPO
 - d. Cape Fear Moving Forward 2045 Transportation Plan
 - e. Cape Fear Public Transportation Authority
 - f. NCDOT Division
 - g. NCDOT Transportation Planning Division
 - 8) Announcements
 - a. WMPO Bike Month Events
 - b. Cape Fear Moving Forward 2045 Open House- Leland Town Council Chambers– May 8th
 - c. Cape Fear Moving Forward 2045 Open House Hampstead Annex Auditorium May 10th
 - d. Cape Fear Moving Forward 2045 Open House NHC Senior Center– Monday, May 14th
 - e. Cape Fear Moving Forward 2045 Open House Wilmington City Council Chambers–May 16th
 - f. NCDOT Dock/3rd Street Public Meeting- May 21st
 - 9) Next meeting- June 13, 2018

Attachments:

- TCC Meeting Minutes- April 11, 2018
- 2018-2027 STIP/MPO TIP Administrative Modification #18-4
- Resolution approving 2018-2027 STIP/MPO TIP Administrative Modification #18-4
- Draft Performance Management Agreement
- Resolution authorizing the Executive Director to enter into a Performance Management Agreement with the North Carolina Department of Transportation, Cape Fear Public Transportation Authority, Brunswick Transit System, Inc. and Pender Adult Services, Inc.
- Letter of engagement with the Law Office of Matthew A Nichols for General Legal Representation
- Resolution authorizing the Executive Director to sign the letter of engagement with the Law Office of Matthew A Nichols for General Legal Representation
- 2018-2027 STIP/MPO TIP Amendments 18-2
- Build NC Bond Act Bill Draft
- Build NC Bond Act Summary from the House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions
- Build NC Flyer
- Resolution supporting the Build NC Initiative
- Hampstead Bypass Route Designation Memorandum
- Draft Prioritization 5.0 Regional Impact Projects Scoring
- Wilmington Model Base Year Socio-economic Data
- 2010 and 2015 Socio-economic Data
- 2018 BUILD Transportation Grant Notice of Funding Opportunity
- BUILD vs TIGER Fact Sheet
- 2018 BUILD FAQs
- Cape Fear Crossing Project- Direct Attributable Funding Memorandum
- 2018-2027 STIP/MPO TIP Administrative Modification #18-5
- Cape Fear River Crossing Update (May)
- Wilmington MPO Project Update (May)
- Cape Fear Public Transportation Authority Update (May)
- NCDOT Division Project Update (May)
- NCDOT Transportation Planning Division Project Update (May)

**Wilmington Urban Area
Technical Coordinating Committee
Wednesday, April 11, 2018
Meeting Minutes**

Members Present:

Mike Kozlosky, Wilmington MPO
Don Bennett, City of Wilmington
Amy Kimes, Wilmington MPO
Danielle Villegas, Town of
Wrightsville Beach
Rebekah Roth, New Hanover County

Stephanie Ayers, North Carolina
State Ports Authority
Barnes Sutton, Town of Navassa
Pat O'Mahony, Pender County
Nazia Sarder, NCDOT Planning
Megan Matheny, Cape Fear Public
Transportation Authority

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:04 a.m.

2. Approval of Agenda

Ms. Ayers made a motion to approve the agenda as presented, seconded by Mr. Bennett, and the motion carried unanimously.

3. Presentations

a. Cape Fear Memorial Bridge Rehabilitation Project – Mr. Kevin Bowen, NCDOT

Mr. Bowen gave a presentation on the High Value Bridge (HVB) program and goals of the Cape Fear Memorial Bridge Rehabilitation Project. He stated that the Cape Fear Memorial Bridge is one of 200 structures in the program having replacement costs exceeding \$20 million each, and a total asset value of \$9 billion. He noted that the Division has many HVB structures in Brunswick County, New Hanover County and some in Pender County that span waterways along the coast and serve as critical evacuation routes. He added that Oak Island received a presentation this week regarding the need to close its bridge for six months to replace 28 spans.

Mr. Bowen stated that in 2017 the General Assembly established \$80 million in funding for the HVB Program for fiscal year 2018 and \$85 million for fiscal year 2019 with the expectation that funding would continue in future years in order to address major issues across the state. He estimated that the current backlog of work is \$400 million. He noted that many bridges in this region are on the list. He explained that it's necessary to restore a bridge while still in fair condition, before it becomes necessary to replace the entire structure once its condition has become too poor.

Mr. Bowen gave an overview of the Cape Fear Memorial Bridge rehabilitation project. He noted that a contract for \$13 million was awarded in February. He added that the total length of the structure is 3,000 feet with 35 spans including the lift span.

Mr. Bowen stated that the work will include electrical and mechanical work, cleaning and painting of structural steel (other than the lift span that was recently done), and replacement of grid deck, the existing median barrier, elevators in the lift span, application of a polyester overlay, and rehabilitation of the control house. He displayed some examples of the corrosion cycle and assured members that the condition of the bridge is not yet critical. He also displayed some photos of the current deterioration.

Mr. Bowen gave an overview of the timeline for rehabilitation and two necessary closures. He noted that a preconstruction conference was held with PCL Civil

Constructors. He added that the availability date of April 2nd has passed, and materials have been ordered. The first closure is expected prior to June 22nd for three week-day nights (9:00 p.m. to 5:00 a.m.) to remove some of the components of the counterweights, and restore them three or four weeks later after rehabilitation.

Ms. Ayers expressed concerns regarding coordination with the Ports. She noted that the fall is peak season for freight. Mr. Bowen pointed out that the South College Road repavement will also need to be coordinated.

Mr. Bowen stated that the contract estimates a window of six weeks for a fall closure, after Labor Day, and a consecutive 14-day and night closure will be necessary. He added that the contracted completion date is April of 2019. He noted that meetings with emergency services from the surrounding area are planned, and encouraged members to attend.

A brief question/answer and discussion period was held. Mr. Kozlosky expressed appreciation to Mr. Bowen.

b. Emerging Technologies (Aerial Drones) – Jason O'Brien, WMPO

Mr. O'Brien gave a presentation on aerial drones. This is the second in the series on emerging technologies. He reminded members about the expected rapid transformation of transportation through emerging technologies for the long-range planning consideration. He noted that autonomous vehicles are not apparent yet due to the incomplete nature of the technology; whereas drones are ready but banned by federal regulations, which prohibit drone flights over populated areas in the United States. He displayed videos on the planned drone delivery services of Amazon, Walmart and UPS.

Mr. O'Brien stated that 2,000 new drones (excluding toys) are registered by the Federal Aviation Authority (FAA) daily -- a total currently twice the number of manned aircraft in the U.S. He added that the FAA expected 1.3 million licensed drone pilots by 2020. He noted that drone development includes swarms, in-air refueling and repair, nested systems with larger drones deploying smaller ones, and support eco-systems such as beaming high-speed 5G internet to other crafts in the area.

Mr. O'Brien stated that drone technology is advancing and is expected to surpass truck delivery especially for lighter packages over short distances in rural areas, and to fill first and last mile gaps where truck delivery is inefficient. He noted that drones are expected to work together with trucks for some time before overtaking them. He added that 44% of the public is in favor of the future prospects of rapid delivery and delivery anywhere. Concerns focus mainly on safety related to malfunctions. He gave a brief overview of some emergency management and humanitarian applications.

Mr. O'Brien gave an overview of current regulations. He stated that individual exemptions are granted on a case-by-case basis, a list of which is hosted online by the FAA. He noted that drones and helicopters are limited to airspace below the altitude of 400 feet, and fixed-wing, manned aircraft, to 500 feet and above.

Mr. O'Brien displayed videos featuring passenger drones in Dubai that cost around \$200,000-\$300,000. He gave an overview of some of the specifications and noted that they have multiple, redundant power systems. He pointed out that no regulatory pathway exists yet to bring this technology to the United States market.

Mr. O'Brien gave a comparison of drones and autonomous vehicles. He pointed out that drones are more cost effective and less complicated to operate, and are expected to outpace autonomous vehicles. He noted that Dubai is expected to have passenger drone taxis before autonomous surface taxis. He commented that drone technology is a hotbed of innovation with low barriers to entry, and displayed some examples.

Mr. O'Brien stated that the emergence of drones will be dependent on the evolution of regulations and gave a rough timeline for their emergence. He recommended developing a vision, engaging in policy making, consideration during long-range planning, re-evaluating long-term investments in truck freight, incorporating drones into emergency management plans, developing long-term traffic projections in rural area, and maintaining awareness of advancements in drone use over populated areas in other countries.

A brief question/answer and discussion period was held.

c. NCDOT's Public Transportation Strategic Plan Video

Ms. Kozlosky stated that MPO staff attended the North Carolina Department of Transportation's Public Transportation Strategic Plan meeting on March 21st.

Ms. Lorenzo displayed the video on public transportation featured at the meeting.

4. Consent Agenda

a. Approval of TCC Meeting Minutes – March 14, 2018

Ms. Roth made a motion to approve the Consent Agenda, seconded Ms. Kimes, and the motion carried unanimously.

5. Regular Agenda

a. Resolution Approving Administrative Modification #18-3 to the 2018-2027 State/MPO Transportation Improvement Programs for Performance Management

Mr. Kozlosky stated that this resolution adds a statement to ensure that the MPO is compliant with federal regulations. Mr. O'Brien added that this is a routine modification.

Mr. Bennett made a motion to approve the Resolution Approving Administrative Modification #18-3 to the 2018-2027 State/MPO Transportation Improvement Programs for Performance Management. Ms. Kimes seconded the motion, and it carried unanimously.

b. Resolution Approving the Allocation of Additional Direct Attributable Funding for the Shipyard Boulevard Bus Pull-out and Sidewalk Project

Mr. Kozlosky stated that the City of Wilmington designed the bus pull-out and sidewalk. He noted that the previous estimate was \$300,000, and the new one based on the design and specifications is \$400,000. He added that the City has requested \$80,000 in Direct Attributable funds and has agreed to fund the 20% local match. Approval of this item is consistent with the Board's policies of completing projects on the books and would allow the project to go to bid.

Ms. Ayers made a motion to approve the Resolution approving the allocation of additional Direct Attributable funding for the Shipyard Boulevard Bus Pull-out and Sidewalk Project. Mr. Bennett seconded the motion, and it carried unanimously.

7. Discussion

a. Draft Prioritization 5.0 Programmed Statewide Mobility Projects

Mr. Kozlosky reminded members that this is the first part of the Prioritization 5.0 process to score projects. He noted that ten projects were identified in the Wilmington Region. One project would make safety improvements for signals, gates and a few crossing closures on the rail line within the City of Wilmington, which are consistent with the adopted Traffic Separation Study. Also, these would improve access and operations to the Port (increasing the speed limit from 10 mph to 25 mph, consistent with the report presented by Mott MacDonald to this Committee and the Board).

Mr. Kozlosky pointed out that nine aviation projects were identified for funding at Wilmington International Airport (ILM) that were part of the statewide tier. The next part of the process will be for the MPO to score the Regional Impact and Division Needs projects. Data has been received from NCDOT to score the projects based on the adopted local input methodology. These will be brought forward for discussion, consideration, and public comment at the May meeting.

In response to an inquiry by Ms. Matheny, Mr. Kozlosky stated that projects need to be submitted to the state by July 27th. By late August, the state will release the projects receiving funds at the Regional Tier. Beginning in September, Division Needs points will be assigned. And by January, the state will release the draft 2020-2029 STIP.

In response to an inquiry by Ms. Ayers, Mr. Kozlosky stated that the project for the rail line is proposed to be funded in 2027 and some of the aviation projects are also in this timeframe. He noted that in this Division many projects were able to be accelerated into the first five years.

A question/answer and discussion period was held.

b. 2018-2027 STIP/MPO TIP Modification #18-4

Mr. Kozlosky stated that this is a statewide amendment for various transportation improvement programs for roads and bridges constructed on federal government lands. He noted that this item would be brought back for consideration at the next meeting.

8. Updates

a. MPO Staffing

Mr. Kozlosky acknowledged that Ms. Lorenzo has been promoted to the Senior Transportation Planner. He noted that this will leave a vacancy that has been advertised, for which three qualified candidates will be interviewed. He added that an offer is being negotiated with a potential TDM Planner and will be filled by the end of the week if all goes well.

Mr. Kozlosky stated that updates regarding Crossing over the Cape Fear River and the MPO are also included in the agenda packet.

b. Cape Fear Moving Forward 2045 Transportation Plan

Ms. Lorenzo stated that staff officially kicked off the Cape Fear Moving Forward 2045 Plan on April 3rd. She distributed some posters and brochures promoting the event. She noted that staff will make presentations to all the member jurisdictions. She pointed out that the QR code is on the back of the brochure. She encouraged members to scan the code and take the survey at this time. She noted that the survey will be open until July 31st and that five open houses will be held throughout the region in May.

Mr. Kozlosky reminded members that this is the first phase of the public outreach and engagement campaign. After the closing date on July 31st, the information will be reviewed and staff will work with this Committee, the Board and modal subcommittees to develop project lists for the draft plan, which will be presented to the public in early 2020 to obtain feedback. He added that the feedback will be incorporated into the final plan, which will need to be adopted in 2020.

Mr. Kozlosky stated that the kick-of event on April 3rd was well attended and expressed appreciation to Mr. Ron Lucas for his speech at the event. He requested that members disseminate the information to their respective jurisdictions and return any feedback to the group.

Ms. Matheny offered to help coordinate and put information on buses by the end of the month. She inquired about emerging trends.

Mr. Kozlosky responded that these would be incorporated into the plan.

c. Cape Fear Public Transportation Authority

Ms. Matheny gave a brief overview of transportation amenities for the Azalea Festival. She noted that a 15-minute shuttle will operate from a park-and-ride at the mall (\$2 per adult/\$1 per child, one way) from 7:00 a.m.-2:00 p.m. the day of the parade. Also, the revised trolley service will include two trolleys tomorrow through Sunday.

d. NCDOT Division

Ms. Sarder stated that the base year data is currently under final review, which she anticipated having for the May meeting. She noted that future year data will be projected thereafter.

e. NCDOT Transportation Planning Division

Mr. Lucas announced that he will be transitioning back to the projects in the area and stated that this would be his last meeting. He introduced Ms. Kristina Solberg as the new Federal Highway Authority liaison to the group.

Ms. Solberg expressed appreciation and gave a brief overview of her professional background.

9. Announcements

- The last WMPO Bike/Ped Committee meeting was April 10th
- NCPTA Conference: April 23rd-25th
- River to the Sea Bike Ride event will be held May 5th
- Next meeting of the TCC, May 16th

10. Adjournment

With no further items, the meeting was adjourned at 11:43 a.m.

**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.**

Proposed Revisions to 2018-2027 STIP/MPO TIP Programs

STIP/MPO TIP Modifications # 18-4
(April 2018)

* R-5753	VARIOUS, FEDERAL LANDS TRANSPORTATION	STATEWIDE PROJECT	CONSTRUCTION	FY 2018 - \$9,812,000 (FLTP)
STATEWIDE	PROGRAM (FLTP). ROAD AND BRIDGE			FY 2019 - \$1,794,000 (ERFO)
PROJ.CATEGORY	IMPROVEMENTS TO BE CONSTRUCTED ON			FY 2019 - \$9,955,000 (FLTP)
EXEMPT	TRANSPORTATION FACILITIES THAT ARE			FY 2020 - \$35,062,000 (FLTP)
	OWNED BY THE FEDERAL GOVERNMENT THAT			\$56,623,000
	PROVIDE ACCESS TO FEDERAL LANDS.			

PROJECT MODIFIED TO REFLECT CURRENT
FUNDING LEVELS.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATION #18-4 TO THE
2018-2027 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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 North Carolina Board of Transportation adopted the 2018-2027 State Transportation Improvement Program on August 3, 2017 and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on August 30, 2017; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2018-2027 State/MPO Transportation Improvement Programs for Administrative Modification #18-4.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2018-2027 State/MPO Transportation Improvement Programs for Administrative Modification #18-4.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 23, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

DRAFT April 5, 2018

Performance Management Agreement

between

Wilmington Urban Area Metropolitan Planning Organization, Cape Fear Public Transportation Authority, Cape Fear Public Transportation Authority, Brunswick Transit System, Inc., Pender Adult Services, Inc. and

the North Carolina Department of Transportation (NCDOT)

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, MPO(s), State(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

WHEREAS, the 23 CFR 450.314(h) requires that Metropolitan Planning Organizations (MPO)(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).¹

NOW, THEREFORE, BE IT RESOLVED, that the parties do hereby agree to adhere to the following protocols for coordination to meet performance-based planning and programming requirements in accordance with 23 CFR 450 and established federal guidance.

1) Transportation performance data

- a. NCDOT will collect and provide (or otherwise make available) to the Wilmington Urban Area MPO and the providers of public transportation, with data used in developing statewide targets for all applicable measures.
- b. If the MPO chooses to develop its own target for any measure, Wilmington Urban Area MPO will collect and provide NCDOT with any supplemental data used in association with the MPO target setting process, if applicable.

¹ For definitions of performance “targets” and other terms in this agreement, see 23 CFR 490.101.

2) Selection of transportation performance targets

- a) NCDOT, the MPO, and the provider(s) of public transportation will set performance targets in coordination with each other.
 - (i) Coordination will include as many of the following opportunities as deemed appropriate for the measure: in-person meetings, webinars, conference calls, work group/committee representation, and email/written communication.
 - (ii) For each performance measure, MPO's shall establish a target by either agreeing to plan and program projects so that they contribute toward the accomplishment of NCDOT's target for that performance measure, or commit to a quantifiable target for that performance measure for their metropolitan planning area (23 CFR 490.209 (c)(4)).
 - (iii) Per 23 CFR 490.209 (c) (5), MPO's that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate to NCDOT used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable.
 - (iv) If the MPO chooses to set its own target, the MPO will develop the target in coordination with NCDOT and the provider(s) of public transportation.
- b) The NCDOT will set statewide performance targets to meet the federal performance management requirements
 - (i) The NCDOT will provide written notice to the MPO when NCDOT sets a target. This notice will provide the targets and the date NCDOT set the target, which will begin the 180-day time-period in which the MPO must set performance targets.
 - (ii) If the MPO chooses to support the statewide or provider(s) of public transportation targets, the MPO will provide documentation in the form of a support resolution to NCDOT and the provider(s) of public transportation that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide and/or provider(s) of public transportation targets.
 - (iii) If the MPO chooses to set its own target(s), the MPO will provide NCDOT and the provider(s) of public transportation documentation (in the form of a signed resolution) that includes the target(s) and when the MPO established those target(s).

- c) Provider(s) of public transportation Targets:
 - i) The Tier 1 providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management and transit safety (pending final rule). Tier 1 transit providers are defined in 23 CFR 625.5.
 - ii) The provider of public transportation will provide written notice to the MPO and NCDOT when they establish target(s). This notice will provide the targets and the date the target was set. The date the initial targets were set will begin the 180-day time-period within which the MPO must establish their transit-related performance targets. MPO's may choose to update their targets when the provider(s) of public transportation updates their targets, or when the MPO amends their Metropolitan Transportation Plan (MTP). At a minimum, an MPO shall update their transit-related targets when the MPO updates the MTP by extending the MTP's horizon year in accordance with 23 CFR 450.324 (c).
 - iii) If the MPO chooses to support the provider(s) of public transportation target(s), the MPO will provide to NCDOT and the provider of public transportation documentation in the form of a support resolution duly considered by the MPO's governing body that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the transit provider's target.
 - iv) For Tier 2 providers of public transportation that choose to participate in NCDOT's group plan: NCDOT shall notify MPOs and those participating Tier 2 providers within 30 days of establishment of transit-related targets. The MPO will provide documentation to NCDOT and the provider of public transportation of target establishment or support in the form of a resolution duly considered by the MPO's governing body. Tier 2 transit providers are defined in 23 CFR 625.5.

3) Reporting of performance targets

- a. Reporting of targets and performance will be done as specified in 23 CFR 490, 23 CFR 450, 49 CFR 625, and 49 CFR 673.
- b. NCDOT will report all targets to FHWA and FTA as applicable. NCDOT will provide written notice of the targets to the MPO within 30 business days of reporting targets.
- c. The MPOs will report any MPO targets to NCDOT within 30 business days after the MPO establishes a target. The MPO will provide documentation of target

establishment to NCDOT and the provider of public transportation in the form of a resolution duly considered by the MPO's governing body.

- d. The MPO agrees to report their annually established safety targets to NCDOT within 30 business days of establishment. (23 CFR 490.209(c)). Establishment of targets shall be evidenced by a signed resolution from the MPO's governing board.
- 4) Reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO.
- a. Where available and practicable, NCDOT will provide the MPO with the statewide performance data used in developing statewide targets. All updates of this data will include prior performance data, as available and practicable.
 - b. If MPO sets a different target than the statewide target the MPO will provide NCDOT with MPO-wide performance data used to develop the target. All updates of performance data by the MPO will include prior performance data.
 - c. Where applicable, the MPO will provide data to NCDOT for the CMAQ on-road emissions measure.
 - d. Where applicable, the MPO will provide NCDOT and the provider of public transportation with a copy of the CMAQ Performance Plan at least 45 days prior to when NCDOT's performance period reports are due per 23 CFR 490.107. As applicable, NCDOT will include as an attachment the MPO's CMAQ Performance Plan as a part of NCDOT's performance period report.
- 5) The collection of data for the State asset management plans for the NHS
- a. NCDOT will be responsible for the collection of bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads are that are not on a State highway system but instead are under the ownership of local jurisdictions, if such roads exist.
- 6) All parties agree that email communications shall be considered written notice for all portions of this agreement.
- 7) The State, MPO, and providers of public transportation are responsible for financial planning that demonstrates how MTP's and TIP's can be implemented consistent with principles of fiscal constraint. Federal requirements (23 CFR 450.314(a)) direct that specific provisions be agreed upon for cooperatively developing and sharing information for development of financial plans to support the MTP (23 CFR 450.324) and metropolitan TIP (23 CFR 450.326), as well as development of the annual listing

of obligated projects (23 CFR 450.334). For purposes of this agreement, the following shall not apply to providers of public transportation:

- a) To support the development of the financial plan for the MTP, the North Carolina Department of Transportation (NCDOT) shall provide the MPO with a listing of the most recent 10-year historical funding for the Counties located within the MPO boundary categorized by funding source. The MPO will review the historical information and extrapolate the funding trends for the MTP's planning horizon while considering other factors that may affect a reasonable funding forecast. The MPO shall add any local or private funding sources reasonably expected to be available during the planning horizon. If the MPO recommends any alternative financing strategies to fund the projects and programs in the MTP, they shall be identified and included in the MTP. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the MPO will not act on a full update or amended MTP and/or TIP that does not reflect the changed revenue situation. Updates or amendments to a TIP or the STIP are acceptable as long as the changes don't involve the removed or reduced sources of funding.
- b) Annual Obligation Report: Within 90 days after the close of a federal fiscal year, NCDOT shall provide the MPO with the information needed to be included in the annual listing of obligated projects. The MPO shall publish the annual listing of obligated projects on their web site and in accordance with any other procedures outlined in their Public Participation Plan to ensure adequate access by the public and other interested stakeholders. To the extent possible, this report will contain the projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal highway or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized, including those revised to increase obligations in the preceding program year. At a minimum, it shall include:
 - i) TIP project description and implementing agency information,
 - ii) Identify for each project, the amount of Federal funds requested in the TIP/STIP,
 - iii) the Federal funding that was obligated during the preceding year,
 - iv) and the Federal funding remaining and available for subsequent years.

[signature page to follow]

Signature page

Representation on Authority of Parties/Signatories.

Each person signing this Agreement represents and warrants that he or she is duly authorized and has legal capacity to execute and deliver this Agreement. Each party represents and warrants to the other that the execution and delivery of the Agreement and the performance of such party's obligations hereunder have been duly authorized and that the Agreement is a valid and legal agreement binding on such party and enforceable in accordance with its terms.

Mike Kozlosky, Executive Director

Date

Signature page

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Albert Eby, Cape Fear Public Transportation Authority

Date

Signature page

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Brunswick Transit System, Inc.

Date

Signature page

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Pender Adult Services, Inc.

Date

Signature page

Representation on Authority of Parties/Signatories.

Each person signing this Agreement represents and warrants that he or she is duly authorized and has legal capacity to execute and deliver this Agreement. Each party represents and warrants to the other that the execution and delivery of the Agreement and the performance of such party's obligations hereunder have been duly authorized and that the Agreement is a valid and legal agreement binding on such party and enforceable in accordance with its terms.

Bobby Lewis, Chief Operating Officer, NCDOT

Date

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO A
PERFORMANCE MANAGEMENT AGREEMENT WITH THE NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION, CAPE FEAR PUBLIC TRANSPORTATION
AUTHORITY, BRUNSWICK TRANSIT SYSTEM, INC. AND PENDER ADULT SERVICES,
INC.**

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, MPO(s), State(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law; and

WHEREAS, 23 CFR 450.314(h) requires that Metropolitan Planning Organizations (MPO)(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS); and

WHEREAS, the Performance Management agreement provides the written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW, THEREFORE, be it resolved that the Board of the Wilmington Metropolitan Planning Organization hereby authorizes the Executive Director to enter into a performance management agreement with the North Carolina Department of Transportation, Cape Fear Public Transportation Authority, Brunswick Transit System, Inc. and Pender Adult Services, Inc.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 23, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**LAW OFFICE OF
MATTHEW A. NICHOLS**

3205 Randall Parkway, Suite 104
Wilmington, NC 28403

Ph: (910) 508-7476
Email: matt@mattnicholslaw.com

March 9, 2018

Via Hand Delivery

Wilmington Urban Area Metropolitan Planning Organization
c/o Mike Kozlosky, Executive Director
P.O. Box 1810
Wilmington, North Carolina 28402

Re: Engagement for Legal Services
WMPO General Legal Representation

Dear Mike:

Pursuant to our recent discussions, thank you for selecting my new law firm to represent the WMPO. I also wish to set forth the terms of our agreement for legal representation.

I have enclosed a copy of my standard *Agreement for Legal Representation* for your review, signature and return to me. If you have any questions, please contact me before signing the agreement. Otherwise, please sign the enclosed agreement and return it to me.

I appreciate the opportunity to represent the WMPO, and I look forward to continuing to work with you and the WMPO Board. Thank you again.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Matt Nichols", written in a cursive style.

Matthew A. Nichols

Enclosure

AGREEMENT FOR LEGAL REPRESENTATION

1. Identification of parties. This agreement is made between the Law Office of Matthew A. Nichols (the "Firm") and the Wilmington Urban Area Metropolitan Planning Organization (the "WMPO" or "Client" or "you").

2. Scope of legal services to be provided. The legal services to be provided by the Firm to Client are as follows:

Representation of the WMPO regarding general legal matters affecting the WMPO as they may arise from time to time and as specifically requested by the WMPO Board or WMPO Executive Director.

Based upon our previous discussions, we understand that you will contact the Firm when you need assistance with any particular matter or issue, describing the nature of the matter or issue and the specific legal assistance sought.

A separate agreement for legal representation is required if Client wishes for the Firm to represent Client in any litigation or other matters outside the scope of this agreement.

3. Fees. Client will pay the Firm for the legal services provided under this agreement as follows: The Firm will charge by the hour for the time that its legal personnel devote to the representation of Client. The Firm records time in units of tenths of an hour. The hourly rates for the Firm's services in this matter are set forth below, which are reduced from our standard hourly rates:

- Attorneys: \$190 per hour
- Paralegals: \$85 per hour
- Legal Assistants: \$40 per hour

Client authorizes the Firm to incur on behalf of Client expenses deemed necessary by the Firm to perform legal services under this agreement, and Client agrees to pay for those expenses. Examples of such expenses include, but are not limited to, postage, telephone charges, copying charges, delivery charges, mileage, court reporter and transcription fees, and the costs for preparing exhibits. Any expenses exceeding \$100 will be forwarded to Client for direct payment. Client is responsible for paying any filing, application and appeal fees and costs.

4. Billing. The Firm will bill Client approximately monthly or on a more frequent basis depending upon the amount of work that was done on Client's file during that period of time. Payment is due from Client promptly upon receipt of Firm's statement. If any statement

remains unpaid for more than 30 days, the Firm may suspend performing services until arrangements satisfactory to the Firm have been made for payment of outstanding statements and the payment of future fees and expenses. If such arrangements are not made, subject to applicable rules of professional conduct governing attorneys, the Firm may terminate the engagement and withdraw from further representation. Acceptance of any late payments by the Firm shall not constitute a waiver of Client's obligation to make timely payments. All statements that are outstanding for a period of 30 days shall bear interest at the rate of 1% per month from the thirtieth (30th) day after the date of the statement until paid.

5. No advance deposit required at this time. The Firm does not require an advance deposit from Client at this time. The Firm, however, reserves the right to request Client to pay Firm an advance deposit in a reasonable amount in the future should any of the Firm's bills to Client remain unpaid for more than 30 days or should the circumstances otherwise warrant the Firm to request an advance deposit from Client. The Firm will require an advance deposit from Client in a reasonable amount prior to filing any actions, appeals or other proceedings on behalf of Client in any Court or otherwise representing Client in any actions, appeals or other proceedings in any Court. Should the Firm request an advance deposit from Client in the future, the Firm will notify Client in writing. Any advance deposit shall be deposited into the Firm's attorney trust account as set forth in Section 6 of this Agreement.

6. Advance deposit (if required in the future). Any advance deposit received from Client as stated above shall be deposited into the Firm's attorney trust account. The advance deposit will be applied against fees and expenses. The Firm will apply the funds to the fees earned and expenses incurred. Client authorizes the Firm to withdraw funds from the trust account fund to pay such earned fees and expenses. Any unused deposit at the conclusion of Firm's services will be refunded to Client. The Firm reserves the right to require Client to replenish or increase the deposit by reasonable amounts should it appear necessary to cover additional fees and expenses. Should the fees and expenses exceed the deposit, the Firm will bill Client approximately monthly for additional fees and expenses.

7. Client's duties. Client shall cooperate with the Firm and shall pay the Firm's bills in a timely manner. Client shall keep the Firm informed of the Client's current addresses, telephone numbers and email addresses.

8. Email communications. The Firm will communicate with Client via email, phone and mail. Client shall provide the Firm with an email address connected to a secure account that is inaccessible to others.

9. Termination. Client has the right to terminate the Firm at any time and for any reason by notifying the Firm in writing. Subject to applicable rules of professional conduct governing

attorneys, the Firm reserves the right to terminate representation of Client at any time and to withdraw from representation of Client. Some of the reasons that Firm may terminate representation of Client include, but are not limited to, the following: Client and the Firm disagree on any aspect of this engagement; there has been a breakdown of the attorney-client relationship; Client does not pay the Firm's invoices on a timely basis; or for other appropriate reasons. If Client elects to terminate this engagement, or if the Firm elects to withdraw, Client is responsible for paying the Firm's fees and expenses accrued through the effective date of the termination of this engagement. In the event of termination, the Firm will refund any unearned funds paid in advance.

10. Client file, data storage. The Firm may store Client's file and data electronically on a variety of platforms, including on third-party cloud based servers. Client specifically consents to the Firm's use of these services for document storage and management. Upon conclusion of this engagement, the Firm will close Client's file and return any original documents to Client along with any personal possessions or documents of the Client. The Firm will then store Client's file for a minimum of six years, after which time it will be destroyed unless Client instructs the Firm to keep the file longer.

11. No guarantees. The Firm cannot and does not guarantee any results or the outcome of Client's matter. The Firm will advise Client of the recommended legal strategy issues as they arise so that Client may continue to evaluate whether and how Client wishes to continue the legal representation.


AGREED TO:

FIRM:

Law Office of Matthew A. Nichols



Matthew A. Nichols



Date

CLIENT:

Wilmington Urban Area Metropolitan Planning
Organization

By: Mike Kozlosky, Executive Director

Date

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AN
AGREEMENT WITH THE LAW OFFICE OF MATTHEW A. NICHOLS FOR GENERAL
LEGAL REPRESENTATION**

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 Wilmington Urban Area Metropolitan Planning Organization may require legal counsel for general legal matters that arise that affect the MPO; and

WHEREAS, on November 16, 2016 the Wilmington Urban Area Metropolitan Planning Organization Board approved using Attorney Matthew Nichols for any general legal matters separate from the Map Act matters; and

WHEREAS, the *Agreement for Legal Services* has been prepared by the Law Office of Matthew A. Nichols and outlines the terms and fees for their legal services.

NOW, THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby authorizes the Executive Director to enter into an agreement with the Law Office of Matthew A. Nichols for General Legal Representation.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 23, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2016-2025 STIP/MTIP and 2018-2027 STIP/MTIP Programs

STIP/MTIP Amendments #18-02
(May 2018)

* AV-5795 NEW HANOVER PROJ.CATEGORY STATEWIDE	WILMINGTON INTERNATIONAL (ILM), EXPAND THE GENERAL AVIATION APRON. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>
* AV-5796 NEW HANOVER PROJ.CATEGORY STATEWIDE	WILMINGTON INTERNATIONAL (ILM), INCREASE WIDTH OF ALL TAXIWAYS. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>
* AV-5798 NEW HANOVER PROJ.CATEGORY STATEWIDE	WILMINGTON INTERNATIONAL (ILM), TAXIWAY IMPROVEMENTS. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>

* AV-5799 NEW HANOVER PROJ.CATEGORY STATEWIDE	WILMINGTON INTERNATIONAL (ILM), WIDEN NORTHSOUTH TAXIWAY SYSTEM. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>
* AV-5801 NEW HANOVER PROJ.CATEGORY STATEWIDE	WILMINGTON INTERNATIONAL (ILM), EXPANSION OF AIR CARRIER APRON. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>
* AV-5885 NEW HANOVER PROJ.CATEGORY STATEWIDE	ILM - WILMINGTON INTERNATIONAL AIRPORT, REHABILITATE RUNWAY. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>

* AV-5886 NEW HANOVER PROJ.CATEGORY STATEWIDE	ILM - WILMINGTON INTERNATIONAL AIRPORT, TAXIWAY J IMPROVEMENTS <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>
* P-5740 NEW HANOVER PROJ.CATEGORY STATEWIDE	CSX SE LINE, TIE AND RAIL REHABILITATION. IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CURVE RE-ALIGNMENTS AND UPGRADE SWITCH OPERATIONS. CLOSE AND IMPROVE VARIOUS EXISTING AT GRADE CROSSINGS. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2017

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D

BILL DRAFT 2017-MLz-205A [v.3]

(THIS IS A DRAFT AND IS NOT READY FOR INTRODUCTION)
04/26/2018 04:29:34 PM

Short Title: Build NC Bond Act.

(Public)

Sponsors:

Referred to:

1 A BILL TO BE ENTITLED
2 AN ACT TO ENACT THE BUILD NC BOND ACT OF 2018, AS RECOMMENDED BY THE
3 HOUSE SELECT COMMITTEE ON STRATEGIC TRANSPORTATION PLANNING
4 AND LONG TERM FUNDING SOLUTIONS.
5 The General Assembly of North Carolina enacts:
6 **SECTION 1.** Short Title. – This act shall be known as the "Build NC Bond Act of
7 2018."

8 **SECTION 2.** G.S. 142-82 reads as rewritten:

9 **"§ 142-82. Definitions.**

10 The following definitions apply in this Article:

11 ...

12 (2a) Build NC Bonds. – Special indebtedness issued to finance Build NC Projects,
13 with the Build NC Net Proceeds of such special indebtedness used in
14 accordance with both of the following requirements, measured in the
15 aggregate for all issues in successive periods of 10 fiscal years each, with the
16 first such period beginning with the 2019-2020 fiscal year:

17 a. Within two percent (2%) of fifty percent (50%) of the Build NC Net
18 Proceeds during such period used for Division Need Projects in
19 accordance with the requirements of Article 14B of Chapter 136 of the
20 General Statutes.

21 b. The remainder of the Build NC Net Proceeds during such period used
22 for Regional Impact Projects in accordance with the requirements of
23 Article 14B of Chapter 136 of the General Statutes.

24 (2b) Build NC Net Proceeds. – The proceeds of an issue of Build NC Bonds net of
25 deposits for the costs described in sub-subdivisions d., e., and f. of subdivision
26 (6) of this section.

27 (2c) Build NC Project. – A capital facility identified and selected for financing
28 with Build NC Bonds under this Article by the process set forth in Article 14B
29 of Chapter 136 of the General Statutes.

30"

31 **SECTION 3.** Article 9 of Chapter 142 of the General Statutes is amended by adding
32 a new section to read:

33 **"§ 142-97. Additional provisions with respect to Build NC Bonds.**

34 The following requirements and limitations apply to the issuance and sale of Build NC Bonds:



* 2 0 1 7 - M L Z - 2 0 5 A - V - 3 *

- (1) Subject to appropriation by the General Assembly, funds from the Highway Trust Fund shall be the source for repayment of special indebtedness resulting from the sale of Build NC Bonds.
- (2) The State Treasurer shall not issue any Build NC Bonds unless (i) the State Treasurer recommends the issuance of the Build NC Bonds and (ii) the State Treasurer has made a determination that all of the following requirements have been or shall be met:
- a. The Department of Transportation's average combined month-end cash balance required under G.S. 143C-6-11(f) for the first 3 months in the calendar year prior to the date of determination is equal to or less than twenty percent (20%) of the total expenditures from the Highway Fund and Highway Trust Fund for the most recent complete fiscal year. In calculating the total expenditures from the Highway Fund and Highway Trust Fund under this sub-subdivision, any transfers to the General Fund shall be excluded.
- b. The total amount of Build NC Bonds outstanding after such issuance will not cause the recommended transportation debt target established by the Debt Affordability Advisory Committee in accordance with G.S. 142-101 to be exceeded.
- c. At least six months prior to the expected date of the Build NC Bond issuance, the Department of Transportation:
1. Consulted with the State Treasurer about the proposed Build NC Bond issuance.
2. Consulted with the Joint Legislative Transportation Oversight Committee and the Joint Legislative Commission on Governmental Operations to provide details of the proposed issuance, including (i) the total amount of the Build NC Bonds that will be issued, (ii) the estimated amount of the debt service payments, and (iii) the estimated amount of debt capacity that would be remaining after the issuance.
- (3) Except as otherwise provided in subdivision (7) of this subsection, the total amount of special indebtedness resulting from the sale of Build NC Bonds shall not exceed three billion dollars (\$3,000,000,000).
- (4) Except as otherwise provided in subdivision (7) of this subsection, each individual issuance of Build NC Bonds is limited to no more than three hundred million dollars (\$300,000,000) in each fiscal year.
- (5) The Department of Transportation may not use the proceeds realized from the sale of Build NC Bonds for a non-highway project or a project utilizing tolling pursuant to the authority set forth in subdivisions (39) or (39a) of G.S. 136-18.
- (6) For purposes of satisfying the requirements of G.S. 142-15.17, Build NC Projects constitute projects as to which the General Assembly has enacted legislation expressly approving the use of a State-supported financing arrangement.
- (7) The restrictions set forth in sub-subdivision a. of subdivision (2) of this section and subdivisions (3) and (4) of this subsection do not apply to Build NC Bonds that are refunding bonds meeting the requirements set forth in G.S. 142-29.5.
- (8) The provisions of subsection (b) of G.S. 142-83 do not apply to Build NC Bonds, nor shall Build NC Bonds be counted for the purposes of that subsection in limiting the issuance of other debt.

(9) The provisions of subsection (e) of G.S. 142-84 do not apply to Build NC Bonds."

SECTION 4. G.S. 142-89(a) reads as rewritten:

"(a) Terms and Conditions. – Bonds or notes may bear any dates; may be serial or term bonds or notes, or any combination of these; may mature in any amounts and at any times, not exceeding 15 years from their dates for Build NC Bonds and 40 years from their ~~dates;~~dates for all other bonds and notes; may be payable at any places, either within or without the United States, in any coin or currency of the United States that at the time of payment is legal tender for payment of public and private debts; may bear interest at any rates, which may vary from time to time; and may be made redeemable before maturity, at the option of the State or otherwise as may be provided by the State, at any prices, including a price greater than the face amount of the bonds or notes, and under any terms and conditions, all as may be determined by the State Treasurer, by and with the consent of the Council of State."

SECTION 5. The State Treasurer, in consultation with the Department of Transportation, shall develop and implement a debt management policy to guide the Department's practices in regards to issuing Build NC Bonds, as defined in G.S. 142-82(2a), as enacted in Section 2 of this act. By July 1, 2019, the State Treasurer shall submit a report to the Joint Legislative Transportation Oversight Committee detailing the debt management plan developed in accordance with this subsection.

SECTION #.(j) This act is effective when it becomes law.



Bill Draft 2017-MLz-205A: Build NC Bond Act.

2017-2018 General Assembly

Committee: House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions **Date:** April 27, 2018

Introduced by: **Prepared by:** Luke Gillenwater
Analysis of: 2017-MLz-205A Staff Attorney

OVERVIEW: 2017-MLz-205A authorizes the State Treasurer to issue Build NC Bonds, a type of special indebtedness in which the proceeds shall be used only for Division Need Projects and Regional Impact Projects in accordance with the Strategic Transportation Investments ("STI") law set forth in Article 14B of Chapter 136 of the General Statutes.

CURRENT LAW: The State Capital Facilities Act, which is set forth in Article 9 of Chapter 142 of the General Statutes, authorizes the State to incur or issue special indebtedness, subject to the various terms and conditions in the Article. Special indebtedness issued under this Article may be used to finance the cost of "capital facilities," which that term is defined as any one or more of the following:

- Any one or more buildings, utilities, structures, or other facilities or property developments, including streets and landscaping, and the acquisition of equipment, machinery, and furnishings in connection with these items.
- Additions, extensions, enlargements, renovations, and improvements to existing buildings, utilities, structures, or other facilities or property developments, including streets and landscaping.
- Land or an interest in land.
- Other infrastructure.
- Furniture, fixtures, equipment, vehicles, machinery, and similar items.

Special indebtedness is not secured by the full faith and credit (taxing power) of the State, so voter approval is not required.

BILL ANALYSIS: 2017-MLz-205A does the following:

- **Section 1:** Provides that the act shall be known as the "Build NC Bond Act of 2018."
- **Section 2:** Amends the State Capital Facilities Act to do the following:
 - Authorize the issuance of Build NC Bonds, which is defined as special indebtedness issued to finance Build NC Projects.
 - Defines the term "Build NC Project" as a capital facility identified and selected for financing with Build NC Bonds by the process set forth in the STI law.
 - Provides that (i) approximately 50% of the proceeds from an issuance of Build NC Bonds may be used for Division Need Projects in accordance with the requirements of the STI law and (ii) the remainder of the proceeds may be used for Regional Impact Projects in accordance with the requirements of the STI law. No proceeds may be used for Statewide Strategic Mobility Projects.

Kory Goldsmith
Director

2017-MLz-205A-SMML-17-v-3

Legislative Drafting
919-733-6660

- **Section 3:** Further amends the State Capital Facilities Act to include the following requirements and limitations in regards to the issuance and sale of Build NC Bonds:
 - The source of repayment for Build NC Bonds is the Highway Trust Fund.
 - The State Treasurer shall not issue any Build NC Bonds unless (i) the State Treasurer recommends the issuance and (ii) the State Treasurer has made a determination that all of the following requirements have been or shall be met:
 - The Department of Transportation's average combined month-end cash balance for the first 3 months in the calendar year prior to the date of determination does not exceed a certain threshold.
 - The total amount of Build NC Bonds outstanding will not cause the recommended transportation debt target established by the Debt Affordability Advisory Committee to be exceeded.
 - At least 6 months prior to the expected date of a Build NC Bond issuance, the Department of Transportation has consulted with the State Treasurer, the Joint Legislative Transportation Oversight Committee, and the Joint Legislative Commission on Governmental Operations.
 - The total amount of special indebtedness resulting from the sale of Build NC Bonds shall not exceed \$3,000,000,000.
 - The Department of Transportation may not use the Build NC Proceeds for (i) non-highway projects or (ii) tolling projects.
 - Passage of this act would satisfy the requirement of G.S. 142-15.17 that the General Assembly expressly authorize this type of financing arrangement through legislation.
 - The aforementioned restrictions do not apply to a Build NC Bond used as a refunding bond under G.S. 142-29.5, which means the proceeds from a new debt issue may be used to retire an outstanding bond issue.
 - Since the special indebtedness is supported by the Highway Trust Fund, the limitation set forth in G.S. 142-83(b) regarding bond indebtedness supported by the General Fund does not apply.
 - Since the projects to be financed with Build NC Bonds are selected through the STI process, the requirement set forth in G.S. 142-84(e) that the Department of Administration make decisions about the type of facility and amount financed does not apply.
- **Section 4:** Provides that the maturity date for a Build NC Bond may not exceed 15 years.
- **Section 5:** Directs the State Treasurer to develop a debt management plan for Build NC Bonds.

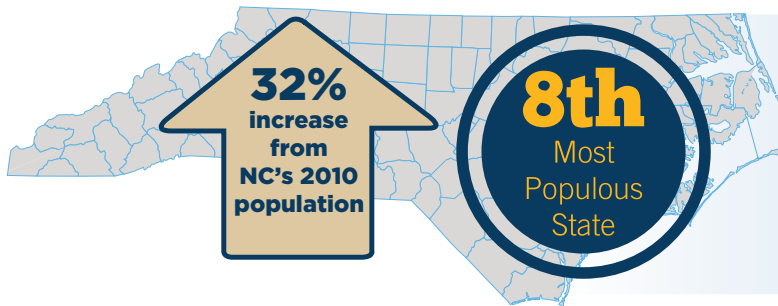
EFFECTIVE DATE: This act is effective when it becomes law.

BUILD NC

Infrastructure Matters

Planning, building and maintaining infrastructure is the backbone of our economic competitiveness.

A comprehensive infrastructure system enhances quality of life and provides access to healthcare, jobs and education.



NC is one of the fastest growing states in the nation and by 2035 will be the 8th most populated state.

NC needs a tool that can be utilized, if necessary, to maintain a high level of project delivery.



Key Components & Benefits

- 1 NC State Treasurer must approve any issuance of debt
- 2 Would be backed by Highway Trust Fund
- 3 Projects must be vetted through existing STI process to ensure projects are funded based on data and not politics
- 4 Provides project delivery stability for industry partners
- 5 Accelerates delivery of projects in the STIP at the regional and division level
- 6 NC State Treasurer and NC Legislative oversight ensures appropriate checks and balances
- 7 Does not impact general fund

NC has benefited greatly from use of Federal GARVEE Program.

Five GARVEE Bond sales have funded 54 highway projects valued at \$1.2B.

BUILD NC

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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION SUPPORTING THE BUILD NC INITIATIVE

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, planning, building and maintaining infrastructure is the backbone of the state's economic competitiveness; and

WHEREAS, North Carolina is one of the fastest growing states in the nation and by 2035 will be the 8th most populated state; and

WHEREAS, the North Carolina Department of Transportation is seeking approval from the North Carolina General Assembly for the Build NC initiative also known as the Build NC Bond Act of 2018 in an effort to address the state's transportation infrastructure needs; and

WHEREAS, the Build NC initiative would be backed by the Highway Trust Fund, provide project delivery stability for industry partners and accelerate project delivery for projects in the State Transportation Improvement Program at the Regional Impact and Division Needs tiers; and

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Department of Transportation's in their efforts for the Build NC initiative.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 23, 2018.

David Piepmeyer, 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: TCC members

FROM: Mike Kozlosky, Executive Director

DATE: May 11, 2018

SUBJECT: Hampstead Bypass Designation

On March 29, 2017 the Wilmington Urban Area MPO's Board adopted a resolution requesting the North Carolina Department of Transportation designate the Hampstead Bypass as the US 17 Bypass and retain US 17 on the existing route.

The North Carolina Department of Transportation reviewed this request and determined that Military Cutoff Road extension and the Hampstead Bypass will be designated as NC 417 from Market Street to the northern US 17 interchange in Pender County. This will leave US 17 in its existing location through Hampstead.

The Department discussed the designation of US 17 Bypass, but this was not a viable option because the route would send drivers into Wilmington and not act as a bypass around all of the urban locations in this area. Additionally, the interchange at Market Street and Military Cutoff Road would have the routes of US 17, US 17 Business, and US 17 Bypass all intersecting, which would cause concerns with driver confusion. The Department also discussed the possibility of using NC 217, but there is already an NC 217 through Cumberland and Harnett Counties.

For these reasons, the NC 417 designation is being pursued by the Department for this route.

Local Input Criteria																	
Spot ID	Mode	TIP	Project Category	Route/Facility From/Crossing To/Cross Street Description	Specific Impr	Cost	Statewide Impact	Regional Impact	Division Impact	P 5.0 Quantitative Score (x of 100)	WMPO P4.0 Local Input Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Inclusion in adopted strategic business plan (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
H090215-A	Highway	R-3300A	Statewide Mobility	US 17 (New Route - Hampstead Bypass)	US 17 Bypass South of Hampstead (at Military Cutoff Road)	NC 210	Construct Freeway on New Location.	5 - Construct Roadway on New Location	\$ 113,500,000	71.79	47.66	35.30			477.66	100	
H129646	Highway	U-4738	Statewide Mobility	New Route - Cape Fear Crossings	US 17 in Brunswick County		Construct Freeway on New Location with a Structure Over the Cape Fear River (toll)	5 - Construct Roadway on New Location	\$ 838,190,000	68.77	44.03	34.08					
H129646-A	Highway	U-4738	Statewide Mobility	New Route - Cape Fear Crossings	US 17 in Brunswick County	NC 133	Construct Freeway on New Location	5 - Construct Roadway on New Location	\$ 226,311,400	68.77	44.03	34.08		25	399.03	100	
H129646-B	Highway	U-4738	Statewide Mobility	New Route - Cape Fear Crossings	NC 133		Construct Freeway on New Location with a Structure Over the Cape Fear River (toll)	5 - Construct Roadway on New Location	\$ 611,878,600	68.77	44.03	34.08					
H171924	Highway	U-4738	Statewide Mobility	US 17 (Ocean Highway), US 74, US 421 (Carolina Beach Rd), US	US 117 (Shipyard Boulevard Bypass)	I-140 Wilmington Bypass	6 - Widen Existing Roadway and Construct Part on New Location	\$ 1,152,000,000	63.82	40.18	30.84						*Points put on segmented Cape Fear Crossing Toll project
H170214	Highway	U-5863	Regional Impact	NC 133 (Castle Hayne Road)	US74 (MLK Jr. Parkway)	Holly Shelter Road	Widen road to 3-lanes	1 - Widen Existing Roadway	\$ 55,200,000	N/A	37.60	30.17			317.60	100	
H090360	Highway	U-5863	Regional Impact	NC 133 (Castle Hayne Road)	I-140, US 17 (Wilmington Bypass)	SR 1002 (Holly Shelter Road)	Widen to multi-lanes	1 - Widen Existing Roadway	\$ 33,000,000	N/A	26.14	20.87					*Points put on H170214 as this is just a portion of overall project
H149006-A	Highway	U-5702 B	Regional Impact	NC 132 (College Road)	US 421 (Carolina Beach Road)	US 117 (Shipyard Boulevard)	Implement access management and median modification improvements	11 - Access Management	\$ 39,000,000	N/A	46.52	36.54				100	
H090713	Highway		Regional Impact	NC 133 (River Road)	US 17, US 74, US 76	SR 1599 (Jackeys Creek Lane)	Widen NC 133 (River Road) from the interchange at US17/74/76 to SR 1599	1 - Widen Existing Roadway	\$ 52,300,000	N/A	28.73	25.12			258.73	100	

Local Input Criteria																	
Spot ID	Mode	TIP	Project Category	Route/Faci From/Cros:To/Cross St Description	Specific Impr	Cost	Statewide Impact	Regional Impact	Division Impact	P 5.0 Quantitative Score (x of 100)	WMPO P4.0 Local Input Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Inclusion in adopted strategic business plan (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
H090287-AG	Highway	R-4462	Statewide Mobility	US 74, US 76	NC 87 (Macon Road)	SR 1426 (Mount Misery Road)	Upgrade Roadway to interstate Standards	2 - Upgrade Arterial to Freeway/Expressway	\$ 304,000,000	62.21	36.35	24.70			255.35	100	
H170244	Highway		Regional Impact	NC 133 (River Road)	SR 1599 (Jackeys Creek Lane)	Rabon Way SE	Widen NC 133 (River Road) from SR 1599 (Jackeys Creek Lane) to Rabon Way SE	1 - Widen Existing Roadway	\$ 26,500,000	N/A	22.09	18.51					
H170222	Highway		Statewide Mobility	US 421 (Carolina Beach Road)	US 421 (Front Street)		Install Additional Turn Lane	10 - Improve Intersection	\$ 1,000,000	84.20	53.66	40.42					
R150127	Rail		Statewide Mobility	CSX SE Line			Construct rail across the Cape Fear River between the NC Port of Wilmington	Freight rail infrastructure improvement or construction	\$ 752,000,000	24.36	20.00	16.10					
F150235	Ferry		Regional Impact	Southport - Ft Fisher			Acquire an additional river class vessel for Southport-Ft. Fisher route.	6 - New River Class Vessel (to increase capacity)	\$ 14,000,000	N/A	52.22	38.89					
H171546	Highway		Regional Impact	US 76 (Oleander Drive)	Greenville Loop Road and Greenville Avenue		Upgrade intersection by adding dual lefts west on Oleander Drive from Bradley	10 - Improve Intersection	\$ 9,300,000	N/A	44.84	34.18					
F150236	Ferry		Regional Impact	Southport - Ft Fisher			Construct additional mooring facilities at Southport Terminal to accommodate	5 - Port Expansion (to increase capacity)	\$ 5,000,000	N/A	43.89	30.56					
H170217	Highway		Regional Impact	NC 210, SR 1002 (Island Creek Road)	NC210 and SR 1002 (Island Creek Road)		Improve Intersection	10 - Improve Intersection	\$ 1,000,000	N/A	35.91	25.90					
H170921	Highway		Statewide Mobility	US 17 BUS (Cape Fear Memorial Bridge)	US 74	South Front Street	Replace existing Cape Fear Memorial Bridge	5 - Construct Roadway on New Location	\$ 209,000,000	53.07	34.10	25.17					

Statewide I Regional In Division No										Local Input Criteria										
Spot ID	Mode	TIP	Project Category	Route/Facility	From/Cross Street To/Cross Street	Description	Specific Impr	Cost	34.95	24.07	9.46	P 5.0 Quantitative Score (x of 100)	WMPO P4.0 Local Input Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Inclusion in adopted strategic business plan (x of 100)	Total (x of 500)	Draft Point Assignment	Notes	
A150420	Aviation		Statewide Mobility	ILM - Wilmington International Airport	ILM - Perimeter Road Improvements	N/A	Project will improve safety by relocating the Airport's vehicle perimeter. This project will be designed and constructed to replace the runway	3005 - Other: Not otherwise defined in system plan objectives	\$ 500,000	34.95	24.07	9.46	54.07	0	50	0	0	104.07		*Per meeting with Airport on 5/1/2018, Local Input Points for Regional Impact projects will not be assigned for any aviation projects
A170926	Aviation		Statewide Mobility	ILM - Wilmington International Airport	ILM - Runway 35 Wind Cone/PAP Replacement	N/A	This project will be designed and constructed to replace the runway	3005 - Other: Not otherwise defined in system plan objectives	\$ 500,000	16.19	10.59	11.19	40.59	0	50	0	0	90.59		*Per meeting with Airport on 5/1/2018, Local Input Points for Regional Impact projects will not be assigned for any aviation projects
A170927	Aviation		Statewide Mobility	ILM - Wilmington International Airport	Emergency Boat Ramp Access Launch Ramp	N/A	This project will provide ARFF Rescue boat a concrete water access ramp along Widening of US 17 from Porters Neck Road to Scotts Hill Loop Road. This project starts in New	3005 - Other: Not otherwise defined in system plan objectives	\$ 500,000	10.36	7.68	5.36	37.68	0	50	0	0	87.68		*Per meeting with Airport on 5/1/2018, Local Input Points for Regional Impact projects will not be assigned for any aviation projects
H172027	Highway		Statewide Mobility	US 17	SR 1402 (Porters Neck Road)	North to SR 1571 (Scotts Hill Loop Road)	1 - Widen Existing Roadway	\$ 28,600,000	49.95	28.40	19.54	58.40	0	0	0	0	0	58.40		

Wilmington Model Base Year Socio-Economic Data

NAZIA SARDER

NCDOT TRANSPORTATION PLANNING DIVISION

2015 Employment

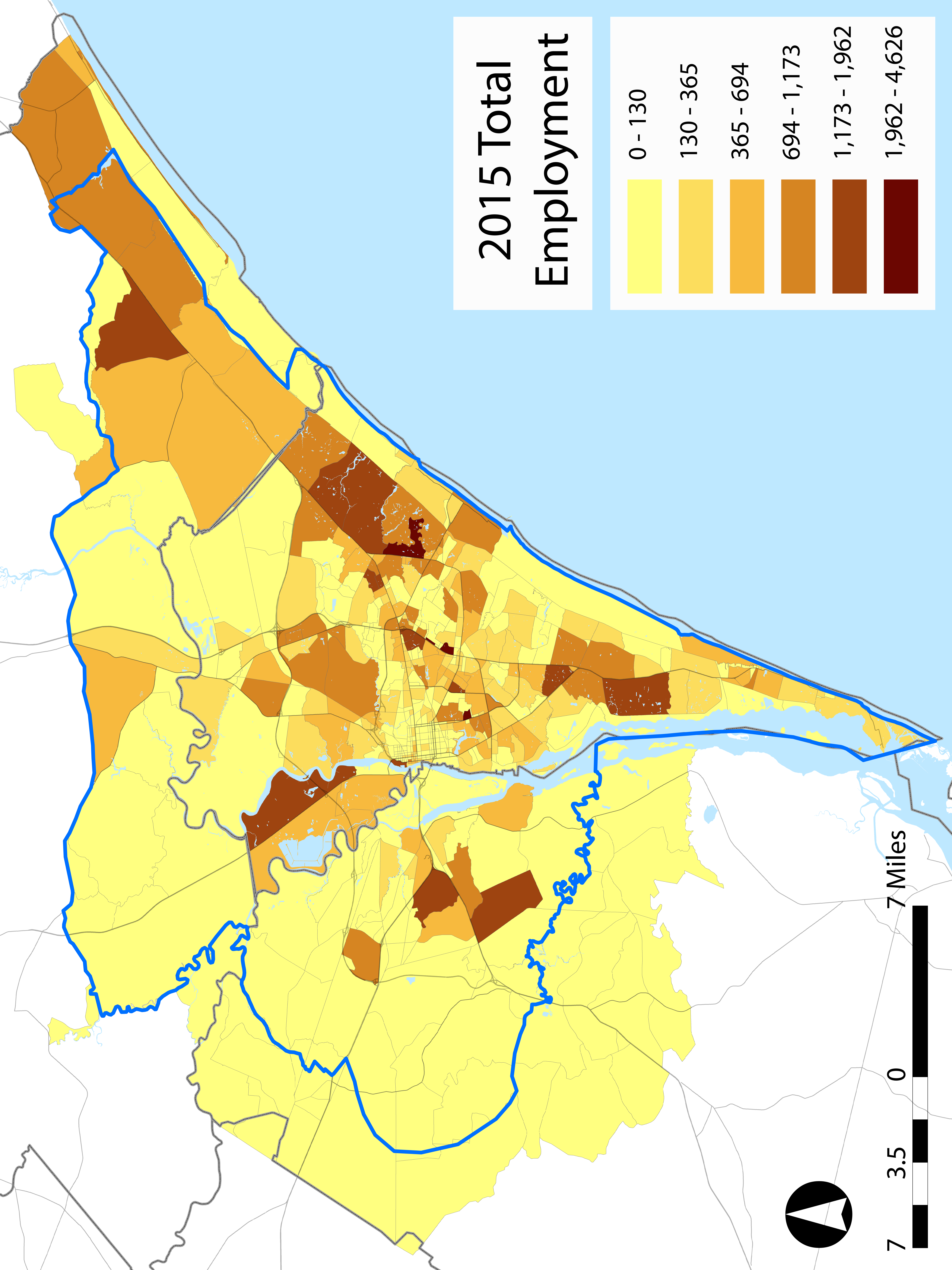
- From InfoUSA data
- Verified by Wilmington MPO for employees over 50
- Employment [MAP](#) – 2015 Total Employment

2015 Population

- Parcel Tax Data provided by locals
- Occupancy Rate (OR) from Census applied
- 2010 Census + (Tax Data * OR) = final 2015 population
- Compared to ACS Data
- [Map 1](#): Total 2015 Population on TAZ level; [Map 2](#): Population per square mile
- [Map 3](#): 2010 Population from Census per square mile
- [Map 4](#): Difference in 2010-2015

Next Steps for Committee

- 2045 Future Year Socio-economic data
- Low, Medium High growth per TAZs
- Model completion: End of July



2015 Total Employment

0 - 130

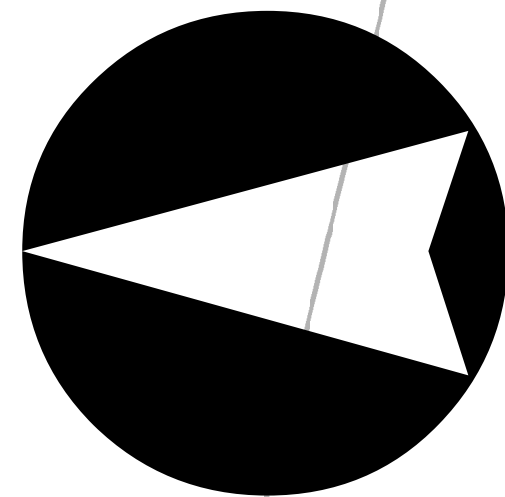
130 - 365

365 - 694

694 - 1,173

1,173 - 1,962

1,962 - 4,626

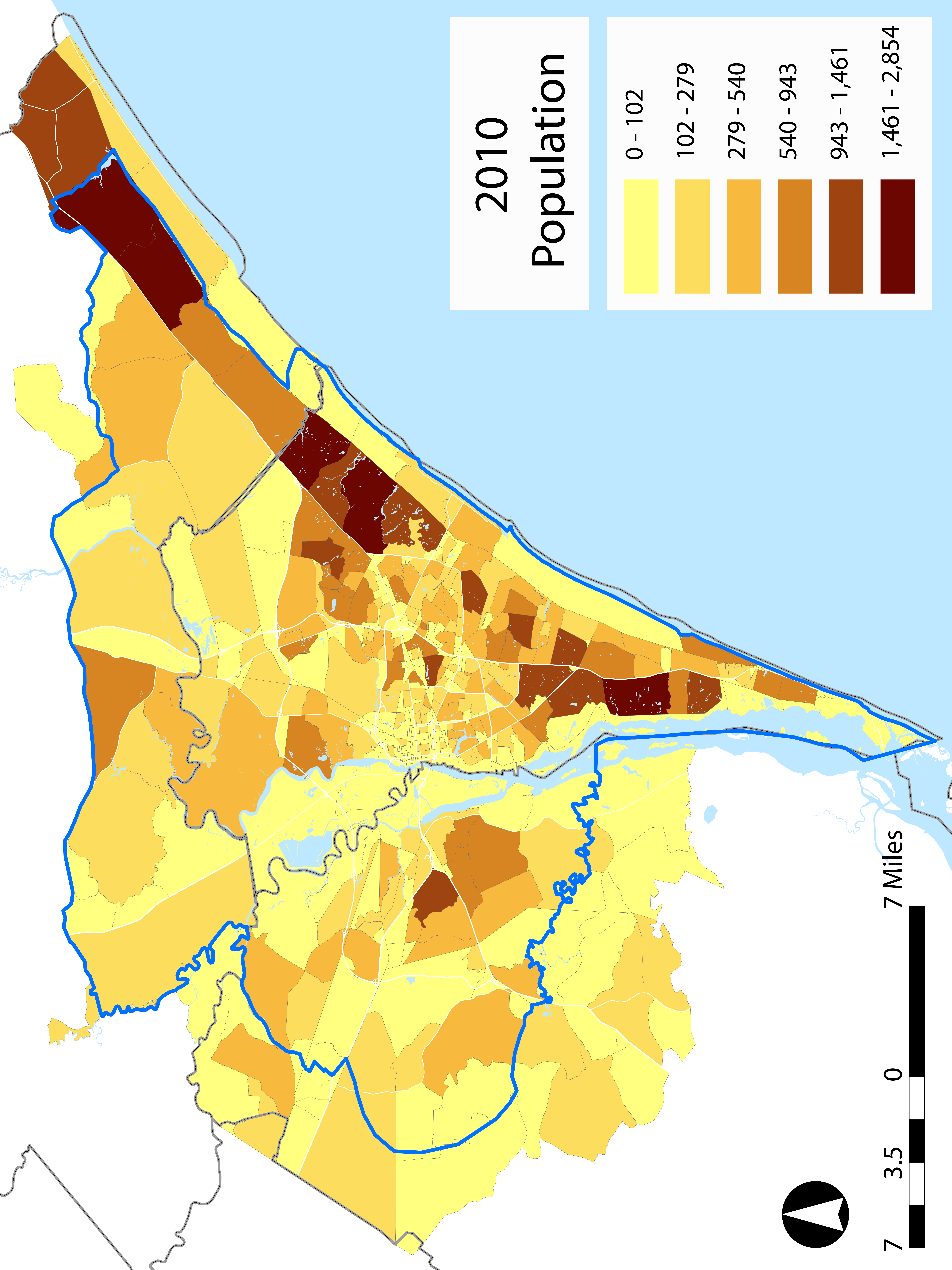


7 Miles

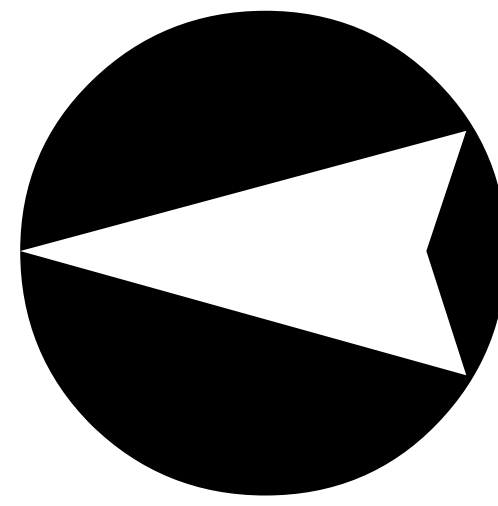
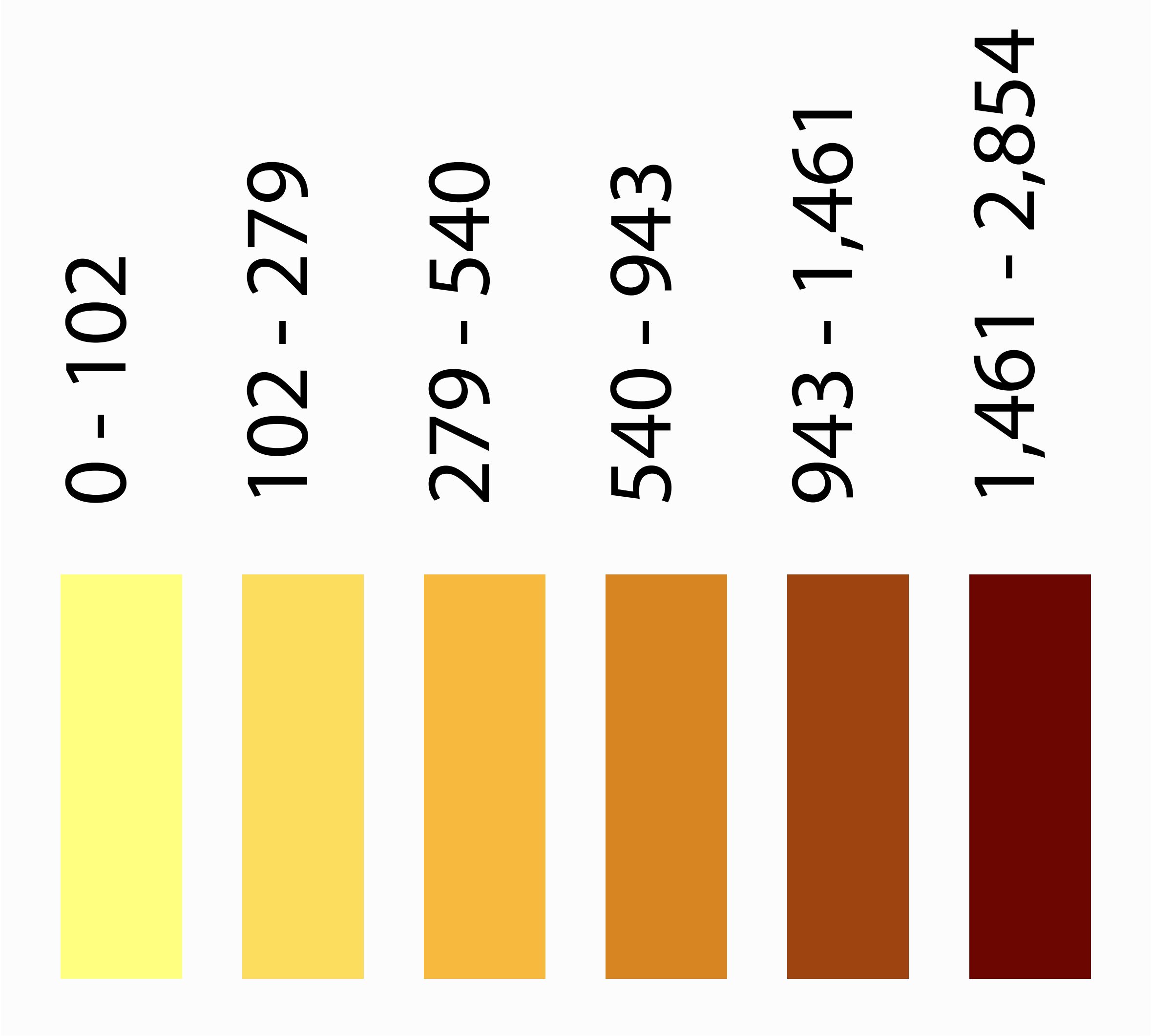
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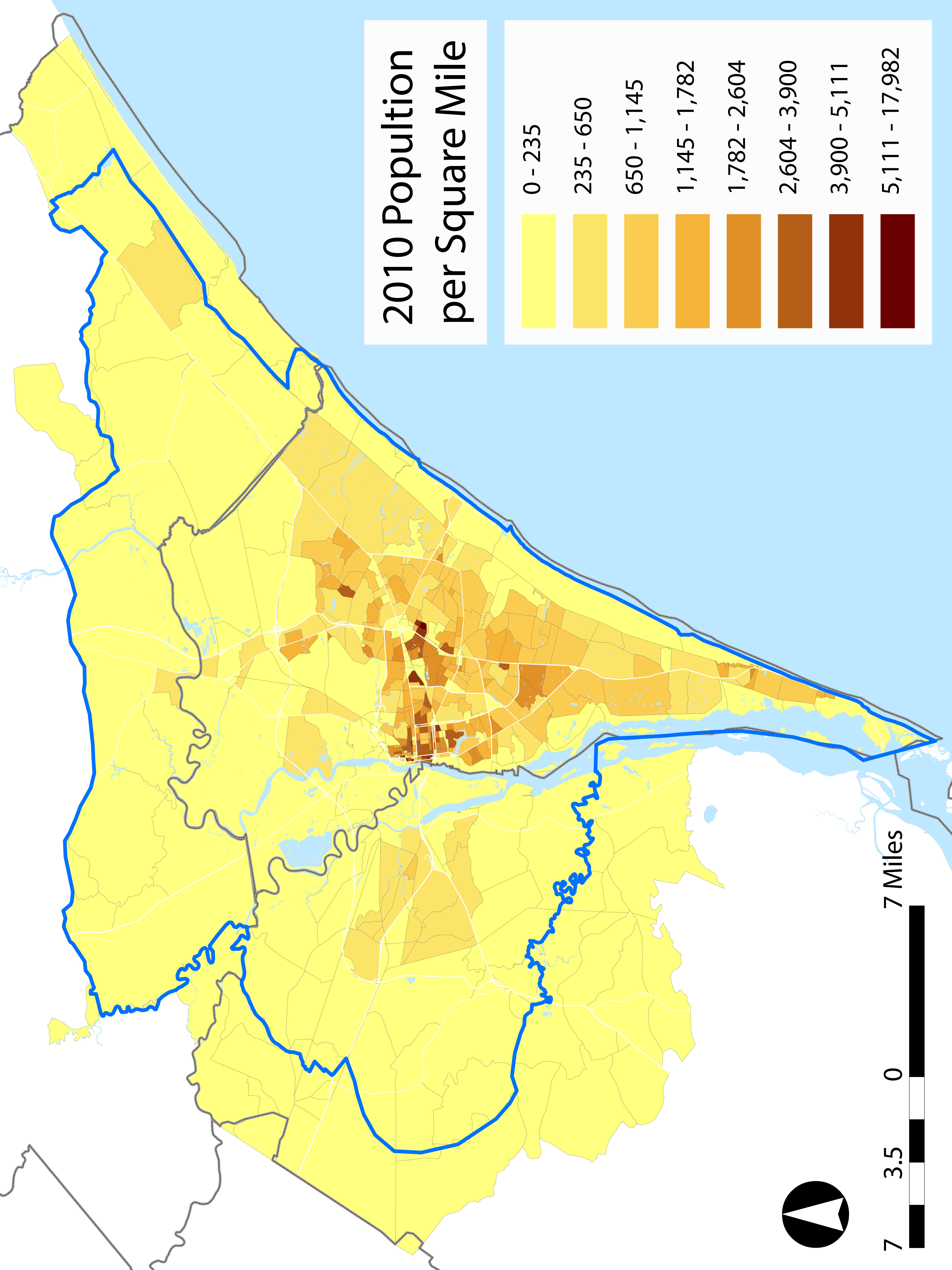
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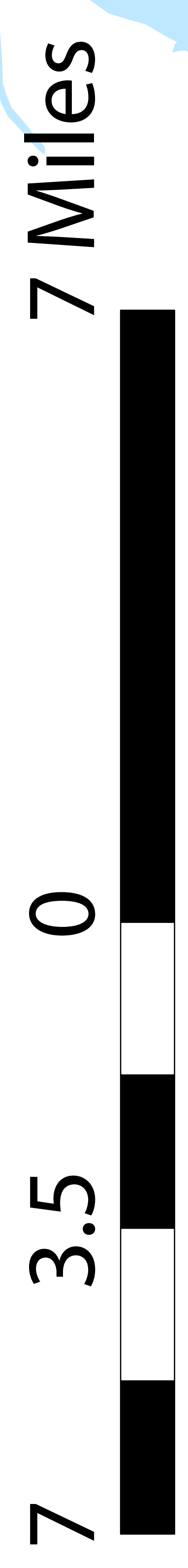
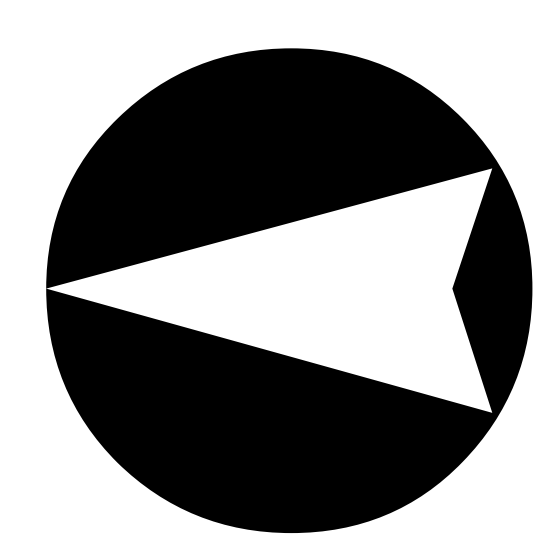
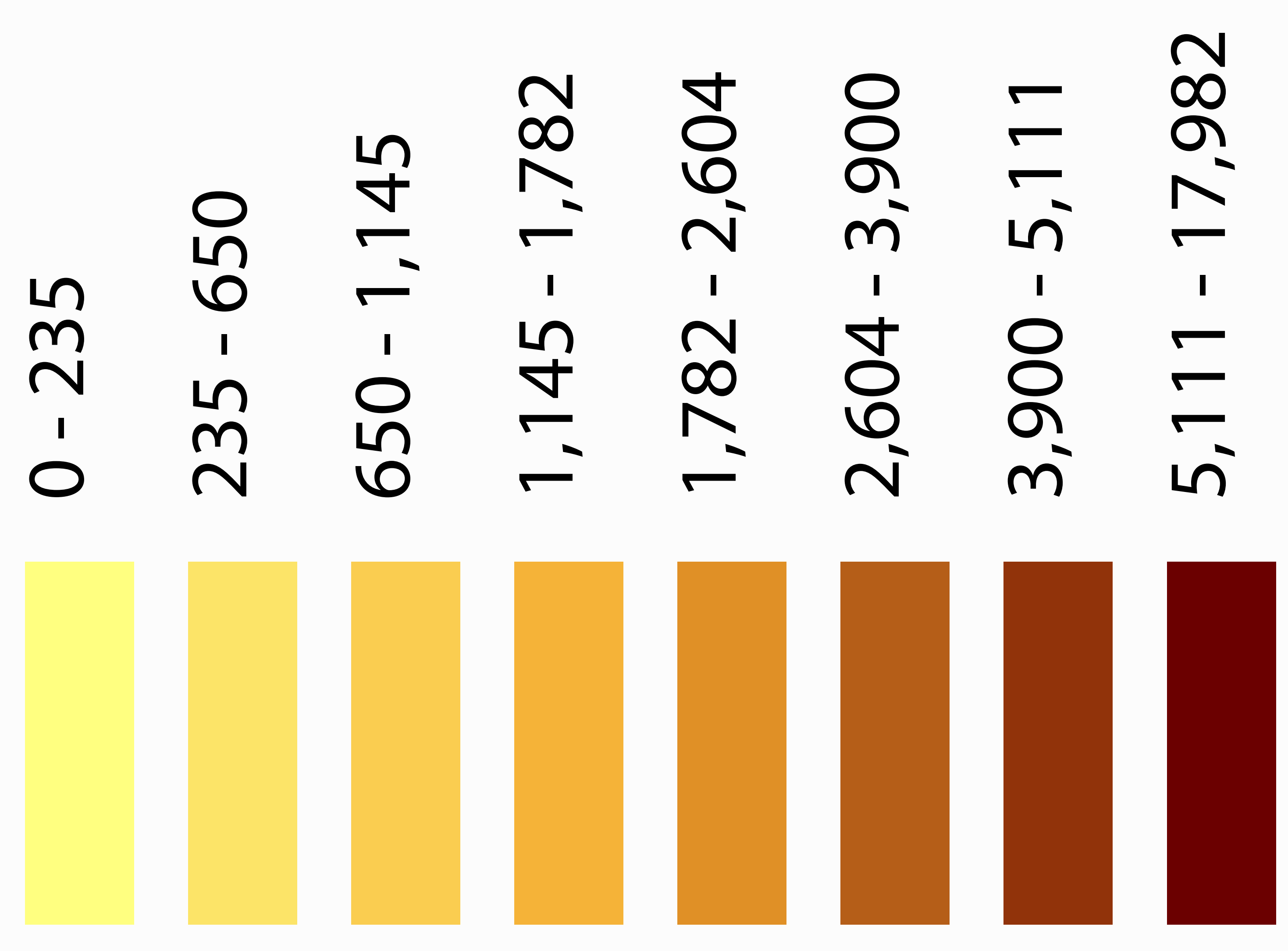


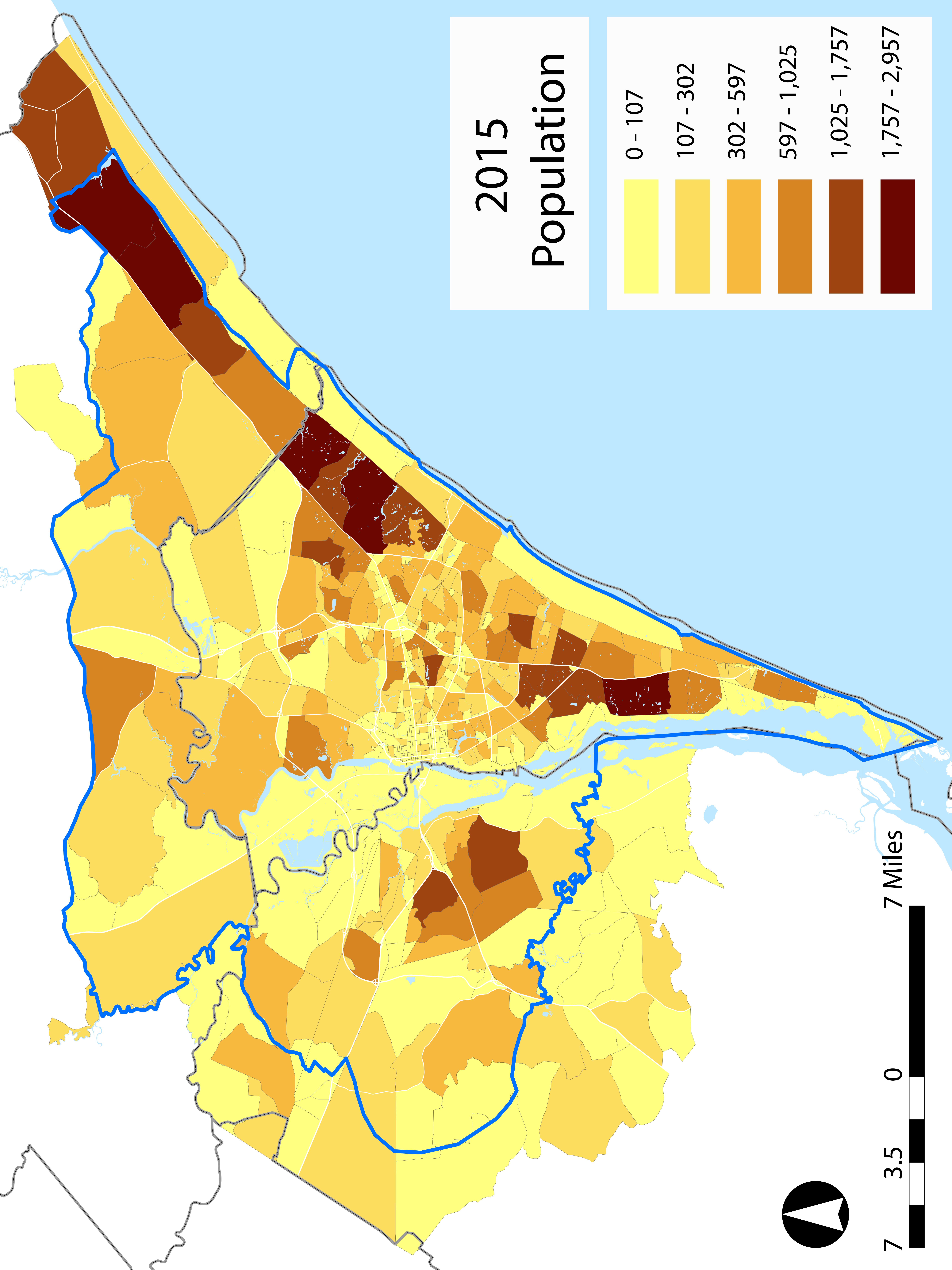
2010 Population



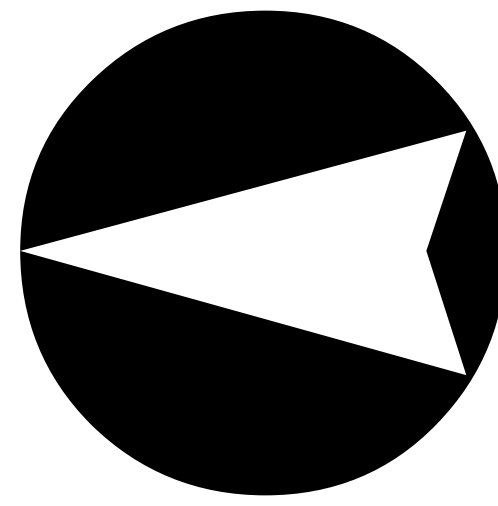
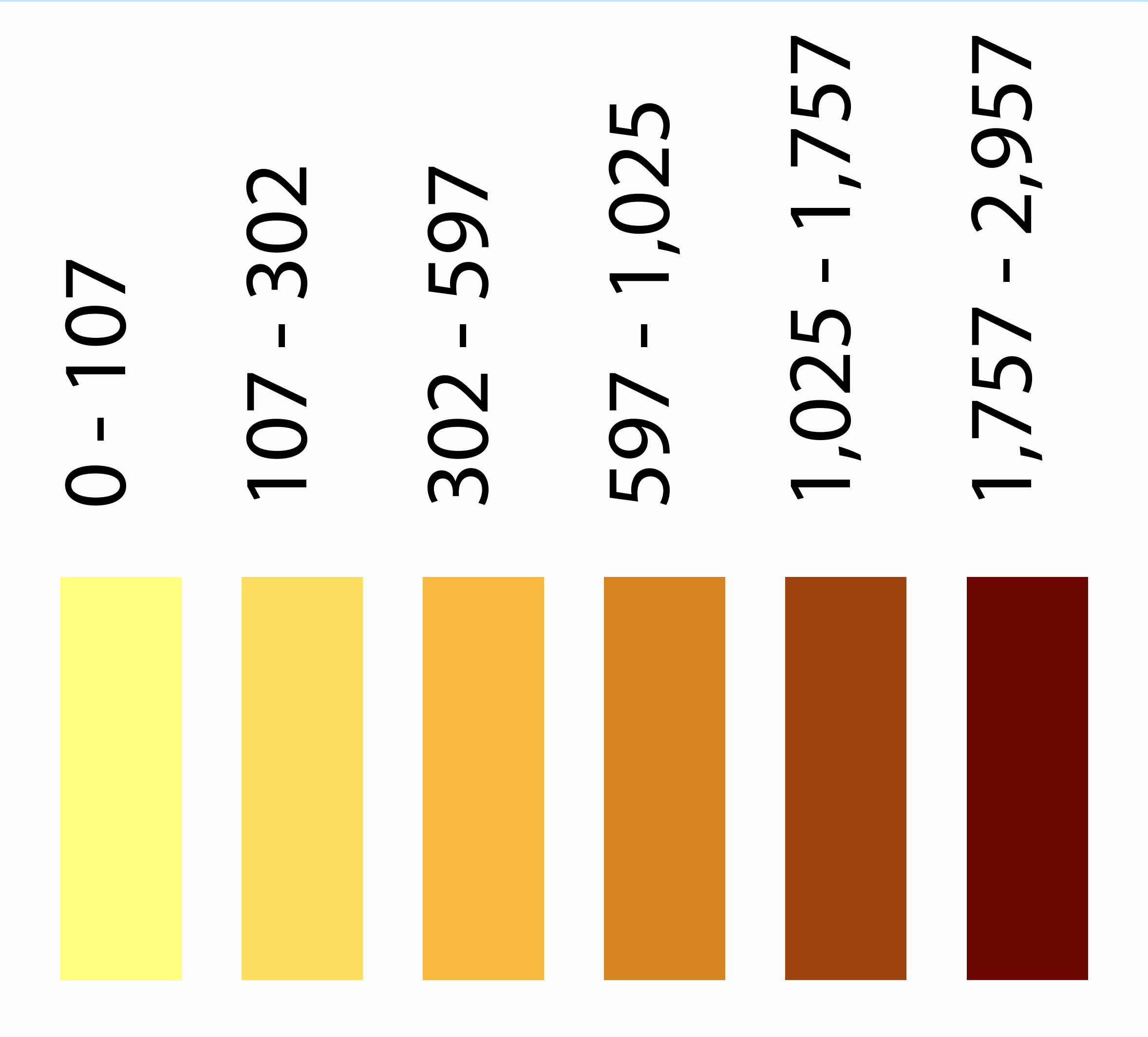


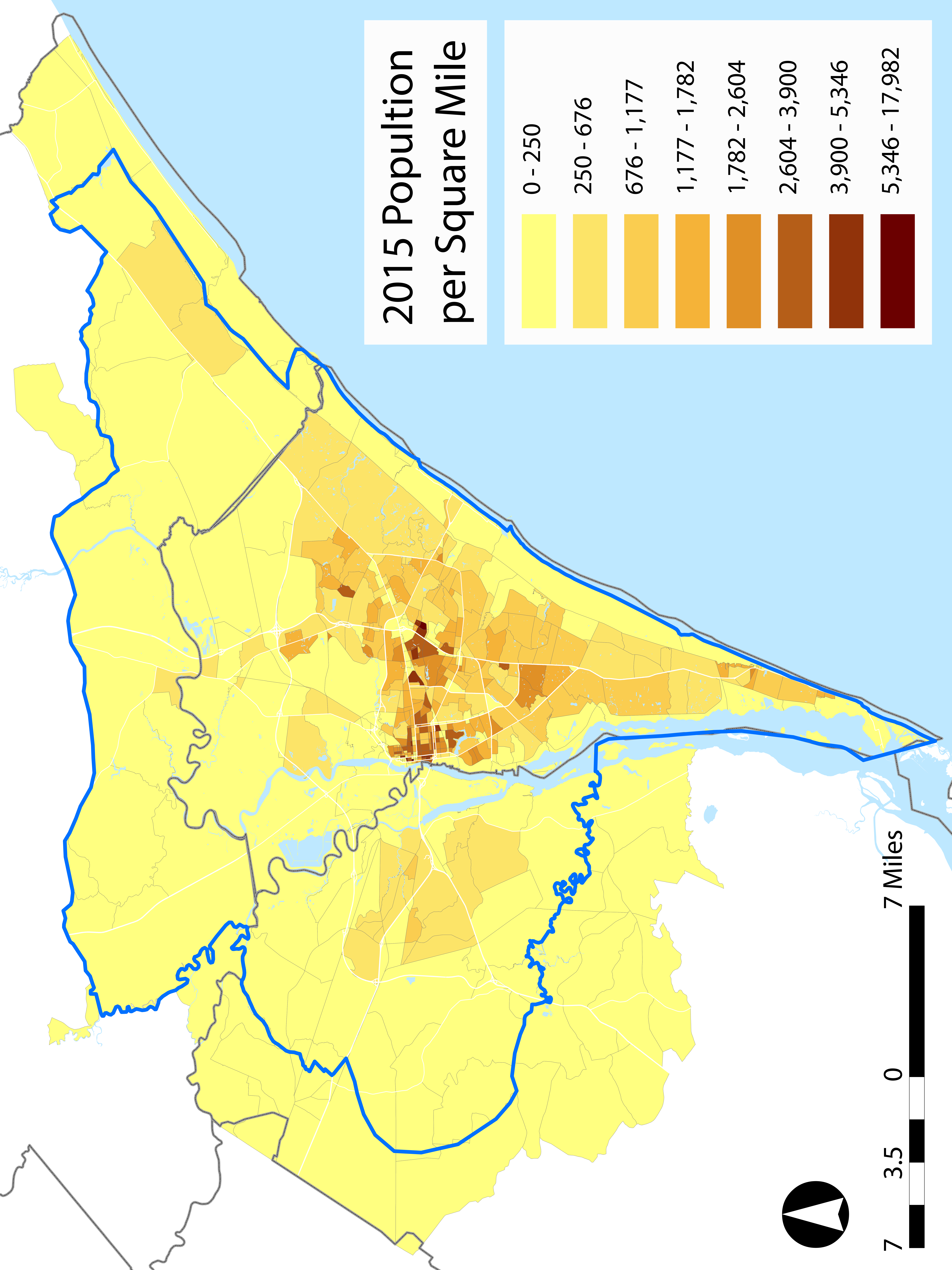
2010 Popoultion per Square Mile



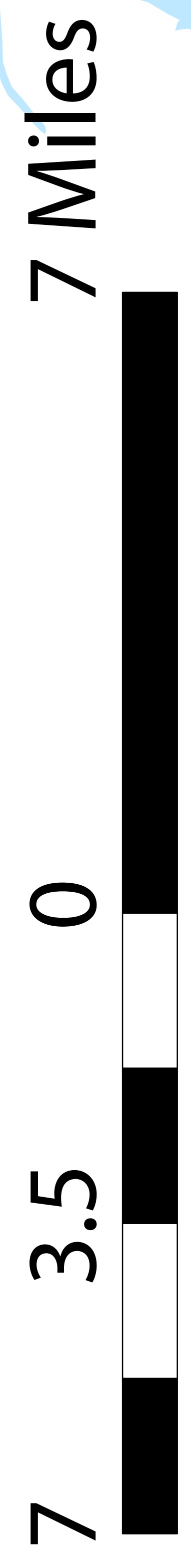
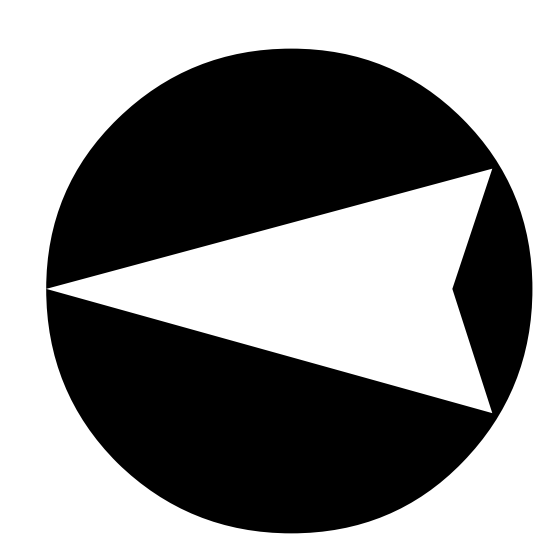
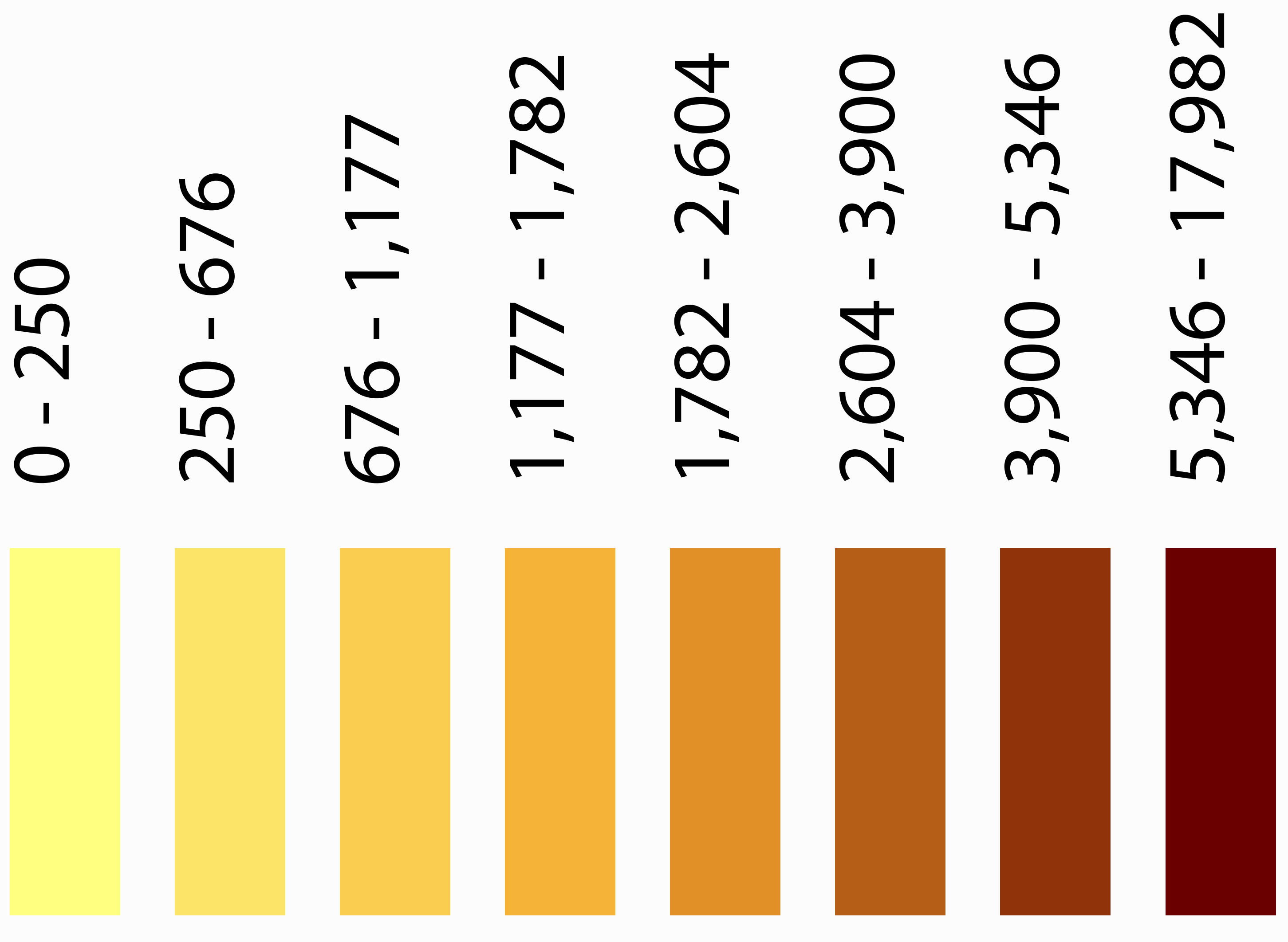


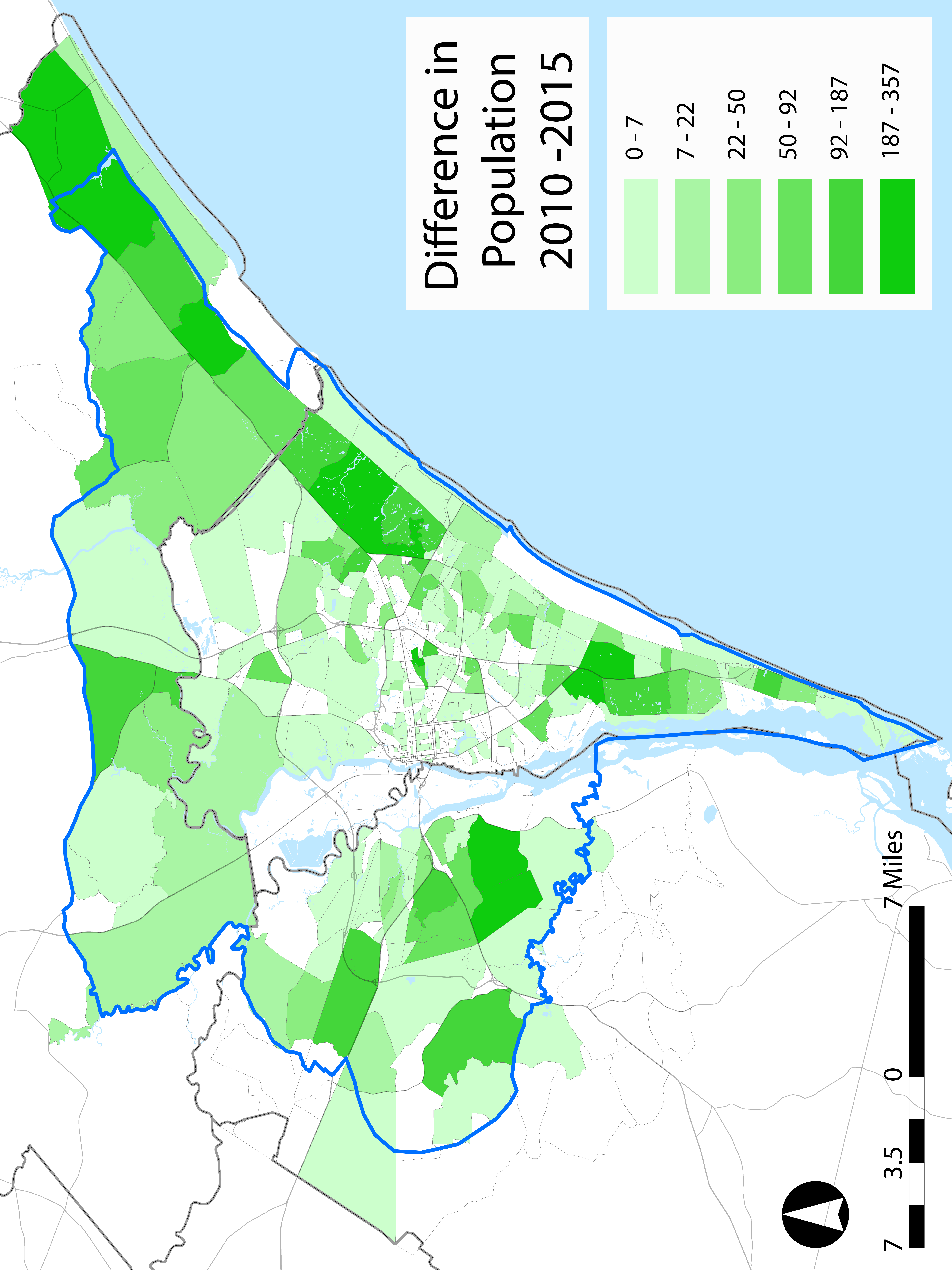
2015 Population





2015 Population per Square Mile





DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

**Notice of Funding Opportunity for the Department of Transportation's National
Infrastructure Investments under the Consolidated Appropriations Act, 2018**

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) ("FY 2018 Appropriations Act" or the "Act") appropriated \$1.5 billion to be awarded by the Department of Transportation ("DOT" or the "Department") for National Infrastructure Investments. This appropriation stems from the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the "Recovery Act"). This program was previously known as the Transportation Investment Generating Economic Recovery, or "TIGER Discretionary Grants," program and is now known as the Better Utilizing Investments to Leverage Development, or "BUILD Transportation Discretionary Grants," program. Funds for the FY 2018 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact. The purpose of this Final Notice is to solicit applications for BUILD Transportation Discretionary Grants.

DATES: Applications must be submitted by 8:00 PM E.D.T. on July 19, 2018.

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the BUILD Transportation program staff via e-mail at

BUILDgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at www.transportation.gov/BUILDgrants.

SUPPLEMENTARY INFORMATION: Many of the selection criteria of BUILD Transportation grants overlap with previous rounds of National Infrastructure Investments discretionary grants, though the program is refocused on infrastructure investment that will make a positive impact throughout the country. The FY 2018 BUILD Transportation program will continue to give special consideration to projects located in rural areas. For this round of BUILD Transportation Discretionary Grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. Each section of this notice contains information and instructions relevant to the application process for these BUILD Transportation Discretionary Grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information

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H. Other Information

A. Program Description

The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) (“FY 2018 Appropriations Act” or the “Act”) appropriated \$1.5 billion to be awarded by the Department of Transportation (“DOT” or the “Department”) for National Infrastructure Investments. Since this program was first created, \$5.6 billion has been awarded for capital investments in surface transportation infrastructure over nine rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact.

The Department is committed to addressing the unmet transportation infrastructure needs of rural areas. Rural America is home to many of the nation’s most critical transportation infrastructure assets, including 444,000 bridges, 2.98 million miles of roadways, and 30,500 miles of Interstate highways. More than 55 percent of all public road miles are locally-owned rural roads. While only 19 percent of the nation’s population lives in rural areas, 49 percent of all traffic fatalities occur on rural roads (2015). In addition, Americans living in rural areas and on Tribal lands continue to disproportionately lack access to basic broadband service. The Department believes that underinvestment in rural transportation systems has allowed a slow and steady decline in the transportation routes that connect rural American communities to each other and to the rest of the country. New investment is necessary to grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and

enhance health access and safety for residents. To address these rural transportation infrastructure needs, DOT intends to award a greater share of BUILD Transportation Discretionary Grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

B. Federal Award Information

1. Amount Available

The FY 2018 Appropriations Act appropriated \$1.5 billion to be awarded by DOT for the BUILD Transportation program. The FY 2018 BUILD Transportation Discretionary Grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. Additionally, the Act allows for up to \$15 million (of the \$1.5 billion) to be awarded as grants for the planning, preparation or design of eligible projects. DOT is referring to any such awarded projects as BUILD Transportation Planning Grants. The FY 2018 Appropriations Act also allows DOT to retain up to \$25 million of the \$1.5 billion for award, oversight and administration of grants and credit assistance made under the BUILD Transportation program. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2018 Appropriations Act allows up to 20 percent of available funds (or \$300 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 ("TIFIA") program, if that use of the FY 2018 BUILD funds would further the purposes of the BUILD Transportation program.

2. Award Size

The FY 2018 Appropriations Act specifies that BUILD Transportation Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C.3.ii.) the minimum BUILD Transportation Discretionary Grant size is \$1 million. There is no statutory minimum grant size, regardless of location, for BUILD Transportation Planning grants.

3. Restrictions on Funding

Pursuant to the FY 2018 Appropriations Act, no more than 10 percent of the funds made available for BUILD Transportation Discretionary Grants (or \$150 million) may be awarded to projects in a single State. The Act also directs that not less than 30 percent of the funds provided for BUILD Transportation Discretionary Grants (or \$450 million) shall be used for projects located in rural areas. Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.

4. Availability of Funds

The FY 2018 Appropriations Act requires that FY 2018 BUILD Transportation Discretionary Grants funds are only available for obligation through September 30, 2020. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. All FY 2018 BUILD funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2025. After this date, unliquidated funds are no

longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider whether a project is ready to proceed with an obligation of grant funds from DOT within the statutory time provided. No waiver is possible for these deadlines.

5. Previous TIGER Awards

Recipients of TIGER Discretionary Grants may apply for funding to support additional phases of a project awarded funds in the TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has been able to meet estimated project schedules and budget, as well as the ability to realize the benefits expected for the project.

C. Eligibility Information

To be selected for a BUILD Transportation Discretionary Grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for BUILD Transportation Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and also identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

2. Cost Sharing or Matching

Per the FY 2018 Appropriations Act, BUILD Transportation Discretionary Grants may be used for up to 80 percent of a project located in an urban area¹ and the Secretary may increase the Federal share of costs above 80 percent for a project located in a rural area. Urban area and rural area are defined in Section C.3.ii of this notice.

For a project located in an urban area, the Federal share of the costs for which an expenditure is made under a BUILD Transportation grant may not exceed 80 percent. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a non-Federal source. Unless otherwise authorized by statute, State or local cost-share may not be counted as the non-Federal share for both the BUILD Transportation grant and another Federal grant program. The Department will not consider previously-incurred costs or previously-expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds.

3. Other

i. Eligible Projects

Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under

¹ To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects.² The FY 2018 Appropriations Act allows up to \$15 million for the planning, preparation or design of projects eligible for BUILD Transportation funding. Activities eligible for funding under BUILD Transportation Planning Grants are related to the planning, preparation, or design—including environmental analysis, feasibility studies, and other pre-construction activities—of surface transportation projects. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii. Applicants are strongly encouraged to submit applications only for eligible award amounts.

ii. Rural/Urban Definition

For purposes of this notice, DOT defines “rural area” as an area outside an Urbanized Area³ (UA) as designated by the U.S. Census Bureau. In this notice, an “urban area” is defined as an area inside a UA as designated by the U.S. Census Bureau.⁴

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. Costs incurred on an Urbanized Area border, including an intersection with an Urbanized Area, will be considered urban for the purposes of the

² Please note that the Department may use a BUILD Transportation Discretionary Grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for BUILD Transportation Discretionary Grants to pay for the surface transportation components of these projects.

³ Updated lists of UAs as defined by the Census Bureau are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/.

⁴ See www.transportation.gov/BUILDgrants for a list of UAs.

FY 2018 BUILD Transportation Program. Rural and urban definitions differ in some other DOT programs, including TIFIA and the Nationally Significant Freight and Highway Projects Program (FAST Act §1105; 23 U.S.C. 117).

This definition affects three aspects of the program. The FY 2018 Appropriations Act directs that (1) not less than \$450 million of the funds provided for BUILD Transportation Discretionary grants are to be used for projects in rural areas; (2) for a project in a rural area the minimum award is \$1 million; and (3) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT 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; (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 DOT 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. All project components that are presented together in a single application

must demonstrate a relationship or connection between them. (See Section D.2.iv. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested BUILD Transportation funding for those components. 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.

iv. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

v. Program of Projects

Applicants that demonstrate the ability to generate additional non-Federal revenue for transportation infrastructure investment as described in Section E.1.i.h. of this notice may apply for multiple projects, exceeding the three application limit, that collectively constitute a “program of projects”. A program of projects consists of independent

projects that address the same transportation challenge and whose combined benefits, including funding efficiency, are greater than if the projects are completed individually. For a program of projects, applicants must submit an application for each project within the program and describe how each project constitutes a program. Each project application within a program of projects must meet eligibility criteria described in Section C of this notice, demonstrate independent utility, and individually address the merit criteria within this notice. DOT will evaluate each application within a program of projects in the same manner in which it evaluates individual project applications. Each project within a program of projects is subject to the \$25 million award maximum and total awards cannot exceed \$150 million per State. Only applicants that generate additional non-Federal revenue as described in Section E.1.i.h. may submit applications exceeding the three application limit for consideration as a program of projects, and only one program of projects may be submitted by each eligible applicant.

D. Application and Submission Information

1. Address

Applications must be submitted to Grants.gov. Instructions for submitting applications can be found at www.transportation.gov/BUILDgrants along with specific instructions for the forms and attachments required for submission.

2. Content and Form of Application Submission

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 Project Narrative

follows. Applicants should also complete and attach to their application the “BUILD 2018 Project Information” form available at www.transportation.gov/BUILDgrants.

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.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Merit Criteria	See D.2.iv.(1)
V. Project Readiness	See D.2.iv.(2) and E.1.ii

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 (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 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative. If possible, website 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 an operating administration in support of a different DOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive file names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

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 completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor, and, if applicable, how it will benefit communities in rural areas.

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 UA, the application should identify the UA.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project's budget. This budget should not include any previously incurred expenses. At a minimum, it should include:

- (A) Project costs;
- (B) For all funds to be used for eligible project costs, the source and amount of those funds;
- (C) For non-Federal funds to be used for eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application;
- (D) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds;
- (E) 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; BUILD; and other Federal. If the project contains individual 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 detail should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.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.

iv. Criteria

This section of the application should demonstrate how the project aligns with the Criteria described in Section E.1 of this notice. The Department encourages applicants to either 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 outline suggested below, 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 in this section 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.

(1) Merit Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities among transportation users, or how the project will eliminate unsafe grade crossings or contribute to preventing unintended releases of hazardous materials.

(b) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(b) of this notice), including the project's current condition and how the proposed project will improve it, and any estimation of impacts on long-term cost structures or impacts on overall life-cycle costs. If the project will contribute to a state of good repair of transportation infrastructure that supports border security, the applicant should describe how.

(c) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(c) of this notice). The applicant

should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global economy, reduces burdens of commuting, and improves overall well-being. The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(d) Environmental Protection

This section of the application should describe how the project addresses the environmental protection criterion (described in Section E.1.i.(d) of this notice). Applicants are encouraged to provide quantitative information, including baseline information that demonstrates how the project will reduce energy consumption, stormwater runoff, or achieve other benefits for the environment such as brownfield redevelopment.

(e) Quality of Life

This section should describe how the project increases transportation choices for individuals, expands access to essential services for people in communities across the United States, improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities, or otherwise addresses the quality of life criterion (described in Section E.1.i.(e) of this notice). If construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service, the applicant should describe those activities and how

they support quality of life. Unless the concurrent activities support transportation, they will not be eligible for reimbursement.

(f) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.i.(f) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

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.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

If an applicant is proposing to use SEP-14 or SEP-15 (as described in section E.1.i.(f) of this notice) the applicant should describe that proposal. 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.⁵

⁵ 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.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

(g) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.i.(g) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

(h) Non-Federal Revenue for Transportation Infrastructure Investment

If an applicant generates additional non-Federal revenue (as described in Section E.1.i.(h) of this notice), this section should provide evidence of newly secured and committed revenue for transportation infrastructure investments and identify the source of the revenue. If new revenue for transportation infrastructure investments has not already been secured, the applicant should explain necessary steps to securing revenue and provide a timeline of key milestones leading to its commitment. To ensure new revenue does not supplant existing sources, applications should provide estimates of future revenue levels absent and, separately, with the new revenue. If applicable, this section should describe any fiscal or legal constraints that affect the applicant's ability to generate non-Federal revenue.

(2) 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.ii of this notice. Applicants also should review that section when 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 BUILD 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; 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 BUILD Transportation funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2020 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 BUILD Transportation funds, and that the grant funds will be spent expeditiously once construction starts, with all BUILD Transportation funds expended by September 30, 2025; 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 website 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 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 agencies⁶, indicate the status of such actions, and provide detailed

⁶ 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.

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 website link or other reference to copies of any reviews, approvals, and permits prepared.

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

(d) A description of discussions with the appropriate DOT operating 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 Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) 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 relevant operating administration apply to all

BUILD Transportation projects,⁷ including intermodal projects located at airport facilities.⁸ 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), if these exist. Applicants should provide links or other documentation supporting this consideration.

⁷ Under 23 U.S.C. § 134 and § 135, all projects requiring an action by 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 a BUILD Transportation grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and 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 a BUILD Transportation 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, or in a State Freight Plan as described in the FAST Act. 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.

⁸ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, 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 BUILD Transportation grant must be specified in the project-specific agreements signed by relevant operating 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 the appropriate DOT operating administration field or headquarters offices, as found in contact information at www.transportation.gov/BUILDgrants, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

BUILD Transportation Planning Grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

(3) 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.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio and calculating 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 BUILD Transportation 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. 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 DOT 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 BUILD Transportation program (see www.transportation.gov/BUILDgrants/additional-guidance).

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 a BUILD Transportation 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 a BUILD Transportation grant, the Department may determine that the applicant is not qualified to receive a BUILD Transportation grant and use that determination as a basis for making a BUILD Transportation grant to another applicant.

4. Submission Dates and Times

i. Deadline

Applications must be submitted by 8:00 PM E.D.T. on July 19, 2018. The Grants.gov "Apply" function will open by June 4, 2018.

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

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

ii. Consideration of Applications:

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

iii. Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact BUILDgrants@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 website; (3) failure to follow all 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, DOT 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

This section specifies the criteria that DOT will use to evaluate and award applications for BUILD Transportation Discretionary Grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. Projects will also be evaluated for demonstrated project readiness and benefits and costs.

i. Merit Criteria:

Applications that do not demonstrate a likelihood of significant long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider

any merit criterion more important than the others. BUILD Transportation Planning Grant applications will be evaluated against the same criteria as capital grant applications. While the FY 2018 Appropriations Act allows funding solely for pre-construction activities, the Department will prioritize FY 2018 BUILD Transportation funding for projects which demonstrate the ability to move into the construction phase within the period of obligation. The selection criteria, which will receive equal consideration, are:

(a) Safety

The Department will assess the project's ability to foster a safe transportation system for the movement of goods and people. The Department will consider the projected impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the project's contribution to the elimination of highway/rail grade crossings, or the project's contribution to preventing unintended releases of hazardous materials.

(b) State of Good Repair

The Department will assess whether and to what extent: (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities; (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth; (3) the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure; (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs; (5)

maintain or improve transportation infrastructure that supports border security functions; and (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair. The Department will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth.

(c) Economic Competitiveness

The Department will assess whether the project will (1) decrease transportation costs and improve access, especially for rural communities, through reliable and timely access to employment centers and job opportunities; (2) improve long-term efficiency, reliability or costs in the movement of workers or goods; (3) increase the economic productivity of land, capital, or labor; (4) result in long-term job creation and other economic opportunities; or (5) help the United States compete in a global economy by facilitating efficient and reliable freight movement.

Projects that address congestion in 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 rural areas, and projects that attract private economic development, all support local or regional economic competitiveness.

(d) Environmental Protection

The Department will consider the extent to which the project improves energy efficiency, reduces dependence on oil, reduces congestion-related emissions, improves water quality, avoids and mitigates environmental impacts and otherwise benefits the environment, including through alternative right of way uses demonstrating innovative ways to improve or streamline environmental reviews while maintaining the same

outcomes. The Department will assess the project's ability to: (i) reduce energy use and air or water pollution through congestion mitigation strategies; (ii) avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; or (iii) provide environmental benefits, such as brownfield redevelopment, ground water recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation.

(e) Quality of Life

The Department will consider the extent to which the project: (i) increases transportation choices for individuals to provide more freedom on transportation decisions; (ii) expands access to essential services for communities across the United States, particularly for rural communities; and (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities. Americans living in rural areas and on Tribal lands continue to disproportionately lack access and connectivity, and the Department will consider whether and the extent to which the construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service.

(f) Innovation

The Department will assess the extent to which the applicant uses innovative strategies, including: (i) innovative technologies, (ii) innovative project delivery, or (iii) innovative financing.

(i) Innovative Technologies

DOT will assess innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety

risks. When making BUILD Transportation award decisions, the Department will consider any innovative safety approaches proposed by the applicant, 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. Innovative safety approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle 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.

For innovative safety proposals, the Department will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system.

Innovative technologies include: broadband deployment and the installation of high-speed networks concurrent with the project construction; connecting Intelligent Transportation System (ITS) infrastructure; and providing direct fiber connections that support surface transportation to public and private entities, which can provide a platform

and catalyst for growth of rural communities. The Department will consider whether and the extent to which the construction of the transportation project will allow concurrent broadband deployment and the installation of high-speed networks.

(ii) Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting, congestion management, asset management, or long-term operations and maintenance.

The Department also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. The Department's objective is to achieve timely and consistent environmental review and permit decisions. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery. While BUILD Transportation award recipients are not required to employ innovative approaches, the Department encourages BUILD Transportation applicants to describe innovative project delivery methods for proposed projects.

Additionally, DOT is interested in projects that apply innovative strategies to improve the efficiency of project development or expedite project delivery by using FHWA's Special Experimental Project No. 14 (SEP-14) and Special Experimental Project No. 15 (SEP-15). 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.

When making BUILD Transportation award decisions, the Department will consider the applicant's proposals to use SEP-14 or SEP-15, 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. The Department is not replacing the application processes for SEP-14 or SEP-15 with this notice or the BUILD Transportation program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an BUILD Transportation award, the applicant would need to satisfy the relevant programs' requirements and complete the appropriate application processes. Selection for a BUILD Transportation 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.

(iii) Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets.

(g) Partnership

The Department will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and

local governments, other public entities, and private or nonprofit entities. DOT will consider rural applicants that partner with State, local, or private entities for the completion and operation of transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions, including neighboring rural areas, to achieve local or regional benefits. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, housing, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

(h) Non-Federal Revenue for Transportation Infrastructure Investment

The Administration believes that attracting significant new, non-Federal revenue streams dedicated to transportation infrastructure investment is desirable to maximize investment in transportation infrastructure. The Department will assess the extent that applications provide evidence that the applicant will secure and commit new, non-Federal revenue to transportation infrastructure investment.

New revenue means revenue that is not included in current and projected funding levels and results from specific actions taken to increase transportation infrastructure investment. For example, an applicant may generate new revenue through asset

recycling, tolling, tax-increment financing, or sales or gas tax increases. New revenue does not include the proceeds of a new bond issuance unless an applicant raises or commits to raising new revenue to repay the bonds. The Department will consider actions to create new revenue only if those actions occurred after January 1, 2015 or will occur in the future; it will not consider actions that occurred before January 1, 2015. For applications that propose to generate revenue over multiple years, the maximum time period that should be used is 10 years, beginning on January 1, 2018. Among otherwise similar applications, applicants that generate more new non-Federal revenue for future transportation infrastructure investment will be more competitive. The Department recognizes that applicants have varying abilities and resources to generate non-Federal revenue. If an applicant describes broader legal or fiscal constraints that affect its ability to generate non-Federal revenue, the Department will consider those constraints. As mandated by the FY 2018 Appropriations Act, the Department will not use the Federal share as a selection criterion in awarding projects.

ii. Demonstrated Project Readiness

During application evaluation, the Department may consider project readiness to assess the likelihood of a successful project. In that analysis, 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 or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iii. Project Costs and Benefits

The Department may consider the costs and benefits of projects seeking BUILD Transportation funding. 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 project's estimated benefit-cost ratio and net quantifiable benefits based on the applicant-supplied BCA described in Section D.2.vi.

iv. Additional Considerations

The FY 2018 Appropriations Act requires the Department to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities when selecting BUILD Transportation projects.

2. Review and Selection Process

DOT reviews all eligible applications received by the deadline. The BUILD Transportation grants review and selection process consists of at least Technical Review and Senior Review. In the Technical Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects based on how well the projects align with the selection criteria. The Senior Review Team, which includes senior leadership from OST and the operating administrations determines which projects to advance to the Secretary as Highly Rated. The FY 2018 Appropriations Act mandated BUILD Transportation grant awards by December 18, 2018. To ensure the Department meets the statutory deadline specified in the FY 2018 Appropriations Act, the Department may revise the evaluation process based

on the number of applications received. The Secretary selects from the Highly Rated projects for final awards.

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 Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/BUILDgrants. Notice of selection is not authorization to begin performance. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R. part 200, as adopted by DOT at 2 C.F.R. part 1201. Additionally, applicable

Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive BUILD Transportation Discretionary Grants awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply. For an illustrative list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to a BUILD Transportation project administered by the FHWA, please see

https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/fy2016_gr_exhbt/index.htm For BUILD Transportation projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with BUILD Transportation Discretionary Grants funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply. For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with BUILD Transportation Discretionary Grant funds, other Federal funds, or non-Federal funds.

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for BUILD Transportation Discretionary Grants funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the BUILD Transportation program.

ii. System Performance Reporting

Each applicant selected for BUILD Transportation Discretionary Grant funding must collect information and report on the project's observed performance with respect to the relevant long-term outcomes that are expected to be achieved through construction of the project. Performance indicators will not include formal goals or targets, but will include observed measures under baseline (pre-project) as well as post-implementation outcomes for an agreed-upon timeline, and will be used to evaluate and compare projects and monitor the results that grant funds achieve to the intended long-term outcomes of the BUILD Transportation program are achieved. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E.

Performance reporting continues for several years after project construction is completed, and DOT does not provide BUILD Transportation Discretionary Grant funding specifically for performance reporting.

iii. Reporting of Matters Related to Recipient 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 SAM that is made available in the designated integrity and performance system (currently 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 BUILD Transportation program staff via e-mail at BUILDgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at www.transportation.gov/BUILDgrants. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties,

with questions. DOT staff may also conduct briefings on the BUILD Transportation Discretionary Grants selection and award process upon request.

H. Other information

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

Issued On:

April 20, 2018



Elaine L. Chao

Secretary



U.S. Department
of Transportation

BUILD vs TIGER Fact Sheet

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants solicitation will make \$1.5 billion available to surface transportation projects that align with the merit criteria described in the Notice of Funding Opportunity (NOFO). BUILD replaces the pre-existing TIGER grants program. Like TIGER, FY 2018 BUILD Transportation Grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. For this round of BUILD, no more than \$150 million can be awarded to a single State.

To reflect the Administration's Infrastructure Initiative, DOT plans to award a greater share of BUILD Transportation funding to projects located in rural areas that align well with the merit criteria than to those in urban areas. Rural applicants can highlight their needs in response to several of the evaluation criteria, including to deploy rural broadband as part of an eligible transportation project. BUILD encourages local governments to proactively raise new sources of revenue with a new criterion to evaluate local activities to generate additional non-Federal revenue for transportation infrastructure.

BUILD applications will be evaluated based on the following merit criteria: safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for infrastructure investments. Below is a side-by-side comparison of the merit criteria used in TIGER and BUILD:

TIGER	BUILD
Merit criteria <i>Primary criteria</i> <ul style="list-style-type: none"> • Safety • State of Good Repair • Economic Competitiveness • Environmental Sustainability • Quality of Life <i>Secondary criteria</i> <ul style="list-style-type: none"> • Innovation • Partnership <i>Other criteria</i> <ul style="list-style-type: none"> • Demonstrated Project Readiness • Project Costs and Benefits • Cost Sharing or Matching <i>Additional considerations</i> <ul style="list-style-type: none"> • Geographic diversity among recipients 	Merit criteria <ul style="list-style-type: none"> • Safety • State of Good Repair • Economic Competitiveness • Environmental Protection • Quality of Life • Innovation • Partnership • Non-Federal Revenue for Transportation Infrastructure Investment <i>Other criteria</i> <ul style="list-style-type: none"> • Demonstrated Project Readiness • Project Costs and Benefits <i>Additional considerations</i> <ul style="list-style-type: none"> • Geographic diversity among recipients

For additional explanation of the criteria, please see the BUILD NOFO

What stayed the same from TIGER competitions?

The eligible costs and project types have not changed. The minimum and maximum project award sizes are the same as in FY 2017.

Frequently Asked Questions

The following questions pertain to the FY2018 BUILD Transportation Discretionary Grant program.

What is the BUILD Transportation Discretionary Grant Program?

The Consolidated Appropriations Act, 2018 appropriated \$1.5 billion, available for obligation through September 30, 2020, for National Infrastructure Investments previously known as TIGER grants, and now renamed BUILD Transportation grants. As with previous rounds of TIGER, funds for the FY2018 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact.

Funding provided under National Infrastructure Investments have supported capital projects which repair bridges or improve infrastructure to a state of good repair; projects that implement safety improvements to reduce fatalities and serious injuries, including improving grade crossings or providing shorter or more direct access to critical health services; projects that connect communities and people to jobs, services, and education; and, projects that anchor economic revitalization and job growth in communities. DOT intends to award a greater share of FY2018 BUILD Transportation grants to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

Who can receive BUILD Transportation Grants?

Eligible Applicants for BUILD Transportation Discretionary Grants are State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

What types of projects are eligible for BUILD Transportation Discretionary Grant funding?

Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to:

- road or bridge projects eligible under title 23, United States Code;
- public transportation projects eligible under chapter 53 of title 49, United States Code;
- passenger and freight rail transportation projects;

- port infrastructure investments (including inland port infrastructure and land ports of entry); and
- intermodal projects.

Please note that research, demonstration, or pilot projects are eligible only if they result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii of the NOFO. Applicants are strongly encouraged to submit applications only for eligible award amounts.

What has changed in the FY 2018 BUILD Transportation competition?

This program was previously known as the Transportation Investment Generating Economic Recovery, or “TIGER Discretionary Grants,” program and is now known as the Better Utilizing Investments to Leverage Development, or “BUILD Transportation Discretionary Grants,” program. Many of the merit criteria of the BUILD program overlap with previous rounds of TIGER discretionary grants, though the program is refocused on infrastructure investment that will make a positive impact throughout the country. The FY 2018 BUILD Transportation Discretionary Grants program will give special consideration to projects located in rural areas. For this round of BUILD Transportation Discretionary Grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. As mandated by that Act, the Department will not use the Federal share as a selection criterion in awarding projects.

Do I need to submit a pre-application to be eligible for a BUILD Transportation Grant?

No. A pre-application is not required to be submitted prior to submitting a final application for the FY2018 round of the BUILD Transportation Discretionary Grants program. In lieu of the pre-application, we will be capturing much of the information previously collected there through the “BUILD 2018 Project Information” form available at www.transportation.gov/BUILD.

Where can I submit the Final Application?

Final applications must be submitted through Grants.gov. Access to the “Apply” function will be made available in Grants.Gov by June 4, 2018.

What if I am having technical issues with grants.gov?

Please refer to the following links for technical issues with grants.gov:

[Grants.gov Applicant Training](#)
[Grants.gov Online User Guide](#)

You can also contact Grants.gov Customer Support Hotline at 1-800-518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. E.D.T.

How will the Department evaluate cost share and matching funds?

Per the Consolidated Appropriations Act, 2018, BUILD Transportation Discretionary Grants may be used for up to 80 percent of the costs of projects located in an urban area and up to 100 percent of the costs of a project located in a rural area. For a project located in an urban area, total Federal assistance for a project receiving a BUILD grant may not exceed 80 percent.

Non-Federal financial contributions can include State, local, and private sector funding; or other forms of cost share such right of way contributions, toll credits, or recycled revenue from the competitive sale or lease of publicly owned or operated assets. Projects that anticipate INFRA grant funding or other future DOT discretionary grant funding to complete a funding package will be less competitive than those projects that rely on other sources to complete a package.

The Department will evaluate the applicant's ability to generate new non-Federal revenue for transportation infrastructure investment; it will not use Federal share as a merit criterion in awarding projects.

What does new revenue for transportation infrastructure investment mean?

New revenue means revenue that is not included in current and projected funding levels and results from specific actions taken to increase transportation infrastructure investment. For example, an applicant may generate new revenue through asset recycling, tolling, tax-increment financing, or sales or gas tax increases. New revenue does not include the proceeds of a new bond issuance unless an applicant raises or commits to raising new revenue to repay the bonds.

The Department will consider actions to create new revenue only if those actions occurred after January 1, 2015 or will occur in the future; it will not consider actions that occurred before January 1, 2015. For applications that propose to generate revenue over multiple years, the maximum time period that should be used is 10 years, beginning on January 1, 2018.

The Department recognizes that applicants have varying abilities and resources to generate non-Federal revenue. If an applicant describes broader legal or fiscal constraints that affect its ability to generate non-Federal revenue, the Department will consider those constraints. As mandated by the FY 2018 Appropriations Act, the Department will not use the Federal share as a selection criterion in awarding projects.

Are planning grants available for the FY2018 BUILD Transportation Discretionary Grant program?

The Consolidated Appropriations Act, 2018 allows for the award of funding for the planning, preparation, or design of capital projects. Planning grant applications will be evaluated against the same criteria as capital grant applications. While the FY 2018 Appropriations Act allows

funding solely for pre-construction activities, the Department will prioritize FY 2018 BUILD Transportation funding for projects that demonstrate the ability to move into the construction phase within the period of obligation.

How do I determine if my project qualifies as being rural?

The BUILD Transportation Grant Program defines “rural area” as any area outside an Urbanized Area (UA) as designated by the U.S. Census Bureau. Per the Census Bureau, a UA is an area that consists of densely settled territory with a population of 50,000 or more people.

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 money is to be spent) is located in a rural area (outside a UA). Costs incurred on an Urbanized Area border, including an intersection with an Urbanized Area, will be considered urban for the purposes of the FY 2018 BUILD Transportation Program. Unlike the FY 2017 TIGER program under which the Department made rural project determinations on a component-by-component basis, for the FY 2018 BUILD program, the Department will make a single rural or urban determination for each project.

To determine if a project is in an urban or rural area, please consult Census maps of Urbanized Areas:

http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ (detailed PDF maps for every UA)

<http://tigerweb.geo.census.gov/TIGERweb2010/> (click the layer for urban areas and zoom in to see)

How will BUILD Transportation Grants address the needs of rural areas?

The FY 2018 BUILD Transportation Discretionary Grants program is to award at least 30 percent (\$450 million) of funding for rural projects. The Department must also consider an equitable balance in funding for geographic diversity among recipients.

Underinvestment in rural transportation systems has allowed a slow and steady decline in the transportation routes that connect rural American communities to each other and to the rest of the country. New investment is necessary to grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and enhance health access and safety for residents. To address these rural transportation infrastructure needs, DOT intends to award a greater share of BUILD Transportation Discretionary Grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

What criteria will be used to evaluate applications for BUILD Transportation Discretionary Grants?

The BUILD Transportation Discretionary Grants Final Notice of Funding Opportunity outlines the selection criteria in detail. For more information, please view the [NOFO](#).

What is the minimum and maximum grant award for BUILD Transportation Discretionary Grants?

For projects located in urban areas, the minimum award is \$5 million. Please note that the minimum total project cost for a project located in an urban area must be \$6.25 million to meet match requirements.

For projects located in rural areas, the minimum award is \$1 million.

The maximum award for all projects is \$25 million. Not more than \$150 million can be awarded to a single State.

What is the difference between a joint applicant and a partner?

A joint applicant refers to one or more Eligible Applicants, as described in the NOFO, who submit a single application. Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant. Only an eligible entity may receive and administer BUILD funds upon award, and lead applicants who wish to administer their grants through eligible co-applicants (such as State DOTs) should create those relationships (such as through MOUs) to the extent possible prior to award.

A project partner refers to one or more stakeholders or collaborators that support the project. Project support can include, but is not limited to, help with public engagement or outreach, monetary contributions, planning, or public alignment with project priorities. A project partner need not be an Eligible Applicant.

Can an application contain more than one project component?

Yes, if the components demonstrate a strong relationship or connection between them. DOT strongly encourages each applicant to identify in their application the project components that have independent utility, independently align with the selection criteria, and meet NEPA requirements; and DOT encourages each applicant to separately detail the costs and requested BUILD funding for those components, as well as the overall BUILD funding request.

Can I submit a program of projects?

Yes, if an applicant demonstrates the ability to generate additional non-Federal revenue for transportation infrastructure investment, as described above and in Section C.3.v of the NOFO

may apply, exceeding the three-application limit, for multiple projects that collectively constitute a “program of projects.” A program of projects consists of independent projects that address the same transportation challenge and whose combined benefits, including funding efficiency, are greater than if the projects are completed individually.

For a program of projects, applicants must submit an application for each project within the program and describe how each project constitutes part of a program. Each project application within a program of projects must meet eligibility criteria described in Section C of the NOFO, demonstrate independent utility, and individually address the merit criteria within the NOFO. DOT will evaluate each application within a program of projects in the same manner in which it evaluates individual project applications. Each project within a program of projects is subject to the \$25 million award maximum and total awards cannot exceed \$150 million per State. Only one program of projects may be submitted by each eligible applicant.

If you intend to demonstrate independent utility on project components, is a BCA needed for each component or only for the entire project?

While USDOT allows for packages of projects to be included in a single grant application, each component of such package with independent utility should be evaluated separately, with its own BCA. The costs and benefits of each individual component may also be aggregated to provide a summary estimate of net benefits for the entire package. Where projects within a package may be expected to also have collective benefits that are larger than the sum of the benefits of the individual project components, applicants should clearly explain why this would be the case and provide any supporting analyses to that effect. DOT recognizes the technical challenges in preparing a BCA and encourages applicants to do their best in demonstrating the anticipated benefits and estimated costs of the entire project as well as appropriate components.

Are freight and transit projects competitive in BUILD Transportation?

The Department anticipates that in addition to meeting statutory requirements, the BUILD Transportation program’s focus on safety, state of good repair, economic competitiveness, environmental protection, and quality of life, means that freight and transit projects will be competitive.

Are eligible projects allowed to apply to both the BUILD Transportation and the Infrastructure for Rebuilding America (INFRA) programs?

Yes, projects that meet the minimum eligibility requirements for both programs may submit applications to both programs, but must timely submit separate applications that independently address how the project satisfies applicable selection criteria for the relevant grant program.

Is capital equipment or rolling stock eligible for BUILD Transportation funds?

Yes, equipment is eligible, but Federal requirements apply to the use of any grant funding. Please see section F.2. of the BUILD Transportation NOFO for information on Federal requirements.

What broadband activities are eligible for a BUILD Transportation Grant?

If construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service, the applicant should describe those activities and how they support quality of life. The Department will consider that information when evaluating the project's alignment with the quality of life merit criterion. Unless the concurrent activities support transportation, they will not be eligible for reimbursement.

What border or port security activities are eligible for a BUILD Transportation Grant?

If the construction of the transportation project will contribute to a state of good repair of transportation infrastructure that supports border or port security the applicant should describe how. The Department will consider that information when evaluating the project's alignment with the state of good repair selection criterion. Unless border security activities support surface transportation and are otherwise eligible under BUILD, they will not be eligible for reimbursement.

Are transportation projects that are located at a port or near the border but *without* any security elements still eligible?

Yes, as long as they meet the eligibility requirements described in Section C.3.i. of the NOFO.

Are maritime port projects eligible for BUILD grants?

Yes, similar to prior rounds of the competition, maritime projects are still eligible for BUILD grants so long as they meet the eligibility requirements described in Section C.3.i. of the NOFO.

How do we get feedback on previous BUILD [or TIGER] Transportation grant submissions to improve chances of success?

DOT will debrief previous grant submissions with previous applicants. Please email BUILDgrants@dot.gov to schedule a debrief.

How does the evaluation process work?

First, technical evaluation teams made up of Departmental staff will determine whether projects satisfy statutory requirements and rate how well they address the merit criteria outlined in the NOFO. A Senior Review Team, comprising Departmental leadership, will then consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. The Secretary will ultimately make the final selection for awards, consistent with the statutory requirements for BUILD Transportation Grants and the selection criteria in the NOFO.

When will awards be made?

Under the FY 2018 Appropriations Act, the Department must make awards by December 18, 2018.

What is the difference between the obligation and expenditure deadlines?

The obligation deadline, September 30, 2020, is the date by which a BUILD Transportation award recipient must have a signed and executed grant agreement in place with the DOT. The execution of the grant agreement obligates BUILD Transportation funding for the awarded project. The expenditure deadline of September 30, 2025, is the date by which all BUILD Transportation funding must be expended, invoiced, and reimbursed.



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MEMORANDUM

TO: TCC members

FROM: Mike Kozlosky, Executive Director

DATE: May 11, 2018

SUBJECT: Cape Fear Crossing- Project Direct Attributable Funding

In February 2017, the Wilmington Urban Area MPO Board discussed potential options for the expenditure of remaining MPO Direct Attributable funding. Staff presented five options to the Board that included:

- A. Hold funds in Reserve which would allow the member jurisdictions to request additional federal dollars towards their existing projects
- B. Open up a second call for projects to interested member jurisdictions
- C. Contact NCDOT to gauge interest in utilizing funds or to offset funding shortfalls on NCDOT STIP projects in the region
- D. Flex funding for the purchase of buses for the Cape Fear Public Transportation Authority
- E. Provide funding to determine the Least Environmentally Damaging Practical Alternative (LEDPA) for the Cape Fear Crossing

The North Carolina Department of Transportation's policy is that they will not complete planning and environmental studies on projects that are not funded in the State/Metropolitan Transportation Improvement Programs. The estimated cost to determine the Least Environmental Damaging Practical Alternative for the Cape Fear Crossing was between \$1.5 and \$1.8 million. On February 22, 2017 the Board voted to purchase 2 compressed natural gas buses for Wave in an amount of \$744,000; allocate \$750,000 towards Cape Fear Crossing environmental study; and retain \$1,057,913 in reserve for project overages.

The Department has requested the remaining \$750,000 from the Wilmington Urban Area MPO to complete the environmental studies. The Department has agreed to provide the 20% match. Sufficient funding exists in the FY 18 and FY 19 Surface Transportation Block Grant Program- Direct Attributable programs to cover these costs if the Board desires to proceed with the approval.

Staff has included this item for discussion and will be seeking direction from the Board on their desired next steps.

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

Proposed Revisions to 2018-2027 STIP/MPO TIP Programs

STIP/MPO TIP Modifications # 18-5 (May 2018)

U-5710A NEW HANOVER PROJ.CATEGORY STATEWIDE	NEW LOCATION, FROM SR 1409 (MILITARY CUTOFF ROAD) AT DRYSDALE DRIVE TO US-74 (EASTWOOD ROAD). CONSTRUCT ROADWAY ON NEW LOCATION. <u>SEGMENT INTO 2 SECTIONS AND ACCELERATE CONSTRUCTION FROM FY 22 TO FY 21 FOR SEGMENT "A" .</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2019 - \$1,970,000 (T) FY 2019 - \$75,000 (T) FY 2021 - <u>\$2,900,000 (T)</u> \$4,945,000
U-5732 PENDER PROJ.CATEGORY REGIONAL	US 17, SR 1582 (WASHINGTON ACRES ROAD) TO SR 1563 (SLOOP POINT LOOP ROAD). CONVERT TO SUPERSTREET. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2018 - \$19,600,000 (T) FY 2018 - \$11,600,000 (T) FY 2021 - \$12,550,000 (T) FY 2022 - <u>\$12,550,000 (T)</u> \$56,300,000
U-5914 BRUNSWICK DIVISION PROJ.CATEGORY	NC 133, US 17/US 74/US 76 TO SR 1554 (OLD RIVER ROAD). MODERNIZE ROADWAY. <u>ADD RIGHT-OF-WAY IN FY 19 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2019 - \$173,000 (T) FY 2020 - \$1,600,000 (T) \$1,773,000



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

May 1, 2018

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 2018-2027 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.

The following list includes tasks during the month of April:

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.
- The Traffic Capacity Analysis is currently under review with NCDOT.
- The project team continues preparation of the Draft Environmental Impact Statement (DEIS).
- The project team is currently coordinating with NCDOT on design refinements for the detailed study alternatives.

Upcoming Activities

- The project team will revise designs per NCDOT comments and include any design revisions necessary upon finalization of the Traffic Capacity Analysis.
- A newsletter will be sent to notify citizens of the remaining alternatives under study.

Past Activities

- The NEPA/Section 404 Merger Team reached concurrence on 11/30/17 to eliminate Alternatives C, F, P, G, J, and V Freeway. Alternatives B, Q, T, M Avoidance, N Avoidance, and V Widening will be carried forward for detailed study in the DEIS.
- The update to the Natural Resources Technical Report was finalized on 9/19/17.
- The Essential Fish Habitat Assessment was finalized on 9/01/17.
- Right-of-Way cost estimates and relocation reports have been completed.
- The project team received final concurrence from the NEPA/Section 404 Merger Team on Concurrence Point 2A – “Bridging Decisions and Alignment Review” on 8/17/17.
- The NEPA/Section 404 Merger Team reached Concurrence Point 2A – “Bridging Decisions and Alignment Review” on 5/30/17.
- 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 1 – “Purpose and Need and Study Area Defined” on 12/12/13; the NEPA/Section 404 Merger Team reached Concurrence Point 2 – “Detailed Study Alternatives Carried Forward” on 2/10/14.
- Technical documents that have been finalized are available on the project website under “Project Documents.”

Contact Information

NCDOT – John Conforti, jgconforti@ncdot.gov, 919.707.6015; 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
MAY 2018

2045 METROPOLITAN TRANSPORTATION PLAN

Project Description/Scope: The Wilmington Urban Area Metropolitan Planning Organization is required by federal law to update the Metropolitan Transportation Plan every 5 years. The last plan was adopted by the MPO Board on November 18, 2015. The next update is required to be adopted by November 2020. This plan will guide the regional transportation priorities and actions, and be used for project selection in the State/Metropolitan Transportation Improvement Programs. The MPO Board appointed a Citizen Advisory Committee (CAC) to help guide the development of this plan. A kick-off event for the plan was held April 3, 2018. There were approximately 35 people in attendance and the event was covered by multiple media outlets. In addition, MPO staff have been presenting to our member jurisdictions. The MPO has also held one of five public open houses.

Next Steps:

- Hold Regional open houses scheduled for May in Leland, Hampstead, and Wilmington
- Modal subcommittees to convene in early summer and begin preparations for project lists, scoring, and ranking.
- Adoption in November 2020

LELAND STREET DESIGN STANDARDS MANUAL

Project Description/Scope: The Town of Leland is partnering with the Wilmington Urban Area MPO for the development of street design manual. 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 Manual will include conceptual tables/graphics which will more easily convey the impact of standards on the physical landscape to the public and elected officials. A public meeting was held on December 4th to review the draft materials. The document was revised and a follow-up meeting was held on February 20th. Staff from the Town continues to work on the development of these standards.

Next Steps:

- The Town continues to review the document
- Continue to update the guidelines/manual per guidance from the Town of Leland

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. The MPO and County have received a draft plan from the consultant. The County Planning staff are meeting with stakeholders. The plan will be revised by County and MPO staff to meet our needs.

Next Steps:

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

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington Urban Area 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: 3 reviews
- New Hanover County Informal Plan Reviews: 7 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 2 reviews
- Town of Leland Informal Reviews: 1 reviews
- Town of Navassa Formal Reviews: 1 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 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: 18 total (New Hanover County 4, City of Wilmington 12, Carolina Beach 0, Leland 0, Navassa 1, and Pender County 1) new 8 and ongoing 10
- Pender County Development Plan Reviews: 6 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 53 (10 new, 43 on-going)
- City of Wilmington Informal Reviews: 29 (6 new, 23 on-going)
- City of Wilmington Concept Reviews: 18 (15 new concept reviews- 3 on-going concept)
- COW Project Releases: 5 Full releases

STBGP-DA/TASA-DA FY 2013, 2014, 2015 and 2016 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.

Project Status and Next Steps:

- Construction contract awarded to Intercoastal Marine, LLC
- Resumed construction based on plan revisions on May 2, 2018
- Anticipated completion date of November 20, 2018

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.

Project Status and Next Steps:

- 100% plan comments sent back to Engineer

- Specifications comments sent back to Engineer
- R/W acquisition completed Spring 2018
- The engineering firm is performing a QA/QC check on the plans to correct issues. Once revisions are received a new let date will be set.

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.

Project Status and Next Steps:

- The Town is waiting for NCDOT approval of Signing and Pavement Marking Plans
- NCDOT has determined that Town shall let the contract for the road resurfacing project together with the MUP project and be responsible for this additional scope of work.
- Town is waiting for a supplemental agreement from NCDOT to add road resurfacing scope to the project.
- USACE issued Section 404 Permit on March 23rd
- NCDEQ issued 401 Water Quality Certification on March 26th
- Town mailed notices to all affected property owners for acquisition by condemnation of temporary construction easements and permanent drainage easements on April 20th
- Construction contract let is anticipated July, 2018

U-5534E & L - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE BIKE LANES

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

Project Status and Next Steps:

- Construction began in late January with completion expected by mid-summer.

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.

Project Status and Next Steps:

- Plans and Technical specifications have been resubmitted to NCDOT for review
- The City has received the proposed Supplemental Agreement from NCDOT for \$240,000
- A supplemental agreement was approved in March by the City Council and is being routed for signatures
- Anticipated Let Date: To be determined once bid package approved

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 Town hired SEPI to complete the design.

Project Status and Next Steps:

- 100% plans and specifications complete. Will submit to NCDOT for review
- The Town is in the process of getting construction easements and 1 permanent easement
- 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.

Project Status and Next Steps:

- The City has provided the executed revised scope and amendment to McKim & Creed.
- Issues with the plans continue to exist. McKim & Creed is working on revising the plans.
- 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

Project Status and Next Steps:

- The City has provided the executed revised scope and amendment to McKim & Creed.
- Issues with the plans continue to exist. McKim & Creed is working on revising the plans.
- 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 US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:

- 90% plans reviewed by NCDOT. Comments are being addressed.
- Right of way Certification-TBD
- Encroachment agreement will be needed once right-of-way is finalized
- Let date will be delayed to match up with "J" project.

U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:

- The Leland Town Council approved a scope change at their July 2017 meeting.
- 90% plans being reviewed by NCDOT.
- Right of way acquisition to begin once final comments received from NCDOT.

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

Project Description/Scope: The construction of a 8 foot wide concrete path from the connection at the Brunswick Center at Leland across the front of the library property, down Village Road, ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Project Status and Next Steps:

- 90% plans reviewed by NCDOT. Comments are being addressed.
- Right of way acquisition to begin once final comments received from 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.

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.

Project Status and Next Steps:

- 100% plans approved by NCDOT
- Additional funds received.
- Anticipated let date Summer 2018

U-5534O Cape Fear Blvd Multi-Use Path

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

Project Status and Next Steps:

- Bids were opened January 23, 2018.
- Additional funds were approved by the MPO. The Town is moving forward with NCDOT on a supplemental agreement.
- Contracts are being finalized with construction to begin in the next several weeks.

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.

Project Status and Next Steps:

- The project has been put on hold until NCDOT’s College Road resurfacing project occurs.

U-5534T – Traffic Signal Preemption

Project Description/Scope: This project will install traffic pre-emption equipment at 27 locations throughout the City of Wilmington and GPS devices on fire apparatus.

Project Status and Next Steps:

- 10% design completed
- Expect 90% plans within 6 weeks
- Anticipated bid date of August 2018

U-5534U – Navassa Park Multi-Use Path

Project Description/Scope: This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park.

Project Status and Next Steps:

- Scoping meeting held with NCDOT
- PE funds were released at the December 2017 Board of Transportation meeting
- PE has been chosen and is providing a scope and fee with manday estimate
- Anticipate Kickoff meeting week of May 21st.

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.

Project Status and Next Steps:

- A supplemental agreement for additional funding was approved by the Wilmington City Council on September 5, 2017.
- The supplemental agreement was approved by the Board of Transportation
- The project is over budget. The city will try to rebid this project with the Gregory/Williston Safe Routes to School project.

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.

Project Status and Next Steps:

- New Hanover County has selected Davenport Engineering to complete the design.
- Survey to start this month
- •Anticipate 70% plans by October 2018
- Anticipated construction bid May 2019

U-5527D HARPER AVE. MULTI-USE PATH

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

Project Status and Next Steps:

- NCDOT Agreement is in place
- PE funds authorized August 2, 2016
- Draft LOI for PE Services submitted and being revised by the Town
- Advertisement of PE Services is anticipated in early Summer2018
- Anticipated let date Spring 2019

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 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 TDM Coordinator position has been filled with the new employee starting on May 14th. The MPO held a bike share interviews. An update will be provided to the TCC and MPO Board at their May meetings.

Next Steps:

- Continue to work with Pulsar on the development of the Go Coast strategic marketing plan. A meeting will be held on May 3, 2018
- Analyze data and results from the Go Coast Commuter Challenge and develop presentations to various groups reflecting our success
- Gather model alternative work schedule policies from various regional employers to be highlighted in the statewide initiative to showcase model alternative work schedules
- Schedule lunch and learns/presentations with area employers to promote Go Coast program
- Partner with large employers to determine vanpool options
- 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
- Provide a recommendation for a Bike Share company for the region



Cape Fear Public Transportation Authority

Project Update

May 2018

REGIONAL AUTHORITY PROJECTS

- 1. Bus fleet replacement** - FTA funding in the amount of \$3.6M for nine replacement buses was awarded to the Authority from a nationwide discretionary grant in April 2018. The buses are expected to be ordered in June 2018. Estimated delivery dates are being finalized. Additional funding for four buses is being sought from the VW mitigation settlement once a call for projects is issued by NC DAQ in the summer of 2018.
- 2. Short Range Transportation Plan** - (no change) following adoption of Cape Fear Transportation 2040 by the Wilmington Metropolitan Planning Organization (WMPO), Wave Transit is completing 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 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. Data collection has begun and is being analyzed. Over fifteen agencies are assisting Wave Transit as stakeholders in the planning effort. The stakeholder committee has been identified and held their multiple meeting. The project is expected to be completed in the spring of 2018.
The draft plan was presented to the Authority Board on March 22, 2018. Draft recommendations are available at the following URL: <https://www.wavetransit.com/short-range-transit-plan/>. Changes to the Wave Transit routes based on recommendations from the consultant will be developed over the summer and fall with implementation in late 2018 to coincide with the opening of the Wilmington Multimodal Transportation Center. A presentation of the study findings will be presented to the WMPO in the summer of 2018.
- 3. Long Term Funding** - (no change) currently, the Authority does not have a dedicated source of local funding. A consultant led study to evaluate the governing model and long term funding for transit in the region has been commissioned by the City of Wilmington and New Hanover County. TransPro Consulting has been retained to undertake the effort.
- 4. Shelter Program** - 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 is complete. Phase three consisting of super stops at Hanover Center and Monkey Junction is designed and engineered and a contract to construct the amenities was awarded to Paragon Builders on April 26, 2018. The project is expected to be complete in the summer of 2018. Wave Transit is in discussion with the owners of Independence Mall to include transit improvements in coordination with redevelopment of the property.

WMPO SPONSORED PROJECTS

- 1. 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.

Phase 1 consisting of hazardous materials abatement and demolition is complete.

Phase 2 consisting of building stabilization is complete.

Phase 3 consisting of renovation construction was let for bidding on February 14, 2018. Bids for Phase 3 were opened on March 13, 2018. On March 22, 2018, the Authority resolved to reject all bids due to the lowest bid exceeding available funds for the project.

The renovation construction phase has been further divided into two phases to meet current funding requirements. Renovation construction phase one, consisting of sitework to construct drive aisles, stormwater and bus canopies was let for bid on April 13, 2018. Bids are due May 15th for consideration and award on May 24, 2018. Neuwirth Building renovation construction is being value engineered and construction estimates are being reevaluated. Once the evaluation is complete, a plan for renovation construction, including budget and timeline, will be developed.
- 2. Preventive Maintenance & ADA** - 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 complete and a grant for the funding has been submitted to FTA. 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. In March 2018 the Authority provided 1,638 ADA passenger trips. The period of performance for the project is 07/01/2017 through 06/30/2018.
- 3. Replacement CNG Buses** - (no change) In February 2017 the WMPO appropriated \$744,000 in FHWA funding for two replacement CNG buses. The Authority has a contract for the vehicles with Gillig, LLC. A purchase order for the buses was approved

by the Authority on June 22, 2017. Local matching funds have been appropriated by the City of Wilmington. The estimated delivery date is May 2018 for both vehicles.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

May 10, 2018

WMPO Project Update List. New Hanover, Brunswick and Pender County

Project Update List for New Hanover County

Projects Under Construction

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 December 18, 2017.

Work will continue to Mt. Misery and Cedar Hill Road until Spring of 2018.

Roadway: • Working on guardrail/guiderail.

- Working on grading approach slabs for last incomplete structures on mainline.

Contractor: Barnhill Contracting

Estimated Completion Date: June 2018

Percent Complete: 89.0%

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 December 18, 2017.

- 90% complete on the roadway portion of the project.

Contractor: Balfour Beatty Infrastructure

Estimated Completion Date: June 2018

Percent Complete: 100.0 **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 Prkwy 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.

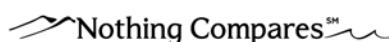
- Mast arm for traffic signal has been installed at Kerr Ave. and Randall Prkwy.

Contractor: Sealand Contractors Corp.

Bid Amount: \$22,000,000.58

Estimated Completion date: November 2018

Percent Complete: 68.1%



B-5236: (C203957) Replace Bridge #19 over Lords Creek on SR-1100

Start Date: November 2017

Anticipated Completion date: November 2018

Percent Complete: 48.5%

U-4751: (C203980) 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 complete.

Construction forecasted from FY2017 - FY2022

- PNB is working on lowering their gas line throughout the project
- Spectrum boring and pulling cable
- Duke Energy working on clearing and installing power poles
- Precon was on Tuesday January 9, 2018
- Survey party finish staking wetland boundary for Duke clearing crews.

Anticipated Completion date: April 2022

Percent Complete: 5.8%

Project Development

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**

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.**

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-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.

Resurfacing Contracts - New Hanover County

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

Mill & Resurface the following primary and secondary routes in New Hanover County:

2018CPT.03.03.10101 and 2018CPT.03.04.10651 DC00172

US 17 Bus. East/US 76 East – Ocean Hwy E. from New Hanover County Line northwest past underpass.

US 17 Bus. W/US 76 West – Ocean Hwy E.

US 421 N. Ramp – From US 421 to off ramp onto US 76/421

US 17 Bus. E./US 76 E. (US Hwy. 74/76) – From New Hanover County Line to Cape Fear Memorial Bridge. Bridge #13.

US 17 Bus. W./US 76 W (US Hwy. 74/76) - From New Hanover County Line to Cape Fear Memorial Bridge. Bridge #13.

US 421 N. (Carolina Beach Rd.) – From Snows Cut Bridge, north to SR 1187 (Sanders Road).

US 421 S. (Carolina Beach Rd.) – From Snows Cut Bridge south to SR 1187 (Sanders Road).

NC 132 N. (South College Rd.) – near SR 1521 (Piner Road) north to 17th Street.

NC 132 S. (South College Rd.) – From 17th Street south near SR 1521 (Piner Road).

SR 1318 (Blue Clay Rd.) – From the intersection of SR 1302 (23rd St.) and Blue Clay Rd. north to the intersection of Blue Clay Rd. and N. College Rd.

SR 1492 (Myrtle Grove Rd.)

SR 1333 (Hermitage Rd.) – From NC 133 to SR 2157 (Crowatan Rd.)

SR 2158 (Hermitage Rd.) – From SR 2157 (Crowatan Rd.) to end of road.

SR 2157 (Crowatan Rd.) – From NC 133 to SR 1333 (Hermitage Rd.)

SR 2159 (Chesterfield Rd.) – From end of SR 1333 (Hermitage Rd.) to end of SR 2159 (Chesterfield Rd.)

SR 2228 (Dekker Rd.)

SR 1317 (Chadwick Ave.) – From Castle Hayne Rd. to end of SR 1317 (Chadwick Ave.)

SR 2697 (Memory Lane) – From Bountiful to end of SR 2697 (Memory Lane).

SR 1852 (Shore Point Dr.)

SR 1853 (Conch Dr.)

SR 1882 (Abalone Dr.) (Coquina Dr.) and (Cowrie Lane) – Located off of Edewater Club Dr. in Porters Neck.

SR 2908 (Conquina Dr.) – Located off of Edewater Club Dr. in Porters Neck.

SR 2537 (Duck Downe Ct.)

SR 2023 (Diamond Shamrock Rd.) – Located off of SR 1002 (Holly Shelter Rd.)

SR 1823 (Kenmore Dr.) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 1824 (Brandywine Circle) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 1826 (Homestead Ct.) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 1825 (Salem Ct.) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 2024 (Krauss Ln.) – Located off of Division Dr.

SR 2322 (Walker Ridge Ct.) - Located off of Carolina Beach Rd. (North)

SR 2326 (Bainbridge Ct.) - Located off of Carolina Beach Rd. (North)

SR 2327 (Alden Ct.) - Located off of Carolina Beach Rd. (North)

SR 2021 (Wordsworth Dr.) – Located off of North College Rd.

SR 2168 (Pine Knolls Rd.) – Located off of SR 1322 (Murrayville Rd.)

SR 2733 (Miranda Ct.) – Located off of W. Northchase Prkwy.

SR 2732 (Lakemoor Dr.) – Located off of W. Northchase Prkwy.

SR 2230 (Edward Hyde Place) – Located off of W. Northchase Prkwy.

SR 2231 (John Yeamen Rd.) – Located off of SR 2230 (Edward Hyde Place)

SR 2730 (Nevan Ln.) – Located off of W. Northchase Prkwy.

SR 2004 (Kings Dr.) – Located off of N. College Rd.

SR 2264 (Jason Ct.)

SR 2657 (William Louis Dr.)

SR 2658 (Brandy Ct.)

SR 1375 (Lockwood Dr.)

SR 1376 (Glenlea Dr.)

SR 1374 (Alandale Dr.) – Located off of N. Kerr Ave.

SR 1377 (Lynbrook Rd.)

SR 2206 (W. Northchase Prkwy.) – Located on N. College between SR 2257 (SE Northchase Prkwy.) and SR 2652 (NE Northchase Prkwy.)

SR 2767 (Ammons Drive) – Located off of W. Northchase Prkwy.

SR 2234 (Brittany Rd.) – Located off of SR 1322 (Murrayville Rd.)

SR 2235 (Creek Ridge Rd.) – Located off of SR 1322 (Murrayville Rd.)

SR 2117 (Shenandoah St.) – Located off of SR 1322 (Murrayville Rd.)

SR 2072 (Kerry Dr.) – Located off of Holly Shelter Rd.
SR 2073 (McGregor Rd.) – Located off of Holly Shelter Rd.
SR 2074 (Berwick Dr.) – Located off of Holly Shelter Rd.
NC State Port Authority (Patching)
SR 1971 (Humphrey Dr.)
SR 1345 (Alexander Rd.) – Located off of Market Street
SR 1923 (Lost Tree Rd.) – Located off of N. Market Street
SR 1930 (Bright Leaf Rd.)
SR 1979 (Harlandale Rd.)
SR 1989 (Haven Way) – Located off of Middle Sound Loop Rd.

Following roads are located off of SR 2048 (Gordon Rd.)

SR 2622 (Bay Blossom Dr.)
SR 2626 (Winter Moss Ln.)
SR 2665 (Hopscotch Dr.)
SR 2666 (Sapling Circle)
SR 2667 (Splitbrook Ct.)
SR 2672 (Loblolly Ct.)

**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 pvm
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

Estimated Completion Date: May 2018

Percent Complete: 95.7%

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: March 2018

Percent Complete: 73.0%

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; C203888 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

Estimated Contract Completion Date: February 2018

Percent Complete: 44.2%.

Project Update List for Brunswick County

Projects Under Construction

ER-2971: (DC00194) Ocean Isle Beach Roundabout – Hwy 179 (Beach Drive) at Hwy 904 (Causeway Drive) SR 1184 (Ocean Isle Beach Road) in Ocean Isle

Contractor: Triangle Grading & Paving Inc.

Bid Amount: \$1,849,999.35

Estimated Completion Date: May 2018

Percent Complete: 21.2%

Proposed Projects

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

Let Date December 2018

U-5788: US 17 Business (Main Street) Realign intersection at Wall Street and Shallotte Avenue

Let Date ROW: FY 2018, construction: FY: 2020

U-5862: US 17 (Shallotte Bypass) Upgrade intersection to interchange SR 1357 (Smith Avenue)

Let Date ROW and construction: FY: 2020

U-5914: NC 133 Modernize Intersection at US 17/US 74/ US 76 to SR 1554 (Old River Road).

Let Date construction: FY: 2020

U-5932: US 17 Convert Intersection to Interchange.

Let Date construction: FY: 2024

R-3436: Carolina Bays Parkway Extension

Project Overview and Purpose

The N.C. Department of Transportation, along with the S.C. Department of Transportation, is planning to build a multi-lane expressway that extends Carolina Bays Parkway (S.C. 31) from S.C. 9 in Horry County, S.C., across the North Carolina state line to U.S. 17 in Brunswick County.

The extension would provide a more direct and efficient movement of traffic seeking to bypass congestion within the areas of Calabash in North Carolina as well as Little River and the Grand Strand areas in South Carolina. It would also improve traffic flow and safety at the intersection of S.C. 9 and S.C. 57 and provide a more direct route for coastal truck traffic moving through North Carolina.

Project Highlights

A team of engineering firms, led by CALYX Engineers and Consultants, is under contract to conduct project development and environmental studies, which are being led by NCDOT and SCDOT in cooperation with local, state and federal agencies in both states.

Project development and environmental studies are underway to evaluate potential routes for the roadway from an engineering and environmental standpoint and to select a preferred route.

Although the project is funded for study, no schedule has been established for right-of-way acquisition or construction, which is not currently funded in North Carolina.

- Capacity analysis for the existing roadways is about to get underway. They will be looking at current and future conditions.

- Public Hearings to discuss new roadway alignments are proposed to begin at the beginning of 2019.

High Impact / Low Cost funded projects New project funding source

1. NC 133 (flooding) Intersection of SR 1521 (Funston Road SE and NC 133 in Brunswick County Approximately a mile in each direction of the intersection.

Waiting on itemized cost estimate from designer. 1/2/18. Final cost TBD. Released funds February 1, 2018 at NCDOT Board of Transportation Agenda of \$1,000,000.00. Additional funds to be added when FY2019 funds are available.

Duration of project: 12 months

Project start date: FY 2019

2. Installation of traffic signal at US 17 & NC 87 (southern entrance) in Brunswick County Funds approved at February 1, 2018 NCDOT Board of Transportation Meeting Agenda for \$145,000.00

Duration of project: 12 months

Project start date: FY 2018

3. Installation of traffic signals at the intersection of US 17 and Ocean Isle Beach Road, and the NB to SB U-turn location approximately 875 feet northeast of the referenced intersection in Brunswick County. Located in GSATS Boundary.

Traffic signal being installed do to safety and mobility concerns at this intersection. Funds released at February 1, 2018 NCDOT Board of Transportation Agenda. Funds of \$345,000.00

Duration of project: 12 months

Project start date: FY 2019.

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: May 2018. Percent Complete: 95.4%

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

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

Project Update List for Pender County

Under Construction

B-4929: (C203789) Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure.

Contractors placed concrete at the following locations: Bent 19, Pier's 6 and 8, Bent 20, Pier's 6 and 8. Contractors placed concrete at span A of the bridge deck. Contractors placed concrete at the Bent 12 columns.

Contractor: Balfour Beatty Infrastructure

Bid Amount: \$53,651,508.35

Estimated Contract Completion Date November 2020

Percent Complete: 59.3%

Project Development

R-3300B: US 17 Hampstead Bypass: Construct a four-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 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 in 2018.

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.** However, Design and Right of Way has been approved. NCDOT is pursuing funds to meet the same construction let date as R-3300B.

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

Resurfacing Projects - Pender County

Resurfacing Contract: C204090, 2018CPT.03.05.10711, 2018CPT.03.05.20700 & 2018CPT.03.05.20712. 1-section of US-17, 1-section of NC-50, 1-section of NC-210, and 36 other various SR roads.

Physical length: 35.563 Miles

Bid amount: \$3,672,560.25

Estimated Completion Date: Not available

Percent Complete: Not available

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: May 2018

Percent Complete: 95.4%

- **Project List updated May 3, 2018**

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

May 2018

Nazia Sarder
Transportation Engineer
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27601

MARCH TPD UPDATES WILMINGTON MPO

May 2018

Wilmington Model Update – Wilmington MPO has requested that TPD update their model to a base year of 2015, previously the base year was 2010. The model is being updated so it can be accurately used in the next MTP. The Base Year SE Data has been verified and completed, and we are moving onto the future year portion of the model. The engineer will present base year SE data to Wilmington MPO's CAC, TCC and Board.

Wilmington CTP – With the model update, WMPO has also asked TPD to start on the Wilmington CTP update. We have yet to develop a schedule for this CTP and start – but will develop one after the model is complete.

Performance Measures – Performance management is a strategic approach that uses system information to make investment and policy decisions to achieve transportation system performance goals. To collaboratively work together in setting targets, TPD has established a work group and has scheduled three meetings. ALL MPO's and RPO's are invited to be a part of the target setting process. NCDOT is working to have targets established by the May 20th 2018 deadline for pavement, bridge, and system performance. Once submitted, NCDOT will inform the MPO's of the actual target establishment date. MPO's are required to either support NCDOT's targets or set their own within 180-days of when NCDOT sets their targets.

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Statewide Plan: TPD has selected WSP as the consultant for the Statewide Plan. A scope and schedule will be developed soon. As stakeholders, MPO/RPOs will be engaged throughout the process.

Corridor Studies: Work is underway on the first two master plans, as follows:

- Bundle #1 has been assigned to Kimley-Horn and includes **Corridor P** (Future I-42/US 70E/ NCRR from I-440 in Wake County to Port at Morehead City), **Corridor S** (I-795/US 117 from I-95 in Wilson County to I-40 in Sampson County), and **Corridor X** (US 258/NC 11/US 13 from US 17 in Onslow County to US 64E in Edgecombe County)
- Bundle #2 has been assigned to Atkins, and includes **Corridor U** (US 74W/US 74E/I 74 from I-26 in Polk County to US 117 in Wilmington) and **Corridor D** (US 321/CSX from South Carolina state line to Tennessee state line).

Freight Plan: The Statewide Freight Plan was adopted by the BOT in September 2017 and approved by FHWA on November 21, 2017. It can be found online at <https://connect.ncdot.gov/projects/planning/Statewide-Freight-Plan/Pages/default.aspx>.

CMAQ: We are wrapping up the final FFY 2018 projects. Applications for funding in FFY 2019 are due in March 2018.

Traffic Forecast: The Traffic Forecast shapefile is under development (ArcGIS Online). The Traffic Forecasts layer is being finalized. A link was sent out to the TP Division to get input and updates are being finalized. A GIS unit e-mail was established that will be added to the CC list for all traffic forecast deliveries. The GIS Unit will process updates to the Traffic Forecasts GIS layer monthly. This layer will track in-progress and complete traffic forecasts back to 2013.

HERE Data: HERE Data is available for use for NCDOT business purposes, subsequently being available for RPO use. Data available for travel times and speed measures across the state. Program available at: <https://pda.ritis.org/suite>

FHWA News: Functional Classification - FHWA has an interactive map that shows the Federal highway system, freight network, fatal crashes, MPO information, and demographic maps at the county level.