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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.

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

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: May 23, 2019
SUBJECT: May 29th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, May 29th at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Public Comment Period
- 6) Presentations
 - a. Isabel Holmes Bridge Preservation Project- Kevin Bowen, NCDOT
 - b. NCDOT Merger Process- Karen Collette, NCDOT
 - c. Prioritization 6.0- Caitlin Marks, NCDOT
- 7) Consent Agenda
 - a. Approval of Board Meeting Minutes- April 24, 2019 (p. 3-9)
 - b. Resolution approving FY 2020 Unified Planning Work Program Amendment #1 (p. 10-13)
 - c. Resolution approving 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-2 (p. 14-15)
 - d. Opening of the 30-day Public Comment Period for 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-3 (p. 16)
- 8) Regular Agenda
 - a. Resolution adopting the Top 5 Resilient Transportation Infrastructure Priorities for the Wilmington Urban Area MPO (p. 17)
- 9) Discussion
 - a. Supplemental Funding for TMAs- FY19 Appropriations
 - b. FY 2019 BUILD grant (p. 18-28)
- 10) Updates
 - a. Crossing over the Cape Fear River (p. 29)

Wilmington Urban Area Metropolitan Planning Organization

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- b. Wilmington Urban Area MPO (p. 30-37)
 - c. Cape Fear Public Transportation Authority (p. 38-40)
 - d. NCDOT Division (p. 41-43)
 - e. NCDOT Transportation Planning Division (p. 44-47)
- 11) Announcements
- a. Bike/Pedestrian Committee Meeting- June 11th
 - b. Direct Attributable Applications Due- July 1, 2019
- 12) Next meeting – June 26, 2019

Attachments

- Board Meeting Minutes- April 24, 2019
- Letter from NCDOT regarding PL balances
- Proposed FY 2020 Unified Planning Work Program Amendment #1
- Proposed FY 2020 Amended Budget
- Resolution approving FY 2020 Unified Planning Work Program Amendment #1
- Proposed approving 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-2
- Resolution approving 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-2
- Proposed 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-3
- Resolution adopting the Top 5 Resilient Transportation Infrastructure Priorities for the Wilmington Urban Area MPO
- FY 2019 BUILD Grant Notice of Funding Opportunity
- Cape Fear River Crossing Update (May)
- Wilmington Urban Area MPO Project Update (May)
- Cape Fear Public Transportation Authority Update (May)
- NCDOT Division Project Update (May)
- NCDOT Transportation Planning Division Project Update (May)

Board Meeting Minutes
6th Floor Conference Room, 320 Chestnut Street
Wednesday, April 24, 2019

Members Present

David Piepmeyer, Pender County
Pat Batleman, Town of Leland
Neil Anderson, City of Wilmington
Jonathan Barfield, Cape Fear Public
Transportation Authority
Mike Allen, Town of Belville
John Ellen, Town of Kure Beach
Hank Miller, Town of Wrightsville Beach
Pat Kusek, New Hanover County
Frank Williams, Brunswick County

Others Present

Mike Kozlosky, Executive Director, WMPO
Karen Collette, NCDOT Division 3
Matt Nichols, General Counsel for WMPO
Mark Hamlet, Map Act Litigation Counsel for
WMPO

1. Call to Order

Chairman Piepmeyer called the meeting to order at 3:02 p.m.

2. Conflict of Interest Statement

Chairman Piepmeyer read the conflict of interest statement and asked if any members had a conflict with any of the items on the meeting agenda. No members reported having a conflict.

3. Approval of Board Members' Excused Absences

Mr. Kozlosky stated that Charlie Rivenbark, Steve Shuttleworth and Eulis Willis requested to be excused from the meeting.

Ms. Kusek made a motion to excuse the absences of Mr. Rivenbark, Mr. Shuttleworth and Mr. Willis. Mr. Ellen seconded the motion, and it carried unanimously.

4. Approval of the Agenda

Vice Chair Batleman made a motion to approve the agenda as presented, seconded by Ms. Kusek, and the motion carried unanimously.

5. Public Comment Period

Ms. Joanne Donaghue spoke to the Board and stated that she represents the Cape Fear Crossing Citizens Coalition to select a crossing with minimal disruptions to residents' lives and property. She expressed concerns regarding the proposed alternatives, and the out-of-date data in the Draft Environmental Impact Statement (DEIS). She requested that the study area be modified to lessen the impact to residents.

6. Closed Session

Mr. Williams made a motion to waive the rules and enter into a closed session pursuant to the provisions of General Statute Section 143-318.11 (a) (3) in order to consult with Attorney Mark Hamlet and Attorney Matt Nichols regarding the legal matter of Jamestown Pender, LP v. North Carolina Department of Transportation and Wilmington Urban Area Metropolitan Planning Organization, 14CVS528 filed in Pender County, North Carolina. Mr. Ellen seconded the motion and it carried unanimously.

The meeting was recessed and went into closed session.

The meeting was reconvened and went into open session with all members present as mentioned above.

Chairman Piepmeyer stated that no action was taken other than to provide direction to Attorney Mark Hamlet and Attorney Matt Nichols regarding the MPO's responses to the legal matter of Jamestown Pender, LP v. North Carolina Department of Transportation and Wilmington Urban Area Metropolitan Planning Organization.

7. Presentation

a. Wilmington Urban Area MPO GIS Data Hub

Michael Madsen, GIS Analyst, gave an overview of the new GIS Data Hub, briefly comparing it to the old gallery page. He noted that the new hub of web apps and maps representing all modes of transportation for the region, is faster, more user friendly, and with greater independence from the city's GIS hub. He added that the data can be filtered and downloaded in various file formats as a tool for member jurisdictions and others.

A brief question/answer and discussion period was held. Mr. Madsen stated that once the new hub is live, it will have the ability to track usage. He noted that a comments section does not exist. However, the hub will continue to evolve. He gave a brief overview of traffic count data available from 2012 to present.

Ms. Kimes pointed out that the WMPO's traffic counts will differ from NCDOT's. She noted that the WMPO uses raw data from a single point in time; whereas NCDOT provides average daily trips per year.

Mr. Madsen gave a brief overview of transportation in the WMPO, Traffic Impact Analysis and functional classification map.

Vice Chair Batleman expressed an interest in adding Level of Service (LOS) data.

In response to an inquiry by Mr. Ellen, Mr. Kozlosky stated that the hub will go live after staff receives feedback from the Board. He noted that the new hub will be promoted next week after staff returns from attending a conference. In addition, staff will be available to make presentations to the boards of the local jurisdictions.

6. Consent Agenda

a. Approval of Board Meeting Minutes – March 27, 2019

b. Resolution approving 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-1

c. Resolution approving 2018-2027 STIP/MPO Transportation Improvement Program Administrative Modification #19-2

d. Opening of the 30-day public comment period for 2018-2027 STIP/MPO Transportation Improvement Program Amendment #19-2

Mr. Ellen made a motion to approve the Consent Agenda as presented. Ms. Kusek seconded the motion, and it carried unanimously.

7. Regular Agenda

a. Resolution supporting the Bike/Walk NC's efforts of requesting the North Carolina General Assembly to end the prohibition on state funding, allow for the design, development and construction of stand-alone Bicycle and Pedestrian Projects that facilitate safe active transportation facilities, and encouraging the General Assembly to support North Carolina's Complete Streets Policy

Mr. Kozlosky stated that in 2013 when the North Carolina General Assembly approved the Strategic Transportation Investment formula, part of the legislative action removed the state's match for standalone bicycle and pedestrian projects. Prior to 2013, the state provided the local 20% match. He noted that Bike/Walk NC is requesting that the General Assembly end the prohibition of state funding and allow for standalone bicycle and pedestrian projects, as well as encouraging the General Assembly to codify the North Carolina Complete Streets Policy. He added that the Technical Coordinating Committee (TCC) suggested modifying the language of the resolution to support the North Carolina Complete Streets Policy instead of codifying it.

Ms. Kusek made a motion to approve the Resolution supporting the Bike/Walk NC's efforts of requesting the North Carolina General Assembly to end the prohibition on state funding, allow for the design, development and construction of stand-alone Bicycle and Pedestrian Projects that facilitate safe active transportation facilities, and encouraging the General Assembly to support North Carolina's Complete Streets Policy. Vice Chair Batleman seconded the motion, and it carried unanimously.

8. Discussion

a. Resilient Transportation Infrastructure Priorities

Mr. Kozlosky stated that at the February Board meeting, the Board supported the North Carolina Department of Transportation's efforts to fund resilient transportation improvements to Interstate 40 and Interstate 95. In addition, the Board also discussed developing a top-five priorities list of resiliency improvements to infrastructure, mainly in response to Hurricane Florence. The Board identified the following opportunities:

1. Town Creek/US 17
2. Draining improvements
3. Storm water maintenance issues and the need for an active storm water management program
4. Intracoastal Waterway (dredging)
5. NC 133 in Brunswick County

Mr. Kozlosky stated that the TCC identified three additional potential priorities as follows:

- US 74
- US 421
- Redundant or resilient rail infrastructure

Mr. Kozlosky stated that this item has been brought back at the request of the Board for additional discussion. He noted that the final top-five list to signify the MPO's priorities would be forwarded to the Eastern Carolina Coalition.

Chairman Piepmeyer commented that the list should be limited to five priorities, which should be ranked in order of priority.

Mr. Williams inquired about defining a resilient transportation priority, and expressed concerns regarding the inclusion of both general and specific priorities.

Mr. Kozlosky stated that one of the planning factors in the FAST Act is to develop reliable and resilient transportation infrastructure. He pointed out that Interstate 40 and Interstate 95 were closed due to the Hurricane Florence, and that improvements to them were not cheap. Due to such vulnerabilities, the Wilmington region was isolated from the rest of the state for a prolonged period.

In response to an inquiry by Ms. Kusek, Mr. Piepmeyer stated that the drainage improvements came about through discussions with the Town of Burgaw regarding flooding that was attributed to the absence of drainage projects during the last 50 years.

A question/answer and discussion period was held regarding drainage, ditch maintenance, and tributary/waterway dredging. Ms. Kusek pointed out that the likelihood of funding would be greater for specific projects.

Mr. Williams pointed out that the priorities should be located within the MPO boundaries.

Mr. Ellen suggested that drainage and stormwater priorities could be combined. He added that clearing the drains along Henniker Ditch in Kure Beach improved drainage significantly.

Vice Chair Batleman inquired if stormwater was a legislative issue. Chairman Piepmeyer responded that local jurisdictions are involved with enforcement of complaint-driven issues. He pointed out that drainage and stormwater are independent from one another.

In response to an inquiry by Vice Chair Batleman, Mr. Kozlosky speculated that the TCC recommendation to support redundant rail might be in response to MOTSU's need for resiliency as well.

Chairman Piepmeyer stated that Mr. Kozlosky would bring back top-five priorities for consideration at the Board's May meeting.

b. Supplemental Funding for TMAs – FY19 Appropriations

Ms. Kimes gave an overview of supplemental funding for TMAs (Transportation Management Areas). She stated that at the end of last summer when the MPO received additional funding from the Federal Highway Administration, the Board agreed to swap it with NCDOT for less restrictive funding. She noted that the MPO received an additional \$904,063 from the Federal Highway Administration with a similarly short window of construction authorization that must be given by September 30, 2022. However, it differs in that it allows for the elimination of hazards and the installation of protective devices at rail way/highway crossings, and the construction of highways, bridges or tunnels. Also, it cannot be used for the pedestrian type uses typical of DA funded projects.

Ms. Kimes stated the MPO proposes two options for moving forward with this additional funding allocation as follows:

- Provide a competitive bid process allowing all member jurisdictions to compete for funding, or
- Engage NCDOT to see if this restrictive funding could be utilized on an existing project and be swapped for funds with less stringent requirements and timelines.

Ms. Kimes stated that the TCC discussed using the funds for a rail project and suggested reaching out to CSX and NCDOT's Rail Division to provide the 20% match. She noted that a portion of the larger project already funded in the Statewide Transportation Improvement Program (STIP) might be partitioned if a resource for the match could be identified. She added that Brunswick County may have a few rail crossings without gates as well.

Mr. Kozlosky stated that a Traffic Separation Study (TSS) was conducted in the City of Wilmington that identified 32 crossings. He noted that the \$40 million project is funded in the STIP in 2025. He commented that a portion of these monies might be used to make improvements at one or two of those crossings in addition to those in Brunswick County and Brunswick Forest. He noted that the TCC recommends using the funds for rail crossing improvements as opposed the other allowable purposes.

Ms. Kimes explained that staff was not otherwise comfortable bringing a project to obligation of construction within such a short timeframe.

In response to an inquiry by Mr. Ellen, Mr. Kozlosky stated that the expenditure of funds must be done in four years (three plus one) after obligation.

Ms. Kimes stated that the recent call for projects was for \$2.3 million over the next five years. A swap with NCDOT would add \$900,000, plus \$600,000. She noted that a larger project could be applied for in phases.

Chairman Piepmeyer requested a recommendation from staff for the best use of the funds for consideration at the Board's next meeting.

c. Direct Attributable Funding Swap

Ms. Kimes stated that the federal government enacts formula-based rescissions periodically. She noted that the MPO has \$7.8 million in unallocated funds. Although only a small portion has not been awarded, the majority of projects have not gone to construction yet. She added that \$1 million has been reserved for cost overruns.

Ms. Kimes stated that NCDOT has requested to take a little more than \$7.8 of the WMPO's balance to pay GARVEE bonds financing for the Wilmington Bypass Project R-2633 AA, BA and BB in exchange for funds as needed or credited from DA funds for the next fiscal year. This would allow the MPO to show 100% usage of funds prior to the rescission.

Mr. Kozlosky stated that in August the federal government will seek to complete a federal redistribution, which will review all of the states and federal balances. He noted that the states that spend their federal money will get more from those who don't. He added that the Secretary has instructed NCDOT to pursue \$250 million in additional federal funds. The swap would help the Secretary and the DOT to secure additional federal dollars.

A brief question/answer and discussion period was held regarding the tracking of funds. Mr. Miller expressed some concerns.

Ms. Kusek made a motion to support the funding swap, seconded by Mr. Ellen, and it carried unanimously.

9. Updates

Mr. Kozlosky stated that updates are included in the agenda packet.

11. Announcements

a. Cape Fear Crossing Public Hearings – April 29th and 30th

Mr. Ellen commented that the correspondence he has received from residents of Brunswick Forest would be more impactful if they were not in the form of form letters.

Mr. Anderson pointed out that the Cape Fear Crossing has been discussed for 20 years, with numerous options, and has been published by the press. He inquired about the obligation of realtors.

Vice Chair Batleman stated that realtors give a broad disclaimer regarding the possibility of the crossing. She expressed concerns regarding the age of the data in the environmental study. She noted that a plan exists to expand the study area by half a mile beyond the MA and NA corridors. Although it has been turned down by NCDOT, it will be presented again. She pointed out that the extra money could be used for a study.

Ms. Collette stated that such a modification would mean restarting the project from Concurrence Point 1.

Mr. Kozlosky noted that the plan would need to go to the WMPO and to the merger team.

Vice Chair Batleman expressed concerns regarding the number of houses that would be taken, which was not evident previously. She noted that meetings have been scheduled today with the Secretary and Congressman Rouser.

Ms. Collette stated that the corridor cannot be changed without starting the study from the beginning. She added that the WMPO supported corridors MA and NA by resolution.

Vice Chair Batleman stated that the resolution supported the least impactful alternatives at the time. However, the taking of Stoney Creek, Snee Farm and part of Brunswick Forest (Cape Fear National Golf Course) has become more evident.

Mr. Collette responded that the corridors have been known, and that the public hearings can impact which portion within the 1,000-foot corridor will be taken.

Chairman Piepmeyer pointed out that the public hearings improved the Hampstead Bypass.

Following further discussion, Mr. Kozlosky pointed out that it would be important for the Board to understand the impacts of expanding the study area from a timing and a cost perspective, which staff would be happy to provide.

Vice Chair Batleman encouraged Board members to attend the public meetings on April 29th and April 30th.

Ms. Kusek commented that any delay would not remove the need for the project, and that some will be negatively impacted and will be adverse to it.

Chairman Piepmeyer stated that many considerations are involved, and that the process leads to the least impactful option that satisfies the need for the project.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky stated that \$31 million has been programmed for right-of-way acquisition to begin in 2028 and 2029 based on the draft STIP.

In response to an inquiry by Vice Chair Batleman, Mr. Kozlosky stated that the Federal Highway Administration won't sign the environmental document until there is a commitment

by the state to show that it can fund the project. He noted that the project is moving forward in the prioritization process.

Vice Chair Batleman expressed appreciation to the Board.

b. The next WMPO Board meeting – May 29th

12. Adjournment

With no further business, the meeting was adjourned at 4:59 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

April 1, 2019

Mr. Mike Kozlosky, AICP
City of Wilmington Planning Dept.
P.O. Box 1810
Wilmington, North Carolina 28402-1810

Subject: Wilmington Urban Area MPO, FY 2020 PL Work Program Allocation (supplemental)

Dear Mr. Kozlosky:

NCDOT has recently closed out the FY18 Metropolitan Planning (PL) project account for every MPO in the State. With the close-out of the FY18 account, unspent funds have become available for MPOs use. NCDOT has applied the standard per-capita PL-fund distribution formula to the aggregate remaining amount and has calculated the MPO's share of federal PL funds according to the table below.

The MPO will receive an additional \$119,711 of federal PL funds in FY20.

Wilmington Urban Area MPO

FY20 initial PL allocation (Jan 7 th , 2019 letter)	\$374,958
FY20 additional PL allocation from close out of FY18	\$119,711
Total available PL funds for FY20.	\$494,669

MPO's are encouraged to use the additional allocation by amending their UPWP's accordingly.

If you have any questions, please do not hesitate to call or email me: (919) 707-0901, jalavi@ncdot.gov.

Sincerely,

Jamal Alavi

Jamal Alavi, P.E.
Director, Transportation Planning Division

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2019-2020 Unified Planning Work Program Amendment #1 – PL104 (f)
May 29, 2019

III-E- Management and Operations – Due to additional PL104 funds being available, \$119,711 was moved from the STBGP-DA grant to the PL104 grant.

III-E- Management and Operations – Due to additional PL104 funds being available, \$29,927 was moved from the STBGP-DA grant match to the PL104 grant match.



Wilmington Urban Area Metropolitan Planning Organization

FY2020 Unified Planning Work Program (Amendment #1)

DRAFT May 29, 2019

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL				SECTION 5303				STBGP-DA		TDM		TASK FUNDING SUMMARY				
		Highway / Transit		FHWA		Transit / Highway		FTA		Highway / Transit	FHWA	LOCAL	NCDOT	LOCAL	NCDOT	FEDERAL	TOTAL	
		LOCAL 20%	FHWA 80%	LOCAL 10%	NCDOT 10%	NCDOT 10%	FTA 80%	LOCAL 20%	FHWA 80%	LOCAL 50%	NCDOT 50%							
II-A	SURVEILLANCE OF CHANGE																	
II-A-1	Traffic Volume Counts	10,600	42,400											10,600			42,400	53,000
II-A-2	Vehicle Miles of Travel	50	200											50			200	250
II-A-3	Street Systems Changes																	
II-A-4	Traffic Accidents	50	200											50			200	250
II-A-5	Transit System Data	1,100	4,400	1,200	1,200	9,600								2,300	1,200	14,000	17,500	4,000
II-A-6	Dwelling Unit, Pop. & Emp. Change	800	3,200											800		3,200	4,000	
II-A-7	Air Travel																	
II-A-8	Vehicle Occupancy Rates																	
II-A-9	Travel Time Studies	50	200											50		200	250	
II-A-10	Mapping	5,077	20,307											10,967		43,869	54,836	
II-A-11	Central Area Parking Inventory																	
II-A-12	Bike & Ped. Facilities Inventory	800	3,200											800		3,200	4,000	
II-B	LONG RANGE TRANSPORTATION PLANNING																	
II-B-1	Collection of Base Year Data																	
II-B-2	Collection of Network Data																	
II-B-3	Travel Model Updates	50	200											50		200	250	
II-B-4	Travel Surveys																	
II-B-5	Forecast of Data to Horizon year																	
II-B-6	Community Goals & Objectives	4,200	16,800	400	400	3,200								4,600	400	20,000	25,000	
II-B-7	Forecast of Future Travel Patterns																	
II-B-8	Capacity Deficiency Analysis	1,200	4,800											1,200		4,800	6,000	
II-B-9	Highway Element of th L RTP	4,800	19,200											4,800		19,200	24,000	
II-B-10	Transit Element of the L RTP	400	1,600	400	400	3,200								800	400	4,800	6,000	
II-B-11	Bicycle & Ped. Element of the L RTP	4,000	16,000											4,000		16,000	20,000	
II-B-12	Airport/Air Travel Element of L RTP	1,000	4,000											1,000		4,000	5,000	
II-B-13	Collector Street Element of L RTP	600	2,400											600		2,400	3,000	
II-B-14	Rail, Water or other mode of L RTP	1,000	4,000											1,000		4,000	5,000	
II-B-15	Freight Movement/Mobility Planning	1,200	4,800											1,200		4,800	6,000	
II-B-16	Financial Planning	400	1,600	800	800	6,400								1,200	800	8,000	10,000	
II-B-17	Congestion Management Strategies	2,000	8,000											2,000		8,000	10,000	
II-B-18	Air Qual. Planning/Conformity Anal.																	
III-A	PLANNING WORK PROGRAM	224	896											224		896	1,120	
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	500	2,000											500		2,000	2,500	
III-C	CVL RGTS. CMP./OTR. REG. REQS.																	
III-C-1	Title VI	100	400	800	800	6,400								900	800	6,800	8,500	
III-C-2	Environmental Justice	600	2,400											600		2,400	3,000	
III-C-3	Minority Business Enterprise	100	400	800	800	6,400								900	800	6,800	8,500	
III-C-4	Planning for the Elderly & Disabled	50	200											50		200	250	
III-C-5	Safety/Drug Control Planning																	
III-C-6	Public Involvement	2,000	8,000	800	800	6,400								2,800	800	14,400	18,000	
III-C-7	Private Sector Participation	250	1,000											250		1,000	1,250	
III-D	INCIDENTAL PLNG./PROJECT DEV.																	
III-D-1	Transportation Enhancement Plng.																	
III-D-2	Enviro. Analysis & Pre-TIP Plng.	100	400											100		400	500	
III-D-3	Special Studies	16,000	64,000											16,000		64,000	80,000	
III-D-4	Regional or Statewide Planning	100	400											100		400	500	
III-E	MANAGEMENT & OPERATIONS	64,266	257,066	2,800	2,800	22,400	42,313	169,249	61,800	61,800	171,179	64,600				448,715	684,494	
TOTALS		\$123,667	\$494,669	\$8,000	\$8,000	\$64,000	\$48,203	\$192,811	\$61,800	\$61,800	\$241,670	\$69,800	\$751,480				\$1,062,950	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #1 TO THE WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION'S FISCAL YEAR 2019-2020 UNIFIED
PLANNING WORK PROGRAM**

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 Fiscal Year 2019-2020 Unified Planning Work Program documents the comprehensive and continuing transportation planning program in the Wilmington Urban Area and was adopted by the Wilmington Urban Area Metropolitan Planning Organization Board on March 27, 2019; and

WHEREAS, the need for amendments to the Fiscal Year 2019-2020 Unified Planning Work Program have been evaluated and are justified in order to effectively advance transportation planning for Fiscal Year 2019-2020; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the Fiscal Year 2019-2020 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the Fiscal Year 2019-2020 Unified Planning Work Program to reflect current and anticipated expenditures and available funding resources.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment #1 to the Fiscal Year 2019-2020 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 29, 2019.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Amendments to 2018-2027 STIP/MPO TIP Programs

STIP/MPO TIP Amendment 19-2 (April 2019)

<p>* EB-6027 NEW HANOVER PROJ.CATEGORY DIVISION</p>	<p>SR 1403 (MIDDLE SOUND LOOP), SR 2892 (LENDIRE ROAD), OGDEN BUSINESS LANE, CONSTRUCT MULTIUSE PATH ALONG MIDDLE SOUND LOOP, LENDIRE ROAD, AND OGDEN BUSINESS LANE.</p>	<p>ENGINEERING</p>	<p>FY 2019 - \$244,000 (TADA) FY 2019 - <u>\$61,000 (L)</u> \$305,000</p>
<p>* EB-6028 NEW HANOVER PROJ.CATEGORY DIVISION</p>	<p>WILMINGTON, CONSTRUCT SIGNALIZED PEDESTRIAN CROSSING AT US 17 BUSINESS (MARKET STREET) AND 21ST STREET. <u>PROJECT ADDED AT REQUEST OF MPO.</u></p>	<p>ENGINEERING CONSTRUCTION</p>	<p>FY 2019 - \$60,000 (TADA) FY 2019 - \$15,000 (L) FY 2020 - \$100,000 (TADA) FY 2020 - <u>\$25,000 (L)</u> \$200,000</p>
<p>* EB-6029 NEW HANOVER PROJ.CATEGORY DIVISION</p>	<p>CARENDON AVENUE, CONSTRUCT MULTI-USE PATH ALONG CLARENDON AVENUE FROM 4TH STREET TO SR 1573 (DOW ROAD). <u>PROJECT ADDED AT REQUEST OF MPO.</u></p>	<p>ENGINEERING CONSTRUCTION</p>	<p>FY 2019 - \$29,000 (TADA) FY 2019 - \$8,000 (L) FY 2019 - \$516,000 (TADA) FY 2019 - <u>\$129,000 (L)</u> \$682,000</p>

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #19-2 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 amend the adopted 2018-2027 State/MPO Transportation Improvement Programs for Amendment #19-2; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on this proposed amendment.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2018-2027 State/MPO Transportation Improvement Programs for Amendment #19-2.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 29, 2019.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Amendments to 2018-2027 STIP/MPO TIP Programs

STIP/MPO TIP Amendment 19-3
(May 2019)

* EB-6033	VARIOUS, SAFE ROUTES TO SCHOOL	STATEWIDE	ENGINEERING	FY 2019 - \$1,500,000 (TAANY)
STATEWIDE	EDUCATION.	PROJECT		FY 2019 - <u>\$375,000 (O)</u>
PROJ.CATEGORY	<u>PROJECT ADDED AT REQUEST OF BICYCLE AND</u>			<u>\$1,875,000</u>
DIVISION	<u>PEDESTRIAN DIVISION.</u>			

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S TOP 5 RESILIENT TRANSPORTATION
INFRASTRUCTURE IMPROVEMENTS**

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, Hurricane Florence made landfall on the North Carolina coast on September 14, 2018 as a Category 1 hurricane; and

WHEREAS, as a result of this hurricane and associated flooding, the Wilmington region was significantly and detrimentally impacted; and

WHEREAS, on February 27, 2019 the Wilmington Urban Area Metropolitan Planning Organization's Board supported the North Carolina Department of Transportation's efforts to fund resilient transportation improvements to Interstate 40 and Interstate 95 and discussed developing a Top 5 resilient transportation infrastructure priorities; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board has identified the Top 5 resilient transportation infrastructure priorities for the Wilmington region:

- Alleviate potential flooding at Town Creek/US 17
- Alleviate potential flooding on NC 133 in Brunswick County
- Create programs and develop capital projects to address needed draining improvements
- Address storm water maintenance issues and develop active storm water management programs
- Dredge the Intracoastal Waterway

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Top 5 Resilient Transportation Infrastructure Improvements for the Wilmington region.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 29, 2019.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Issued in Washington, DC, on March 22, 2019.

Drue Pearce,

Deputy Administrator, Pipeline and Hazardous Materials Safety Administration.

[FR Doc. 2019-08117 Filed 4-22-19; 8:45 am]

BILLING CODE 4910-60-P

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, 2019

AGENCY: Office of the Secretary of Transportation, DOT.

ACTION: Notice of funding opportunity.

SUMMARY: The Consolidated Appropriations Act, 2019 ("FY 2019 Appropriations Act") appropriated \$900 million to be awarded by the Department of Transportation ("DOT") 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") and is known as the Better Utilizing Investments to Leverage Development, or "BUILD Transportation grants," program. Funds for the FY 2019 BUILD Transportation grants program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. The purpose of this notice is to solicit applications for BUILD Transportation grants.

DATES: Applications must be submitted by 8:00 p.m. E.D.T. on July 15, 2019.

ADDRESSES: Applications must be submitted through *Grants.gov*.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the BUILD Transportation grants program staff via email 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: The FY 2019 BUILD Transportation grant program will make awards to surface transportation infrastructure projects that will have a significant impact throughout the country. Each section of

this notice contains information and instructions relevant to the application process for these BUILD Transportation 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. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$90 million can be awarded to a single State, as specified in the FY 2019 Appropriations Act. Per statute, the FY 2019 selection criteria are the same as under the FY 2017 TIGER program, although the description for each criterion has been updated. For FY 2019 BUILD Transportation grants, the definitions of urban and rural areas differ from previous rounds. Additionally, not more than 50 percent of funds will be awarded to projects located in urban and rural areas, respectively.

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A. Program Description

The Consolidated Appropriations Act, 2019 (Pub. L. 116-6, February 15, 2019) ("FY 2019 Appropriations Act") appropriated \$900 million to be awarded by the Department of Transportation ("DOT") for National Infrastructure Investments. Since this program was created, \$7.1 billion has been awarded for capital investments in surface transportation infrastructure over ten rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact.

Like the FY 2017 TIGER program, the FY 2019 BUILD program will also give special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity or facilitate economic growth or competitiveness. Such projects may concurrently invest in broadband to better facilitate productivity, including through the U.S. Department of Agriculture's ReConnect Loan and Grant program, and help rural citizens access opportunities, or promote energy

independence to help deliver significant local or regional economic benefit.

B. Federal Award Information

1. Amount Available

The FY 2019 Appropriations Act appropriated \$900 million to be awarded by DOT for the BUILD Transportation grants program. The FY 2019 BUILD Transportation 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 \$900 million) to be awarded for the planning, preparation or design of eligible projects. DOT is referring to any such awards as BUILD Transportation planning grants. The FY 2019 Appropriations Act also allows DOT to retain up to \$27 million of the \$900 million for award, oversight and administration of grants and credit assistance made under the program. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2019 Appropriations Act allows up to 20 percent of available funds (or \$180 million) to be used by the Department to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 ("TIFIA") or Railroad Rehabilitation and Improvement Financing (RRIF) programs, if that use of the FY 2019 BUILD funds would further the purposes of the BUILD Transportation grants program.

2. Award Size

The FY 2019 Appropriations Act specifies that BUILD Transportation 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 award size is \$1 million. There is no minimum award size, regardless of location, for BUILD Transportation planning grants.

3. Restrictions on Funding

Pursuant to the FY 2019 Appropriations Act, no more than 10 percent of the funds made available for BUILD Transportation grants (or \$90 million) may be awarded to projects in a single State. The Act also directs that not more than 50 percent of the funds provided for BUILD Transportation grants (or \$450 million) shall be used for projects located in rural areas with population equal to or less than

200,000, and directs that not more than 50 percent of the funds provided for BUILD Transportation grants (or \$450 million) shall be used for projects located in urbanized areas with a population of more than 200,000. 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 2019 Appropriations Act requires that FY 2019 BUILD Transportation grants funds are available for obligation only through September 30, 2021. 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. Unless authorized by the Department in writing after the Department's announcement of FY 2019 BUILD awards, any costs incurred prior to the Department's obligation of funds for a project are ineligible for reimbursement.¹ All FY 2019 BUILD funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2026. 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 a project's likelihood of being ready to proceed with an obligation of BUILD Transportation grant funds and complete liquidation of these obligations, within the statutory timelines. No waiver is possible for these deadlines.

5. Previous BUILD/TIGER Awards

Recipients of BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the

extent to which the previously funded project phase has met 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 grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for BUILD Transportation 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 2019 Appropriations Act, the Federal share of project costs for which an expenditure is made under the BUILD Transportation grant program may not exceed 80 percent for a project located in an urban area.² 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.

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 Federal source under the BUILD program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a BUILD award. Unless otherwise authorized by statute, non-Federal 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. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

3. Other

i. Eligible Projects

Eligible projects for BUILD Transportation grants are surface transportation 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 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.³

Improvements to Federally owned facilities are ineligible under the FY 2019 BUILD program. 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.

The FY 2019 Appropriations Act allows up to \$15 million for the planning, preparation or design of eligible projects. 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 capital projects.

Applicants are strongly encouraged to submit applications only for eligible award amounts.

ii. Rural/Urban Definition

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area⁴ that had a population greater than 200,000 in the 2010 Census.⁵ If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project.

³ Please note that the Department may use a BUILD Transportation 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 grants to pay for the surface transportation components of these projects.

⁴ 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/.

⁵ See www.transportation.gov/BUILDgrants for a list of UAs.

¹ Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the BUILD award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2019 BUILD award cannot be charged to FY 2019 BUILD funds.

Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2019 BUILD award cannot be charged to FY 2019 BUILD funds.

² To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

Rural and urban definitions differ in some other DOT programs, including TIFIA.

A project located in both an urban and a rural area will be designated as urban if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as rural if the majority of the project's costs will be spent in rural areas.

This definition affects four aspects of the program: (1) Not more than \$450 million of the funds provided for BUILD Transportation grants are to be used for projects in rural areas; (2) not more than \$450 million of the funds provided for BUILD Transportation grants are to be used for projects in urban areas; (3) for a project in a rural area the minimum award is \$1 million; and (4) 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 grant 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.

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), 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 2019 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. Selection Criteria	See D.2.iv. and E.1.i.
V. Project Readiness	See D.2.v. and E.1.ii.
VI. Benefit Cost Analysis	See D.2.vi. and E.1.iii.

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. 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 urbanized area, the

application should identify that urbanized area.

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; and
- (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. Selection 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 Selection Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(1) Primary Selection 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. If applicable, the applicant should also include information on 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 estimates of impacts on long-term cost structures or 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 including in Opportunity Zones.

(d) Environmental Sustainability

This section of the application should describe how the project addresses the environmental sustainability 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, reduce 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.

(2) Secondary Selection Criteria

(a) 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 applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline.

If an applicant is proposing to deploy innovative traveler information systems or technologies as part of the surface transportation capital project, including work zone data exchanges or related data exchanges, the application should demonstrate the applicant's capacity to implement these innovations, the applicant's understanding of applicable data standards, and whether the proposed innovations will advance safety or other benefits during and after project completion.

If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2) directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery or is located in a State with NEPA delegation authority, 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.⁶

(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.

(b) 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. Applications for projects involving other Federal agencies, or requiring action from other Federal agencies, should demonstrate commitment and involvement of those agencies. For example, projects involving border infrastructure should demonstrate evidence of concurrent investment from U.S. Customs and Border Patrol, U.S. Department of State, and other relevant Federal agencies; relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

v. 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 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 (*e.g.*, 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 grant funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2021 for FY 2019 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 grant funds

⁶ 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/toolkit/usdot/sep15/implementation_procedure/.

and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2026; 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 agencies,⁷ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a 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 grant projects,⁸ including intermodal projects located at

⁸ 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. Plans that do not currently include the awarded BUILD project 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 49 U.S.C. 70202 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

airport facilities.⁹ 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.

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, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, 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.

⁹ 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.

⁷ 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.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing their project.

To the extent the applicant 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.

vi. 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.

The appendix should provide present value estimates of a project's benefits and costs relative to a no-build baseline. To calculate present values, applicants should apply a real discount rate (*i.e.*, the discount rate net of the inflation rate) of 7 percent per year to the project's streams of benefits and costs. The purpose of the BCA is to enable the Department to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio and calculating the magnitude of net benefits for the project.

The primary economic benefits from projects eligible for BUILD Transportation grants are likely to include savings in travel time costs, vehicle or terminal 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 grant 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 p.m. E.D.T. on July 15, 2019.

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 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. Primary Selection Criteria

Applications that do not demonstrate a potential for moderate long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider any selection 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 2019 Appropriations Act allows funding solely for pre-construction activities, the Department will prioritize FY 2019 BUILD Transportation grant program funding for projects that propose to move into the construction phase within the period of obligation. Accordingly, applications for BUILD Transportation planning grants will be less competitive than capital grants.

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) the project will 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 or communities in Opportunity Zones,¹⁰ 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, including assets in Opportunity Zones; (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 Sustainability

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; or (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.

ii. Secondary Selection Criteria

(a) 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.

¹⁰ See <https://www.cdfifund.gov/Pages/Opportunity-Zones.aspx> for more information on Opportunity Zones.

(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 grant 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, smart traffic signals, or pricing systems to reduce congestion;
- Traveler information systems, to include work zone data exchanges;
- 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 (such as public-private partnerships), 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. Accordingly, projects from States with NEPA assignment authority under 23 U.S.C. 327 are considered to use an innovative approach to project delivery. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

While BUILD Transportation grant award recipients are not required to employ innovative approaches, the Department encourages BUILD Transportation grant 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 grant 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 grant program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an BUILD Transportation grant award, the applicant would need to satisfy the relevant programs' requirements and complete the appropriate application

processes. Selection for a BUILD Transportation grant 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.

(b) 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 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 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.

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 grant 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 2019 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 grant awards.

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 2019 Appropriations Act mandated BUILD Transportation grant awards by November 12, 2019. 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 CFR part 200, as adopted by DOT at 2 CFR part 1201. 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 Grant funds, other Federal funds, or non-Federal funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If the Department determines that a recipient has failed to comply with applicable Federal requirements, the Department may terminate the award of

funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive BUILD Transportation grant 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. In particular, Executive Order 13858 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grantees must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project BUILD Transportation grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Vehicle Safety Regulations, or vehicles that are exempt from Federal Motor Carrier Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 CFR apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to a BUILD Transportation grant 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 grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 CFR apply.

For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

For each project that receives a BUILD Transportation grant award, the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for increasing the non-Federal contribution. If the actual costs of the project are less than the costs estimated in the application, DOT will generally reduce the Federal contribution.

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for BUILD Transportation grant 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 grant program.

ii. System Performance Reporting

Each applicant selected for BUILD Transportation grant funding must collect and report to the DOT information on the project's performance. The specific performance information and reporting time period will be determined on a project-by-project basis. Performance indicators will not include formal goals or targets, but will include observed measures under baseline (pre-project) as well as post-implementation outcomes, 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 grant 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 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 grant program staff via email 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 grant 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 applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) State on the cover of that document that it "Contains Confidential Business Information (CBI)"; (2) mark each page that contains confidential information with "CBI"; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial

competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 CFR 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. Publication/Sharing of Application Information

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., the Department may make application narratives publicly available or share application information within the Department or with other Federal agencies if the Department determines that sharing is relevant to the respective program's objectives.

3. Department Feedback on Applications

The Department strives to provide as much information as possible to assist applicants with the application process. The Department will not review applications in advance, but Department staff are available for technical questions and assistance. To efficiently use Department resources, the Department will prioritize interactions with applicants who have not already received a debrief on their FY 2018 BUILD Transportation grant application. Program staff will address questions to BUILDgrants@dot.gov throughout the application period. Department staff will make reasonable efforts to schedule meetings on projects through May 31, 2019. After that date, Department staff will schedule meetings only to the extent possible and consistent with timely completion of other activities.

Issued On: April 16, 2019.

Elaine L. Chao,

Secretary.

[FR Doc. 2019-08137 Filed 4-22-19; 8:45 am]

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Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

May 3, 2019

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.
- The Draft Environmental Impact Statement (DEIS) was signed on 3/25/19 and distributed for review on 4/01/19. The document and hearing maps are available on the project website at www.ncdot.gov/projects/cape-fear-crossing.
- The project team is compiling public comments received to date; the official comment period ends May 16th.

Upcoming Activities

- After public comment period, FHWA and NCDOT will meet with environmental and regulatory resource agencies to determine the Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative.
- An updated traffic forecast will be prepared on the Preferred Alternative once identified.

Past Activities

- Two Corridor Public Hearings were held April 29th and April 30th.
- The Traffic Noise Report was finalized on 4/25/19.
- The USACE public notice was published 4/10/19.
- The DEIS was finalized on 3/25/19.
- The Sea Level Rise Analysis was finalized on 2/20/19.
- The project team received final concurrence from the State Historic Preservation Office (HPO) on 2/12/19 regarding Section 106 effects on historic resources in the project study area.
- A newsletter was sent on 12/21/18 to notify citizens of the remaining alternatives under study and the project schedule.
- The project team coordinated with the SHPO on 10/30/18 regarding two new properties identified that are eligible for the National Register of Historic Places (NRHP).
- The Air Quality Report was finalized on 10/09/18.
- The Red-Cockaded Woodpecker Foraging Habitat Analysis was finalized on 9/26/18.
- The Crash Analysis Summary was finalized on 8/30/18.
- The revised project designs of the detailed study alternatives were finalized 6/15/18.
- The Traffic Capacity Analysis was finalized on 6/01/18.
- 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.
- The NEPA/Section 404 Merger Team reached Concurrence Point 2A – “Bridging Decisions and Alignment Review” on 5/30/17; final concurrence on Concurrence Point 2A was received on 8/17/17.
- The project team received final concurrence from the HPO 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: <https://www.ncdot.gov/projects/cape-fear-crossing>; Email: capefear@ncdot.gov; Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
MAY 2019

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 four month public outreach period was held between April 3, 2018 and July 31, 2018. During this period, there were 2,287 transportation survey responses, 563 comments on the public input map tool, and 4,554 votes on map comments, totaling 7,404 responses collected. In July 2018, the six modal subcommittees began meeting with the initial task of developing modal goals and objectives, which were completed in October 2018 and officially adopted by the Board in November 2018. The Modal Subcommittees have completed scoring criteria, evaluation of projects and development of the draft policies. The CAC, TCC and Board received the financial forecasts and potential alternative funding sources in March 2019.

Next Steps:

- The consultant to complete the cost estimation and development of alternative funding sources. This information is anticipated in mid-May.
- A red line, fiscal constraint analysis of ranked modal projects, including opportunities for projects utilizing supported alternative funding sources will be prepared and reviewed by the CAC, TCC, and Board in Summer 2019.
- 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 4, 2017 to review the draft materials. The document was revised and a follow-up meeting was held on February 20, 2018. Staff from the Town continues to work on the development of these standards. MPO staff met with the Town on May 22, 2018. The Town provided the MPO with a list of questions, proposed changes and comments. The MPO responded and the Town continues to review the document.

Next Steps:

- Continue to update the guidelines/manual per guidance from the Town of Leland

NORTHEAST NEW HANOVER COUNTY FUTURE STREETS STUDY

Project Description/Scope: New Hanover County and the Wilmington Urban Area MPO are partnering to develop a Future Street Study for Northeastern New Hanover County. This study 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 study from the consultant. The study is being revised by the County to meet our needs. Staff continues to work with county staff on this study.

Next Steps:

- Finalize Draft study in Spring 2019
- 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: 4 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Formal Reviews: 5 reviews
- Town of Leland Informal Reviews: 2 reviews
- Town of Navassa Formal Reviews: 0 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: 24 total (New Hanover County 6, City of Wilmington 8, Carolina Beach 0, Leland 2, Navassa 2, and Pender County 5, Brunswick County 1) ; new 5 and ongoing 19
- Pender County Development Plan Reviews: 2 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 57 (12 new, 45 on-going)
- City of Wilmington Informal Reviews: 35 (6 new, 29 on-going)
- City of Wilmington Concept Reviews: 17 (15 new concept reviews- 2 on-going concept)
- COW Project Releases: 11 Full releases

STBGP-DA/TASA-DA FY 2013 to Present

STBGP-DA

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:

- Complete review of final design package and submit to NCDOT for review– Summer 2019
- NCDOT final design approval and City to request Construction Funds Authorization – Fall 2019
- Begin Construction – Spring 2020

- Complete Construction – Winter 2020

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:

- 100% Plan approval received
- ROW certification has been issued
- Construction funds have been requested for release
- Updated PCE approved on December 4, 2018
- Upon reviewing a set of AECOM plans that were not previously given to the Town showing the existing utilities, staff has determined that some potential utility conflicts exist
- A request has been made for a supplemental agreement to extend project completion deadline to July 2020 (will match up to deadlines for the I, J and K projects)
- Bid and award timeline will depend upon Davenport's findings after review of existing plans; prefer to bid the four projects at the same time.

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:

- Complete review of final design package and submit to NCDOT for review – Spring 2019
- NCDOT final design approval and City to request Construction Funds Authorization – Summer 2019
- Begin Construction – Winter 2019
- Complete Construction – Fall 2020

U-5534G –CITY OF WILMINGTON- 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:

- Complete final design package and submit to NCDOT for review– Summer 2019
- Update/renew permits – Fall 2019
- NCDOT final design approval – Fall 2019
- Right of way acquisition complete – Spring 2020
- Begin Construction – Winter 2020
- Complete Construction – Winter 2021

U-5534H –CITY OF WILMINGTON- 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:

- Complete final design package and submit to NCDOT for review– Summer 2019
- Update/renew permits – Fall 2019
- NCDOT final design approval – Fall 2019
- Right of way acquisition complete – Spring 2020
- Begin Construction – Winter 2020
- Complete Construction – Winter 2021

U-5534I –TOWN OF LELAND- VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 8 foot wide concrete path from the connection at the Brunswick Center in 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:

- 100% Plans approved by NCDOT
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project
- Davenport is performing a complete and independent review of the drawings for the four STBGP-DA projects

U-5534J – TOWN OF LELAND- 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:

- 100% Plans approved by NCDOT
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalize
- Davenport is performing a complete and independent review of the drawings for the four STBGP-DA projects

U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road 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:

- 100% Plans approved by NCDOT
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalized

- Let date will be delayed to match up with “J” project
- Davenport is performing a complete and independent review of the drawings for the four STBGP-DA projects

U-5534N –CITY OF WILMINGTON- 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:

- Let Date: March 14, 2019
- Additional funds have been received and the contract is being routed for signatures

U-5534Q –CITY OF WILMINGTON- 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-5534S (FORMERLY U-5534M)- TOWN OF WRIGHTSVILLE BEACH- CORAL DRIVE SIDEWALKS

Project Descriptions/Scope: The construction of sidewalks along Coral Drive will install approximately 954 linear 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:

- Easement issue has been resolved. Final plans have been reviewed by NCDOT. SEPI addressing issues.
- Construction funds can be released once PCE consult is received
- Anticipated Let Date: Summer 2019

U-5534T –CITY OF WILMINGTON- 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:

- Plans and specification approved by NCDOT on February 19, 2019.
- Construction Authorization and funding request in progress.
- Anticipated bid date of June 2019. The project is currently in the City’s Purchasing Division for bidding.

U-5534U – TOWN OF NAVASSA- 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
- The Town and Engineer have agreed to a fee. The Town working to complete the contract.

EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

Project Status and Next Steps:

- The agreements have been signed by the Town and being sent to NCDOT for execution

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:

- City Council awarded the contract on February 4, 2019. The City is currently working on executing the contract.

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:

- 90% plans comments have been received and have been corrected
- No right of way needed – New Hanover County met with DOT on May 6th to discuss ROW certification
- Anticipated construction bid Fall 2019

EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of twelve feet (12') wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

Project Status and Next Steps:

- The agreements have been signed by Town and are being sent to NCDOT for execution

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

Project Description: Design only of the Middle Sound Greenway connection to Ogden Park

Project Status and Next Steps:

- The agreements have been generated by NCDOT

EB-6028 —CITY OF WILMINGTON- 21st Street/Market HAWK SIGNAL

Project Description: Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

Project Status and Next Steps:

- Currently working with NCDOT to receive agreements

EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH

Project Description: Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

Project Status and Next Steps:

- Currently working with NCDOT to receive agreements
- Existing plans have been submitted to DOT for review. Comments have been received by the Town.

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 funded 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 program works to increase active transportation initiatives and increase community knowledge of commuter options. The MPO finalized the Strategic Marketing Plan for the “Go Coast” program. In addition, the WMPO has been working with the City of Wilmington to implement a bike share program. The TDM program has continued to grow and progress and below are project status and next steps.

Project Status and Next Steps:

Initiatives

1. Be A Looker Campaign
 - a. Initiating a 6 month bicycle and pedestrian safety campaign to take place April to September 2019
2. Bike Share
 - a. Completed agreement with Zagster. Contract to be signed.
 - b. Zagster is in process of securing “title sponsors” to fund the program
3. New Go Coast Website
 - a. We are in the first stages of the site being created
4. Social Media
 - a. Posting at least three times per week
 - b. WMPO Facebook, Instagram, and Twitter and Go Coast Instagram
5. Continue to push the Commuter Friendly Employer Program and Share the Ride NC Programs and Events
 - a. May is National Bike Month and Cape Fear Bike to Work Month
 - b. The River To Sea Bike Ride was held on May 4th at 7am. It was a successful ride with details on attendance to be provided soon.
6. Scooter Share

- a. Waiting on direction from NC General Assembly for policy on electric scooter share programs
- b. General Assembly currently defining “scooter”



Cape Fear Public Transportation Authority

Project Update

May 2019

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. Seven buses were ordered June 29, 2018. Production is scheduled to begin on June 04, 2019 and the final bus is expected to be delivered on August 23, 2019.

On February 28, 2019 the Authority authorized \$879,692 for the purchase of two trolley replica buses to serve the Downtown Trolley Route. Delivery is expected to take approximately six months.

The Authority awarded a contract for four CNG shuttle buses to Palmetto Bus on March 28, 2019. Delivery is expected in fall 2019.

Five paratransit vehicles, ordered in 2018, were delivered in April 2019 and are being prepared for revenue service.

Additional funding for three to four buses will be requested from the VW mitigation settlement phase one following a call for projects by NC DAQ in the spring/summer of 2019.

2. **Short Range Transportation Plan** - 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/>.

Staff has begun its evaluation of the proposed changes and revenue neutral route changes are being presented to the board. The modifications are expected to take place in conjunction with the opening of the WMMTC.

3. **Long Term Funding** - 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 presented its findings to the Wilmington City Council and the New Hanover County Board of Commissioners. One of the recommendations from the study was implementation of a dedicated source of funding for the Cape Fear Public Transportation Authority. On March 28, 2019 the Authority Board unanimously adopted a resolution requesting the New Hanover County Commissioners implement a countywide vehicle registration fee pursuant to NCGS Chapter 105 Article 52 with the proceeds benefiting public transportation in New Hanover County.

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. On June 27, 2018 the WMPO awarded up to \$1,700,000 in additional STBGP-DA funding to complete the project. The flex process to convert the funds from FHWA to FTA was initiated on July 30, 2018.
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.
Phase 3A (final phase) consisting of sitework was authorized on April 25, 2019. Renovation construction of the Neuwirth Building began on December 03, 2018. Neuwirth Building renovation construction is approximately 70% complete. Sitework, including stormwater management and bus drive aisles, was authorized by the Authority Board on April 25, 2019 following award of STBGP-DA funding from FHWA to FTA. All necessary funding for the project has been allocated to an FTA grant. Completion of the entire project is estimated to occur on September 26, 2019.
2. **Preventive Maintenance & ADA** - STBGP-DA funding in the amount of \$500,000 for preventive maintenance and ADA service throughout the region was approved by the WMPO on July 25, 2018. The process of flexing the funds from FHWA to FTA is complete and a grant application 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 2019

the Authority provided 1,912 ADA passenger trips utilizing the funding. The period of performance for the project is 07/01/2018 through 06/30/2019.

Projects in Development						
Project Manager	TIP	Description	County	ROW	Let Date	Comment
Krista Kimmel	U-4902D	US 17 Bus - Market St Median	New Hanover		IP	Feb-19
Robert Vause	HILC	Hoover Rd widening from proposed interchange to US 17 with 2' paved shoulders	Pender	2019	Mar-19	Contract # C204319
Eric Murray	W-5601DH	3rd St and Dock St Intersection	New Hanover		IP	Jul-19
Krista Kimmel	U-3338C	Kerr Ave Interchange at MLK	New Hanover	2018	Dec-19	
Derek Plelech	17BP 3.C.4	Replace Culvert on SR 1175	New Hanover	TBD	Feb-20	
Mike Bass	U-5710A	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & U New Hanover	New Hanover	IP	Apr-20	
Derek Plelech	B-4590	Replace Bridge 29 on Cornelius Harnett Dr/Castle Hayne Rd over Smith Creek	New Hanover	TBD	Apr-20	
Eric Murray	U-5914	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick	2019	Jun-20	
Krista Kimmel	U-4902C	US 17 Bus - Market St Median & Interchange	New Hanover	IP	Jun-20	
Trace Howell	R-3300A	Hampstead Bypass (US 17 New Route 4-lane divided highway) from south of Hampstead at Military Cui	Pender/New Hanove	2018	Sep-20	
Trace Howell	R-3300B	Hampstead Bypass	Pender	2018	Sep-20	Previously SS-4903CE
Eric Murray	W-5703C	Monkey Junction Pedestrian Improvements	New Hanover	TBD	Nov-20	
Mike Bass	U-5710	US 74 at US 17 (Military Cutoff Rd)	New Hanover	2019	Sep-21	
Trace Howell	U-5732	US 17 Hampstead Median Project	Pender	2018	Sep-21	
Krista Kimmel	U-5926	New Route from 23rd St to 26th St	New Hanover	2020	Jun-22	
Brian Harding	U-5729	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover	2019	Jul-22	
Brian Harding	U-5731	US 74 at US 17/US 421 Flyover	New Hanover	2020	May-23	
Brian Harding	U-5863	NC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover	2021	Oct-23	
Trace Howell	U-5790	Monkey Junction Interchange	New Hanover	2022	Apr-24	
Brian Harding	U-5954	NC 133 at 23rd St Roundabout	New Hanover	2022	Jun-24	
Krista Kimmel	U-4902B	US 17 Bus - Market St Median - Railroad to MLK	New Hanover	2018	Dec-24	
Krista Kimmel	U-4434	Independence Boulevard Extension	New Hanover	2020	Jun-25	
Trace Howell	U-5702A	College Rd from New Centre to Shipyard	New Hanover	2022	Jun-25	
Trace Howell	U-5704	US 17 (Oleander) at College	New Hanover	2022	Jun-25	
Trace Howell	U-5792	MLK at College	New Hanover	2022	Jun-26	Let with U-5881
Trace Howell	U-5881	College Rd from Gordon Rd to New Centre	New Hanover	2022	Jun-26	Let with U-5792
Brian Harding	U-5734	US 421 Front St Widening	New Hanover	2023	May-27	
None	U-6199	Wilmington Citywide Signal System Upgrade	New Hanover	2025	Jun-27	
Krista Kimmel	U-6201	Kerr Avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover	2025	Jun-27	
Trace Howell	U-5702B	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover	2025	Jan-29	
Trace Howell	U-5732A	Dan Owen Connector	Pender	2017	CSF (Now)	
Brian Harding	U-6083	23rd St widening from MLK to NC 133	New Hanover	2025	N/A	
Krista Kimmel	U-6080	Kerr Ave Widening from Patrick to Wrightsville	New Hanover	2025	N/A	
Brian Harding	U-6202	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover	2029	PY	
Brian Harding	U-6128	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover	2029	PY	
Krista Kimmel	U-4738B	Cape Fear Crossing (NC 133 to US 421)	Brunswick/New Han	PY	PY	
Krista Kimmel	U-4738A	Cape Fear Crossing (US 17 to NC133)	Brunswick/New Han	2028	PY	

Statewide	
Regional Impact	
Division Needs	
Let date complete	
Fallen out of STIP	

Date Completed:

PO:

Contact:

5/6/2019

WMPO

Catlin Marks

910-341-2000 | cmmarks@ncdot.gov

Please note: Let Dates may change with the final STIP release in September

Projects Under Construction					
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion Percent Complete
DC00219	Trevor Carroll	W-5601CK	New Hanover	Wrightsville Beach Bike Plate Installation on Bridge 12 (US 74) over intercoastal waterway	Apr-19 100%
C203199	Daniel Waugh	R-2633B	Brunswick, New Hanover	Wilmington Bypass from US 74/76 (near Malmo) to Cedar Hill Rd	Apr-19 100.00%
C204080	Daniel Waugh	R-2633D	Brunswick, New Hanover	I-140 ITS for Wilmington Bypass	May-19 80.49%
DC00151	Lydia McKeel	SR-5001CB	Pender	Sloop Point Multi Use Path from US 17 to SR 1694	May-19 56.63%
DC00242	Daniel Waugh	15403.1065075	New Hanover	16th St and Willard St 42" CIPP	May-19 0%
C203772	Daniel Waugh	U-3338B	New Hanover	Kerr Avenue Widening from Randall Parkway to MLK	Jun-19 95.00%
C204119	Wayne Currie	HVBP	New Hanover	Cape Fear Memorial Bridge	Jun-19 99.31%
DC00218	Adam Britt	N/A	New Hanover	Snow Cut (#30) on US 421 over SR 1532 Feder replace	Aug-19 61.44%
DC00234	Daniel Jones	N/A	Brunswick, New Hanover, Onslow, Pender	Plant Bed Maintenance on NC 24/US 17/NC 132/NC 211/NC 53/US 421/US 74	Nov-19 32.08%
C204282	Daniel Waugh	15403.1065027	New Hanover	Bridge on US 421 over Fishing Creek 4 miles N of I-140	Apr-20 11.45%
DC00231	Daniel Jones	R-3601(L)	Brunswick	Landscaping for the Diverging Diamond at US 74/76 and NC 133	May-20 24.15%
C203980	Daniel Waugh	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Apr-22 21.09%
C204319	Daniel Waugh	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22 5.98%
TBD	Wayne Currie	HVBP	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	TBD TBD
C204203	Wayne Currie	HVBP	New Hanover	Isabel Holmes Bridge (#11, US 74) Girder repair, upgrade paint/structural steel, replace grid floor	TBD TBD
TBD	Wayne Currie	HVBP	New Hanover	Cape Fear (#48, I-140 E) Shear Strengthen	TBD TBD
TBD	Wayne Currie	HVBP	New Hanover	Cape Fear (#49, I-140W) Shear Strengthen	TBD TBD

Resurfacing									
Contract Number	Contract Year	County	Resident	TIP	WPO/RPO	Map	Routes	Estimated Completion	Percent Complete
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS/WMPO/CFRPO	0	US 76 E. & W., US 421 N., NC 130, NC 179, NC 904.	Jan-20	89.76%
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO/GSATS	1	NC 130 (Whiteville Rd) from US 17 Bus to SR 1335		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS	2	NC 179 (Old Georgetown Rd) from 179 Bus (Beach Dr) to NC 904		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO/GSATS	3	NC 904 (Longwood Rd) from SR 1321 to SR 1304		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS	4	NC 179 Bus (Sunset Blvd) from traffic circle at Shoreline Dr to west of NC 904		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS	5	SR 1319 (Union School Rd) from SR 1316 to US 17		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO	6	SR 1504 (Clemmons Rd) from SR 1316 to US 17		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO	7	SR 1333 (Project Rd) from SR 1326 to end of Pavement		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO	8	SR 1327 (New Britton Loop Rd) from SR 1333 to SR 1326		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO	9	SR 1337 (Marlow Rd) from SR 1336 to SR 1333		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO	10	SR 1308 (Etheridge Rd) from SR 1300 to NC 904		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO	11	SR 1335 (Myrtlehead Rd) from SR 1333 to SR 1336		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS	12	SR 1356 (Marlowtown Rd) from 1302 to SR EOM		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS	13	SR 1301 (McLamb Rd) from SR 1300 to SC line		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO/GSATS	14	SR 1316 (Old Shallotte Rd) from NC 904 to US 17		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS	15	SR 1155 (Goose Creek Rd) from NC 179 to SR 1143		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS	16	SR 1304 (Pea Landing Rd) from US 17 to NC 904		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO/GSATS	17	SR 1305 (No. 5 School Rd) from SR 1300 to SR 1304		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS	18	SR 1165 (Thomasboro Rd) from US 17 to SR 1164		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS	19	SR 1720 (Washington Rd) from US 17 Bus. To EOM		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO	20	SR 1312 (Mt. Zion Church Rd) from NC 904 to EOM		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	CFRPO/GSATS	21	SR 1315 (Russtown Rd) from SR 1313 to NC 904		
C204094	2018	Brunswick	Daniel Waugh	W-5203Y	GSATS	22	SR 1115 (Stone Chimney Rd./Old Ferry Connection) from NC 211 to intracoastal waterway		
C204135	2018	Hanover/Brunswick	Lydia McKeel	N/A	WMPO	0	US 421/US 76/NC 132 and various SRs (New Hanover Resurfacing)	Oct-19	33.92%
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO/CFRPO	0	Various SRs (Pender Resurfacing)	Nov-19	47.50%
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO/CFRPO	1	Highsmith Rd from NC 210 to SR 1401		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	2	Whitestocking Rd from NC 53 to SR 1513		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	3	Maple Rd from Old River Rd to Dead End		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	4	Penderlea Hwy from Cora's Gove Rd to Shiloh Rd		
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO	5	St Johns Church Rd from Beginning of pavement to end of state maintenance		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	6	Shaw Hwy from Old Blakes Rd to NC 53		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	7	Old Blakes Bridge Rd from Old Maple Hill Rd to Shaw Hwy		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	8	Vanhoe Rd from Beatys Bridge Rd to Sampson Co		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	9	Garden Rd/Raccoon Rd from NC 11 to NC 11		
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO	10	Balcombe Rd from NC 210 to End of Pavement		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	11	Pelham Rd/Eleanor Roosevelt Ln from Garden Rd to Raccoon Rd		
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO	12	Oakvale Rd from Scotts Hill Loop to Lafayette St		
DC00229	2019	Pender	Lydia McKeel	N/A	WMPO	13	Lafayette St from Poplar Grove Rd to Cul-de-Sac		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	14	Point Caswell Rd from Slocum Trail rd to End of Pavement		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	15	Giddeons Pond Rd from NC 11 to SR 1325 (Sill Creek Rd)		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	16	Cottle Acres from Piney Woods Rd to Penderlea Hwy		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	17	West Willarlea Rd from Eleanor Roosevelt Ln to NC 11		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	18	East Willarlea Rd from Eleanor Roosevelt to NC 11		
DC00229	2019	Pender	Lydia McKeel	N/A	CFRPO	19	Sill Creek Rd from Garden Rd/Raccoon Rd to Crooked Run Rd		



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

May 2019

Nazia Sarder
Transportation Engineer
NCDOT Transportation Planning Division
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Raleigh, NC 27601

MAY TPD UPDATES WILMINGTON MPO

May 2019

New Business:

Brunswick County Model – In the Northeast Group, we have a staff shortage. We have gone from 8 engineers to 3 currently with multiple CTPs and Models going on in our area. Due to this shortage, the Brunswick County Model will be slightly delayed as the new engineer gets assimilated and familiar with the model.

Strategic Transportation Corridors Master Plans: The STC Master Plans are back up and running. NCDOT has finalized the generic scope with the consultants for all STC plans. They are waiting for consultants to modify their individual scope of services before moving onto the next phase.

NC Statewide Model: CDM Smith and RSG are our consultants for the NC Statewide Model. The model is underway and they are on the SE Data Collections phase.

NCMOVES 2050: The N.C. Department of Transportation is updating its long-range transportation plan to help guide North Carolina's future transportation policies and investments. Called NC Moves 2050, the plan provides a 30-year transportation blueprint for the state.

Statement Transportation Plan (NC Moves 2050): Consultants are addressing all comments being submitted including the Secretary of Transportation's comments. Groups

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have been formed to host Table Topics. Staff has been reaching out to different organizations to host table topics with a representative from NCDOT. Spring Table Events continue to be scheduled: the Azalea Festival in Wilmington 4/6-7, Pickle Festival in Mt. Olive 4/13, DMV Special Event in Raleigh 4/13, POW WOW in Hollister 4/20, Hmong Easter Festival in Hickory 4/20-21, DMV Special Event in Greensboro 4/27, Electric Vehicle Car Show in Greensboro 4/27, Lexington Multicultural festival in Lexington 5/4, Latino Festival in Wilmington 5/4, Disabled Veterans Fair in Wilmington 5/11, Got to Be NC in Raleigh 5/17-19. The survey is open now and will be closing out on June 2nd. There is an educational video that has been released.

Traffic Forecasting: The latest P5 list and the draft STIP has been reviewed and all 14 Highway Divisions have been contacted regarding their traffic forecasting priorities. Forecast requests continue to come in from Corridor Studies Groups and this is their “pre-analysis” process. Structures Management’s 2023 Project List work also continues.

Old Business:

Wilmington Model Update – Future Year Model is ready for MTP project testing and has been sent to the Wilmington MPO. The documentation was updated on March 1st with updates to the growth rate map and sent to the MPO. The model and documentation will continue changing as new projects are entered into the MTP. The 2045 Model will be considered adopted when the MTP is adopted, it will then become the official model and documentation.

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 once the Wilmington Model is near completion we will develop a schedule.

Pender County CTP – TPD has done a lot of pre-work for Pender County, once the RPO and engineer can provide more time and grasp a better understanding of CTP 2.0 – they will start the CTP within the next few months.

Performance Measures – Summary of pending items and deadlines:

1. PM2 and PM3 targets (pavement, bridge, and system performance):
 - Per CFR450.324(f)(3), the MTP has to contain a description of the performance measures and the targets used.
2. MPO’s are required to amend their TIP by updating language within it.
3. Data sharing agreements.
 - Recommend executing agreement as soon as possible.
4. NCDOT submitted the required yearly safety (PM1) targets on August 31, 2018.
 - MPO’s have 180 days to support NCDOT’s targets or establish their own (Feb 27, 2019).
 - Safety targets are a yearly process.
 - MTP needs to be updated to include these targets.

The jointly written provisions (which are noted in the draft data-sharing agreements) to address FTA’s Transit Assessment Management/State of Good Repair (TAM/SGR) performance measures must be completed by October 1, 2018. As information on transit

asset conditions as reported by providers of public transportation to the National Transit Database (NTD) will not be available until October 2019, they will need to provide this information directly to their MPO. For additional TAM/SGR information, please see FTA's TAM webpage.

CTP Study Requests – CTP Study Requests were accepted in Spring of 2018. Studies have been prioritized and assigned based on available resources, mainly as new work plans began in June 2018. Other assignments may occur later as additional resources become available.

Statewide Plan: The N.C. Department of Transportation is conducting an update to its long-range transportation plan to guide North Carolina's future transportation policies and investments. NC Moves 2050 is a plan that will provide a 30-year transportation vision and implementation plan for the state. Changing demographic and economic trends across urban and rural regions of the state, along with anticipated changes in technology, weather, tourism, and funding sources make now an opportune time to produce a bold, forward looking transportation plan to guide investment policy and system performance that will be more reactive to the dynamic change on the horizon.

The engagement of the stakeholders and public is critical during this initial stage of the planning process. To capture thoughts and ideas about the state's biggest challenges for the future, North Carolina residents are encouraged to provide input through our [survey](https://publicinput.com/ncmoves) through November 30th. The survey can be found at <https://publicinput.com/ncmoves>. This survey focuses capturing public input about the challenges for our state and the future of our transportation system. Responses will help to inform the vision and goals for NC's transportation plan. We will also have our kickoff stakeholder meetings in Kinston on 10/24/18, Raleigh on 10/29/18, and Charlotte on 10/30/18. We have invited a representative from each MPO, RPO, State Agencies, and State Advocacy Groups across North Carolina.

Training: A recording of the 2017 MPO/RPO Ethics training webinar can be viewed at the following location: <https://livestream.com/NC-DOT/events/7161243>

Corridor Studies: TPD has recently made the decision to temporarily pause the development of the STC Master Plans in order to reevaluate the scope and deliverables to make it a more useful and effective end product. A work group of internal and external partners to help reexamine this effort is currently being formed.

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 once the Wilmington Model is fully completed, TPD will develop a schedule.

RPO Program Reviews: FHWA submitted their findings and recommendations for improvement to NCDOT. TPD has developed an action plan to address the recommendations. FHWA, NCDOT and the RPO Administrative Documents Committee with collaborate on the implementation of resulting changes.

CMAQ: Applications for funding in FFY 2019 were due by March 15, 2018.

Traffic Forecast: The Traffic Forecast shapefile is under development (ArcGIS Online).

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.

Build NC: Governor Roy Cooper on Wednesday June 20, 2018 - signed into law the Build NC Bond Act of 2018, a new financing tool sought by his administration to help expedite critical highway projects. Build NC is a financing tool similar to Garvee bonds and is an important way to move critical projects forward. It is important to note that it is not new revenue, but borrowing authority to implement projects sooner. The focus is for projects in the regional and Division tiers.

CTP 2.0: TPD leadership is reviewing elements for CTP 2.0 and coordinating with the CTP 2.0 steering committee as we prepare for implementation of improved maps, classifications, analysis, plan documentation, and changes to the process for developing CTPs in NC. (A CTP Steering Committee meeting was held June 18, 2018.) Improving the CTPs for NCDOT and local partners has proven to be a complex process with many benefits and “ripple effects” as we move future proposals into project implementation.

Interactive Traffic Volume Map – For the latest up to date AADT refer to this [link](#).

Travel Information (TIMS):

1. Wilmington Bypass Both Directions: Lane closed. The North Carolina Department of Transportation is installing Communications Cable and Conduit on I-140 in Brunswick and New Hanover Counties. Lane closures will be restricted to Monday 9:00 a.m. to Friday 4:00 p.m. to minimize traffic delays during the week. Lane closures may also occur on the weekend. Intermittent lane closures to occur until May 31, 2018.
2. US-421: Lanes closed due to bridge construction from 10/31/2018 – 1/31/2020. There is a detour.
3. US-74 (Martin Luther King Jr Parkway): Lane Closed due to bridge expansion joint replacements and goal seals on bridges on MLK Jr. Parkway.