



**Locally Administered Projects Program  
Special Call for Projects  
Federal Fiscal Years 2029 through 2030**

Wilmington Urban Area Metropolitan Planning Organization

Date of Release: June 1, 2026

Pre-submittal Informational Meeting: June 10, 2026

Pre-application Submittal Deadline: July 17, 2026

Final Electronic Application Submittal Deadline: September 18, 2026

Anticipated Award Date: October 2026

Applications will be submitted digitally via Survey 123  
located at: <https://www.wmpo.org/stp-datap-da/>

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## **Introduction**

Metropolitan Planning Organizations (MPOs) are federally designated regional transportation planning agencies that are responsible for conducting transportation planning in a continuing, cooperative, and comprehensive manner. MPOs were introduced by the Federal-Aid Highway Act of 1973 and are required to represent localities in all urbanized areas with populations over 50,000. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) is the MPO recognized by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as the official MPO for the Wilmington urban area. In 2012, the WMPO was designated as a Transportation Management Area (TMA) after the region's population exceeded 200,000 in the 2010 Census. The WMPO's planning area is approximately 494 square miles and encompasses the entirety of New Hanover County and portions of Brunswick and Pender Counties.

A thirteen-member board sets the policy and direction of the organization. The WMPO Board consists of representatives from the City of Wilmington (lead planning agency), Town of Wrightsville Beach, Town of Carolina Beach, Town of Kure Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, the Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation.

The WMPO Board adopted the Fiscal Year (FY) 2026 to 2030 Submittal Guide on June 25, 2025. The submittal guide introduced a new approach for the WMPO to award direct attributable funds. Starting with FY 2026, the WMPO will accept proposals for new projects every two years. Applications for supplemental funds due to funding shortfalls may be submitted on a rolling, as-needed basis. Special Calls for Projects may also be held on an as-needed basis.

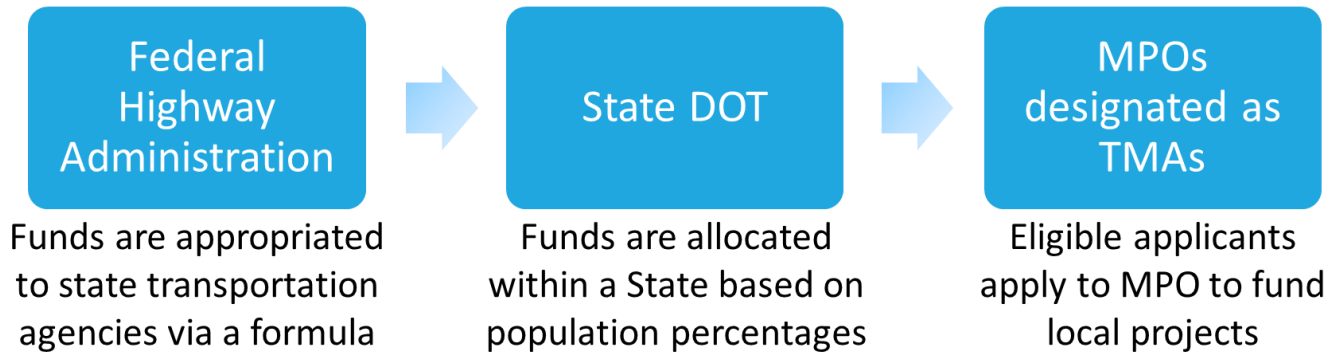
The FY 2026 to 2030 Call for Projects was announced on July 7, 2025, with final applications due on September 19, 2025. The WMPO Board approved funding for five of the ten applications at their November 19, 2025 meeting, with funding allocated from FY 2026 to 2028. Since funding was not allocated for fiscal years 2029 and 2030, the WMPO is holding a Special Call for Projects to solicit applications seeking funding in those years.

## **Funding Sources and Distribution**

Although used for local projects, funding for the Locally Administered Projects Program (LAPP) originates at the federal level. The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, and is the current Surface Transportation Authorization Act. The bill outlines funding policies for five federal fiscal years. The IIJA began in FY 2022 and is set to expire at the end of FY 2026. The next authorization is currently in development. To estimate future funding totals, the WMPO assumes the next authorization will include funding sources that have been consistently part of previous authorizations, such as the Surface Transportation Block Grant Program (STBG) and the Transportation Alternatives Set-Aside (TA), but will not include new funding sources created by the IIJA, like the Carbon Reduction Program (CRP).

The STBG program offers discretionary funding that states and local governments can utilize for various projects aimed at improving the condition and performance of Federal-aid highways, bridges, and tunnels. This funding can also be applied to improvements on public roads, pedestrian and bicycle infrastructure,

and transit capital projects.<sup>1</sup> At the federal level, the IJA currently requires the Secretary of Transportation to set aside 10% of the total STBG funding for TA. The FHWA appropriates STBG program funding to state transportation agencies through a percentage specified in law.<sup>1</sup> A state’s share of TA funding is calculated by a statutory formula.<sup>1</sup> State transportation agencies suballocate their STBG apportionment across their respective state based on both population and project prioritization. TA funding follows a similar process and is suballocated based on both population and discretionary programs, such as the Recreational Trails Program. As a TMA, the WMPO receives a direct allocation of North Carolina’s STBG and TA apportionment and awards these funds to local jurisdictions and planning partners through a WMPO-defined competitive process.



The table on page 4 outlines the availability of STBG discretionary funds in FY 2029 and 2030. Please note that the amounts listed are estimated totals. Approximately \$2,500,000 is set aside each fiscal year for WMPO operations listed in our Unified Planning Work Program (UPWP) and to cover anticipated project shortfalls.

Fiscal Year	Total Funds (Estimated)	Operating & Shortfall	Award Availability (Estimated)
FY 2029	\$4,592,950	-\$2,500,000	\$2,092,950
FY 2030	\$4,592,950	-\$2,500,000	\$2,092,950
<i>Total for FY 2029 and FY 2030</i>			<i>\$4,185,900</i>

### Eligibility Criteria

To be eligible for funding, a project must meet the minimum criteria outlined in this section. The applicant(s) must electronically submit a completed application and supplemental materials. Co-applications may be submitted by designating a primary and secondary applicant. Incomplete applications will not be considered.

The criteria below meet federal and state funding requirements and the goals adopted by the WMPO Board. Projects that do not meet these criteria will not be considered for funding. Applications not prioritized for funding will not be automatically considered in subsequent years and should be resubmitted in the next call for projects.

<sup>1</sup> <https://highways.dot.gov/ija/fact-sheets/surface-transportation-block-grant-stbg>

## **I. Federal Aid Eligible**

Federal eligibility requirements for the STGB program can be found in US Code [23 USC §133](#). Additional information regarding federal eligibility can also be found at [www.fhwa.dot.gov/specialfunding/stp/](http://www.fhwa.dot.gov/specialfunding/stp/).

## **II. MTP/LRTP Compliant**

Projects submitted for consideration must be identified in the WMPO's adopted Cape Fear Navigating Change 2050 Metropolitan Transportation Plan (MTP) fiscally constrained roadway project list, or the 2050 MTP non-highway priority project lists. A copy of the 2050 MTP can be found at [www.wmpo.org/mtp/](http://www.wmpo.org/mtp/).

## **III. Locally Administered**

Applicants are responsible for all federal and state reporting requirements related to discretionary funding. An inter-local agreement between the North Carolina Department of Transportation (NCDOT) and the designated recipient will specify a reimbursement schedule. The recipient will be responsible for covering all project costs, submitting invoices to the NCDOT, and receiving reimbursement for the project. While the WMPO may assist with reporting and coordinating efforts between the NCDOT and the recipient, the ultimate responsibility for the project remains with the recipient.

## **IV. Commitment of Local Funds**

All projects must have a minimum local match of 20% of the total project costs. Discretionary funds will cover up to 80% of eligible costs. Recipients will be responsible for any overruns exceeding the final programmed cost estimate. This provision may be reviewed at the discretion of the WMPO Board and may be adjusted through additional amendments to the Surface Transportation Improvement Program (STIP) by the Board of Transportation and WMPO Board, if necessary.

## **V. Project Design Intent**

Project design intent must meet or exceed Federal, State, and local guidelines for design elements, including any minimum widths, safety elements, or controls.

## **Program Administrative Details**

### **I. Informational Meeting and Pre-Submittal Requirements**

After the call for projects is released, WMPO staff will host an informational meeting on June 10, 2026 to explain the application process, review the application forms, and discuss the scoring criteria. To be considered for funding, applicants must submit their project estimate, an *unexecuted* resolution of support, project schedule, and inflation and contingency calculator by July 17, 2026 for staff review and feedback before submitting the final version. Additional materials, such as the project narrative and map(s), may also be submitted for review, but are optional.

### **II. Annual Training**

All project managers are required to attend the annual Locally Administered Projects Training led by WMPO staff. This training provides valuable information on navigating the online interface used to manage local projects and covers topics spanning the entire lifecycle of locally administered project delivery. The training also provides an opportunity to ask questions and speak with other project

managers.

### **III. Coordination with WMPO**

Applicants are expected to coordinate with WMPO staff throughout the project's lifecycle. Project managers are responsible for providing monthly updates to the WMPO Board and attending monthly progress meetings with WMPO and NCDOT staff. WMPO staff should be involved in reviewing all milestone plans and Requests for Letters of Interest (RFLOI). A WMPO staff member should also be included on the RFLOI selection committee and interview panel.

### **IV. Transit Project Funding**

Projects from local transit authorities that involve improvements not typically classified by the FHWA may have their funding flexed to the FTA for distribution. This transfer will take place after the funding award has been granted. Applicants should note that the authorization processing time may be extended due to this additional review step.

### **V. Transportation Improvement Program (TIP)**

If a project awarded does not have an assigned TIP number, a TIP amendment will be required. If a project has a TIP number, a TIP modification will be required. Applicants should be aware that the amendment or modification process may delay the funding obligation timeline.

### **VI. Project Application Submittal Limits**

Please limit submittals to no more than thirty (30) pages, including appendices.

### **VII. Construction Requirement**

Projects receiving federal discretionary funds must obtain Construction Authorization within ten (10) years from the fiscal year in which Preliminary Engineering was authorized.

### **VIII. Construction Signage Requirement**

Projects that receive WMPO LAPP funding must display signage at the project site indicating that the project is partially funded by the WMPO. Signs should be installed once utility relocation or construction begins, whichever occurs first. The signs must remain in place until construction is finished. Signage specifications will be provided to the awarded applicants.

## **Application Materials**

Applicants will submit their applications via Survey123 located at the following link: <https://www.wmpo.org/stp-datap-da/>. The items listed below are required to be submitted with the application.

### **I. Project Narrative**

The project narrative provides the project history and background for the application reviewers. It should not be presumed that reviewers are already familiar with the project. Additionally, the narrative should include explanations for all points claimed in the scoring rubric.

### **II. Certification Form**

The Certification Form must be signed by the primary applicant and secondary applicant (*if applicable*)

for the application to be considered complete.

**III. Scoring Rubric**

The Scoring Rubric is a Microsoft Excel file that can be downloaded at the following link: [www.wmpo.org/stp-datap-da/](http://www.wmpo.org/stp-datap-da/). Applicants should fill out the “Applicant Scoring” column highlighted in orange. If no points are awarded for a row, please leave the cell blank. All awarded points should be detailed in the project narrative. Scores are out of one hundred (100) total points. A detailed description of the Scoring Rubric criteria can be found beginning on page 9.

**IV. Map(s) of Proposed Project**

At least one (1) map showing the project's location must be included with the application. The map should display street names and labeled points of interest to help the application reviewers identify the project area. Additional maps that support awarded points in the Scoring Rubric may be submitted, such as those highlighting the project’s proximity to schools or medical facilities. Maps can be created using ArcGIS, ArcPro, or Google Earth.

**V. Opinion of Probable Project Costs**

The detailed anticipated design (*if applicable*) and construction costs of the project must be prepared by a licensed Professional Engineer (PE) or a Project Management Professional (PMP) in the State of North Carolina. All associated costs related to the project's completion, including but not limited to engineering, right-of-way (ROW), utility relocations, and inspection/materials testing, should be presented in a line-item cost format displaying the material quantity and unit cost. Please see Appendix A for an example.

**VI. Inflation and Contingency Calculator**

Given the rising costs of materials and supply chain issues, it is essential to factor both inflation and construction contingency into the overall project total. Applicants must include the “Inflation and Contingency Calculator” Microsoft Excel file found at [www.wmpo.org/stp-datap-da/](http://www.wmpo.org/stp-datap-da/) with their application. This applies to all cost estimates, including those with contingency already included. Applications will not be accepted if the calculator is not used.

This file will calculate the values based on project status and funding fiscal year. The 10% NCDOT administrative charges will also be included. Below are two tables outlining the estimated contingency and inflation costs to be added to the project total. Please note that inflation is compounded over the fiscal years.

Project Phase Complete	Contingency
Planning (0-10% of the plans are complete)	40%
Design (15-65% of the plans are complete)	30%
Right-of-way (75-95% of the plans are complete)	25%
Construction (100% of the plans are complete)	10%
NCDOT Administrative Charges	10%

Fiscal Year	Inflation Percent
FY 2026	3%
FY 2027	3%
FY 2028	3%
FY 2029	3%
FY 2030	3%

## VII. Project Schedule

Project schedule outlining key milestone dates, including deadlines for plan submissions at applicable stages and dates for requesting funding authorizations. Based on previous project timelines, we anticipate a minimum of six months to a year for project agreements to be executed and approximately twelve to eighteen months for right-of-way to be completed. Please develop schedules accordingly. An example project schedule can be found in Appendix B.

## VIII. Signed Resolution of Financial Support

A signed resolution on the letterhead of the Primary Applicant must be provided, authorizing a local match of no less than 20% of the total project cost. The resolution must include, in whole dollar amounts, the total project cost, the amount requested from the WMPO, and the local match total. The resolution totals must match the outputs of the Inflation and Contingency Calculator. Additionally, the resolution must indicate that the local matching funds will be allocated if the grant is awarded. An example is provided below:

“THEREFORE, BE IT RESOLVED, that the City of Example hereby authorizes the Example Department to apply for \$800,000 in STBG-DA funding from the WMPO for the Example Multi-Use Path Design with a total project cost of \$1,000,000; and

THAT, funding for the required minimum 20% local grant match of \$200,000 from the City of Example has been identified and will be appropriated if the grant is awarded.”

When determining the requested funding amount, always round down to the nearest whole dollar. The local match amount should be rounded up to the nearest whole dollar. An example is provided below:

Prior to Rounding	Incorrect Rounding	Correct Rounding
Project Total: \$101.00 Requested Total: \$80.80 Local Match: \$20.20	Project Total: \$101.00 Requested Total: \$81.00 ↑ Local Match: \$20.00 ↓	Project Total: \$101.00 Requested Total: \$80.00 ↓ Local Match: \$21.00 ↑

## IX. Additional Supporting Documents (optional)

The application submission may include exhibits or site photos with labels, additional maps, safety reports, crash records, and any adopted resolutions that support the project's application narrative and self-scoring. If additional supporting documents are submitted, it is essential to include a clear table of contents that outlines the contents of these documents.

## LAPP Survey123 Guide

The following descriptions are provided to assist with completing the online application via Survey123.

1. Project Name: A descriptive name of the project.
2. Project Location: Physical location and extent of the project.
3. Is this project in the State/MPO TIP? Please select yes or no.
  - a. TIP ID: If yes, please provide the TIP number.
4. Is this a currently existing project? Indicate whether this project is an extension of a previously

- completed or current, ongoing project (yes) or if this project is new (no).
5. Total Project Cost: Total cost of the project, including local match. This total will be shown in the orange row of the Inflation and Contingency Calculator.
  6. Requested Federal Funding Amount: Total funding cost requested, not to exceed 80% of the total project cost. This total will be shown in the green row of the Inflation and Contingency Calculator.
  7. Local Match Amount: Total amount of local match funding, which at a minimum must be 20% of the total project cost. This total will be shown in the blue row of the Inflation and Contingency Calculator.
  8. Anticipated Funding Start Year: Select the anticipated fiscal year to begin project funding.
  9. Has this project been submitted to a previous WMPO Call for Projects? Please select yes or no.
    - a. Previous Application Year(s). If yes, indicate the year(s) that this project has been submitted to a previous WMPO Call for Projects.
  10. Primary Applicant: The name of the member jurisdiction or eligible agency/authority submitting the application.
  11. Secondary Applicant (*if applicable*): The name of the member jurisdiction or eligible agency/authority who is a joint applicant.
  12. Application Contact Person: Individual who the WMPO can contact if there are questions regarding the application.
  13. Application Contact Phone: Phone number for the application contact person.
  14. Application Contact Email: Email address for the application contact person.
  15. Project Manager: The primary point of contact for the project (typically a representative of the primary applicant).
  16. Project Manager Phone: Phone number for the project manager.
  17. Project Manager Email: Email address for the project manager.

## Scoring Rubric Guide

The following descriptions are provided to assist with completing the Scoring Rubric.

### Safety (35 Points)

1. **Reported Crashes & Accidents (Up to 10 Points):** Does the project seek to improve safety at high-risk or high-crash locations? How many recorded crashes or accidents have occurred in the last five years (2020 to 2025) at or along the project location? Please select one of the following:
  - a. One (1) to nine (9) (2 points)
  - b. Ten (10) to twenty (20) (5 points)
  - c. Greater than twenty (20) (10 points)



*The WMPO has compiled a Microsoft Excel file of the NCDOT crash data. Please contact the WMPO LAPP Coordinator, Krysdyn Burden, for data requests.*

2. **Crash Severity (Up to 10 Points):** If there have been reported crashes or accidents, what was the severity of the crash(es)? Severity is often reported as either fatal (K), incapacitating (A), non-incapacitating (B), or not visible, but complains of pain (C). Select all that apply, up to a total of 10 points.
  - a. Reported fatalities (K) or severe injuries (A) (10 points)
  - b. Reported minor injuries (B) or (C) (5 points)

c. Property damage (2 points)

- 3. High Injury Network (10 Points):** Is this project located on or parallel to a facility identified in the top 5% of a High Injury Network (HIN)? HINs are streets or intersections with a high concentration of crashes resulting in fatalities or severe injuries. Points will only be awarded if the project is directly on or within the right-of-way of the identified HIN facility. If yes, award 10 points.



*The region's HIN is available through the WMPO's draft Safe Streets and Roads for All Plan. To access the map, please visit the following link:*

<https://www.wmpo.org/safetyactionplan/#hinmap>.

- 4. Safety Upgrade or Installation (Up to 5 Points):** Will the project be installing new, safety related infrastructure or will the project be upgrading the safety of existing infrastructure? Please explain your selected answer.
- New infrastructure (5 points)
  - Upgrades to existing infrastructure (3 points)

### Fair (20 Points)

- 1. Project Location (5 Points):** Does the project remove or cross a geographic and/or human made barrier? The barrier must be one of the following (1) natural stream, wetland, or other body of water; (2) railroad tracks; (3) arterial roadway; (4) major/minor collector road; or (5) grade separation. If yes, award 5 points and explain.
- 2. Public Transit (5 Points):** Does the project connect or provide access to public transportation facilities? If yes, award 5 points and explain.
- 3. NCDOT Transportation Disadvantage Index (TDI) Tool (Up to 10 Points):** What is the NCDOT TDI score, relative to the MPO, that the project is located in or directly connected to? The TDI tool allows users to see where transportation disadvantaged communities potentially exist. Some examples of transportation barriers are racial minorities, people with low incomes, seniors (65 and older), and households without access to a personal vehicle.
- Fifteen (15) to twenty-one (21) (10 points)
  - Eight (8) to Fourteen (14) (5 points)
  - One (1) to seven (7) (2 points)



*The NCDOT TDI Dashboard can be accessed through the following link:*

<https://www.arcgis.com/apps/dashboards/1f6618f5561145be82573a379f9fd7a4>.

### Connected (20 Points)

- 1. Increasing Connectivity (Up to 10 Points):** Does the proposed project improve connectivity near an area with high traffic or frequently used community spaces? This includes the installation of multi-use paths (MUP), sidewalks, or other infrastructure. Select all that apply.
- Located or connected to a Traffic Analysis Zone (TAZ) with high employment (2 points)
  - Located within a ¼ mile radius of a medical facility (2 points)
  - Located within a ¼ mile radius of a pre-school, K-12, or higher education school (2 points)
  - Located within a ¼ mile radius of a grocery store or food bank (2 points)

- e. Located within a ¼ mile radius of a library, government services, and/or greenspace/park (2 points)



*A TAZ is a geographic area used to analyze traffic flow and pattern. TAZ data can be requested from the WMPO. Please contact the WMPO LAPP Coordinator, Krysden Burden, for data requests.*

2. **Closing Gaps (Up to 5 Points):** Does the proposed project include closing gaps within the existing infrastructure? What is the size of the gap? This can include closing gaps in the MUP network, sidewalks, or dedicated bike lanes.
  - a. Gap is greater than 1/8 mile (5 points)
  - b. Gap is less than 1/8 mile (2 points)
3. **Multi-Modal (5 Points):** Will the proposed project serve more than one (1) mode of transportation? If yes, award 5 points and explain.

### **Resilient (15 Points)**

1. **Data and Technology (5 Points):** Will the proposed project include elements that will improve data collection, analysis, or technology? Does the proposed project include the implementation of ITS components such as signal preemption, emergency preparedness, or other features? If yes to either question, award 5 points and explain what components are included.
2. **Redundancy (10 Points):** Does the proposed project provide redundancy within the existing network, such as alternative routes and multi-modal options? If yes, award 10 points and explain.

### **Proactive (10 Points)**

1. **Project Phase (Up to 5 Points):** At what stage is the project? Please select one.
  - If the project is in the concept or design phase, select PE/Design.
  - If project design is complete (100% plans) or more than 25% of ROW acquisition is still needed, select ROW.
  - If ROW acquisition is 75% or more complete, ROW is not needed, or the project is shovel-ready, select Construction.
  - a. PE/Design (1 point)
  - b. Right of Way Acquisition (3 points)
  - c. Construction (5 points)
2. **Prior Submission (5 Points):** Has this project been submitted in a previous call for projects? If yes, award 5 points and indicate which year(s) in the Project Information section.

### **Tiebreaker Elements**

In the event the number of applications exceeds the funding amount available, and one or more selected projects receive the same number of points using the Scoring Rubric, the following elements will be used as a tiebreaker:

- Project with the lower cost
- Project closest to the bid date
- Project that scores highest in the safety category

## Appendix A: Example of Opinion of Probable Costs

Line Item	Description	Quantity	Unit	Price	Amount
	Mobilization	1	LS	\$ 98,325.65	\$ 98,325.65
	Construction Surveying	1	LS	\$ 21,000.00	\$ 21,000.00
	Supplemental Clearing and Grubbing	1	Acre	\$ 2,750.00	\$ 2,750.00
	<b><u>Earthwork</u></b>				
	Unclassified Excavation	160	CY	\$ 55.00	\$ 8,800.00
	Borrow Excavation	920	CY	\$ 55.00	\$ 50,600.00
	Removal of Existing Pavement Asphalt	770	SY	\$ 25.00	\$ 19,250.00
	<b><u>Drainage</u></b>				
	Drainage Existing Location - 4 Lane Divided C&G Typical Section	0.15	Miles		\$ -
	18"/24" RC Pipe	1,000.00	LF	\$ 175.00	\$ 175,000.00
	MDS w/ Grate	8.00	EA	\$ 7,000.00	\$ 56,000.00
	<b><u>Pavement</u></b>				
	Fine Grading	620	SY		\$ -
	B25 Prep	825	SY	\$ 15.00	\$ 12,375.00
	ABC Prep	1575	SY	\$ 15.00	\$ 23,625.00
	Backfill Curb	1660	LF	\$ 25.00	\$ 41,500.00
	Grade around Sidewalk	3150	SY	\$ 15.00	\$ 47,250.00
	Milling Asphalt Pavement, 1.5" Depth	710	SY	\$ 15.00	\$ 10,650.00
	6" Aggregate Base Course	719	Tons	\$ 65.00	\$ 46,735.00
	Asphalt Type B25.0C	190	Tons	\$ 275.00	\$ 52,250.00
	Asphalt Type I19.0C	80	Tons	\$ 275.00	\$ 22,000.00
	Asphalt Type S9.5C	290	Tons	\$ 275.00	\$ 79,750.00
	Asphalt Binder for Plant Mix	30	Tons	\$ 875.00	\$ 26,250.00
	2'-6" Concrete Curb and Gutter	1,000	LF	\$ 35.00	\$ 35,000.00
	4" Concrete Sidewalk	50	SY	\$ 75.00	\$ 3,750.00
	5" Concrete Monolithic Islands	120	SY	\$ 115.00	\$ 13,800.00
	Concrete Curb Ramos	5	Each	\$ 3,600.00	\$ 18,000.00
	<b><u>Erosion Control</u></b>	0.50	Acres	\$ 100,000.00	\$ 50,000.00
	<b><u>Traffic Control</u></b>				
	(-L-- and -Y2-) (includes MOT Labor + Portable Lighting + Drums + Msg Board + TMA)	0.15	Miles	\$ 650,000.00	\$ 97,500.00
	Thermo and Pavement Marking (4 Lane Divided C&G Typical Section)	0.15	Miles	\$ 15,000.00	\$ 2,250.00
	Traffic Signals (Upgrade)	1.0	Each	\$ 195,000.00	\$ 195,000.00
	<b>Total Construction Cost</b>				<b>\$ 1,209,410.65</b>
	Legal Fees				\$ 15,000.00
	ROW Acquisitions				\$ 23,000.00
	<b>TOTAL</b>				<b>\$ 1,247,410.65</b>

## Appendix B: Project Schedule Example

Timeline for Proposed Project XYZ																													
		2025				2026				2027				2028				2029				2030				2031			
#	Tasks	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sep	Q2: Oct-Dec			
1	WMPO awards grants	█																											
2	Agreement drafted and approved		█	█	█	█																							
3	PE funding authorization						█																						
4	Solicit proposals for PE, sign contracts						█	█																					
5	PE work - 25%, 60%, 100% plans							█	█	█	█	█																	
6	NCDOT review and approval									█		█																	
7	ROW acquisition												█	█	█	█													
8	CON funding authorization																█												
9	CON bid documents developed																	█											
10	Solicit proposals for CON																		█										
11	Construction																						█	█	█	█			
12	CEI/construction administration																						█	█	█	█			
13	Construction inspection																									█			
14	Project close out																									█			